



**LOUISVILLE
REGIONAL
AIRPORT
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Beyond 2010

Louisville International Airport is taking steps to accommodate current airport growth needs, and secure the community's economic future, by putting infrastructure in place to retain and attract aviation-related companies and jobs.

This current project is referred to as "Beyond 2010" and implements portions of the airport master plan that was adopted by the airport board in 2002 and approved by the Federal Aviation Administration (FAA) in 2004.

Beyond 2010 includes some key airfield-area modifications. These include:

1. Designing the alignment for, and preparing for construction of, Taxiway A, to the west of Runway 17R/35L to support the addition of Group VI (A-380 and 747-400) aircraft to the UPS fleet;
2. Relocating the airport's inside-the-fence perimeter road west of Taxiway A;
3. Relocating the FedEx facility further south and west on the airfield; and
4. Re-routing the portion of Crittenden Drive that runs alongside the airport to an area immediately east of and adjacent to the CSX rail tracks. The Crittenden Drive re-routing both accommodates the construction of a Taxiway for Group VI aircraft and increases access to airport property acquired through the Louisville Airport Improvement Project (LAIP) years ago, facilitating the productive re-use of this land. The Woodlawn Overpass is proposed to be preserved, as provided for in the airport master plan. The recommended route for Crittenden Drive does not require relocation of any residences.
5. Improves the runway safety areas for Runway 11/29, the airport's cross-wind runway, in compliance with a recent FAA and Congressional safety initiative.

Various funding mechanisms are under consideration – including state and federal sources. These airport modifications do not impact arriving or departing flight paths.

Why is Beyond 2010 important? Because, as of 2002, Louisville

International Airport generated over:

- ➔ 36,000 total local annual jobs
- ➔ \$1.6 billion total annual payroll
- ➔ \$4.4 billion in total annual business expenditures
- ➔ \$221 million in total annual state and local tax payments

The 2002 data above excludes UPS bringing its Worldport expansion fully on line, adding heavy freight operations in Louisville, and announcing May 17, 2006 it would invest \$1 billion in the Metro Louisville community and add an additional 5,000 jobs to its existing 18,000 Louisville jobs. These three projects, alone, significantly increase the economic impacts stated above. The continued success of UPS is just one example of the tremendous economic impact generated through an expanded Louisville International Airport.

The preferred relocation option for Crittenden Drive follows other successful airport infrastructure enhancements, which include:

1. The 1991 Louisville Airport Improvement Program (LAIP), an airport expansion that doubled airfield capacity with parallel runways and provided airfield-accessible land on which UPS's WorldPort, UPS's new heavy freight operations, and the Chautauqua Airlines Maintenance Facility are located, to name a few.
2. The Voluntary Residential Relocation Program, a program in which the airport voluntarily moves families away from the most noise-impacted areas and provides land for aviation and airport compatible development, such as UPS's Air Service Center in Edgewood, just east of the airport.
3. The West Runway Extension, an extension from 10,000 to 12,000 feet on Runway 36L/17R to enable larger aircraft to carry heavier loads non-stop to China and Pacific Rim destinations.

Together with these improvements, Beyond 2010 will allow for additional airport growth and allow Louisville International Airport to be the airport of choice for our region's economic vitality.

Please click on the link below to view the Environmental Assessment document. [Nick – Insert link to compressed document.](#)

A public-input process for these airport enhancements will be announced in the coming weeks and posted to this website. You also may direct comments or questions to lraa@flylouisville.com