

# Cincinnati Northern Kentucky International

IATA/ICAO CODE:	CVG/KCVG
CITY:	Cincinnati
STATE:	KY
COUNTRY:	USA

## AIRPORT CONTACT

Information updated by the airport 2/2011

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ELEVATION: 897 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
9/27	12000	-	-	150
18C/36C	11000	-	-	150
18R/36L	8000	-	-	150
18L/36R	10000	-	-	150

Runway 9/27 and 18R/36L, maximum GWT for DC-10 & L-1011 is 510,000 lbs.

[Check FAA Airport Diagrams for current information.](#)

## NOISE ABATEMENT PROCEDURES

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.

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.

Turbojet aircraft (over 70,000 pounds) departing Runway 27 fly runway heading; or fly an Advanced Navigation (ANAV) departure directing aircraft to a turn point approximately four nautical miles (n.m.) from the runway end.

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.

Turbojet aircraft (over 70,000 pounds) departing Runway 36L 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 Advanced Navigation (ANAV) departure procedure directing aircraft over the Ohio River for four nautical miles (n.m.).

Continue night noise policy with a contra-flow arrival and departure procedure on the west side of the airport. (Nighttime 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.

Maximize, to the extent practicable, the use of Runway 27 for daytime departures.

Noise abatement departure routes (as listed above) shall be 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.

#### Runway Extensions(East/West)

The east/west runway extension, completed in Dec. 1994, enabled the Airport to direct more than 90 percent of night traffic over the less populated area to the west, where voluntary noise mitigation programs have been conducted purchasing more than 300 homes. The 2,200 feet extension makes the runway 10,000 feet long, enabling it to handle all of the cargo aircraft that normally depart at night. (Weather dictates departures and arrivals in other directions about 10 percent of the time)

In 2004 Runway 9/27 (east/west runway) was extended an additional 2,000 feet for a total length of 12,000 feet. This construction was part of a project to build a third north/south parallel runway (18R/36L) at 8,000 feet in length.

#### Runway Extensions(North/South)

The north/south runway extension approved by the FAA in June 1995, extended Runway 18C/36C (older north/south runway) by 1,500 feet to the north. This enabled southern departures to start their ascents earlier, allowing the aircraft to climb higher before reaching residential areas to the south. The runway extension was completed in 1996.

#### Close/Distant Procedures

The major air carriers operating at the airport have voluntarily adopted these procedures to further minimize noise from aircraft activity.

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

**AIRPORT CURFEWS - [NONE](#)**

**PREFERENTIAL RUNWAYS**

Maximize, to the extent practicable, the use of Runway 27 for daytime departures.

Nighttime Preferential Runway (10:00 p.m. – 7:00 a.m.)  
Contra-flow arrival and departure procedure on the west side of the Airport. (Nighttime noise policy is to designate larger aircraft nighttime arrival and departure procedures to the west using Runway 9/27.

A secondary option for nighttime noise procedures has been developed to have turbojet aircraft departing Runway 36R during the nighttime hours turn left to 330-degree heading to follow the Ohio River corridor. This option was recommended in the 2006 FAR Part 150 Study. However it would require additional environmental study prior to approval and implementation. This secondary option was developed for potential nighttime operations increase by DHL Airways. During the study process, DHL moved its operations to Wilmington, Ohio. The proposed measure was kept in the study for potential future increase of nighttime cargo operations.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Runup pads on Runways 18L, 36R, 18C, 36C

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)	1992 - 2008	Multiple programs from multiple FAR Part 150 Studies 100% complete.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	1996 - 2000	Complete
Avigation Easements	1992 - 2008	Complete – avigation easements were granted in exchange for purchase assurance and sound insulation programs
Zoning Laws	n/a	Airport Authority does not have zoning authority
Real Estate/Property Disclosure Laws	n/a	Airport Authority does not have zoning authority
Acquire Land for Noise Compatibility to date	1990 – 2008	Multiple programs from multiple FAR Part 150 Studies. 100% complete.
Population within each noise contour level relative to aircraft operations	2011 NCP Contour	65-70 DNL – 415 70-75 DNL – 39 75+ DNL – 0
Airport Noise Contour Overlay Maps	Approved April 2008	2011 NCP Contour from the approved FAR Part 150 Noise Compatibility Study Update

Total Cost of Noise Mitigation Programs to Date	n/a	\$178,278,058.00 as of September 2008
Source of Noise Mitigation Program Funding for Aircraft Noise	n/a	Combination of Airport Improvement Program (AIP) grant monies and Passenger Facility Charge (PFC) monies

NOISE MONITORING SYSTEM

Lochard’s flight tracking system (GEMS) with sub-components originally purchased in 1996 with multiple system upgrades over time. Added six portable noise monitoring terminals (EMU1200) in 2002. Upgraded from GEMS to ANOMS8 (Lochard) in 2006.

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](#)