Port Columbus International Airport

IATA/ICAO CODE:	CMH/KCMH
CITY:	Columbus
STATE:	OH
COUNTRY:	USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Elaine Roberts, A.A.E.	Daniel Griffin
Title:	President & CEO	Planning and Noise Specialist
Airport:	Port Columbus International Airport	Columbus Regional Airport Authority
Address:	Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	
Phone:	+1 614 239 4000	+1 614 239 3133
Fax:	+1 614 238 7813	+1 614 238 7850
Email:	eroberts@ColumbusAirports.com	dgriffin@ColumbusAirports.com

Airport Web Site: www.ColumbusAirports.com

ELEVATION: 815 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
10R/28L	10125	-	-	150
10L/28R	8000	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

The supervisor shall be responsible for ensuring that the following noise relief procedures are applied:

a. Except during an emergency, all arriving turbojet aircraft shall not be descended below 6000 feet until they are within:

(1) The geographical confines of FR airspace and inside the 20 mile range marks, or

(2) Within the 20 mile range mark and inside a 45 degree line extending from the approach end of runways 28L/10R or 28R/10L

b. Category III and turboprop aircraft shall be kept at or above 4000 feet (IFR) or 3500 feet (VFR) until intercepting the glideslope or until within 10 flying miles of the landing threshold.

c. Visual approaches may be approved and/or initiated, however, the descent profile shall conform with the National Local Flow Management Program and descent below altitudes in (a) and (b)the above will not be issued until the aircraft is within 10 flying miles of the landing threshold. Turbojet arrival aircraft on a visual approach shall not be permitted to turn final inside the final approach fixes i.e.,

(1) GRENS for runway 10L
(2) ARLIG for runway 10R
(3) SUMIE for runway 28L
(4) GOTSL for runway 28R

d. Departing jet aircraft shall not be turned until reaching an altitude of 3500 feet or a point 5 miles from the departure end of the runway.

e. Helicopter aircraft utilizing runways 28R or 10L requesting transition landings shall be required to adjust their traffic pattern so as to remain within the airport boundaries, South and West of Interstate 270.

f. In addition to the above, the following shall be utilized between the hours of 2200-0800 local time:

(1) Unless wind, weather, runway closures, or loss of NAVAIDS dictate otherwise, runways 28L or 10R shall be assigned to jet aircraft. Jet aircraft with Stage III engines may use runway 10L or 28R after 0700.

NOTE: In order to comply with an informal runway use program the following applies: after the assignment of runway 10R/28L and the pilot initiates a request for runway 10L/28R, you may comply with the request, traffic permitting. If a pilot questions the runway assignment, advise the pilot that the Airport Authority has determined the runway to be Noise Sensitive during these times and request the pilot's intentions.

(2) All arriving aircraft shall be kept at or above 4000 feet (IFR) or 3500 feet (VFR) until intercepting the glideslope or within 10 flying miles of the landing threshold. Aircraft below these altitudes shall be kept as high as possible as long as possible.

(3) Practice approaches for any high noise level type aircraft shall not be approved unless runways 28L or 10R are used and the approach will terminate in a full stop - taxi back operation

(4) Helicopter transition landings to runways 28R or 10L shall not be permitted.

g. To the extent possible, the late AIRNET rush, 0400-0530 LCL, should land to the west and depart to the east

h. During nighttime operations, 10:30 pm to 7:00 am local time, the following procedures shall be used for departures off runway 10R

(1) Aircraft normally assigned a runway heading shall be assigned

a heading of 100 degrees.

(2) Propeller driven aircraft, conventional or turbo-prop, shall be turned no further than 15 degrees left or right (085 degrees or 115 degrees). The turn to this heading will begin at the 2.2 mile fix of the runway 10L DME. If the DME cannot be used, the aircraft will turn as instructed by the tower. These headings shall not be altered until the aircraft has reached 3000 feet MSL or is 3 miles from runway end."

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Nighttime use of north runway 10L/28R restricted from 2200 to 0800 for jet aircraft. Jet aircraft with Stage III engines may use runway 10L/28R after 0700.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Nighttime Aircraft Maintenance Run-Up Policy

1. This policy replaces all previous Port Columbus International Airport Aircraft Maintenance Run-Up Policy or Management Directives.

2. All jet aircraft requiring night time maintenance run-ups which exceed an idle power setting must be taxied to the South Terminal Apron Run-up Barrier (Barrier A); the Southeast Cargo Run-up Barriers (Barrier B); or the NETJETS Ramp North Airfield, as appropriate.

2.1 Night time hours are defined as the period between 2200 and 0700 hours.

2.2 Maintenance personnel will contact the Airport Tower(ATCT) to verify wind speed and wind direction prior to utilizing the Run-Up Barrier(s).

2.3 Run-ups conducted at Barrier A must not exceed 80 percent of full power with wind speed of not more than seven knots for Stage 2,such as the DC-9, B737-200, B727-200 and F28, equipped with the following engines:

PW JT8D-Series 7,7A,7B,9,9A,11,15,15A,17,17R
RR SPEY 555-Series 15N,15P

Full power run-ups may be conducted at Barrier A with a wind speed of not more than 7 knots for Stage 3 Aircraft such as the MD-81, MD-82, MD-83, MD-88, B737-300, B737-400, B737-500, B757, F100, B727(QF) and A320, equipped with the following engines:

PW JT*D-Series 217,217A,217C,219
CFMI CFM56-Series 3B1,3B2,3C1
RR RB 211-Series 535E4
PW 2037
RR TAY 650-Series 15

RR TAY 651-Series 54
IAE V 2500-Series A1

2.4 Full power run-ups may be conducted at Barrier B when the wind speed is 7 knots.

2.5 Run-ups conducted at NETJETS Ramp North Airfield must not exceed eighty percent (80%) of full power with a wind speed of not more than seven (7) knots for Stage II aircraft.

2.6 Stage III aircraft full power run-ups may be conducted at the NETJETS Ramp North Airfield on an as needed basis.

2.7 Run-ups at any barrier must be delayed if the wind speed exceeds seven (7) knots.

2.8 Maintenance personnel shall also contact the Airport Communications Center via radio or telephone (239-4029) and request them to notify Airport Operations (Operations Coordinator) that a run-up is being performed at Barrier A, B, or the NETJETS Ramp North Airfield, as appropriate.

3. All jet aircraft parked at a gate position requiring a minor engine adjustment shall not use a power setting exceeding idle power.

3.1 All jet aircraft parked at a gate position requiring daytime engine maintenance run-ups which exceed an idle power setting may be taxied or towed to Barrier A, South Terminal Apron.

3.2 For most jet aircraft, idle power is defined as no more than 50 percent of full power.

3.3 Normal engine adjustments may continue to be performed at or near gate positions or apron parking positions.

3.4 Tower communications will be treated as advisory when aircraft are in a "non-movement" area.

4. Run-ups at Barrier A must be conducted with the subject engine positioned at midpoint of the wall, and the aircraft position parallel (i.e., heading East or West) to the wall, to obtain maximum effectiveness of the barrier.

4.1 Aircraft positioning may be adjusted up to 20 degrees south or north from parallel for proper engine trim with respect to easterly or westerly winds.

4.2 In no case shall the engine test be conducted with the engine jet blast perpendicular to the barrier wall or the terminal building.

4.3 The Barrier A position is designed to accommodate aircraft with wing spans not exceeding 214 feet, or 65m; or with tail mounted engines not exceeding 22 feet in height.

4.4 The following aircraft are not allowed to perform engine run-ups at Barrier A: A330, A340, B747, B777, DC8, DC10, L1011 and MD11.

5. Run-ups at Barrier B must be conducted with the subject engine positioned at mid-point of the parallel walls, and the aircraft located between the parallel walls, headed east or west. Wind permitting an easterly heading shall be used primarily.

5.1 In no case shall the engine test be conducted with the engine jet blast perpendicular to the barrier walls.

5.2 The Barrier B position is designed to accommodate aircraft in Airplane Design Group II, (i.e., wingspan up to but not including 79 feet, or 24m).

6. Run-ups at the NETJETS Ramp North Airfield must be conducted with the subject engine positioned parallel to the hangar (i.e., heading east or west), to obtain maximum effectiveness of the hangar as a barrier.

6.1 In no case shall the engine test be conducted with the engine jet blast perpendicular to the hangar.

7. Air cargo aircraft larger than design Group II requiring night time maintenance run-ups will follow the above procedures and use Noise Barrier A."

8. Corporate and business jet aircraft operating at either the Lane Ramp or AirNet Ramp may use either Noise Barriers A or B to perform night time maintenance run-ups.

9. All aircraft maintenance personnel shall maintain a night time (2200 - 0700 hours) run-up log, to record the run-up barrier utilized, orientation of aircraft (E or W), time/duration of each engine test, and power setting of each engine test. A copy of this log shall be sent monthly to the Airport Noise Office [fax 614-238-7850].

9.1 The Airport Noise Officer will collect and file the run-up logs to correlate and confirm noise complaints. The Airport Operations Coordinator(s) will monitor the run-up operations to ensure the policy is being followed.

9.2 The Airport Authority's permanent Noise and Flight Track Monitoring System (NOMS) will be utilized to measure noise levels, respond to complaints, and confirm the predicted noise levels are accurate.

9.3 The NOMS monitoring program, conducted over a reasonable time frame, will be used to amend the engine run-up policy and procedures.

10. An evaluation of the engine run-up policy will be conducted by the Airport Authority annually.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

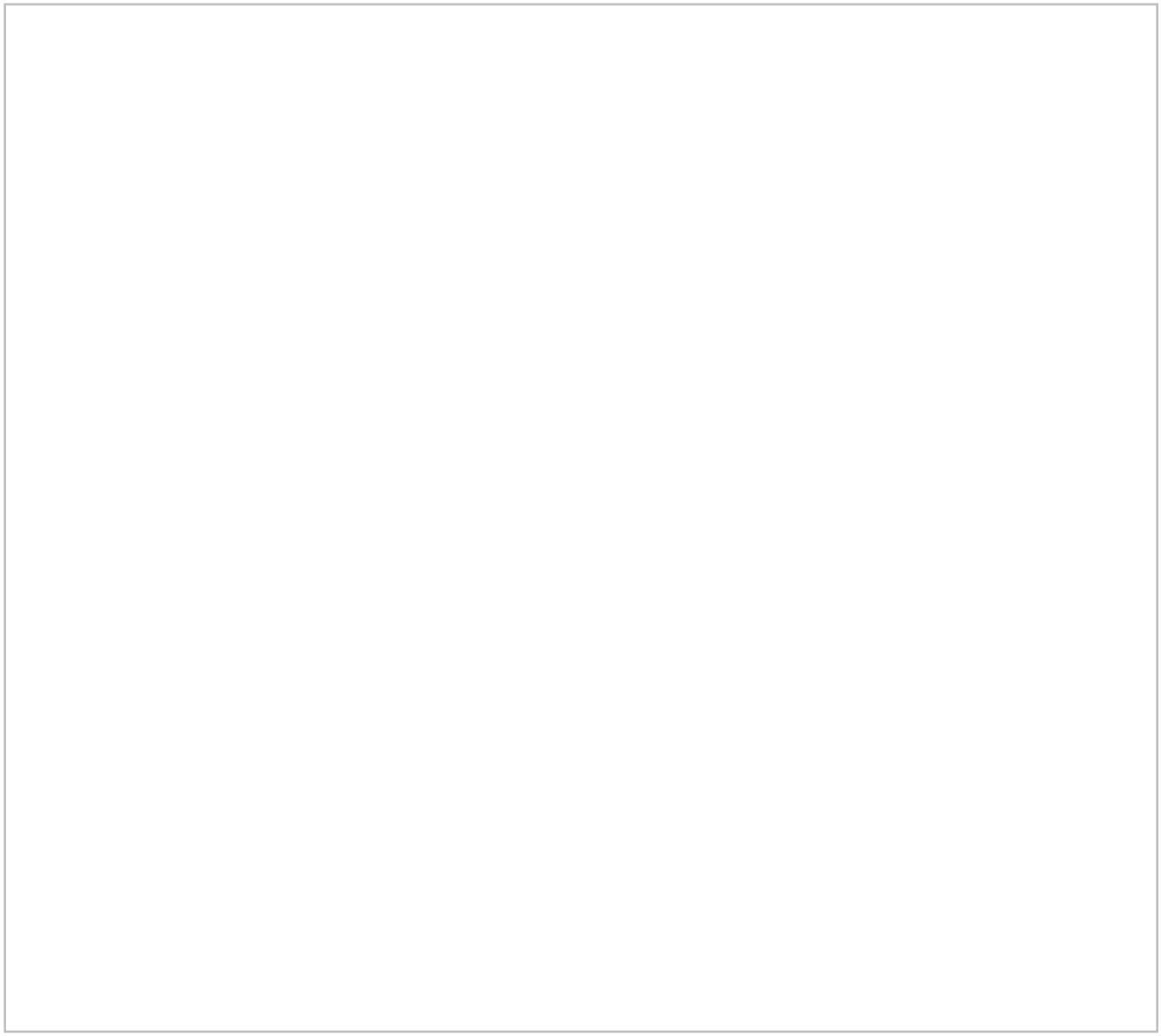
NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-

Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	2005: AIP grant of $1,320,232 million for noise mitigation measures for residences within the 65-69 DNL contour. $491,968 for a noise monitoring system and $807,617 for a engine run-up barrier.

NOISE MONITORING SYSTEM



The Columbus Regional Airport Authority installed a noise and flight track monitoring system in 1999. Twelve permanent noise monitoring terminals are located at Port Columbus and two are located at Rickenbacker International.

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS - NONE

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

U.S. Stage 2 Phase out complete as of 12/31/1999 (CFR Part 91.801). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 3 RESTRICTIONS - NONE