

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL
FAR PART 150
NOISE COMPATIBILITY PROGRAM

Cincinnati/Northern Kentucky International Airport
Covington, Kentucky

Leddie J. Moses
Regional Counsel, ASO-7

✓ _____
CONCUR NONCONCUR
4/4/08
Date

Robert B. Chapman
Airports Division Manager
Southern Region

✓ _____
APPROVED DISAPPROVED
4/4/08
Date

RECORD OF APPROVAL CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL AIRPORT COVINGTON, KENTUCKY

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. The FAA has provided technical advice and assistance to the airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of measures in this ROA will be subject to applicable environmental or other procedures or requirements, including Section 106 of the National Historic Preservation Act (NHPA).

The operational, land use control and program management measures below summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program (NCP) and are cross-referenced to the program. The statements contained within the summarized measures and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

OPERATIONAL MEASURES

1. OP-1: Extend Runway 18R/36L by 1,500 feet to the north. This measure was approved in the 1992 Part 150 Supplemental Study. The project was completed in 1996. (NCP, pages 4-3, 4-18; Exhibit 4-1, following p. 4-87; and Table 4-1)

FAA Action: No FAA action is required.

2. OP-2: Continue turbojet aircraft (over 70,000 pounds) departing Runway 18L fly runway heading until 1.5 Distance Measuring Equipment (DME) south of the localizer, then turn left to a 165 degree heading and climb on course; or fly an Advanced Navigation (ANAV) departure procedure directing aircraft over the Interstate 71-75 corridor for four nautical miles (n.m) from the runway end. This measure was approved in the 1992 Part 150 Supplemental Study and was implemented in conjunction with OP-3 as the published departure procedure. The measure was modified to include the development of the ANAV as a refinement of the departure procedure in the 1999 Part 150 update. (NCP, pages 4-3; 4-19; Exhibits 4-1, following p. 4-87; D-5; D-13 and Table 4-1)

FAA Action: Approved as voluntary subject to weather, safety and efficiency. This measure as previously approved is in effect. The ANAV procedure has been

developed by the FAA's Air Traffic Organization and it is expected to be implemented in 2008.

3. OP-3: Continue turbojet aircraft (over 70,000 pounds) departing Runway 18C fly runway heading; or fly an Advanced Navigation (ANAV) departure procedure directing aircraft to a turn point approximately four nautical miles (n.m.) from the runway end. (NCP, pages 4-3; 4-20, 21; Exhibits 4-1, following p. 4-87; D-5, D-13; and Table 4-1)

FAA Action: Approved as voluntary subject to weather, safety and efficiency. This measure as previously approved is in effect. The ANAV procedure has been developed by the FAA's Air Traffic Organization and it is expected to be implemented in 2008.

4. OP-4: Continue night noise policy and implement contra-flow arrival and departure procedure on west side of the airport. This measure continues the night noise policies of the airport to direct arrivals and departures to the west of the airport over the most compatible area around the airport between 10:00 p.m. and 7:00 a.m. Measure OP-4 was approved in the 1992 Supplemental Part 150 Study and approved for continuation in the 1999 Part 150 NCP update. (NCP, pages 4-4; 4-22; Table 4-1)

FAA Action: Approved as voluntary subject to weather, safety and efficiency. This measure is being continued when aircraft operations allow.

5. OP-5: Continue turbojet aircraft (over 70,000 pounds) departing Runway 27 fly runway heading; or fly an Advanced Navigation (ANAV) departure procedure directing aircraft to a turn point approximately four nautical miles (n.m.) from the runway end. (NCP, pages 4-4; 4-23,24; Exhibits 4-1, following p. 4-87; D-5; D-13; and Tables 4-1)

FAA Action: Approved as voluntary subject to weather, safety and efficiency. This measure as previously approved is in effect. The ANAV procedure has been developed by the FAA's Air Traffic Organization and it is expected to be implemented in 2008.

6. OP-6: Continue turbojet aircraft (over 70,000 pounds) departing Runway 36C overfly the Ohio River by turning left after reaching 0.5 miles beyond the localizer (ICVG) to a 330-degree heading, or fly an Advanced Navigation (ANAV) departure procedure directing aircraft over the Ohio River for four nautical miles (n.m.) from the runway end. This measure was approved in the 1999 Part 150 NCP update and is implemented. (NCP, pages 4-4; 4-25; Exhibits 4-1, following p. 4-87; D-5; D-13; and Tables 4-1)

FAA Action: Approved previously and implemented as voluntary subject to weather, safety and efficiency. However, this measure, approved in previous Part 150 studies, was revised by the FAA on October 27, 2005 to comply with FAA Order 8260.3B. Specifically, the previously-approved noise abatement departure procedure's 0.5 NM turn point was changed to a turn point of 0.6 NM. This revision results in aircraft flying tracks further north along the north side of the Ohio River instead of along the center of

the river corridor, affecting the noise benefits. The Kenton County Airport Board is currently working with the Air Traffic Organization to develop a refined departure procedure that will result in the same noise benefit as the previously approved flight corridor consistent with FAA Order 8260.3B. The defined procedure, as modified, must be coordinated with the appropriate FAA line of businesses before being published. The ANAV procedure has not been implemented.

7. OP-7: Continue, to the extent practicable, the use of Runway 27 for daytime departures. This measure was approved in the 1992 Supplemental Part 150 Study and modified in the 1999 NCP Update to remove specified percentages and the use of Land and Hold Short citations. The measure directs aircraft over the most compatible corridor, which is west of the airport. (NCP, pages 4-4; 4-26; Table 4-1)

FAA Action: Approved as voluntary subject to weather, safety and efficiency. This measure as previously approved by the FAA in 1999 is in effect.

8. OP-8: Increase noise abatement departure routes to four nautical miles (n.m.) from runway overflight end or 5,000 feet Mean Sea Level (MSL); develop an Advanced Navigation (ANAV) procedure that directs aircraft to a turn point approximately four nautical miles (n.m.) from the runway end. This measure was originally approved in the 1992 Supplemental Part 150 Study and modified in the 1999 Part 150 NCP update to include development of ANAV procedures to refine the flight tracks for ANAV equipped aircraft. (NCP, pages 4-4; 4-27; Exhibits 4-1, following p. 4-87; D-5; D-13; and Table 4-1)

FAA Action: Approved as voluntary subject to weather, safety and efficiency. This measure as originally approved is implemented. ANAV procedures have been developed by the Air Traffic Organization and are expected to be implemented in 2008.

9. OP-9: Withdraw measure to implement near-term nighttime turbojet (over 70,000 pounds) departure runway priorities-Runway 27, Runway 36L, Runway 18R, and Runway 9. This measure established temporary runway departure priorities and was never implemented. The sponsor withdrew this measure in the 1999 Part 150 Study. It is included here for continuity of numbering. (NCP, pages 4-4; 4-28; and Tables 4-1)

FAA Action: No FAA action is required.

10. OP-10: Withdraw nighttime turbojet (over 70,000 pounds) arrival runway priorities Runways 9, 27, 36L and 18R. This measure was originally approved in the 1992 Supplemental Part 150 Study and continued in the 1999 Part 150 NCP update. As aircraft operations have increased during nighttime hours, the ability of CVG-ATCT to accommodate demand with the "single runway" step-down procedures has been greatly reduced. Recommended measures OP-17, OP-18, and OP-19 would replace measures OP-10 and OP-11 as the new nighttime runway use program. (NCP, pages 4-4; 4-29; Table 4-1)

FAA Action: Approved for withdrawal at the time that OP-17 is implemented. The change in the nighttime runway use program will require environmental analysis and a change in the Tower Order.

11. OP-11: Withdraw longer-term nighttime turbojet (over 70,000 pounds) departure runway priorities- Runway 27, 36L, 9, and 18R. This measure was originally approved in the 1992 Supplemental Part 150 Study and continued in the 1999 Part 150 NCP update. As aircraft operations have increased during nighttime hours, the ability of CVG-ATCT to accommodate demand with the "single runway" step-down procedures has been greatly reduced. Recommended measures OP-17, OP-18, and OP-19 would replace Measures OP-10 and OP-11 as the new nighttime runway use program. (NCP, pages 4-4; 4-30; and Table 4-1)

FAA Action: Approved for withdrawal at the time that OP-17, OP-18 and OP-19 are implemented. The change in the nighttime runway use program will require environmental analysis and a change in the Tower Order.

12. OP-12: Extend Runway 9/27 to the west by 2,200 feet. This measure was approved in the 1992 Supplemental Part 150 Study and the extension was completed in 1996. No FAA action was required in the 1999 Part 150 NCP Update. It is included here for continuity of numbering. (NCP, pages 4-4; 4-31; Table 4-1)

FAA Action: No FAA action is required.

13. Measure OP-13: Implement near-term nighttime arrival runway priorities: Runway 27, Runway 9, Runway 36L, Runway 18R. Measure OP-13 was approved in the 1992 Supplemental Part 150 Study for use during construction. It was never implemented and withdrawn in the 1999 Part 150 Study. It is included here for continuity of numbering. (NCP, pages 4-4; 4-32; Tables 4-1)

FAA Action: No FAA action is required.

14. Measure OP-14: Define and utilize Advanced Navigation (ANAV) flight procedures to increase the accuracy of aircraft flying noise abatement flight corridors. This measure was approved in the 1999 Part 150 NCP Update. The recommended measure is being continued but the request for a Differential GPS ground station is being withdrawn. (NCP, pages 4-4; 4-33, 34; Exhibit 4-1, following p. 4-87; and Table 4-1)

FAA Action: Approved. Measure is being continued. KCAB contacted FAA Air Traffic and requested the development and implementation of ANAV procedures. Some of the ANAV procedures have been developed and implemented. Others have been designed and are expected to be implemented in 2008.

15. OP-15: Implement nighttime engine maintenance run-up procedures defining central locations and orientations of the aircraft. This measure was proposed in the

1999 NCP Study but withdrawn by the sponsor before the NCP was approved. The measure is included here for continuity of numbering. (NCP, pages 4-4; 4-35; Exhibit 4-2; and Table 4-1)

FAA Action: No FAA action is required.

16. OP-16: Continue turbojet aircraft (over 70,000 pounds) departing Runway 36L (formerly 35) turn left at 4.2 Distance Measuring Equipment (DME) from the Cincinnati/Northern Kentucky International Airport (CVG) Very High Frequency Omnidirectional Range (VOR) to a 325-degree heading to overfly the Ohio River; or fly an ANAV departure procedure directing aircraft over the Ohio River for 4 nautical miles (n.m.). Departures off Runway 36L and 36C have to be coordinated. This measure was originally recommended in the 1999 Part 150 Study Update. FAA action on this measure was deferred because it was an operational procedure for a proposed runway that was the subject of an Environmental Impact Statement. The environmental analysis for the measure was included in the EIS and the measure was later implemented. This measure is seldom used because it is not a part of the preferred operation plan for the airport. (NCP, pages 4-4; 4-36, 37; Exhibit D-5; Table 4-1)

FAA Action: Approved as voluntary subject to weather, safety and efficiency. ANAV procedures have been, or are being, developed by the Air Traffic Organization and are expected to be implemented in 2008.

17. OP-17: Modify nighttime runway use program to include Runway 18L/36R. The intent of this measure is to minimize the impact of nighttime overflights over incompatible land uses. The current approved runway use program results in the use of a single runway for nighttime operations. This measure with OP-18 and OP-19 will establish nighttime operating configurations that will include two or more runways at night. (NCP, pages 4-4, 4-38, 39, 40, 4-93; appendices D-115-131, F-2,3, M2-4; Exhibits 4-3, 4-6, D-13, D-14, F-1, M-1; and Tables 4-1, 4-2, D-22, D-23, D-24, D-25, M-3)

FAA Action: Approved for purposes of Part 150. Implementation of the measure will require environmental processing and modification of the CVG-ATCT Tower Order.

18. OP-18: Assign heavy (>255,000 lbs) aircraft departures to Runway 27 during the nighttime hours (10:00 p.m. to 7:00 a.m.). Runway 27 at 12,000 feet is the longest runway and the preferred nighttime departure runway. CVG- ATCT assigns the majority of these aircraft to Runway 27 when conditions permit. The intent of this measure is that during times when an additional departure runway is need, the ATCT would assign all heavy aircraft to use Runway 27. (NCP, pages 4-7; 4-41,42 D-49, F-10-17; Exhibits 4-1, D-9, F-2; and Tables 4-1, D-16, D-17, F-4, F-5)

FAA Action: Approved as voluntary subject to weather, safety and efficiency.

19. OP-19: Turbojet aircraft departing Runway 36R during the nighttime hours (10:00 p.m. to 7:00 a.m.) turn left to 330-degree heading to follow the Ohio River corridor. This measure is proposed to be used for nighttime departures in conjunction with OP-17, Modify nighttime runway use program to include RW 18L-36R. This measure would direct departures to use the Ohio River corridor similar to the existing nighttime departure for Runway 36C. This measure was used heavily for nighttime cargo departures during a test period in 2004. If operations require the use of departures from Runway 36C and 36R at the same time, the procedure would not be used because of the potential for intersecting flight routes. (NCP, pages 4-8; 4-43, 44, F-18-21; Exhibits 4-3, 4-6, F-3; and Tables 4-1, 4-2, F-6)

FAA Action: Approved for purposes of Part 150. Implementation of the measure will require environmental processing and modification of the CVG-ATCT Tower Order. All pertinent safety and operational concerns would be examined through the formal ATO Safety Management System (SMS) process prior to implementation.

20. OP-20: Conduct a study to evaluate the feasibility of establishing an Interstate-75/Interstate-71 corridor approach to 36R. (NCP, pages 4-8; 4-45, 46, M-59-60; Exhibit 4-4; and Table 4-1)

FAA Action: Disapproved for purposes of Part 150. Though an approach over the Interstate 75/71 corridor may reduce overflights of residential areas south of the airport, the NEM does not show incompatible land development within the DNL 65 dB contour and the NCP does not indicate that the airport sponsor has selected land use guidelines different from those in Table 1 of Part 150.

LAND USE MEASURES

1. LU-1: Offer the option of a voluntary acquisition program for remaining houses in a 1,700 by 8,000-foot box off the arrival end of Runways 18L, 18C, 18R, 36L, 36C, 36R and 27. This measure was included in the 1990 Part 150 study and approved for continuation in the 1992 Supplemental Part 150 Study. In the 1999 NCP, it was approved to offer the option of a voluntary acquisition program for remaining houses. (NCP, pages 1-16, 4-8; 4-47, 48; Exhibit 4-5, G-2, G-3; and Table 4-1)

FAA Action: Approved. Measure is being continued with modification to include the voluntary acquisition program for remaining houses in the 1,700 by 8,000-foot box area off the ends of Runway 18R/36L.

2. LU-2: Purchase the Immaculate Heart of Mary Church and School. This measure was completed in 1991. It is included here for continuity of numbering. (NCP, pages 1-16, 4-8; 4-49; and Table 4-1)

FAA Action: No FAA action is required.

3. LU-3: Offer voluntary acquisition to remaining houses in the Noise Compatibility Plan (NCP) 75 Day/Night Average Sound Level (DNL) noise contour. This measure was previously approved in all the earlier Part 150 Studies and the measure was completed in 2004. It is listed here for continuity of numbering. (NCP, pages 1-17; 4-9; 4-50; Exhibit 4-5 and Table 4-1)

FAA Action: No FAA action is required.

4. LU-4: Offer voluntary acquisition to the two remaining houses in the Ethan's Glen subdivision and scattered houses west of the airport within 2011 Noise Compatibility Plan (NCP) 70-75 Day/Night Average Sound Level (DNL) noise contour. The measure was approved in the 1992 Supplemental Part 150 Study to include homes within the 65-75 DNL noise contour. It was modified and approved in the 1999 NCP to offer voluntary acquisition to the remaining homes in Ethan's Glen and houses scattered west of the airport in the 1999 NCP 70-75 DNL noise contour. (NCP, pages 1-17, 4-9; 4-51, 52; Exhibit 4-5, G-4; and Tables 4-1)

FAA Action: Approved. The measure is being continued.

5. LU-5: Offer voluntary acquisition for the remaining houses and undeveloped lots in the Rolling Green Acres subdivision and the remaining houses in the vicinity of O'Hara Road and Turf way Road. This measure was initially approved in the 1990 Part 150 Study and approved for continuation in the 1992 Supplemental Part 150 Study and the 1999 FAR Part 150 Study Update. (NCP, pages 1-17 4-9; 4-53, 54; Exhibits 4-5, G-5, G-6; and Tables 4-1)

FAA Action: Approved. The measure is being continued. As a continuation of an approved measure, implementation can begin immediately subject to FAA and KCAB funding availability.

6. LU-6: Sound insulate the Woodspoint Nursing Home, now known as the Harborside Healthcare, and offer participation in the purchase assurance/sound insulation program (PA/SI) to single-family homeowners in the 65 Day/Night Average sound Level (DNL) noise contour of the Long-term Noise Abatement Plan for 1997 (excluding the area west of the airport covered in LU-4). This measure is complete or the specific elements have expired. It is listed here for continuity of numbering. (NCP, pages 1-17, 4-10; 4-55, 56; Exhibits 4-5; and Table 4-1)

FAA Action: No FAA action is required.

7. LU-7: Offer sound insulation to eligible schools around the airport (eligibility based on FAA funding criteria). This measure was approved in the 1992 Supplemental Part 150 Study and the 1999 FAR Part 150 Study Update. (NCP, pages 1-17, 4-10; 4-57, 58; Exhibits 4-5; and Table 4-1)

FAA Action: Approved. The measure is being continued.

8. LU-8: Offer voluntary acquisition of undeveloped, approved residential building lots in Ethan's Glen subdivision. This measure was approved in the 1990 Part 150 Study and approved for continuation in the 1992 Supplemental Part 150 Study and the 1999 FAR Part 150 Study Update. (NCP, pages 1-17, 4-10; 4-59, 60; Exhibit 4-5, G-4; and Table 4-1)

FAA Action: Approved. This measure is being continued.

9. LU-9: Withdraw the previously approved, but not implemented, measure LU-9 to offer options of sound insulation or acquisition of aviation easements to homeowners in the 65 Day/Night Average Sound Level (DNL) decibels (dB) contour of the 1992 Near-Term Noise Abatement Plan, northwest of the Airport (approximately 132 houses). The measure was withdrawn in the 1999 FAR Part 150 Study Update. It is listed here for continuity of numbering. (NCP, pages 1-17, 4-11; 4-61; Exhibits 4-1; and Table 4-1)

FAA Action: No FAA action required.

10. LU-10: Withdraw previously approved measure to sound insulate new single-family houses built after approval of the 1992 Supplemental Part 150 Plan on currently approved residential building lots; the level of sound insulation was to be based on conditions at the time of installation. The measure was withdrawn in the 1999 FAR Part 150 Study Update. It is listed here for continuity of numbering. (NCP, pages 1-17, 4-11; 4-62; Exhibits 4-5; and Table 4-1)

FAA Action: No FAA action required.

11. LU-11: Offer purchase assurance or sound insulation (PA/SI) options for all houses in the Deerfield and Dartmouth Woods subdivisions west of the airport located partially in the 65 Day/Night Average Sound Level (DNL) noise contour of the 1997 plan. This offer would be triggered if the annual noise contour update for any year shows that aircraft noise levels exceeds the forecast 1997 plan levels on the subdivision by Day/Night Average Sound Level (DNL) 1.5 decibels (dB). This measure was approved in the 1992 Supplemental Part 150 Study. The time period for implementation expired in 1997. The measure is listed here for continuity of numbering. (NCP, pages 1-17, 4-11; 4-63; Exhibits 4-5; and Table 4-1)

FAA Action: No FAA action is required.

12. LU-12: Offer sound insulation to eligible single-family houses west of the airport located in the western 65-70 Day/Night Average Sound Level (DNL) noise contour of the 2011 NCP. This measure evolved from the voluntary acquisition program for the western corridor and was approved in the 1999 FAR Part 150 Study Update. (NCP, pages 1-17, 4-12; 4-64, 65; Exhibits 4-5, G-4; and Table 4-1)

FAA Action: Approved. This measure is being continued.

13. LU-13: Offer voluntary acquisition to eligible houses northwest of Runway 18R/36L (now 18C/36C) within the 1999 Noise Compatibility Plan (NCP) 65-70 Day/Night Average Sound Level (DNL) noise contour. This measure was not implemented: these residences were acquired for construction of new runway 18R/36L. It is included here for continuity of numbering. (NCP, pages 1-18, 4-12; 4-66, 67; Exhibits 4-5; and Table 4-1)

FAA Action: No FAA action required.

14. LU-14: Offer sound insulation to eligible single-family houses in the Dartmouth Woods subdivision. This measure was initially approved in the 1999 FAR Part 150 Study Update. (NCP, pages 1-18, 4-12; 4-68, 69; Exhibits 4-5, G-7; and Table 4-1)

FAA Action: Approved. This measure is being continued.

15. LU-15: Offer sound insulation to eligible single-family houses in the Deerfield subdivision. This measure was initially approved in the 1999 FAR Part 150 Study Update. (NCP, pages 1-18, 4-13; 4-70, 71; Exhibits 4-5, G-7; and Table 4-1)

FAA Action: Approved. This measure is being continued.

16. LU-16: Offer sound insulation to eligible single-family houses in the Orchard Estates subdivision. This measure was initially approved in the 1999 FAR Part 150 Study Update. (NCP, pages 1-18, 4-13; 4-72-74; Exhibits 4-5, G-8; and Table 4-1)

FAA Action: Approved. This measure is being continued.

17. LU-17: Offer sound insulation to eligible churches around the airport (eligibility based on Federal Aviation Administration (FAA) funding criteria). This measure was initially approved in the 1999 FAR Part 150 Update. (NCP, pages 1-18, 4-13; 4-75-76; Exhibit 4-3; and Table 4-1)

FAA Action: Approved. This measure is being continued.

18. LU-18: Support the Boone County Planning Commission Comprehensive Plan's compatible land use policies within the 65 Day/Night Average Sound Level (DNL) noise contour. This measure was initially approved in the 1999 FAR Part 150 Study Update. It is intended to show support for Boone County's adopted land use policies and regulations and to encourage continued implementation. These include supplemental Noise Level Reduction (NLR) performance standards and other compatible land use policies within the 65 Day/Night Average Sound Level (DNL) noise contour. (NCP, pages 1-18, 2-9, 2-11, 4-14; 4-77-79; and Table 4-1)

FAA Action: Approved. This measure is being continued.

PROGRAM MANAGEMENT MEASURES

1. IM-1: Establish an implementation committee to outline implementation steps and program eligibility criteria. This measure was approved in 1990 and not recommended in the 1992 Supplemental Study. It is included here for continuity of numbering. (NCP, pages 1-18, 4-14; 4-80; and Table 4-1)

FAA Action: No FAA action is required.

2. IM-2: Conduct noise monitoring of Runway 18L/36R to develop "before and after" comparisons of the new runway. This measure was approved in the 1990 Part 150 study and was related to the operation of a then-new north-south runway. That runway became operational in 1991. The measure was not recommended in the 1992 Supplemental Part 150 Study. It is included here for continuity of numbering. (NCP, pages 1-18, 4-14; 4-81; and Table 4-1)

FAA Action: No FAA action is required.

3. IM-3: Update annual noise contours. This measure was originally approved in the 1990 Part 150 Study and recommended to be continued in the 1999 NCP. It is recommended for continuation throughout the current Part 150 Planning period. (NCP, pages 1-18, 4-15; 4-82; and Table 4-1)

FAA Action: Approved. Measure is being continued.

4. IM-4: Continue the use of a 24-hour public comment system indefinitely. This measure was initially approved in the 1992 Supplemental Part 150 Study and approved for continuation in the 1999 Part 150 Update. (NCP, pages 1-18, 4-15; 4-83; and Table 4-1)

FAA Action: Approved. This measure is being continued.

5. IM-5: Acquire an Automated Radar Terminal System (ARTS) Tracking System to provide information to the Kenton County Airport Board (KCAB) staff on actual operations relative to the Noise Compatibility Plan (NCP); enhance airline, pilots, and air traffic awareness of local noise abatement procedures; and ensure that assumptions used in the annual noise contour updates are consistent with actual flight procedures. An ARTS Tracking System was acquired by KCAB in 1997. The measure is included for continuity of numbering. (NCP, pages 1-18, 4-15; 4-84; and Table 4-1)

FAA Action: No FAA action is required.

6. IM-6: Acquire portable noise meters to monitor the implementation and effectiveness of the Noise Compatibility Program (NCP), including recommended noise abatement operational procedures, and to carry out other noise compatibility projects

including recommended residential and school/church sound insulation measures. Measure IM-6 was initially approved in the 1999 FAR Part 150 Study Update. The portable noise monitoring system was acquired by KCAB in 2002. The measure is included for continuity of numbering. (NCP, pages 1-18, 4-16; 4-85, 86; and Table 4-1)

FAA Action: No FAA action is required.

7. IM-7: Develop a community outreach website. This measure proposes that KCAB develop and maintain a comprehensive public information website to provide on-line access to information about current airport operations, noise abatement and land use mitigation programs and an on-line noise complaint form. (NCP, pages 4-4; 4-87 and Table 4-1)

FAA Action: Approved. The cost for the initial set-up for this site would be eligible for federal funds. Maintenance and revisions to the site would not be eligible.



Federal Aviation Administration

Memorandum

Date: March 27, 2008

From: Manager, MEM-ADO

To: ASO-600 (through ASO-610)

Subject: ACTION: Recommendation for Approval

Cincinnati/Northern Kentucky International Airport; Covington, Kentucky
Airport Noise Compatibility Program (NCP)

On October 9, 2007, the Cincinnati/Northern Kentucky International Airport was notified of FAA's determination of compliance of the Noise Exposure Map under Section 103.(c) of the Aviation Safety and Noise Abatement Act of 1979 ("the Act"), (49 U.S.C., Section 47503). Following the finding that the Noise Exposure Maps were in compliance, we began the formal 180-day review period for the Cincinnati/Northern Kentucky International Airport's proposed Noise Compatibility Program under the provisions of 49 U.S.C., Section 47504. Notice was transmitted to AGC-200 on October 9, 2007, for publication in the Federal Register.

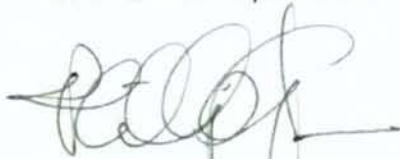
The Southern Region has reviewed and evaluated the proposed Noise Compatibility Program and has concluded that it is consistent with the intent of the Act and that it meets the standards set forth in FAR Part 150 for such programs. The standard FAR Part 150 Noise Compatibility Program Checklist was reviewed to ensure that all required items were included in the proposed program. The NCP document and checklist have been transmitted previously.

The proposed program has been reviewed by the Memphis Airports District Office; Flight Standards, Airway Facilities, and Air Traffic Divisions. It also was coordinated with Washington Headquarters to determine whether the NCP contained measures that were related to national policy issues. During review of these latest proposed measures, FAA noticed that the RW 36C departure procedure, (OP-6) approved in the 1999 Part 150 NCP study has subsequently been changed to comply with FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), Paragraph 100 b. Specifically, the OP-6 departure procedure approved in 1999, advised aircraft to "overfly the Ohio River by turning left after reaching 0.5 miles beyond the localizer (ICVG) to a 330-degree heading." As the 0.5 NM turn did not comply with the TERPS requirement that aircraft reach 400 feet above the airport elevation before initiating a turn, the measure was changed on October 27, 2005, to reflect a turn point to 0.6 NM. The OP-6 departure procedure now reads "Climb via Heading 004 deg. until/D0.6 North of ICVG, then turn left heading 330 deg." The sponsor developed NEMs based on the revised procedure. It has been concluded from the revised NEMs that the revised departure procedure does not

result in a significant (1.5dB) increase in the 65 DNL. However, flight tracks supplied by the Kenton County Airport Board indicate that this revision results in aircraft flying tracks further north along the north side of the Ohio River instead of along the center of the river corridor. The Kenton County Airport Board is currently working with the Air Traffic Organization in efforts of developing a refined RW 36 departure procedure to achieve the desired corridor that was analyzed in the 2001 Environmental Impact Statement for (future) Runway 18L/36R and the Part 150 Noise Compatibility Plan. Once a procedure is defined, it must be coordinated with the appropriate FAA line of businesses prior to being published.

Also, CVG-ATCT management submitted a letter stating "at this time we find no tangible benefit to" implementing the proposed Runway 36R Departure with a Northwest turn (OP-19) and to conduct a study to determine the feasibility of developing a RNAV arrival procedure following the Interstate 75/71 corridor to Runway 36R (OP-20). These proposed measures were developed when significantly greater traffic volume was occurring at CVG from 2200 through 0600 local time. **(Some verbal comments concerning the northwest turn from RW 36R and the runway use program modifications were made but were not followed with written comments. When/if KCAB requests implementation of the new measures, all pertinent safety and operational concerns would be examined through the formal ATO Safety Management System (SMS) process prior to implementation.)** Each proposed action in the Noise Compatibility Program was then reviewed and evaluated on the basis of effectiveness and potential conflict with Federal policy and prerogatives. These include safe and efficient use of the Nation's airspace, undue burden on interstate commerce, unjust discrimination and interference with a Federal regulatory compliance schedule (i.e., FAR Part 91, Subpart E).

Our recommendation on each of these proposed actions is described in the attached Record of Approval. Each approved action is described in detail in the Cincinnati/Northern Kentucky International Airport NCP.



Phillip J. Braden, Manager
Memphis Airports District Office

1 Attachment

cc: APP-400 (with attachment)
ASO-7 (with attachment)