



FAR Part 150 Noise Compatibility Study

CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL AIRPORT



PUBLIC INFORMATION WORKSHOP #3

May 9-10, 2006

WHAT IS A FAR PART 150 NOISE COMPATIBILITY STUDY?

The FAR Part 150 Noise Compatibility Program is aimed at balancing an airport's operational needs and its impact on the surrounding community. Its purpose is to reduce noise impacts on existing incompatible land use and to prevent the introduction of new incompatible land uses in the areas impacted by aircraft noise. The Part 150 process assesses the existing and future (forecasted) noise conditions and prepares a plan to reduce aircraft noise impacts through the application of noise abatement techniques, to mitigate noise impacts on existing land uses, and to make the airport eligible to apply for FAA funding assistance for program implementation.

Typically, the program measures developed in a Part 150 study include noise abatement strategies, land use mitigation (sound insulation, acquisition, etc.), and recommendations for local land use controls (planning, zoning, regulations, and ordinances). The Part 150 process for the Cincinnati/Northern Kentucky International Airport (CVG) will review noise abatement and mitigation options for current noise conditions and recommend strategies for the mitigation of future noise impacts.

WHY DID CVG DECIDE TO UPDATE THE PART 150 STUDY IN 2004?

The Kenton County Airport Board (KCAB) last conducted a Part 150 Study Update in 1999 and the FAA issued its Record of Approval in December 2000. The future year assessed in the 1999 update was 2005 and modeled the operation of the new north/south runway (Runway 18R/36L), which opened in December 2005.

In 2004, when the KCAB initiated the update to the 1999 Part 150 Study, a number of operational changes took place at CVG between the FAA Record of Approval on the 1999 Study and the initiation of the 2004 Part 150 Study Update. The most notable change was an increase in passenger air carrier flights during the 10:00 p.m. to midnight time period. The result was more nighttime operations over areas

north and south of the airport versus to the west, the preferred nighttime noise abatement corridor. Also in 2004, DHL was looking to consolidate their CVG and Wilmington, Ohio cargo operations at one airport – CVG or Wilmington. The 2004 FAR Part 150 Study originally evaluated the potential noise impacts of a consolidated operation at CVG. DHL later announced (after the start of the 2004 Part 150 Study) their intentions to move their operations to Wilmington.

PRELIMINARY CONCLUSIONS (PRIOR TO DELTA'S OPERATIONAL CHANGES IN DECEMBER 2005)

- The future baseline year includes nighttime cargo operations at levels similar to DHL's 2004 operational levels (prior to their move to Wilmington, Ohio) in anticipation of another cargo carrier(s) starting service at CVG in the next five years
- The increase in operations during the 10:00 p.m. to midnight time period has reduced the ability of air traffic controllers to maintain the nighttime runway use program, which is designed to keep nighttime aircraft operations to the west of the airport.
- The result is an increase in aircraft noise levels to the north and south of the airport.
- Future noise levels are expected to remain similar to existing conditions based on the forecasted level of operations and changes in fleet mix.
- Without modification to currently approved nighttime noise abatement measures, noise levels north and south of the airport will continue to increase.

OVERVIEW: PART 150 STUDY STATUS AND PROJECT ISSUES

Since the last Public Workshop, a number of events have occurred resulting in an extension of the Part 150 Study schedule. Those events, which primarily occurred between August and December 2005, are listed below:



August 2005: Delta AirLines announced a reduction in service at CVG starting December 2005

September 2005: Delta AirLines entered into bankruptcy

November 2005: DHL moved hub operation from CVG to Wilmington, OH

December 2005: Delta reduced CVG's schedule by approximately 26 percent and restructured the schedule reducing the number of early morning and nighttime flights.

December 2005: Third parallel runway (18R/36L) opened December 22, 2005

These events have resulted in the KCAB's decision to extend the schedule for the 2004 Part 150 Study so that the information pertaining to these events and resulting operational changes can be assessed and incorporated into the Part 150 Study analysis. Extending the Part 150 Study schedule will provide the public a more "up to date" Noise Compatibility Program reflecting the most current operations as possible.

REVISED PART 150 SCHEDULE

The revised Part 150 Study schedule, including the next steps, tasks, and key project milestones is described below:

Revise Baseline Noise Levels (December 2005 – May 2006)

- Collect 2006 operating and noise data, including operations on Runway 18R/36L
- Prepare revised Existing Baseline noise contour representative of 2006 conditions
- Review and update, as necessary, a forecast of future aviation activity at CVG, including flight schedule modifications and changes to the Delta and Comair arrival and departure "banks"
- Prepare revised Future Baseline noise contour representing 2011 conditions (5 years in the future per FAR Part 150 guidelines)

Alternatives Analysis

(February 2006 – June 2006)

- Reassess noise abatement alternatives based on revised 2011 operating levels and assumptions
- Develop and evaluate new noise abatement alternatives, if necessary
- Review land use management measures to determine if changes to proposed mitigation strategies are warranted

Prepare Draft Study Documentation

(July 2006 – September 2006)

- Prepare the DRAFT Part 150 Noise Compatibility Program (NCP) documentation; make the document available for public and agency review and comment
- Respond to public and agency comments; revise the DRAFT Part 150 Noise Compatibility Program document as necessary

Prepare Final Study Documentation

(October 2006 – December 2006)

- Prepare FINAL Part 150 Noise Compatibility Program document
- Submit FINAL Part 150 Noise Compatibility Program document to FAA for review and issuance of a Record of Approval

Public Outreach

(throughout 2006)

- Conduct Planning Advisory Committee meeting and a set of Public Information Workshops/Hearings in the third or fourth quarter of 2006

FAA Issues Record of Approval (ROA)

(Second Quarter 2007)

- Receipt of the ROA allows the KCAB to prepare an application for federal funding to implement the approved NCP measures
- KCAB secures funding and proceeds with implementation as FAA and KCAB funding availability and circumstances permit