



Kenton County Airport Board

Airport Certification Manual

Federal Aviation Administration
Southern Region Airports Division
APPROVED
May 24 2023
JNF
Airport Certification & Safety Inspector

Record of Changes

Revision Number	Date	Page
1	08/17/2020	All
2	11/02/2021	Section 305 – Paved Areas, Section 309 – Safety Areas, Section 319 – Airport Rescue and Fire Fighting: Operational Requirements
3	12/20/2022	Section 311 – Markings, Signs and Lighting
4	04/19/2023	Section 323 – Traffic and Wind Indicators

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Distribution List

The official copy of the Airport Certification Manual is maintained the Airport Operations. Copies or portions of the Airport Certification Manual, including all revisions and amendments, are distributed to the following:

Main Body of the ACM

1. Commercial Air Carriers
2. Fueling Agents
3. Airport CEO
4. Airport Operations Department
5. Airport Maintenance Departments
6. Airport Planning and Development Department
7. Airport Police Department
8. Airport Fire Department
9. Airport Safety Manager
10. Airport Emergency Manager
11. FAA ATCT

Wildlife Hazard Management Plan

1. Airport CEO
2. Airport Operations Department
3. Airfield Maintenance Department
4. Airport Police Department
5. Airport Fire Department
6. Airport Safety Manager
7. Airport Emergency Manager
8. FAA ATCT
9. United States Department of Agriculture

Snow & Ice Control Plan

1. Same Distribution as the Main Body of the ACM

Airport Emergency Plan (Should match Distribution list in AEP)

1. Same Distribution as Main Body of the ACM
2. Transportation Security Administration
3. Local Mutual Aid Fire Departments
4. Local Law Enforcement Agencies
5. Local Hospitals, Ambulance Companies

Airport Marking and Sign Plan

1. Airport Operations Department
2. Airfield Maintenance Department
3. Airport Planning and Development Department
4. ATCT

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Background

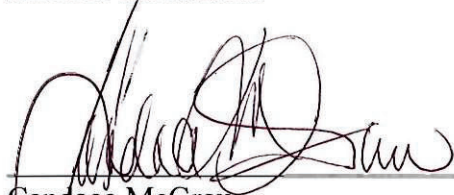
This ACM is issued by KCAB as owners and operators of the Cincinnati/Northern Kentucky International Airport in Hebron, Kentucky and is prepared in accordance with the requirements of Title 14 CFR, Part 139 of the Federal Aviation Regulations (FAR).

This manual will be kept current, and an approved copy will be available for inspection upon request. A complete and current copy will be provided to the FAA.

Recipients of this ACM are responsible for keeping their copy of the manual up to date by insertion of revisions when made available by KCAB following an FAA approval.

The Chief Executive Officer will operate CVG in accordance with this manual.

Standards and Procedures specified to FAR Part 139 in appropriate FAA Advisory Circulars will be used herein for compliance with the provision of FAR Part 139, unless contrary to the procedures as stated in this manual.



Candace McGraw
Chief Executive Officer
Kenton county Airport Board

7/7/21
Date

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Exhibits

These are some of the most common exhibits used by airports. Each exhibit should be referenced sequentially in the body of the ACM.

Exhibit #	Title
1	Organization Chart
2	Training Form
3	Marking and Sign Plan
4	Snow and Ice Control Plan
5	ARFF Equipment
6	ARFF Fueling Inspection Form
7	Airport Emergency Plan
8	139.327 Daily Airport Self Inspection Checklist
9	Movement Area Driver Training Packet
10	Obstruction Lighting
11	Wildlife Hazard Management Plan
12	Airport Movement Areas Letter of Agreement (LOA)
13	Wheels Up LOA
14	Requirements for Operating in the Runway Safety Areas (RSA) LOA
15	Airport Emergency Procedures LOA
16	Braking Action Reports LOA
17	Restrictions to Use of TWY D During ILS CAT II/III Operations to Runway 36C LOA
18	Responsibility for Operation of the Airport Lighting System LOA
19	Aircraft Operating Restrictions LOA
20	B747-800 Ground Movement Operations LOA
21	DHL Express Ramp Control Procedures LOA
22	Surface Movement Guidance Control System LOA
23	Terminal Ramp Control Procedures LOA
24	Notification Process for Airport Surface Area NOTAMs LOA
25	Procedures for Opening and Closing of Runways LOA
26	Current FAA Modification to Standards
27	Airport Layout Plan

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Section 101 - Purpose, Airport Information

Purpose

This manual provides direction and lines of responsibility in the day-to-day operation of the Cincinnati/Northern Kentucky International Airport. As well, it details operating procedures to be followed for both routine matters and unusual circumstances or emergencies that may arise. The content of this manual will comply with the Federal Aviation Administration rules and regulations contained in Title 14 Code of Federal Regulation Part 139.

Airport Information

Under this regulation, Cincinnati/Northern Kentucky International Airport operates as a Class I certificated to serve scheduled operations of large air carrier aircraft that can also serve unscheduled passenger operations of large air carrier aircraft and/or scheduled operations of small air carrier aircraft. Cincinnati/Northern Kentucky International Airport is operated by the Kenton County Airport Board

1. Address

Mailing Address:

Cincinnati/Northern Kentucky International Airport
P.O. Box 752000
Cincinnati, OH 45275

2. Location

The Cincinnati/Northern Kentucky International Airport (herein referred to as “Airport”) is located approximately 9.2 miles west-southwest of downtown Cincinnati in Boone County, Kentucky.

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Section 105 - Inspection Authority

The airport shall allow the Administrator to make any inspections including unannounced inspections, or tests to determine compliance with 14 CFR Part 139.

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Section 107 - Issuance of Certificate

An applicant for an Airport Operating Certificate is entitled to a certificate if—

1. The applicant provides written documentation that air carrier service will begin on a date certain.
2. The applicant meets the provisions of § 139.103.
3. The Administrator, after investigation, finds the applicant is properly and adequately equipped and able to provide a safe airport operating environment in accordance with—
 - a. Any limitation that the Administrator finds necessary to ensure safety in air transportation.
 - b. The requirements of the Airport Certification Manual, as specified under §139.203.
 - c. Any other provisions of this part that the Administrator finds necessary to ensure safety in air transportation.
4. The Administrator approves the Airport Certification Manual

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Section 109 - Duration of Certificate

An Airport Operating Certificate issued under this part is effective until the certificate holder surrenders it or the certificate is suspended or revoked by the Administrator.

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Section 111 - Exemptions

Exhibit 26 – Existing FAA Mods to Standards

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Section 113 - Deviations

Deviation

In an emergency condition requiring immediate action for the protection of life or property, the Airport may deviate from an operations requirement of Title 14 CFR Part 139, Subpart D, or the Airport Certification Manual, to the extent required to meet that emergency.

Reporting

In the event of a deviation, the Airport shall notify the FAA Regions Airports Division by phone or email within 14 days of the nature, extent, and duration of the deviation. If requested by FAA, the Airport shall submit a report in writing to the FAA Regional Airports Division Manager.

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Section 115 – Falsification of Records

1. No person shall make or cause to be made:
 - a. Any fraudulent or intentionally false statement on any application for a certificate or approval under this part.
 - b. Any fraudulent or intentionally false entry in any record or report that is required to be made, kept, or used to show compliance with any requirement under this part.
 - c. Any reproduction, for a fraudulent purpose, of any certificate or approval issued under this part.
 - d. Any alteration, for a fraudulent purpose, of any certificate or approval issued under this part.
2. The commission by any owner, operator, or other person acting on behalf of a certificate holder of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any certificate or approval issued under this part and held by that certificate holder and any other certificate issued under this title and held by the person committing the act.

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Section 201 - Airport Certification Manual General Requirements

ACM Maintenance

The Airport will:

1. Maintain the ACM current at all times. The Airport Operations Department is responsible for maintaining the ACM current.
2. Maintain at least one complete and current copy of the approved ACM on the airport, which will be available for inspection by the FAA. This copy will be maintained electronically.
3. Furnish the applicable portions of the FAA approved ACM to the personnel responsible for its implementation.
4. Ensure that the Regional Airports Division is provided a complete copy of the most current ACM including any amendments approved on 139.205.

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Section 205 - Amendments of Airport Certification Manual

ACM Revisions/Amendments

The following procedure is in effect for revisions/amendments to the ACM:

1. Two copies in color, if applicable, of the revision will be submitted electronically to the FAA Southern Region.
2. Amendments to the ACM are significant changes to the ACM concerning method of compliance to Part 139 requirements and will be submitted at least 30 days prior to the proposed effective date. Revisions will be submitted as needed to maintain currency.
3. The ACM Page Revision Log will be completed and submitted with the revision.
4. Each page of the revision, including the Page Revision Log, will have the date of the revision and the original approval date of the ACM.
5. Upon FAA approval, copies of the approved revision will be made and distributed to the holders of the Airport Certification Manual on the Distribution List.
6. The FAA may amend any ACM approved under this part.

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Section 301 - Records

Furnish Records

Upon request of the Administrator, the Airport will furnish records listed under this section.

List of Required Records

The Airport will maintain the following records:

1. Personnel Training – 24 consecutive calendar months for personnel training records under Sections 303 and 327.
2. Emergency Personnel Training – 24 consecutive calendar months for ARFF and emergency medical service personnel training records under Section 319.
3. Airport Fueling Agent Inspection – 12 consecutive calendar months for records of inspection of fueling agents under Section 321.
4. Written Confirmation of Fueling Personnel Training – 12 consecutive calendar months for training records of fueling personnel, as required under section 321.
5. Self-Inspection – 12 consecutive calendar months for self-inspection records under Section 327.
6. Movement areas and safety areas training – 24 consecutive calendar months for records of training given to pedestrian and ground vehicle operators with access to movement and safety areas, as required under Section 329.
7. Accident and Incidents – 12 consecutive calendar months for each accident or incident in the movement areas and safety areas involving an air carrier aircraft and / or ground vehicle, as required under Section 329.
8. Airport Condition – 12 consecutive calendar months for records of airport condition information dissemination under Section 339.

Additional Records

The Airport will make and maintain any additional records required by the Administrator.

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Section 303 - Personnel

Lines of Succession of Operational Responsibility

The lines of responsibilities are depicted in the organizational chart in Exhibit 1. The policy setting and financial authority rests with the Kenton County Airport Board who has appointed the Chief Executive Officer to direct the Airport. Additional operating staff under the Chief Operating Officer are charged with the responsibility of managing and operating the day-to-day affairs of the Airport.

The key personnel are listed below:

- Chief Executive Officer
- Chief Operating Officer
- Vice President of Operations and Maintenance
- Director, Airport Operations
- Chief of Police
- ARFF Chief

Personnel Requirements

The Airport will comply with the following personnel requirements:

1. Maintain sufficient qualified personnel to comply with the requirements of the ACM and the requirements of Title 14 CFR Part 139.
2. Equip personnel with sufficient resources needed to comply with the requirements of Title 14 CFR Part 139.
3. Train all persons who access the movement areas and safety areas and perform duties in compliance with the requirements of the ACM and Part 139. This training shall be completed before initial performance of duties and recurrent training at least once every 12 consecutive calendar months. An example of the training form is in Exhibit 2. The curriculum for initial and recurrent training shall include at least the following areas:
 - a. Airport familiarization, including airport marking, lighting and sign system.
 - b. Airport communications.
 - c. Duties required under the Airport Certification Manual and the requirements of Part 139.
 - d. Any additional subject areas required under Part 139 Sections 319, 321, 327, 329, 337 and 339, as appropriate.
4. Make record of all training completed by each individual in compliance with this section that includes, at a minimum, a description and date of training received. Such records shall be maintained for 24 consecutive calendar months after completion of training.

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Section 303 - Personnel (Continued)

5. As appropriate, comply with the following training requirements of this ACM:
 - a. Section 319 – ARFF: Operational Requirements
 - b. Section 321 – Handling and Storage of Hazardous Substances and Materials
 - c. Section 327 – Self-Inspection Program
 - d. Section 329 – Pedestrians and Ground Vehicles
 - e. Section 337 – Wildlife Hazard Management
 - f. Section 339 – Airport Condition Reporting

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Section 305 - Paved Areas

Required Conditions of Paved Areas

Airport pavement areas, including aprons available for air carrier operations, shall be promptly repaired, and maintained as follows:

1. Pavement edges shall not exceed 3 inches difference in elevation between abutting pavement sections and between pavement and abutting areas.
2. Pavement shall have no holes exceeding 3 inches in depth nor any hole the slope of which from any point in the hole to the nearest point at the lip of the hole is 45 degrees or greater as measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a 5-inch diameter circle.
3. The pavement shall be free of cracks and surface variations that could impair directional control of an air carrier aircraft, including any pavement crack or surface deterioration that produces loose aggregate or other contaminants.
4. Mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants shall be removed promptly and as completely as practicable, except the associated use of materials such as sand and deicing solutions for snow and ice control.
5. Any chemical solvent that is used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent, except for the associated use of deicing solutions for snow and ice control.
6. Pavement shall be sufficiently drained and free of depressions to prevent ponding that obscures markings or impairs safe aircraft operations.

Maintenance of Paved Areas

Corrective action shall be initiated by Airport Operations personnel in a prompt manner when any unsatisfactory conditions are found in the paved areas. Field Maintenance personnel are responsible for the correction of any unsatisfactory conditions on paved areas. If Airport Operations personnel determine that an irregular condition in a pavement or area along a pavement lip is safe for aircraft operations, but prompt corrective action is not possible, a Notice to Airmen (NOTAM) advising users of the condition shall be issued until the condition is corrected. If Airport Operations personnel determine that an uncorrected condition in a paved area is unsafe for aircraft operations, that portion of the airport shall be closed to air carrier operations until the unsafe condition is corrected.

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Section 305 – Paved Areas (Continued)**Paved Areas Available for Air Carriers**

<u>RUNWAY/TAXIWAY</u>	<u>LENGTH (ft)</u>	<u>WIDTH (ft)</u>	<u>SURFACE TYPE</u>
18C-36C	11,000	150	N-3,900' Concrete, 6,200' Asphalt, S-900' Concrete
18L-36R	10,000	150	Concrete
9-27	12,000	150	W-4,200' Concrete, 7,050' Asphalt, E-750' Concrete
18R-36L	8,000	150	Concrete
Taxiways: A, B, C, D, E, F, G, J, K, M, N, S, T, U, V		75	Concrete and Asphalt

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Section 307 - Unpaved Areas

There are no unpaved areas available for air carrier operations at Cincinnati/Northern Kentucky International Airport.

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Section 309 - Safety Areas

Safety Area Dimensions

Safety Areas are maintained at the dimensions that existed on December 31, 1987. If a runway or taxiway is reconstructed or a runway is extended, Safety area dimensions conform to FAA standards in *AC 150/5300-13, Airport Design*, unless otherwise authorized by the administrator.

Safety area dimensions are as follows:

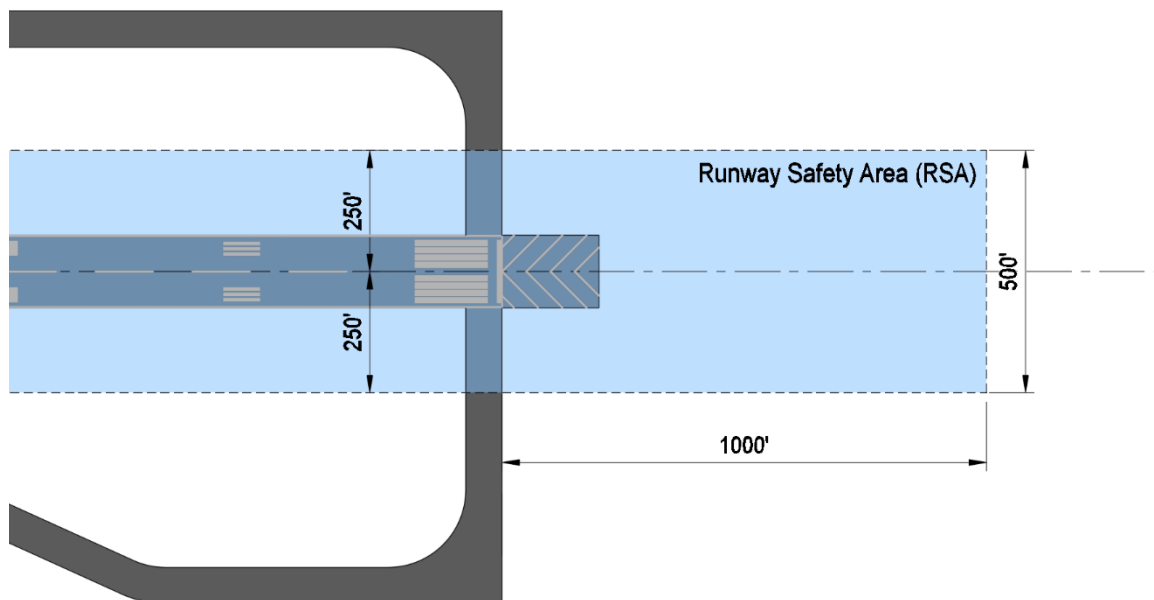
Runway 18C-36C – 250 feet from centerline and 1000 feet off each end.

Runway 18L-36R – 250 feet from centerline and 1000 feet off each end.

Runway 18R-36L – 250 feet from centerline and 1000 feet off each end.

Runway 9-27 – 250 feet from centerline and 1000 feet off each end.

All Taxiways – 107 feet from the centerline.



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Section 309 - Safety Areas (Continued)

EXISTING DECLARED DISTANCES (in Feet)				
Runway	TORA Take Off Run Available	TODA Take Off Distance Available	LDA Landing Distance Available	ASDA Accelerate & Stop Distance Available
09 Existing	12,000	12,000	11,640	11,640
27 Existing	12,000	12,000	12,000	12,000
18C Existing	11,000	11,000	11,000	11,000
36C Existing	11,000	11,000	11,000	11,000
18L Existing	10,000	10,000	10,000	10,000
36R Existing	10,000	10,000	10,000	10,000
18R Existing	8,000	8,000	8,000	8,000
36L Existing	8,000	8,000	8,000	8,000

Required Conditions of Safety Areas

Safety area conditions are maintained as follows:

1. Each safety area shall be cleared and graded, and shall be maintained free to potentially hazardous ruts, humps, depressions, or other surface variations.
2. Each safety area shall be drained by grading and storm sewers to prevent water accumulation.
3. Each safety area shall be capable under dry conditions of supporting aircraft rescue and firefighting equipment and the occasional passage of aircraft without causing major damage. Manhole or duct access covers are constructed from steel of sufficient thickness and strength to support equipment and aircraft.
4. No object shall be located in any safety area, except for objects that need to be located in the safety area because of their function. These objects shall be constructed; to the extent practical, on frangible mounted structures of the lowest practical height and maintained so the frangible point is no higher than 3 inches above grade.
5. Safety areas shall conform to dimension acceptable to the FAA if any runways or taxiways are constructed, reconstructed, or extended.

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Section 309 - Safety Areas (Continued)

Maintenance of Safety Areas

Corrective actions shall be initiated by Airport Operations personnel in a prompt manner when any unsatisfactory conditions are found in the safety areas. Field Maintenance personnel are responsible for the correction of any unsatisfactory conditions on safety areas. If Airport Operations personnel determine that an irregular condition in a pavement or area along a pavement lip is safe for aircraft operations, but prompt corrective action is not possible, a Notice to Airmen (NOTAM) advising users of the condition shall be issued until the condition is corrected. If Airport Operations personnel determine that an uncorrected condition in a safety area is unsafe for aircraft operations, that portion of the airport shall be closed to air carrier operations until the unsafe condition is corrected.

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Section 311 - Marking, Signs and Lighting

Markings

The airport will provide and maintain marking systems for air carrier operations in accordance with Part 139.311(a) and *AC 150/5340-1, Standards for Airport Markings*.

1. Runway/Taxiways
 - a. Runway 18C-36C – Precision (PIR)
 - b. Runway 18L-36R – PIR
 - c. Runway 18R-36L – PIR
 - d. Runway 9-27 – PIR
 - e. Taxiways – Markings include the following: taxiway centerlines, lead-off lines on normally used exits, continuous edge lines are in areas of taxiways denoting unusable pavement shoulders, dashed edge lines are used in instance where pavement is usable on both sides of the line.
2. Hold Position Markings

The hold position markings are located 300 feet from runway 18L-36R centerline based on the airplane design group and the type of precision classification. All other runway hold markings are placed at 288 feet from the runways.
3. Land and Hold Short Operations (LAHSO)

LAHSO operations are not authorized at CVG.

Signs

The Airport will provide and maintain a sign system for air carrier operations in accordance with 14 CFR Part 139.311(b) and the Marking and Sign Plan is included in Exhibit 3. The signs will meet standards in *AC 150/5340-18, Standards for Airport Sign Systems*, and sign specifications in *AC 150/5345-44, Specifications for Taxiway and Runway Signs*.

See Exhibit 3

The following table represents signs that do not currently meet standards with *AC 150/5340-18, Standards for Airport Sign Systems* and *AC 150/5345-44, Specifications for Taxiway and Runway Signs*. Signs will be brought in accordance with standards when a project allows.



Section 311 - Marking, Signs and Lighting (Continued)

Sign #	Location	Issue
306	TWY K1	Sign located between hold bar and runway
K-7	TWY K2	Sign located between hold bar and runway
K-9/K-9A	TWY K3	Sign housings do not meet separation distance requirements (< 3")
K-11	TWY K3	Sign housings do not meet separation distance requirements (< 3")
354	TWY K5	Sign located between hold bar and runway
362	TWY K6	Sign located between hold bar and runway
370	TWY K7	Sign located between hold bar and runway
378	TWY K8	Sign located between hold bar and runway
264	TWY K9	Sign located between hold bar and runway
D-14	TWY E6	Sign housings do not meet separation distance requirements (< 3")
J-29	TWY J3	Sign housings do not meet separation distance requirements (< 3")
244	TWY J & RWY 36C-18C	Sign located between hold bar and runway
240	TWY K & RWY 18C-36C	Sign located between hold bar and runway
K-42	TWY C & RWY RWY 27-9	Sign located between hold bar and runway
K-42	TWY C & RWY RWY 27-9	Sign located between hold bar and runway
M-24	TWY M & TWY E	Sign located between hold bar and runway
M-30	TWY M & TWY D	Sign located between hold bar and runway
317	TWY M3	Sign located between hold bar and runway
212	TWY D2	Sign located between hold bar and runway
228	TWY D4	Sign located between hold bar and runway
252A	TWY D7	Sign located between hold bar and runway
252	TWY D7	Sign located between hold bar and runway
264A	TWY D8	Sign located between hold bar and runway
257/258	TWY D8	Sign housings do not meet separation distance requirements (> 12")
266/268	TWY D9	Sign housings do not meet separation distance requirements (> 12")
288	TWY D & RWY 18C	Sign located between hold bar and runway
D-9	TWY D & RWY 27-9	Sign located between hold bar and runway
105	TWY T3	Sign located between hold bar and runway
115	TWY T4	Sign housings do not meet separation distance requirements (< 3")
G-13	RAMP 2	Over height restriction

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Section 311 - Marking, Signs and Lighting (Continued)

Lighting

The Airport will provide and maintain lighting systems for air carrier operations in accordance with Part 139.311(c) and the current edition of *AC 150/5340-30, Design and Installation Details for Airport Visual Aids*, to meet the specifications for the lowest approach minimums authorized for each runway.

1. Runways

- a. Runway 9-27: High Intensity Runway Lights (HIRL)
- b. Runway 18L-36R: HIRL
- c. Runway 18R-36L: HIRL
- d. Runway 18C-36C: HIRL

2. Taxiways

Medium intensity taxiway edge lighting is installed on all taxiways available for air carrier operations. Taxiway edge reflective delineators are placed on TWY T, S, and C in areas not having edge lighting.

3. Airfield Emergency Generator

To ensure constant source of power for airfield lighting, the Airport maintains diesel generators as a secondary power source to commercial power for all lighting. Back up generators are located in the airfield lighting vaults.

4. NAVAIDs and Visual Aids

NAVAIDs provided and maintained by the Airport, are as follows:

- a. Runway 9 PAPI System

NAVAIDs provided and maintained by the FAA Tech Ops Division, are as follows:

- a. Runway 9: MALSR, RVR stations, glide slope and localizer
- b. Runway 27: MALSR, PAPI system, RVR stations, glide slope and localizer
- c. Runway 18C: MALSR, PAPI system, RVR stations, glide slope and localizer
- d. Runway 36C: ALSF2, PAPI system, RVR stations, glide slope and localizer
- e. Runway 18L: MALSR, PAPI system, RVR stations, glide slope and localizer
- f. Runway 36R: ALSF2, PAPI system, RVR stations, glide slope and localizer
- g. Runway 18R: ALSF2, PAPI system, RVR stations, glide slope and localizer
- h. Runway 36L: ALSF2, PAPI system, RVR stations, glide slope and localizer

5. Airport Beacon

The airport is equipped with a rotating beacon, owned and maintained by KCAB, with a green and white lens, located on top of the Airport Double Tree Hotel located at: 2826 Terminal Dr. Hebron, KY 41048 (1,350 feet northwest of the main terminal building),

Lighting Interference

All other lighting on the airport for ramp area, fueling areas, hangars, and maintenance areas is adjusted or shielded to prevent interference with ATC and aircraft operations.

Maintenance

Each marking, sign, and lighting system installed on the airport shall be properly maintained by

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Section 311 - Marking, Signs and Lighting (Continued)

cleaning, replacing, or repairing any faded, missing, or nonfunctional item. Each marking, sign, and lighting system will be maintained unobscured, clearly visible and shall provide for an accurate reference to airport users.

Corrective actions shall be initiated by Airport Operations personnel in a prompt manner when any unsatisfactory conditions are found in the marking, sign, and lighting system. Field Maintenance personnel are responsible for the correction of any unsatisfactory conditions on the marking, sign, and lighting system owned by the airport. Airport Operations personnel finding discrepancies in FAA owned ALS and NAVID systems will promptly report to local FAA Tech Ops personnel. If Airport Operations personnel determine that an uncorrected condition of the marking, sign, and lighting system is unsafe for aircraft operations, that portion of the airport shall be closed to aircraft operations until the unsafe condition is corrected.

Each lighting system will be maintained at least to the minimum operational criteria listed in AC 150/5340-26, current edition, *Maintenance of Airport Visual Aid Facilities*. The operating limits for lighting systems before a system is considered inoperable are as follows:

Runway Edge Lights

85% Operable for Visual, Non-precision or CAT I Runways

95% Operable for CAT II & III Runways

Runway End/Threshold Lights

75% Operable (No more than two lights inoperable at any runway end)

Taxiway Edge Lights

85% Operable

In order to provide continuity of visual guidance, the allowable percentage of inoperable lights shall not be in such a way as to alter the basic pattern of the lighting system. In addition, an unserviceable light shall not be adjacent to another unserviceable light. Lights are considered adjacent if located either laterally or longitudinally in a lighting system.

If the above operating limits cannot be maintained a NOTAM will be issued in accordance with Section 339.

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Section 313 - Snow and Ice Control Plan

See Exhibit 4

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Section 315 - Aircraft Rescue and Fire Fighting: Index Determination

The ARFF Index at the airport is Index C, based on the longest daily aircraft with 5 daily departures being between 126 ft. and 159 ft in length. The airport is capable of providing Index E ARFF service upon request.

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Section 317 – Aircraft Rescue and Fire Fighting: Equipment and Agents

See Exhibit 5

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Section 319 - Aircraft Rescue and Fire Fighting: Operational Requirements

ARFF Operations

The airport operates and maintains a dedicated Aircraft Rescue and Fire Fighting Department to respond to on airport emergencies. The airport ARFF department also provides mutual aid to surrounding agencies under mutual aid agreements. The ARFF officer in charge will ensure ARFF Index C is maintained at all times independent of mutual aid requests. Airport ARFF Coverage is provided 24/7.

Vehicle Communications

The ARFF vehicles are equipped with two-way voice radio equipment capable of communications with each other, additional airport departments, mutual aid agencies and the Air Traffic Control Tower (ATCT).

A Discrete Emergency Frequency (DEF) has been established at the airport. This frequency is designated as 132.725.

Vehicle Marking and Lighting

Each ARFF vehicle is equipped with a flashing beacon and is marked in colors to enhance contrast with the background environment and optimize day-time and night-time visibility.

Vehicle Readiness

1. ARFF vehicles are maintained so as to be operationally capable of performing their intended functions. Operational checks of the ARFF vehicles and their firefighting systems are conducted daily by the on-duty firefighters. Scheduled service inspections and routine maintenance is performed by the Airport Maintenance Department.
2. ARFF vehicles are housed in heated fire stations.
3. If a required ARFF vehicle becomes inoperative, and a replacement vehicle is not available, the Airport Operations Center is notified by the ARFF Officer in Charge.
4. Any required vehicle that becomes inoperative to the extent that it cannot perform as required by §139.339 of this section must be replaced immediately with equipment having at least equal capabilities. If replacement equipment is not available immediately, the certificate holder must so notify the Regional Airports Division Manager and each air carrier using the airport in accordance with §139.339. If the required Index level of capability is not restored within 48 hours, the airport operator, unless otherwise authorized by the Administrator, must limit air carrier operations on the airport to those compatible with the Index corresponding to the remaining operative rescue and firefighting equipment.

Response Requirements

At least one ARFF vehicle is capable of responding from the corresponding fire station to the mid-point of the furthest air carrier runway and initiate discharge of extinguishing agent within 3 minutes of time of alarm.

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Section 319 - Aircraft Rescue and Fire Fighting: Operational Requirements (Continued)

All other required ARFF vehicles are capable of responding (from the corresponding fire station) to the mid-point of the furthest air carrier runway and initiate discharge of extinguishing agent within 4 minutes of time of alarm.

Protective Clothing and Equipment

ARFF personnel are equipped in a manner authorized by the administrator with protective clothing and equipment needed to perform their duties.

ARFF Personnel Training

ARFF personnel receive initial and recurrent training (minimum every 12 consecutive calendar months) in the following areas:

1. Airport Familiarization
2. Aircraft Familiarization
3. Rescue and Firefighting personnel safety
4. Emergency communication system on the airport, including fire alarms.
5. Use of the fire hoses, nozzles, turrets, and other appliances required.
6. Application of the types of extinguishing agents required for compliance with this part.
7. Emergency aircraft evacuation assistance.
8. Firefighting operations.
9. Adapting and using structural rescue and firefighting equipment for aircraft rescue and firefighting.
10. Aircraft cargo hazards, including hazardous materials/dangerous goods incidents.
11. Familiarization with firefighter's duties under the Airport Emergency Plan.

ARFF personnel are trained in the above subject areas following a site specific training curriculum. The ARFF training officer is responsible for maintaining the ARFF training curriculum and records of all training given to each individual.

Live Fire Training

All ARFF personnel shall participate in a live-fire drill prior to initial performance of ARFF duties and participate in a live-fire training at least once every 12 consecutive calendar months at the airport's fire training facility. Regional facilities are utilized in the event that the airport's fire training facility becomes inoperative.

Basic Emergency Medical Training

The airport ARFF department provides a minimum of one (1) person during each air carrier operation that has had at least 40 hours training and is current in basic emergency medical care including bleeding, cardiopulmonary resuscitation, shock,

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Section 319 - Aircraft Rescue and Fire Fighting: Operational Requirements (Continued)

primary patient survey, injuries to the skull, spine, chest, and extremities, internal injuries, moving patients, burns and triage. Basic emergency medical recertification training is required every twenty four (24) months.

Records

The ARFF training officer is responsible for maintaining records of all training given to each individual. ARFF training records will be maintained for 24 consecutive calendar months. Such records include a description and date of training received.

Emergency Alerting System

ARFF personnel are alerted of existing or impending aircraft emergencies by the following alerting systems:

1. Direct emergency telephone, hot line between CVG ATCT, Airport Operations Center (AOC), and the Fire Stations (Crash Phone).
 - a. In the event the Crash phone becomes inoperable, CVG ATCT will notify the Airport Operations Center via telephone.
2. After receipt of notification the AOC dispatches emergency personnel via the crash phone and an 800 MHz radio system

This system is tested daily by the Airport Operations Center and CVG ATCT. An LOA between the airport and CVG ATCT is attached.

Non-ATCT Occurrence

In the event of a non-ATCT occurrence (ATC-Zero) aircraft will be directed to use the UNICOM frequency, 122.95. Airport Operations will ensure a NOTAM is published to inform of frequency change. Aircraft will continue to use the appropriate ramp tower frequency for operations at CVG as depicted on aeronautical charting. The CVG AOC will monitor UNICOM frequency and notify ARFF via the Emergency Alerting System described above. CVG and the local/regional FAA ATC have several redundant systems available in the event of ATC-Zero. Local FAA ATC Approach Control, Indianapolis Center and/or CVG Ramp Control can notify the CVG AOC via telephone of aircraft emergencies if in operation.

Hazardous Materials Guidance

Each ARFF vehicle is equipped with the the latest edition of the “Emergency Response Guidebook.”

Emergency Access Roads

The following are the designated Emergency Access Roads:

1. Access to North staging area from major highways
2. Access to South staging area from major highways

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Section 319 - Aircraft Rescue and Fire Fighting: Operational Requirements (Continued)

3. North staging area access road to airfield
4. South staging area access road to airfield

Off Airport or Other Emergency Response of ARFF Equipment

The airport ARFF department provides mutual aid to surrounding agencies under mutual aid agreements. The airport ARFF Officer in Charge will ensure ARFF Index C is maintained at all times independent of mutual aid requests. Should an off-airport emergency require a reduction in ARFF Index, the Airport Operations will follow procedures for notification of reduced ARFF Index.

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Section 139.321 - Handling and Storing of Hazardous Substances and Materials

Hazardous Materials

KCAB personnel do not act as handling agents for any hazardous materials regulated by 49 CFR Part 171. The only substances handled by KCAB personnel are those substances used in normal daily airport operations and maintenance.

Air carrier and cargo managers or their authorized representatives may receive hazardous articles or materials for shipping. All handling of such articles will be under direct supervision

Airport Fire Safety Fuel Handling Standards

All aircraft fueling activities will be in compliance with NFPA 407 current edition.

Fuel Facility/Inspection Standards

Established fuel facility/inspection standards are defined in Exhibit 6 and are available to all fueling agents upon request. These standards comply with NFPA 407, Standard for Aircraft Fuel Servicing (current edition). The Airport shall ensure adequate oversight of fueling agent activities at CVG through a reasonable surveillance of fueling activities and Fuel Agent Inspections. A fueling agent is defined as a person or company that sells fuel products at CVG.

Inspection of Fueling Facilities

Airport ARFF personnel conduct inspections of the fueling agents fuel storage area, fuel cabinet, mobile fuelers, and hydrant carts for compliance every 3 consecutive calendar months. Follow up inspections will be conducted when unsatisfactory items are found. Sample checklists used when conducting the inspections and follow-up inspections are included in Exhibit 6. Inspection records are maintained in the Airport ARFF Station 1 for at least 12 consecutive calendar months.

The Airport shall require all fueling agents to take immediate corrective action whenever it becomes aware of noncompliance with any standard to the extent that uncorrected, unsafe, or potentially unsafe condition exist.

Training

1. Each fueling agent will have a Supervisor complete an aviation fuel-training course in fire safety that is acceptable to the FAA. The supervisor will receive recurrent training at least once every 24 consecutive calendar months. If a new supervisor is hired, they will be enrolled in an authorized aviation-training course that will be completed within 90 days.
2. All other employees at each fueling agent, who fuel aircraft, accept fuel shipments, or handle fuel, receive at least initial on-the-job training in fire safety and recurrent training every 24 consecutive calendar months from the Supervisor who is trained in a fire safety course acceptable to the FAA.
3. All fueling agents engaged in handling and dispensing fuel at the airport, shall submit confirmation to airport ARFF once every 12 consecutive calendar months, that the above

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training standards have been accomplished. Those records shall be maintained at ARFF Station 1 for 12 consecutive calendar months.

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Section 323 - Traffic and Wind Indicators

Wind Direction Indicators

Primary Wind Direction Indicator: Size 2, Type L-807, Style 1-B internally lighted and located at the approach end of RWY 36C.

Supplemental Wind Direction Indicators:

- Lighted wind cone at the approach end of RWY 18C: L-806, Style 1-B, Size 1
- Lighted wind cone at the approach end of RWY 18R: L-806, Style 1-B, Size 1
- Lighted wind cone at the approach end of RWY 36L: L-806, Style 1-B, Size 1
- Lighted wind cone at the approach end of RWY 9: L-806, Style 1-B, Size 1
- Lighted wind cone at the approach end of RWY 27: L-806, Style 1-B, Size 1
- Lighted wind cone at the approach end of RWY 18L: L-806, Style 1-B, Size 1
- Lighted wind cone at the approach end of RWY 36R: L-806, Style 1-B, Size 1

CVG's wind direction indicators shall be installed and maintained in accordance with *AC 150/5345-27, FAA Specification for Wind Cone Assemblies*.

Segmented Circle

CVG ATCT is manned on a 24-hour basis, therefore a segmented circle and traffic pattern indicators are not required.

Maintenance

The wind direction indicators are inspected each day during the daytime and nighttime safety inspection conducted by designated self-inspection personnel.

The wind direction indicators are maintained clearly visible and functional. Prompt corrective action shall be initiated by Airport Operations personnel and repaired by Field Maintenance personnel when unsatisfactory conditions are found with the wind direction indicators.

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Section 325 – Airport Emergency Plan

Airport Emergency Plan (AEP)

An Airport Emergency Plan is included as Exhibit 7. The plan was developed and coordinated with law enforcement agencies, rescue and firefighting agencies, medical personnel and organizations, the principal tenants at the airport, and all other agencies/persons who have responsibilities under this plan.

Training of Airport Personnel

All airport personnel that have duties and responsibilities under the AEP are initially trained and trained once every 12 consecutive calendar months with their assignments.

Annual Review of the AEP

A review of the AEP is conducted at least once every 12 consecutive calendar months to ensure the AEP is current and all parties with whom the plan is coordinated are familiar with their responsibilities. All of the agencies involved in the AEP are invited to participate in the annual review meeting.

Triennial Full-Scale Exercise of the AEP

A full-scale exercise of the AEP is conducted at least once every 36 consecutive calendar months. The full-scale exercise involves, to the extent practicable, all mutual aid participants and a reasonable amount of emergency equipment. The purpose of this exercise is to test the effectiveness of the AEP through a response of the airport and its mutual aid to an aircraft accident at the airport, and to familiarize emergency personnel with their responsibilities in the plan.

Consistency with Security Regulations

The AEP contains instructions for response to bomb incidents, including designation of parking areas for the aircraft involved; and sabotage, hijack incidents, and other unlawful interference with operations; that are consistent with the approved airport security program.

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Section 327 – Self-Inspection Program

Inspection

To ensure compliance with applicable sections of this ACM and 14 CFR Part 139, qualified Airport Operations personnel conduct daily self-inspections, including a checklist developed in accordance with *AC 150/5200-18, Airport Safety Self-Inspections* are conducted on an electronic system and maintained electronically. At a minimum, inspection will be made as follows:

1. Daily on all runways, taxiways, air carrier and general aviation aprons, including during hours of darkness.
2. When required by an unusual condition, such as construction activities, meteorological conditions that may affect safe air carrier operations or immediately following an aircraft accident or incident.

Unsatisfactory Conditions

If Airport Operations determines that an unsatisfactory condition exist, Airport Operations shall disseminate airport condition information and promptly facilitate repairs.

If Airport Operations determines that an uncorrected condition is unsafe for aircraft operations, that portion of the airport shall be closed to air carrier operations until the unsafe condition is corrected.

If Airport Operations determines that an irregular condition is safe for aircraft operations, but unable to be immediately corrected, a NOTAM advising users of the condition shall be issued until the condition is corrected.

Reporting System

CVG uses an electronic recording system to initiate, track, and confirm repair of discrepancies noted on any inspection. These records include:

- Date/Time of initiation
- Initiator
- Date/Time of repair
- Individual(s) performing repair
- Date/Time of confirmation of compliance
- Operations Unit confirming compliance
- Parts and activities required for repair
- Any comments necessary to complete the process of compliance

Training

KCAB or designee is responsible for training the Airport Operations personnel to ensure that qualified personnel perform the inspections. In addition to on-the-job training, a training program has been established and includes initial and recurrent training every 12 consecutive calendar months in the following subject areas:

1. Airport familiarization

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2. Airport Emergency Plan (AEP)
3. Notice to Airmen (NOTAM) notification procedures
4. Procedures for pedestrian and ground vehicles in movement areas and safety areas
5. Discrepancy reporting procedures
6. Inspection procedures

Records

A copy of the 139.327 Daily Airport Safety Self Inspection Checklist used is included as Exhibit 8. Discrepancies found during inspections are notated in the above referenced electronic record keeping system. This record system will show the conditions found and all corrective action taken. Records are kept on file within the electronic reporting system for at least 12 consecutive calendar months.

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Section 329 - Pedestrian and Ground Vehicles

Limiting Access

1. Personnel and Equipment

Pedestrians and ground vehicles authorized by Chief Operating Officer or designee, to operate on movement areas and safety areas at the airport are limited to those pedestrians and vehicles necessary for airport operations and include the following type of vehicles:

- a. Properly marked airport owned vehicles equipped with aviation band radio and a roof mounted beacon light.
- b. FAA Airway Facilities vehicles authorized for maintenance of FAA equipment.
- c. Authorized construction vehicles.
- d. Approved aircraft maintenance and FBO personnel.

Copies of the airport's ground vehicle procedures are distributed to all employees authorized to operate a vehicle on movement areas or areas adjacent to movement areas.

2. Controls

CVG utilizes fencing, gates and microwave perimeter intrusion detection systems to control and limit the access to the movement areas.

Procedures for Ground Vehicle Operations

An LOA has been established between CVG and FAA ATCT to define movement areas and procedures for accessing such.

Training of Employees Authorized to Operate on the Movement Area and Safety Areas

Persons required and authorized to operate on movement areas and safety areas shall complete training prior to the initial performance of such duties and at least once every 12 consecutive calendar months. A copy of the initial Movement Area Driver Training Packet is included as Exhibit 9.

Consequences of Non-Compliance

Enforcement of the pedestrian and ground vehicle rules and regulations applicable to airport employees, tenants and contractors, shall be handled by the Chief of Airport Police or their designee. Non-compliance of movement area rules and regulations will be penalized depending on the severity and/or frequency of violations. Penalties include written warning, retraining, monetary fines, suspension of airport credentials, and permanent revocation of airport credentials.

Records

1. Training

The Airport maintains a description and date of training completed by each individual operating in the movement areas, safety areas or aprons. Records are maintained for 24 consecutive months of an individual's access to movement areas, safety areas and aprons.

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Section 329 – Pedestrian and Ground Vehicles (Continued)

2. Accidents/Incidents

The Airport maintains records of accidents or incidents in the movement areas and safety areas, involving air carrier aircraft and/or ground vehicles. Records of each accident or incident are maintained for 12 consecutive calendar months form the date of accident or incident.

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Section 331 - Obstructions

General

The airport shall ensure that each object within the authority of the airport that has been determined by the FAA to be an obstruction is removed, marked or lighted unless determined to be “no hazard” by an FAA aeronautical study. Exhibit 10 depicts an Obstruction Lighting map of the airports obstruction.

Obstructions

All objects deemed to be an obstructions at CVG, shall be marked and lighted in accordance with FAA aeronautical study or FAA *AC 70/7450-1, Obstructions Marking and Lighting*.

Obstruction lights are inspected daily during night inspections conducted by the personnel assigned self-inspection duties. Inoperable obstruction lights owned by the Airport shall be promptly repaired by the Airport Maintenance Department. Prompt notification is made to owners of non-airport owned obstruction lights. If such lights cannot be promptly repaired a NOTAM will be issued identifying the outage.

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Section 333 – Protection of NAVAIDs

Construction

No facilities shall be constructed on the airport that, when determined by the FAA would derogate the operation of an electronic or visual NAVAID or air traffic control facilities. The Airport Operations Department shall notify the FAA if aware of any changes in construction plans or equipment. Airport Operations personnel are responsible for monitoring construction activity on the airport to prevent the interruption of visual and electronic signals of NAVAIDs. Any construction/activity that could become hazardous to air traffic will file a FAA form 7460-1.

Protection Against Vandalism

Security for the protection of navigational aids is provided by security fencing within the AOA. Airport Operations & Airport Police report unsatisfactory conditions found to FAA Technical Operations.

Interruption of Visual and Electronic Signals of NAVAIDs

The FAA is notified by the Airport prior to and after any construction on the airport so that the FAA can evaluate any protentional interference with proper NAVID operations. If any interruption to service is determined, it will be immediately reported to CVG Airport Operations, the FAA ATCT and FAA Technical Operations. Dependent on the equipment type, owner and FAA form 7460-1 guidance, NOTAMs will be issued when necessary.

ILS critical areas have been identified by signs and ground vehicle procedures have been established through Exhibit 14, Requirements for Operating in the Safety Area to prevent inadvertent entry into a critical areas by vehicle. In addition, Field Maintenance personnel maintains the ILS critical areas to ensure no derogation of signal.

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Section 335 – Public Protection

Fencing

Fencing at the airport, meets TSA requirements to prevent inadvertent entry onto airport operations area by persons or vehicles. Signs restricting access are posted on all gates and at regular intervals around the perimeter fence line. The airport has established procedures in the Airport Security Plan for controlling access through perimeter gates.

Access Control

Access onto apron areas is limited to persons who have an operational need. Procedures for controlling access onto the AOA are included in the TSA approved Airport Security Program. An airport identification system has been established in accordance with the Airport Security Plan for persons authorized within the AOA.

Inspection and Maintenance

Perimeter fencing, gates and signs are inspected daily per TSR 1542 by Airport Operations and the Airport Police Department. Gates shall be closed and locked if found open and promptly reported to the Airport Operations Center. The Airport Police Department shall investigate any occurrences and levy appropriate action. The Field Maintenance department is responsible for the maintenance of the fencing integrity.

Aircraft Blast Protection

In areas where aircraft blast is a concern, the Airport has erected blast fences to provide reasonable protection of persons and property.

Aircraft blast fencing has been erected in the following locations:

1. Airline Hangar Ramp – East, Northeast apron

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Section 337 - Wildlife Hazard Management

General

The Airport shall take immediate measures to alleviate wildlife hazards whenever they are detected or reported.

1. As part of the Self-Inspection Program, Airport Operations personnel shall:
 - a. Watch for and report any unusual concentration of wildlife or birds that may be a hazard to aircraft operations, especially when low-flying or in the vicinity of runways, their respective safety areas and immediate approach areas.
 - b. In circumstances when such concentration of wildlife or birds are observed, take appropriate measures to disperse the wildlife or birds or otherwise attempt to alleviate any risk of strikes by aircraft, and immediately advise the Air Traffic Control Tower. Dispersal activities will take into consideration and be coordinated with ATCT to avoid dispersing wildlife into the path of the aircraft.
2. A Wildlife Hazard Management Plan has been developed for the airport, and reference within this section and included as Exhibit 11.1

Events Triggering a Wildlife Hazard Assessment

The Wildlife Coordinator will arrange for Wildlife Hazard Assessment to be conducted when any of the events occurs on the airport:

1. An air carrier aircraft experiences multiple wildlife strikes;
2. An air carrier aircraft experiences substantial damage from striking wildlife;
3. An air carrier aircraft experiences an engine ingestion of wildlife;
4. Wildlife is observed to have access to any airport movement area or flight pattern, in a size and numbers capable of causing one of the above noted events.

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Section 339 - Airport Condition Reporting

Airport Conditions Reporting

A NOTAM/Airport Condition Report shall be created within the Digital NOTAM Manager system. Alternatively the Flight Services NOTAM line may be contacted to issue NOTAMs at 1-877-487-6867. The ATCT will also receive an automated fax and phone call from the Airport Operations Department to notify the controllers of the current conditions.

Conditions Requiring a Surface Condition Report

The Airport shall disseminate changes to condition information that prevent, restrict, or potentially present a hazard to aircraft at CVG through the issuance of NOTAMs in accordance with *AC 150/5200-28, Notices to Airmen (NOTAMs) for Airport Operators*. Such conditions may include but are not limited to:

1. Construction or maintenance activity on movement areas, safety areas, or loading ramps and parking areas.
2. Surface irregularities on movement areas, safety areas, or loading ramps and parking areas.
3. Snow, ice, slush or ponding water on movement areas or loading ramps and parking areas.
4. Snow piled or drifted on or near movement areas in such a height that all air carrier aircraft propellers, engine pods, rotors, and wingtips may not clear the snowdrift or snowbanks as the aircraft's landing gear traverses any full-strength portion of the movement area.
5. Object on the movement area or safety areas contrary to 139.309.
6. Malfunction of any lighting system, holding position signs, or ILS critical area signs.
7. Unresolved wildlife hazards in accordance with 139.337.
8. Non-availability of any required rescue and firefighting capability required in 139.317 and 139.319.
9. Any other conditions that may otherwise adversely affect the safe operations of air carriers.

In order to provide pilots with detailed surface condition information, Field Condition NOTAMs (FICONs) are issued when contaminants are observed. The Runway Condition Assessment Matrix (RCAM) is the method by which the Airport reports a runway surface assessment when contaminants are present. This matrix interprets the current runway conditions and assesses a numerical value to the pilot in a standard format based on aircraft performance data, to determine specific changes in the aircraft braking performance.

Personnel Authorized to Issue NOTAMs

Airport personnel in the following positions are authorized to issue Airport Condition Reports to the FAA flight service system:

1. Airport Operations Agents
2. Lead Airport Operations Agents
3. Airport Duty Managers
4. Senior Manager, Airport Operations
5. Senior Manager, Airport Operations Center
6. Director, Airport Operations

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Section 341 - Identifying, Marking, and Lighting Construction and Unserviceable Areas

Marking and Lighting of Construction Areas

Construction or unserviceable areas on or adjacent to a Movement Area or any other area of CVG which air carrier aircraft may be operated shall be marked, and if appropriate, lighted in a manner acceptable to the FAA.

When applicable, permanent unserviceable or closed areas shall be marked in accordance with marking standard in *AC 150/5340-1, Standard for Airport Markings*.

Plans and specifications involving marking/lighting of construction area and unserviceable areas shall be in accordance with *AC 150/5370-2, Operational Safety on Airports During Construction*,

Marking/Lighting of Areas Adjacent to NAVAIDs

Any area adjacent to a NAVAID that could cause derogation of signal or failure of the NAVAID, if traversed, shall be marked and, if appropriate, lighted in a manner acceptable to the Administrator. Marking and lighting, when appropriate, of areas adjacent to NAVAIDs shall be accomplished by the contractor under the direction of Airport Operations. The Airport Operations and Planning and Development staffs are responsible for monitoring construction activity on the airport to prevent construction equipment from traversing any areas adjacent to NAVAIDs that could cause derogation of signals.

Procedures for Avoiding Damage to Utilities

Utility plan for airport utilities are on file in the Planning and Development office. The location of any airport utility lines in the areas of construction shall be located and marked prior to the start of construction. The Planning and Development staff is responsible for monitoring construction activity on the airport to prevent the interruption of utilities.

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Section 343 - Non-Complying Conditions

Unless otherwise authorized by the Administrator, whenever the requirements of subpart D of Part 139 cannot be met to the extent that uncorrected unsafe conditions exist on the airport, the Airport will limit air carrier operations to those portions of the airport not rendered unsafe by those conditions.

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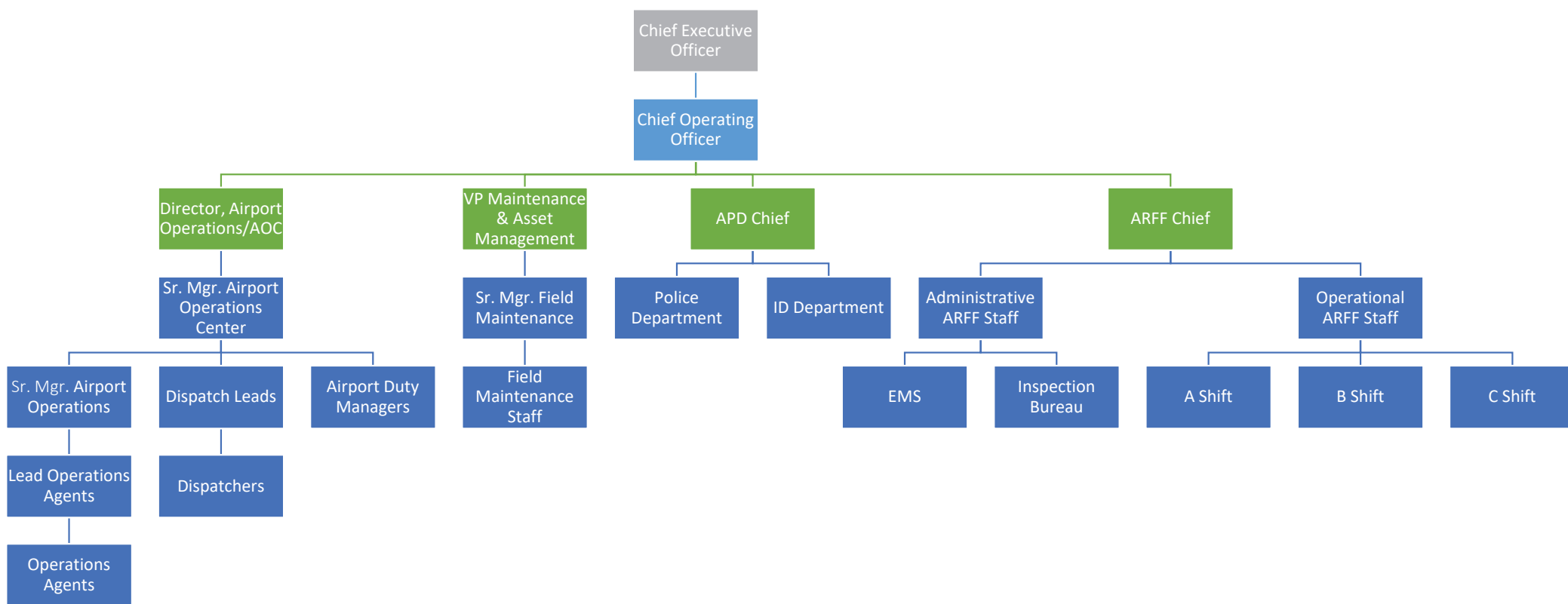
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Exhibit 1 Organization chart



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Exhibit 2 Training form

Training Record Sheet

Date	Hours	Instructor's Name	Instructor's Signature
Training	Dept.	Student Name (First/Last)	Student Signature
Policy 1026 Emergency Action Plan	NIMS 100		
Policy 5001 KCAB Safety System	NIMS 200		
Policy 5002 Safety System Organization/Mgt	NIMS 300		
Policy 5003 Safety System Policies	NIMS 400		
Policy 5004 Safety System Documentation	NIMS 700		
Policy 5005 Safety Rights	NIMS 706		
Plan 5006.1 Incident/Accident Reporting/Analysis	NIMS 800		
Plan 5006.2 Reporting Vehicle Damage or Accidents	CPR/AED		
Plan 5006.3 Reporting Employee Injuries	Fire Extinguisher Training		
Plan 5102 Confined Space Entry	FIT		
Plan 5103 Fall Protection	Hearing Test		
Plan 5104 Hearing Conservation	PFT		
Plan 5105 Respiratory Protection	Workzone		
Plan 5106 Personal Protective Equipment			
Plan 5107 Required Footwear			
Plan 5110 Commercial Drivers License - Alcohol and Controlled Substance			
Plan 5111 Medical Records Access			
Plan 5112 Silica Dust Safety Program			
Plan 5202 Vehicle and Work Equipment Training and Safety Inspection			
Plan 5301 Aerial Work Platform			
Plan 5303 Hand and Power Tools			
Plan 5304 Hazardous Energy Control (Lockout/Tagout)			
Plan 5305 Machine Safeguarding & Mechanical Power Presses			
Plan 5306 Material Handling, Rim Wheels and Crane Safety			
Plan 5307 Powered Industrial Truck			
Plan 5308 Ladder Safety			
Plan 5309 Hot Work Program			
Plan 5310 Fire Prevention			
Plan 5311 Flammable and Combustible Liquids Safety			
Plan 5312 Hazardous Communication			
Plan 5401 Electrical Safety (NFPA 70E)			
Plan 5401 Electrical Safety (General Awareness)			
Plan 6201 Airport Certification Manual			
Plan 6202 Airport Emergency Plan (139.325)			
Plan 6203 Wildlife Hazard Management Plan (139.337)			
Plan 6204 Snow and Ice Control Plan (139.313)			
Plan 6205 Surface Movement Guidance Control System			
Policy 6251 Vehicle Access - Movement and Non-movement Areas			
Policy 6252 Airfield Engine Run Up			
SOP 6271 Normal/Emergency Closures of Runway, Taxiways and Lane Closures			
SOP 6272 Airside Change Request			
SOP 6277 Surface Movement Guidance Control System			
SOP 6279 EAMS 139.327 Daily Airfield Self-Inspection Utilizing Ipads			
SOP 6282 Runway Incursion/VPD Post Occurance			
Training 6291 CVG Airfield Familiarization Study Guide			
Training 6295 NOTAM 101			
Plan 8401 Storm Water Best Management Practices			
Plan 8403 Spill Prevention Control and Countermeasures			
SOP 8411 Procurement of Hazardous Materials			
SOP 8412 Universal Waste Management			
SOP 8413 Hazardous Waste Management			
SOP 8416 Oil Transfer			
Other			

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Exhibit 5 ARFF Equipment

Vehicle Inventory

Unit #	Vehicle Model	Year	Vehicle Description	Water	Foam	Auxiliary Agent
Engine 1	Ferrara	2001	Custom Pumper	750	15	Cleanguard, Class K, Water Can
Engine 2	Ferrara	2008	Custom Pumper	750	20	10ABC, Cleanguard, Class K, Water Can, 25BC
Ladder 1	E-One	2012	Quint	500		Cleanguard, Class K, Water Can
Medic 1	Ford	2015	F550 Ambulance			2 - 5lb ABC
Medic 2	Ford	2018	F550 Ambulance			10 ABC, 5ABC
Medic 3	Ford	2005	F450 Ambulance			2 - 5ABC
Crash 1	Rosenbauer	2007	QRV	300	40	PKP 450, 30D
Crash 2	Rosenbauer	2020	QRV	300	40	PKP 450, 30D
Crash 3	Oshkosh	2014	Crash Truck HRET	3000	400	Halotron 500
Crash 4	Rosenbauer	2005	Crash Truck	3000	400	Halotron 500
Crash 5	Oshkosh	2001	Crash Truck	3000	400	Halotron 500
Crash 6	Rosenbauer	2005	Crash Truck	3000	400	Halotron 500
Crash 7	Oshkosh	2007	Crash Truck	3000	400	PKP 450
Crash 9	Ford	2020	Phoenix Stair Unit			5ABC
Chief 1	Ford	2020	Interceptor Utility			5ABC
Chief 2	Ford	2014	Interceptor Utility			5ABC
Chief 3	Ford	2014	Interceptor Utility			5ABC
Car 1	Ford	2012	F150 4X4 Supercab			5ABC
Car 2	Ford	2013	Interceptor Utility			5ABC
Car 4	Ford	2013	F150 4X4 Supercab			5ABC
Utility 1	Ford	2008	F250 4X4 Supercab			5ABC
Utility 2	Ford	2012	F150 4X4 Supercab			5ABC
997		2005	Tractor			5ABC
999	Freightliner	2000	FC 120 Truck			
MCI1			Polaris Trailer			
MCI2			Disaster Trailer			
F-1			700 Gal Foam Trailer			

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Exhibit 6

ARFF Fueling Inspection Form

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CVG Mobile Fueler Inspection Form											
Company: Menzies		Vehicle #		Date: (mm/dd/yyyy)							
		Routine Inspection <input type="checkbox"/>		Follow Up Inspection <input type="checkbox"/>							
Tanker <input type="checkbox"/>		Hydrant Vehicle <input type="checkbox"/>		Hydrant Cart <input type="checkbox"/>		Fuel Type:					
Check the appropriate boxes. S = Satisfactory, U = Unsatisfactory, R = See Remarks below.						JET 		AVGAS 		OTHER FUELER Type of Fuel: <input type="checkbox"/> GAS <input type="checkbox"/> DIESEL	
						S	U	R	S	U	R
SIGNAGE NFPA 407 6.1.11											
OPERATOR NAME on both sides of truck.											
NO SMOKING – 3" high lettering, all 4 sides plus in cab											
FLAMMABLE – 3" high lettering, all 4 sides of vehicle											
JET A, AVGAS (PRODUCT CARRIED) – 3" high lettering, all 4 sides of vehicle											
HAZMAT PLACARD all 4 sides, name of the product carried. On fuel trucks / hydrant vehicles / carts NFPA 407 6.1.11											
EMERGENCY FUEL SHUTOFF 2" high lettering, method of operation indicated by arrow or PUSH/PULL. Action necessary to gain access to shutoff device (Break Glass) NFPA 407 6.1.11.4											
FIRE EXTINGUISHER 2" high lettering if in compartment NFPA 407 6.1.10.7											
FIRE EXTINGUISHERS: 40-B:C minimum rated and capacity of 20 lbs. mounted on each side of the vehicle. No ABC's Check Cabs of Trucks QTY: Tankers = 2 (one on each side), All others = 1 Last Inspection ____/____ NFPA 407, 6.1.10											
FUEL LEAKS – no visible leaks from hoses/ gaskets/valves. NFPA 407 6.2.8.2											
SMOKING: No evidence of smoking / No ashtray / No lighter. NFPA 407 6.1.10.8											
VEHICLE EXHAUST SYSTEM- Shielded/ Leak Free / and spark arrestor if require / cover on engine air intake to prevent emission of flame in case of back fire (gasoline only) NFPA 407 6.1.12.2. NFPA 407 6.1.13.3											
ENGINE, CABIN, COMPARTMENTS: Proper repair, No accumulation of grease, oil or combustibles											
BATTERIES: Enclosed, Secure, Vented, Suitable shielding											
VEHICLE CABINETS: Shall have grating type flooring or open flooring											
TIRES: Tire Tread depth minimum 4/32". CFR 393.75 No spark producing items stuck in tire/tread											
ELECTRICAL: Explosion proof electrical/All light lens intact inside and outside vehicle. NFPA 70 NEC- Class 1, Division 2, Group D. NFPA 407 6.1.6.											
BONDING CABLES AND CLIPS: functional/clean (no rust on clamps), unpainted, not worn, damaged NFPA 407 4.2.5.											
DEADMAN CONTROLS: for all nozzles / Not bypassed NFPA 6.1.7.3. No notches or latches in the nozzle handle that could allow the valve to be locked open shall be prohibited. NFPA 407, 5.1.7.1											
BRAKES: Interlock system on self-propelled aircraft fuel servicing vehicles that prevents the vehicle from being moved before nozzles are stowed. NFPA 407 6.1.12.6											
BRAKES: Vehicle shall have a means to override the system or device required above so that the vehicle can be moved during an emergency. Clearly marked with seal in normal position. Check operation so that it releases brakes and deactivates fueling system. NFPA 407 6.1.12.7											
EMERGENCY FUEL SHUTOFF; Operable, one on each side. NFPA 407 6.11											
FUELING HOSE: No blistering, cracking, saturation, separation.											
FUELING HOSE: Dry break couplers and adaptors are installed											

TANK: cover seals intact with forward mounted hinge and self-catching latch with seal in place. <i>NFPA 407, 6.1.2.9.1</i>								
WHEEL CHOCKS: present <i>NFPA 6.2.11.9</i>								
Remarks:								
Action Taken and Date (mm/dd/yy):								
FOLLOW UP INSPECTION REQUIRED BEFORE USE <div style="border: 2px solid orange; width: 50px; height: 50px; display: inline-block; vertical-align: middle;"></div>								
ARFF Inspecting Officer (Print and Sign):								
Fueling Representative (Print and Sign):								

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Exhibit 8

139.327 Daily Airport Safety Self Inspection Checklist

Inspection Details

Work Order:
Description: 139 Daily Airport Self-Inspection
Status: Closed
Department: SSC
PM Code: 139.327.DLY.INSF
Work Order Class: FAR139.S
Assigned To:

Labor Details

Employee	Department	Trade	Date	Start Time	End Time	Hours	Hours Type
	ARPT OPS			XXXX	XXXX	X.XX	N
	ARPT OPS			XX.XX	XXXX	X.XX	N
	ARPT OPS			XXXX	XXXX	X.XX	N
	ARPT OPS			XX.XX	XX.XX	X.XX	N

Checklist Details

Checklist Item	Result	Date	Notes	Follow up Work Order	Follow up Asset	Follow up Status	Follow up Closed
Pavement - Lips over 3"	Satisfactory						
Pavement - Hole 5" diameter 3" deep	Satisfactory						
Pavement - Cracks/spalling/heaves	Satisfactory						
Pavement - Rubber deposits	Satisfactory						
Pavement - Ponding/edge dams	Satisfactory						
Safety Areas - Ruts/humps/erosion	Satisfactory						
Safety Areas - Drainage/construction	Satisfactory						
Safety Areas - Support equipment/aircraft	Satisfactory						
Safety Areas - Fragible bases	Satisfactory						
Safety Areas - Unauthorized objects	Satisfactory						
Markings - Clearly visible/standard	Satisfactory						
Markings - Runway markings	Satisfactory						
Markings - Taxiway markings	Satisfactory						
Markings - Holding position markings	Satisfactory						
Markings - Glass beads	Satisfactory						
Markings - Aprons	Satisfactory						
Signs - Standard/meet sign plan	Satisfactory						
Signs - Obscured/dirty/operable	Satisfactory						
Signs - Damaged/rebore/reflective	Satisfactory						
Signs - Aprons	Satisfactory						
Lighting - Obscured/dirty/operable	Satisfactory						
Lighting - Damaged/missing	Satisfactory						
Lighting - Faulty aim/adjustment	Satisfactory						
Lighting - Aprons	Satisfactory						
NavAids - Rotating beacon operable	Satisfactory						
NavAids - Wind indicators	Satisfactory						
NavAids - RENTs/VGSI systems	Satisfactory						
Obstructions - Obstruction lights operable	Satisfactory						
Obstructions - Cranes/trees	Satisfactory						
Fueling Ops - Fencing/gates/signs	Satisfactory						
Fueling Ops - Fuel marking/labeling	Satisfactory						
Fueling Ops - Fire extinguishers	Satisfactory						
Fueling Ops - Frayed wires	Satisfactory						
Fueling Ops - Fuel leaks/vegetation	Satisfactory						
Snow & Ice - Surface conditions	Satisfactory						
Snow & Ice - Snowbank clearances	Satisfactory						
Snow & Ice - Lights & signs obscured	Satisfactory						
Snow & Ice - NAVAIDs	Satisfactory						
Snow & Ice - Fire access	Satisfactory						
Construction - Barricades/lights	Satisfactory						
Construction - Equipment parking	Satisfactory						
Construction - Material stockpiles	Satisfactory						
Construction - Confusing signs/markings	Satisfactory						
ARFF - Equipment/crew availability	Satisfactory						
ARFF - Communications/alarms	Satisfactory						
ARFF - Response routes affected	Satisfactory						
Public Protection - Fencing/gates/signs	Satisfactory						
Public Protection - Jet blast problems	Satisfactory						
Incident	No						
Remote Parking	Satisfactory						
Wildlife - Wildlife present/location	Satisfactory						
Wildlife - Complying with WHMP	Satisfactory						
Wildlife - Deceased wildlife	Satisfactory						
Pavement - FOD: gravel/debris/sand/other	Satisfactory						

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Cincinnati / Northern Kentucky International
Initial Airfield Training Program
and
Initial Airfield Qualifications Checklist

The following training and qualification packet outlines the minimum required training to obtain initial airfield movement area driving privileges. There are four different possible tracks for getting airfield qualified:

1. Level 1: Personnel with no airfield experience
2. Level 2: Personnel who are either qualified at another airport or have 5+ years of airfield driving experience at airports other than CVG.
3. Level 3: Former KCAB personnel returning to work at KCAB that were airfield qualified during their employment.
4. Level 4: Limited Airfield Access

NOTE: Personnel who have separated from KCAB within the past year and are still within the FAA training recommendations are still considered to be airfield qualified.

The training will follow a progression through each phase. This is designed to increase the amount of information and skill needed to achieve this qualification. Each level shall have different requirements of training, which will be identified on each sheet. This program does not address the operation of specific vehicles on the airfield. Personnel can only operate vehicles which they are qualified to drive through their individual departments.

The candidate can be evaluated on the written and radio qualification sheets whenever the trainer feels the candidate is prepared. The final qualification will be administered after all training phases and the first two qualification phases are successfully completed. Successful completion of the final qualification phase and a change in the person's SIDA badge to a green box will signify the candidate is qualified to operate on the airfield movement area. For limited area access, you can only operate in the pre-designated operating area.

Training and evaluation of a candidate can only be accomplished with pre-approved personnel who have been approved to administer this program. The following is a list of qualified personnel:

Police Department

All Police Department Trainers

Maintenance

All Airfield Qualified Trainers and Supervisors

ARFF

All ARFF personnel

SSC

All Personnel

Limited Airfield Access (FBO Only)

Qualified Individuals

Any of these personnel can be utilized, even if outside your own department.

Once this packet is complete, the original will remain with the individual's training records. **A copy of the completed packet will be forwarded to the KCAB Airport Operations Department.** Recurrent training is mandatory every 12 months once this assessment is complete. This process is done by viewing the airfield training computer program and successfully passing the airfield test. Failure to maintain these requirements will result in the suspension of airfield driving privileges.

Cincinnati / Northern Kentucky International
Initial Airfield Training Program
and
Initial Airfield Qualifications Checklist

Candidate's Name: _____ **Level:** _____

Tools/Equipment Needed: Computer, self study guide, airfield radio, vehicle equipped for airfield operations

Computer Training, Phase 1 All Levels

The candidate will successfully complete the on-line Airfield Familiarization computer training. The candidate will also be given a self study guide. Date Completed: _____

Trainer Initials: _____

Candidate Initials: _____

The candidate will review the runway incursion prevention program with a qualified airfield trainer.

Date Completed: _____

Trainer Initials: _____

Candidate Initials: _____

Initial Airfield Training, Phase 2**

Level 1: Day -4 hrs; Night – 1 hr Level 2: Day – 4 hrs; Night – 1 hr. Level 3: None Level 4: Day – 6 trips, Night –4 trips

The candidate will be driven by a qualified, responsible individual. The candidate will not drive in Phase 2. The candidate will progressively begin to use the ground control radio on these tours/trips. The goal is to be proficient on the ground control radio and identify major waypoints on the airfield or limited operating area. Items reviewed on this series of tours should include:

- Runways including numbering, paint, lights, markings, wig wag warning system, runway directional orientation
- Taxiways and connectors including numbering, paint, lights, markings
- Block numbering
- De-Icing pads
- Non-movement areas, to include hangar ramps, ARFF, DHL
- Perimeter Rd system, including how to access these areas
- Navigation aids, to include glide slope, localizers, and RVR
- FAA light gun signal system
- *Limited Area Access should concentrate on the taxiway markings/lights within their pre-designated area, hold short markings, and runway elevated guard lights/markings to prevent personnel from entering a runway.*

Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____

** A majority of driving shall be done in the timeframe of their normal work hours. If they are working nights, more night hours shall be done versus day hours, eg.) 4 hrs night, 1 hr day.

Cincinnati / Northern Kentucky International
Initial Airfield Training Program
and
Initial Airfield Qualifications Checklist

Candidate's Name: _____ **Level:** _____

Tools/Equipment Needed for Test: Airfield ready vehicle with ground control radio

Advanced Airfield Training, Phase 3

Level 1: Day -5 hrs; Night – 5 hr Level 2: Day – 2 hrs; Night – 1 hr. Level 3: None Level 4: Day-10 trips, Night – 6 trips

The candidate will drive and operate the ground control radio while having a qualified, responsible individual in the vehicle. The candidate will practice navigating on the airfield under direct supervision, or within their pre-designated area for limited area access. The goal is to be proficient on all aspects of the airfield or limited operating area while being able to operate a vehicle under their control.

Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____
Date: _____	Hours: _____	Trainer Initials: _____	Candidate Initials: _____

All Training Phases Successfully Completed.

**** Level 4 only: Predesignated Area:** _____

Trainer's Signature: _____

Date Completed: _____

Candidate's Signature: _____

Date Completed: _____

Cincinnati / Northern Kentucky International
Initial Airfield Training Program
and
Initial Airfield Qualifications Checklist

Candidate's Name: _____ **Level:** _____

Tools/Equipment Needed for Test: Computer, self study guide

Written Qualification, Step 1, All Levels

The candidate will successfully pass the on-line Airfield Familiarization written test. The candidate will successfully complete this step before proceeding to the next step.

Date Completed: _____ **Score (>85)** _____

Evaluator's Signature: _____ **Date:** _____ **P**____ **F**____

Candidate's Signature: _____

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Initial Airfield Training Program
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Initial Airfield Qualifications Checklist

Candidate's Name: _____ **Level:** _____

Tools/Equipment Needed for Test: Airfield ready vehicle with ground control radio

Radio Qualification, Step 2, Level 1 and 4 only
The candidate will demonstrate proficiency in operating and talking on an airfield radio. The candidate will successfully complete this step before proceeding to the next step.

1 st Attempt		2 nd Attempt	Skill Checklist
<i>P</i>	<i>F</i>	<i>P</i>	<i>F</i>
			1. Demonstrate how to turn the radio on and off. If applicable, turn radio backlighting on and off.
			2. Demonstrate how to change frequencies. Candidate will change the frequency to five different channels: 121.30, 121.70, 118.30, 118.97, 133.325
			3. Given 5 letters, provide the phonetic alphabet equivalent. Example: G, S, A, M, D Answer: Gulf, Sierra, Alpha, Mike, Delta Letters used: _____
			4. Initiate a call to the control tower using the proper phraseology. Example: Ground, CFR 980
			5. Properly state a request: Example: Ground, CFR 980 at the South Firehouse, requesting Mike and Sierra to the main ramp.
			6. Properly acknowledge the response from the tower. Example: Cleared Mike/Sierra to the main ramp, CFR 980.

1st Attempt

Evaluator's Signature: _____ **Date:** _____ **P** _____ **F** _____

Candidate's Signature: _____

2nd Attempt

Evaluator's Signature: _____ **Date:** _____ **P** _____ **F** _____

Candidate's Signature: _____

Cincinnati / Northern Kentucky International
Initial Airfield Training Program
and
Initial Airfield Qualifications Checklist

Candidate's Name: _____ **Level:** _____

Tools/Equipment Needed for Test: Airfield ready vehicle with ground control radio

Practical Airfield Qualification, Step 3, All Levels

The candidate will demonstrate proficiency in operating and driving on the airfield. Successfully passing this step will fully qualify the candidate.

1 st Attempt		2 nd Attempt		Skill Checklist
<i>P</i>	<i>F</i>	<i>P</i>	<i>F</i>	
				1. (All levels) Demonstrate proper radio procedures during the entire testing phase of this step.
				2. (Levels 1,2,3) Demonstrate familiarity with the airfield. The evaluator shall choose 4 separate taxiway connectors near each of the 4 runways. (Example: S5, K6, D3, T6) The candidate shall start at the South ARFF station and successfully navigate from one connector to the other using the most direct route possible. This will continue until the candidate has driven to all four connectors. Failure to find the correct connector is an automatic fail. Taxiway connectors used: _____
				3. (Levels 1,2,3) Demonstrate proper procedures when crossing an active runway. Can verbalize the definition of a runway incursion. (Level 4) Demonstrate driving in the limited access area with no assistance. One full round trip. Pre-designated Area used: _____
				4. (All Levels) Correctly identify three FAA light gun signals. Signals used: _____ _____ _____

This is to certify that this candidate has passed all training and qualifications standards as outlined in this document and is qualified to operate vehicles on the airfield movement area. Limited Area qualification can only operate in the pre-designated area.

1st Attempt

Evaluator's Signature: _____ **Date:** _____ **P** _____ **F** _____

Candidate's Signature: _____

2nd Attempt

Evaluator's Signature: _____ **Date:** _____ **P** _____ **F** _____

Candidate's Signature: _____

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Initial Airfield Training Program
and
Initial Airfield Qualifications Checklist

Candidate's Name: _____ **Level:** _____

File the original in the individual's training records. Send a copy of the completed qualification packet to Airfield Safety.

Airfield Qualification Form for I.D Department

Individual Qualified: (Print)

Organization:

Department:

The above listed individual is qualified to operate vehicles and equipment in the:

- ☐ Full Movement Area (Green Box)
- ☐ Limited Movement Area (Green and Red Box).
- a. State pre-designated area of operation.
- _____

I understand that when I enter or drive in the Movement Area, I shall comply with all KCAB Rules and Regulations while operating in the Movement Area.

Individual Qualified Print, Sign and Date

Evaluator Print, Sign, and Date

Airfield Safety Signature Print, Sign, and Date

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OPS.Air.15001

AIRFIELD OPERATIONAL ALERT

Special Emphasis Bulletin: FAA Ground Frequency Change

Issued: June 23, 2015

Overview
(What)

All aircraft and vehicle ground movement radio transmissions will be combined onto one radio frequency (121.70).

The FAA Frequency 121.30 (east) will no longer be used to separate east and west radio calls to CVG-ATC. The 121.30 frequency will be used for communicating snow removal activities with the tower during the upcoming 2015 snow season.

Effective Date
(When)

June 25, 2015

Applicability
(Who/Where)

All Airfield Qualified Personnel

**Action
Required**
(How)

All personnel with airfield driving qualifications must utilize ground frequency 121.70 for all radio transmissions for vehicle and equipment operations within the airfield movement areas.

Help

Contact: Adam Karlis

Title: Manager, Airport Operations

Telephone: 767-1425

E-mail: akarlis@cvgairport.com

X READ AND ATTACH SECTION TRAINING REPORT

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