

## Part 150: Records of Approval

### Cincinnati/Northern Kentucky International Airport, Covington, Kentucky

Approved on 12/5/00

The approvals listed herein include approvals of actions that the Kenton County Airport Board recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if taken, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of the actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

The Noise Compatibility Program (NCP) for Cincinnati/Northern Kentucky International is divided into three interrelated programs: the Noise Abatement Measures (primarily operational measures), the Land Use Compatibility Measures, and the Implementation Actions. These recommendations are documented in Chapter II, FAR Part 150 Noise Compatibility Study Update.

#### I. NOISE ABATEMENT MEASURES

The numbering system for the measures is keyed to previously approved Part 150 Noise Compatibility Programs for this airport. For continuity of the program, completed or expired measures are listed although they do not require FAA approval.

**OP-1:** Extend Runway 18R-36L by 1,500 feet to the north.

**FAA Action:** None required. (Project completed 1996.)

**OP-2:** Turbojet aircraft (over 70,000 pounds) departing Runway 18L fly runway heading until 1.5 DME south of the localizer, then turn left to a 165-degree heading and climb on course; or fly an Advance Navigation (ANAV) departure procedure directing aircraft over the I71/75 corridor for four nautical miles (N.M.) from the runway end. (Table 2-1; pp.2-12 & 13)

**FAA Action:** Approved. This is a modification of an existing departure procedure, which is intended to reduce dispersion of aircraft overflights south of the airport. The waiver required by Order 7110.65 for simultaneous IFR departures off parallel runways was issued by FAA Air Traffic Service prior to implementation of this procedure in conjunction with OP-3. Implementation of the ANAV procedure would be a refinement of the existing departure procedure. The implementation of the ANAV procedure is subject to FAA approval of the

proposed equipment to be used; development of the procedures in conjunction with airlines operating at CVG (primary carriers); and development of special charting and flight testing.

**OP-3:** Turbojet aircraft (over 70,000 pounds) departing Runway 18R fly runway heading; or fly an ANAV-departure procedure directing aircraft to a turn point approximately four N.M. from the runway end. (Table 2-1; pp. 2-14 & 15)

**FAA Action:** Approved. This is a modification of an existing departure procedure, intended to apply to aircraft equipped with ANAV technology. It is expected to increase the accuracy of the intended flight path, reducing dispersion of overflights of noncompatible areas south of the airport. Implementation of the ANAV procedure will be subject to the previously described process for development and approval.

**OP-4:** Continue night noise policy and implement contra-flow arrival and departure procedure on west side of the airport. (Night noise policy is to designate larger aircraft nighttime arrival and departure procedures between 10:00 p.m. and 7:00 a.m. to the west)

**FAA Action:** Approved. This is a continuation of a measure approved by the FAA in a Supplemental Part 150 Study dated 1993. It directs nighttime aircraft noise impacts over the most compatible area around the airport.

**OP-5:** Turbojet aircraft (over 70,000 pounds) departing Runway 27 fly runway heading; or fly an ANAV departure directing aircraft to a turn point approximately 4 n. m. from the runway end. (Table 2-1; pp. 2-17 & 18) This is a modification of the existing departure procedure to include an ANAV departure that directs aircraft over the same flight path to increase accuracy. This measure applies to aircraft equipped with ANAV technology.

**FAA Action:** Approved. Implementation of the ANAV procedure is subject to the development and approval process described previously. Inclusion of the ANAV would reduce dispersion of overflights west of the airport.

**OP-6:** Turbojet aircraft (over 70,000 pounds) departing Runway 36L overfly the Ohio River by turning left after reaching 0.5 miles beyond the localizer (ICVG) to a 330 degree heading; or fly an ANAV departure procedure directing aircraft over the Ohio River for four N.M. from the runway end. (Table 2-1; pp. 2-19 & 2-20) This is a modification of an existing procedure to include an ANAV departure and would increase accuracy. It would apply to aircraft equipped with the necessary ANAV technology.

**FAA Action:** Approved unless, as part of the environmental impact statement (EIS) for the proposed parallel runway that is identified as Runway 17/35, FAA determines that this procedure does not continue to meet safety and efficiency requirements. FAA will evaluate the continued operational safety and efficiency of this measure as part of this EIS because preliminary analysis indicates that this procedure may conflict with the departure procedure and missed approach procedure (not yet developed) for the proposed parallel runway identified as 17/35. In addition, the KCAB has proposed a noise abatement departure procedure for the new runway (OP-16) that also directs aircraft over the Ohio River for 4 N.M. from the runway end. OP-6, OP-16, and the missed approach procedure for Runway 35 would require Runways 36L and 35 to operate as dependent runways, reducing overall runway capacity at the airport. Implementation of the ANAV procedure is subject to the development and approval process previously described in OP-2. It would reduce dispersion of overflights north of the airport.

**OP-7:** Continue, to the extent practicable, the use of Runway 27 for daytime departures. (Table 2-1; p.2-21)

**FAA Action:** Approved. This is a modification of an approved 1992 Part 150 measure, and it would remove specified percentages and use of Land and Hold Short (LAHSO) citations on Runway 18R. LASHO is no longer applicable. Continuation of the use of Runway 27 for daytime departures would direct aircraft over the most compatible corridor west of the airport.

**OP-8:** Increase noise abatement departure routes to four N.M. from runway overflight end or 5,000 feet MSL; develop an ANAV procedure that directs aircraft to a turn point approximately four N.M. from the runway end. (Table 2-1; p. 2-22) This is an existing policy, modified under this measure to include an ANAV departure procedure. It would apply to aircraft equipped with ANAV technology, and would restrict the points at which aircraft can turn on course, reducing the dispersion of overflights.

**FAA Action:** Approved. Implementation of the ANAV procedures is subject to the previously described process.

**OP-9:** Withdraw this previously approved measure. "Implement near-term nighttime turbojet departure runway priorities: Runway 27, Runway 36L, Runway 18R, Runway 9."(Table 2-1; p.2-23)

**FAA Action:** No action required. The measure was intended to provide nighttime departure runway use only during the period of construction, which was completed in 1996. Construction occurred with little disruption, and this procedure was never necessary.

**OP-10:** Implement nighttime turbojet (over 70,000 pounds) arrival runway priorities-Runways 9,27,36L and 18R. (Table 2-1; p. 2-24)

**FAA Action:** Approved for continuation. This measure was approved in the 1992 Part 150 Supplemental Study and defined in FAA Cincinnati Tower Order, CVG TWR 7110.28G dated 2/15/98. It has been successful in directing up to 77 percent of the night arrivals to the most compatible corridor to the west.

**OP-11:** Implement longer-term nighttime turbojet (over 70,000) departure runway priorities-Runways 27, 36L, 9, and 18R. (Table 2-1; p. 2-25)

**FAA Action:** Approved for continuation. This measure was approved in the 1992 Part 150 Supplemental Study, and has been successful in directing up to 85 percent of the night departures to the west over the most compatible corridor.

**OP-12:** Extend Runway 9/27 to the west by 2,200 feet. (Completed in 1996.)

**FAA Action:** None required.

**OP-13:** Withdraw this previously approved measure. "Implement near-term nighttime arrival runway priorities: Runway 27, Runway 9, Runway 36L, Runway 18R."(Table 2-1; p.2-27)

**FAA Action:** No action required. The measure was intended to provide nighttime arrival runway use only during the period of construction, which was completed in 1996. Construction occurred with little disruption, and this procedure was never necessary.

**OP-14:** Define and utilize ANAV flight procedures to increase the accuracy of aircraft flying noise abatement flight corridors.

(Table 2-1; pp.2-28 & 29)

FAA Action: Approved for purposes of Part 150. Use of ANAV in conjunction with various noise abatement flight procedures submitted in this NCP would lessen dispersion of aircraft flying over compatible corridors. Aircraft will not be required to install ANAV technology; these procedures would apply to those aircraft equipped with ANAV technology.

To implement this measure, KCAB is required to contact FAA Air Traffic and request the development and implementation of ANAV procedures. Most of the ANAV procedures proposed under this NCP would be a refinement of existing noise abatement departure procedures. Implementation of the ANAV procedures are subject to: FAA approval of the proposed equipment to be used; development of the procedures in conjunction with airlines operating at CVG (primary carriers); and development of special charting and flight testing. There is no request in this NCP for FAA approval, nor a commitment by FAA, to install NAVAIDS to be used as departure navigational aids. Not all air carrier aircraft will be equipped with devices that will allow them to utilize the ANAV procedures.

**OP-15:** Implement nighttime engine maintenance run-up procedures defining central locations and orientations of the aircraft. With the new Mesaba maintenance hangar, the new DHL cargo facility, and the projected growth of Delta and Comair, the KCAB proposes to define central run-up locations and orientation of aircraft. (Table 2-1; p. 2-30; Exhibit 2-2)

**FAA Action:** Withdrawn. By letter of November 22, 2000, the airport operator has withdrawn this measure pending further evaluation of potential run-up areas that will address concerns of the FAA to reduce or eliminate aircraft crossing active runways. The two proposed locations in the NCP could involve mechanics taxiing to the defined run-up locations across active runways.

**OP-16:** Turbo jet aircraft (over 70,000 pounds) departing Runway 35 turn left at 4.2 DME from the CVG VOR to a 325 degree heading to overfly the Ohio River; or fly an ANAV departure procedure directing aircraft over the Ohio River for four N.M. (Table 2-1; pp. 2-31 and 32)

This is the KCAB's preferred departure procedure in north flow for proposed Runway 17-35 which is being evaluated in the Environmental Impact Statement for CVG. The benefits would be limited because of the small number of departing aircraft anticipated to use Runway 35. When Runway 35 is used for departures, aircraft would fly over mostly compatible land. When combined with ANAV departure procedures, it would reduce dispersion of overflights.

**FAA Action:** No action required at this time. This measure relates to flight procedures under section 104(b) of the Aviation Safety and Noise Abatement Act. *FAA action on the proposed departure procedures for north flow (if the third parallel runway 17-35 is approved and constructed) is deferred until the appropriate environmental analysis of this proposed flight procedure is made in accordance with NEPA, and the operational efficiency and safety issues are evaluated.*

*The FAA has determined that this procedure and the missed approach procedure for RW35, in conjunction with **OP-6**, would require Runways 36L and 35 to operate as dependent runways, reducing overall runway capacity at the airport when this proposed noise abatement procedure is applied. The FAA will consider KCAB's request in conjunction with the development and evaluation of operational procedures for the new runway and the existing RW 18R-36L in north flow.*

There are a number of actions necessary to implement the recommended ANAV procedures and the departure procedures for north flow if the proposed RW 17-35 is approved. Most of the required actions are the responsibility of FAA, primarily its Air Traffic Division. There is no request for approval in this NCP, nor any commitment by FAA, to install NAVAIDS to be used as departure navigational aids.

## II. LAND USE COMPATIBILITY MEASURES

The Land Use Compatibility Measures are intended to mitigate noise impacts, which will remain after the implementation of the recommended Aviation Noise Abatement Measures. These measures continue, supplement or modify the earlier approved Part 150 Noise Compatibility Plan for CVG.

As a matter of policy, FAA prefers that no noncompatible development occur within the DNL 65 dB noise contour, even with an aviation easement. Any new noncompatible development that takes place after October 1, 1998, is not eligible for FAA approval under Part 150 of future remedial noise mitigation measures, and is not included in any approval of the following land use measures.

**LU-1:** Offer the option of a voluntary acquisition program for the remaining houses in a 1,700 by 8,000 foot box off the arrival ends of Runways 18L, 18R, 36L, 36R and 27. (p. 2-33 & 34; Exhibit 2-4)

**FAA Action:** Approved. This measure was initiated as mitigation for runway 18L/36R construction and in the 1990 Part 150 study and approved for continuation in the 1992 Part 150 supplement. The original measure was to provide purchase assurance and sound insulation for areas directly off existing runway ends to mitigate existing noise. It is modified to include voluntary acquisition for the remaining 13 homes.

The term "voluntary acquisition" is assumed to mean that condemnation will not be used rather than voluntary acquisition as described in 49 CFR Part 24 and, therefore, relocation assistance is required.

**LU-2:** Purchase the Immaculate Heart of Mary Church and School.

Completed.

**FAA Action:** No action required. Action completed in 1991.

**LU-3:** Offer voluntary acquisition to remaining houses in the 1999 NCP 75 DNL noise contour. (pp. 2-36 & 37; Exhibit 2-4)

**FAA Action:** Approved. This is a continuation of a previously approved measure to offer voluntary acquisition to remaining houses in the DNL 75 dB noise contour. With implementation of the 1999 NCP noise abatement actions, only 1 home remains within the DNL 75 dB noise contour.

The term "voluntary acquisition" is assumed to mean that condemnation will not be used rather than voluntary acquisition as described in 49 CFR Part 24 and, therefore, relocation assistance is required.

**LU-4:** Offer voluntary acquisition to the two remaining houses in the Ethan's Glen subdivision and scattered houses west of the airport within the 1999 NCP 70-75 DNL noise contour. (pp 2-38 & 39; Exhibit 2-4)

**FAA Action:** Approved. Previous supplemental Part 150 approval in 1992 offered this measure to houses in the western DNL 65-75 dB noise contour. It is modified to include two remaining homes in Ethan's Glen and houses scattered west of the airport within the DNL 70-75 dB 1999 NEM noise contour (a total of six homes).

The term "voluntary acquisition" is assumed to mean that condemnation will not be used rather than voluntary acquisition as described in 49 CFR Part 24 and, therefore, relocation assistance is required.

**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 and Turfway Roads.

(pp.2-40 & 41; Exhibit 2-4)

**FAA Action:** Approved. This is a continuation of a previously approved measure, and includes 31 homes and 74 undeveloped lots. The 1992 supplemental Part 150 recommended acquisition of all of these areas. Participation would be based on the homeowner being the owner of record on or before the date of the 1999 Part 150 update and the home must have been built prior to October 1, 1998.

The term "voluntary acquisition" is assumed to mean that condemnation will not be used rather than voluntary acquisition as described in 49 CFR Part 24 and, therefore, relocation assistance is required.

**LU-6:** Sound insulate the Woods Point Nursing Home and offer participation in the purchase assurance/sound insulation program (PA/SI) to single-family homeowners in the 65DNL noise contour of the Long-Term Noise Abatement Plan for 1997 (excluding area west of the airport covered in LU-4). (pp. 2-42 & 43; Exhibit 2-4)

Woodspoint Nursing home was completed in 1998; If the remaining 38 homeowners in the PA/SI program south want to participate, they must sign the airport's participation agreement before the program expires on March 31, 2001. The northwest voluntary acquisition program expired December 1999. (pp. 2-5, 2-42 and 2-43.)

**FAA Action:** No action required. These measures were approved in a previous Part 150 NCP, and are almost completed.

**LU-7:** Offer sound insulation to eligible schools around the airport (eligibility based on FAA funding criteria). (pp. 2-44 & 45; Exhibit 2-4)

**FAA Action:** Approved. This is a continuation of measure approved in Supplemental Part 150 Study 1993, and is intended to address noise impacts from daytime aircraft operations on Runway 9/27 as well as from potential future aircraft operations that may occur at such time as proposed runway 17/35 becomes operational. It has already resulted in sound attenuation of Boone County High School, south of the airport, in November 1998, and Conner Middle School in 1992 and is intended to continue to offer sound insulation to any eligible school.

**LU-8:** Offer voluntary acquisition of undeveloped, approved residential building lots in Ethan's Glen subdivision. (pp. 2-46 & 47; Exhibit 2-4)

**FAA Action:** Approved. This is a continuation of approved Part 150 measure, and would assure that incompatible residential development would not be permitted on the 109 undeveloped approved lots located north of the Ethan's Glen subdivision and within the current DNL 70-75 dB western nighttime noise abatement contour.

**LU-9:** Withdraw previously approved measure LU-9 from 1992 to "Offer options of sound insulation or acquisition of aviation easements to homeowners in the DNL 65 dB contour of the

1992 Near-Term Noise Abatement Plan, northwest of the Airport" (approximately 132 homes). (p. 2-47)

**FAA Action:** No action required. This measure was associated with a 1992 runway usage step-down procedure for turbojet departures. However, construction of the Runway 9/27 extension occurred in a much shorter time frame and the need for the step-down operational procedures (and resultant noise impacts) never occurred. This measure was never needed.

**LU-10:** Withdraw previously approved measure to "Sound insulate new single-family homes built after approval of the Supplemental Part 150 Plan on currently approved residential lots; the level of sound insulation was to be based on conditions at the time of installation. The program was not to be initiated until all other measures were completed." (p. 2-48)

**FAA Action:** No action required. Homes built on lots approved prior to the 1992 supplemental Part 150 that are still within the 1999 DNL 65 dB NEM contours are included in other land use mitigation measures of this NCP.

**LU-11:** Offer purchase assurance or sound insulation (PA/SI) options for all homes in the Deerfield and Dartmouth Woods subdivisions west of the Airport located partially in the 65 DNL contour of the 1997 plan. This offer would be triggered if the annual noise contour update for any year shows that aircraft noise exceeds the forecast 1997 plan levels on the subdivision by 1.5 dB DNL.

**FAA Action:** No Action required. This Measure was effective between 1993 and 1997, and expired in 1997. A grid point analysis prepared for 1997 conditions showed that the aircraft noise measured did not exceed the forecast 1997 plan levels by DNL 1.5 dB; the measure was never implemented.

**LU-12:** Offer sound insulation to eligible single-family houses west of the airport in the western 1999 NCP 65-70 DNL noise contour. This measure evolved from previously approved LU-4, and 44 unmitigated homes remained from that previously approved program. Approximately 35 additional homes are impacted by the current NEMs and may be eligible. (pp. 2-50 & 51; Exhibit 2-4)

**FAA Action:** Approved.

**LU-13:** Offer voluntary acquisition to eligible houses northwest of Runway 18R/36L within the 1999 NCP 65-70 DNL noise contour. This measure evolved from previously approved measure LU-6, which included 17 homes. Only 2 homes from that program are in the 1999 NEM DNL 65-70 contour. Continued high noise levels and overflights will continue to impact these homes. (p. 2-52; Exhibit 2-4)

**FAA Action:** Approved. The term "voluntary acquisition" is assumed to mean that condemnation will not be used rather than voluntary acquisition as described in 49 CFR Part 24 and, therefore, relocation assistance is required.

**LU-14:** Offer sound insulation to eligible single-family houses in the Dartmouth Woods subdivision. This is a new measure and has no relationship to previously approved NCP measures. There are 47 existing homes and 25 currently approved undeveloped building lots in the Dartmouth Woods subdivision. Approximately 16 of the homes and 8 lots are in the 1999 NEM DNL 65-75 dB noise contour. It is recommended that all 47 homes and the 25 lots that meet program eligibility criteria be included in the program. (p. 2-53, 2-54 & 2-55; Exhibit 2-4.)

**FAA Action:** Approved in part. This approval for sound insulation applies to noncompatible development that took place before October 1, 1998.

**LU-15:** Offer sound insulation to eligible single-family houses in the Deerfield subdivision. This is a new measure and has no relationship to previous Part 150 approvals. There are approximately 29 homes in the Deerfield subdivision (west of the airport) within the 1999 NEMs DNL 65-70 dB noise contour. Sixty-six homes are within the entire subdivision and it is recommended that the program be offered to all homes, if determined eligible, to maintain a contiguous, stable, and viable residential neighborhood of similar design, construction, and price range. Based on the 1992 supplemental Part 150 analysis, residential planning and development in this community continued with the assumption that the subdivision would be located outside of the future DNL 65 dB noise contour. Since 1995, major airlines located at the airport have made changes to their schedules and increased night operations at the airport. The most recent NEMs show that portions of the subdivision remain in the DNL 65 dB noise contour for both 1999 and 2005. (p. 2-56 & 57; Exhibit 2-4)

**FAA Action:** Approved for existing homes.

**LU-16:** Offer sound insulation to eligible single-family houses in the Orchard Estates subdivision. This is a new measure and has no relationship to previous Part 150 approvals. It provides mitigation to this subdivision located west of the airport, the airport's nighttime noise abatement corridor. There are 143 houses and no currently approved vacant lots. Approximately 68 homes are within the 1999 NEMs 65-70 dB noise contour. It is recommended that the program be offered to all homes that meet program eligibility requirements to maintain a contiguous, stable, and viable residential neighborhood of similar design, construction, and price range. Participation would be voluntary. Since 1995, major airlines located at the airport have made changes to their schedules and increased night operations at the airport. The most recent NEMs show that portions of the subdivision remain in the DNL 65 dB noise contour for both 1999 and 2005. (pp. 2-58,59 & 60; Exhibit 2-4)

FAA Action: Approved for existing homes.

**LU-17:** Offer sound insulation to eligible churches around the airport (eligibility based on FAA funding criteria). This is a new measure and has no relationship to previous Part 150 approvals. It is intended to address potential noise impacts resulting from daytime activity on existing north-south runways and the potential new runway. (p. 2-61)

**FAA Action:** Approved.

**LU-18:** Support the Boone County Planning Commission's *Comprehensive Plan's* compatible land use policies within the DNL 65 dB noise contour. This measure is a modification to the 1990 LU-9. It is intended to show support for adopted land use policies and regulations, encouraging their continued implementation. They include supplemental NLR performance standards within the DNL 65 dB noise contour, and incorporated the airport's NEM contours. (p. 2-62 & 63)

**FAA Action:** Approved.

### III. IMPLEMENTATION PLAN

The recommended Implementation Plan consists of measures designed to ensure that the noise abatement measures and land use management recommendations are implemented as intended. The 1990 Part 150 Study recommended four measures. Two of the measures, IM-1 and IM-2 were not recommended for continuation in the Supplemental Part 150 Study and are not recommended in this update.

**IM-1:** Establish an implementation committee to outline specific 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. (page 2-64)

**FAA Action:** No action required.

**IM-2:** Conduct noise monitoring of Runway 18L/36R to develop “before and after” comparisons of the new runway. This measure was not recommended in the supplemental study, and is included here for continuity of numbering.

**FAA Action:** No action required.

**IM-3:** Update annual noise contours. This measure is recommended for continuation with modification. Past annual noise contours were used to ensure that the noise impacts were similar to those identified in the previously approved Part 150 program. This measure is modified to update the timeframe to be continued throughout the current Part 150 planning period. (p. 2-66)

**FAA Action:** Approved.

**IM-4:** Continue the use of a 24-hour public comment system indefinitely. (Table 2-1; p. 2-67)

**FAA Action:** Approved. This is a continuation of a previously approved measure.

**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; 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. (Table 2-1; p. 2-68)

**FAA Action:** No action required. This measure was approved in 1993 and the ARTS system was acquired in 1997. Implementation of this measure required a formal agreement between the airport and the CVG ATCT in accordance with FAA Order 1200.22B.

**IM-6:** Acquire portable noise meters to monitor the implementation and effectiveness of the Noise Compatibility Plan, including recommended noise abatement operational procedures, and to carry out other noise compatibility projects including recommended residential and school/church sound insulation measures. This is a new measure and has no relationship to previous Part 150 approvals. Portable noise meters would allow the KCAB to monitor noise levels in communities around the airport. Community input would be considered for the placement of the meters and the development of the community noise monitoring program. They also would be used to implement the residential and school/church sound insulation measures to determine eligibility and selection of dwelling units or other structures for sound insulation. (Table 2-1; pp. 2-69 & 70)

**FAA Action:** Approved. For reasons of aviation safety, this approval does not extend to use of the monitoring equipment for enforcement purposes by in situ measurement of any present noise thresholds.