

Cincinnati Municipal Lunken Airport

IATA/ICAO CODE: LUK/KLUK
CITY: Cincinnati
STATE: OH
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

Name: Fred Anderton
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Airport Web Site: www.cincinnati-oh.gov

ELEVATION: 484ft.

| RUNWAY INFORMATION | | | | |
|---|-------------|--------------------------|------------------|------------|
| Orientation | Length (ft) | Displaced Threshold (ft) | Glide Slope(deg) | Width (ft) |
| 3R/21L | 6101 | - | 3 | 150 |
| Check FAA Airport Diagrams for current information. | | | | |

NOISE ABATEMENT PROCEDURES

[Information on Recommended Noise Abatement Procedures for Arrivals](#)

[Information on Recommended Noise Abatement Procedures for Departures](#)

[Recommended Procedures VFR Arrivals/Departures Turbine Powered Aircraft and Night Operations for All Aircraft \(2300-0700\)](#)

Information on Recommended Noise Abatement Procedures

These procedures are set forth in order to provide maximum possible relief to residents of the communities surrounding Cincinnati Municipal Lunken Airport (CMLA). The Airport Manager asks all aircraft operators to carefully consider the impact of noise on our neighbors and plan activities accordingly.

It is recommended that all aircraft, jet or piston powered, comply with the CMLA noise abatement

procedures and signage as posted on the airfield.

Specific details concerning these recommended procedures follow when Tower is not in operation.

Arrivals from Northeast:

Landing South - follow Little Miami River to 21L, 21R, or 25. Landing aircraft maintain 1500 Mean Sea Level (MSL) or above until 2-mile final.

Landing North - follow interstate beltway and river to runways. Maintain 1500 or above MSL to 2-mile final or maintain 2500 MSL while overflying sensitive areas.

Arrivals from South and East:

Landing South: Maintain 2500 MSL or above while overflying sensitive areas. Maintain 1500 MSL or above until 2-mile final.

Landing North: follow Ohio River northwest bound. Maintain 1500 MSL or above until 2-mile final.

Arrivals from Southwest:

Landing South: Maintain 2500 MSL or above while overflying sensitive areas. Maintain 1500 MSL or above until 2-mile final.

Landing North: follow Interstate 275 northwest bound. Maintain 1500 MSL or above until 2-mile final.

Arrivals from Northwest:

All Runways: maintain 2500 MSL or above while overflying sensitive areas. Maintain 1500 MSL or above until on 2-mile final.

Departures from Runways 3R and 7:

Fly runway heading to 2000 MSL. Avoid sensitive areas.

Departures from Runways 21L and 25:

Fly runway heading to 900 MSL, then turn left and follow river southeast bound to 2000 MSL before turning on course.

The appropriate signage explaining noise procedures is posted in the Airport Operations Area.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Voluntary - No Touch and Go Operations between 10:00 pm and 7:00 am

PREFERENTIAL RUNWAYS

3R/21L

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTION

Tower will direct aircraft to designated run-up area.

Aircraft maintenance run-ups restricted between 2100-0700 local time.

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 | - | - |

NOISE MONITORING SYSTEM

The airport has a network of acoustic monitors. In addition the airport has a flight tracking and identification system.

FLIGHT TRACK MONITORING SYSTEM

Yes

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](#)