



CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL AIRPORT

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February 20, 2007

Ms. Peggy S. Kelley
Memphis Airports District Office
Federal Aviation Administration
2862 Business Park Drive, Building G
Memphis, TN 38118-1555

Subject: Submission of FAR Part 150 Study, including Noise Exposure Maps and Noise Compatibility Program for Cincinnati/Northern Kentucky International Airport

Dear Ms. Kelley:

Enclosed please find five (5) copies of the above referenced document submitted under 14 CFR FAR Part 150 for appropriate FAA determination. The Kenton County Airport Board (KCAB) requests acceptance of the Existing (2006) Noise Exposure Map (NEM) for existing conditions and approval of the 2011 NEM/NCP with Noise Compatibility Program (NCP) implementation for the Cincinnati/Northern Kentucky International Airport.

The NEM component of a Part 150 study presents airport noise exposure contours for the existing condition and a forecast condition five years after the date of submission of the maps for FAA review. However, recently passed legislation, the *Vision 100 - Century of Aviation Reauthorization Act*, stipulates that forecast noise exposure maps must be at least five years in the future. The NEM component of a Part 150 Study presents airport noise exposure contours for the existing condition and a forecast condition five years after the date of submission of the maps for FAA review. The data collection and preliminary analysis on this 2006 FAR Part 150 Study was initiated in mid-2006 using actual operational data for the first four months of calendar year 2006 and an extrapolation of that data to project operations for the last eight months of 2006. Therefore, the current year NEM is labeled as 2006. It is projected that the difference between the 2006 operating levels data and the forecast 2007 operating levels is less than five percent and there are no appreciable changes in the fleet mix. Therefore, the 2006 data is a valid representation of 2007 conditions, the year of submission.

The future year NEM is labeled 2011, which, according to FAR Part 150 would be the fifth calendar year beginning from the date of the existing conditions NEM; and the 2011 forecast year coincides with the forecast data and analysis contained in the *Cincinnati/Northern Kentucky International Airport Master Plan Update* (dated July 31, 2006). We herein verify that the documentation is representative of existing and future forecast conditions as of the date of submission.



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The elements of the NCP have been coordinated with representatives of the agencies or user groups having responsibility for implementation. While it is not practical to obtain formal agreements from every agency or group prior to this submission, each group is aware of these actions which fall within their respective jurisdictions. Flight procedures were coordinated with the FAA Airport Traffic Control Tower and airlines throughout the study process.

On behalf of the KCAB, I would like to express appreciation to the FAA for its support in conducting the Part 150 Study. We look forward to an expeditious Federal review and approval of our revised plan, so that we can begin immediately to implement the recommended measures for the benefit of the airport neighbors.

Sincerely,

Robert F. Holscher
Director of Aviation
Kenton County Airport Board
Cincinnati/Northern Kentucky International
Airport

cc: Ms. Barbara Schempf, Government Affairs and Noise Abatement Manager,
Kenton County Airport Board
Ms. Suzie Kleymeyer, AICP, Landrum & Brown