

**Louisville Regional Airport Authority
Community Noise Forum
2003-2004 Annual Report**

The Community Noise Forum (CNF) was established by the Louisville Regional Airport Authority as part of its Noise Compatibility Program compiled under Part 150, Federal Aviation Regulations. The CNF is a successor to the Noise Compatibility Study Group that was instrumental in developing recommendations for the Part 150 Noise Compatibility Study Update, which was submitted to the Federal Aviation Administration in January, 2003.

The primary mission of the CNF is to monitor the implementation of the Noise Compatibility Program by assessing the effectiveness of its component measures, formulating proposed changes and refinements, and collecting information and materials to facilitate future Program updates.

The CNF has representatives from all components of the airport community including airlines, other aircraft operators, businesses, sensitive facilities, residents from noise-affected neighborhoods, management, and government. The CNF Charter was amended in 2004 to include a representative from Southern Indiana.

The CNF meets monthly, makes decisions by consensus, and from time to time establishes working groups for further study of issues. Bob Slattery, RAA Noise Compatibility Officer, provides invaluable assistance to the CNF through information updates on issues, and technical and logistical support for meetings.

Since its organizational meeting on April 17, 2003, the CNF has focused on a core group of concerns:

Part 150 Noise Compatibility Program:

The Part 150 NCP was submitted to the FAA in January, 2003. The FAA accepted the noise exposure maps on November 18, 2003, and gave its overall approval to the program on May 14, 2004.

A majority of the 42 recommended measures in the program were approved. However, no action was taken on seven recommended measures that relate to new or revised flight procedures and are crucial to noise mitigation. The FAA has requested the LRAA to undertake further technical review and environmental analysis of these seven measures. The LRAA is in the process of employing a consulting firm to research,

analyze and design approach, departure, and airspace procedures to implement those measures.

The CNF is currently awaiting a response to an LRAA letter sent to the FAA Southern Region Administrator requesting identification of the FAA officials who will be responsible for the review of the proposed flight procedures and the determination of the appropriate additional analysis.

An acoustic study was conducted by Wyle Laboratories to assess noise mitigation needs associated with the University of Louisville and areas northwest of the airport. The CNF was active in suggesting monitoring locations and in providing inputs on offset departure path testing.

Reducing Exceptions to Contraflow:

Contraflow consists of arrivals from the south and departures to the south between 10PM and 7AM, peak UPS usage periods. Exceptions to contraflow (arrivals from the north or departures to the north on evenings when contraflow is in effect) impose increased noise on populous areas north of the airport and have been a continuing concern to the CNF. CNF discussions continue on measures to minimize these exceptions.

Runway Use Decision Aids:

An ad hoc CNF working group is investigating systems to integrate and display live data on quantifiable factors that can be used by air traffic controllers, airport users, and members of the community for the best possible information affecting runway operations. Such systems aid appropriate airport personnel in making the expert judgments as to runway use.

The working group is seeking information on two existing systems for adoption or adaptation at Louisville International Airport.

Flight Track and Noise Monitoring System:

The Rannoch Corporation was selected in July, 2003, to develop and install a new flight track and noise monitoring system for Louisville International Airport. The system is fully functional.

The flight tracking system is made available to the public with a near live flight tracks display on the airport's website. Detailed maps and the ability to decode aircraft

type, airline, and origin and destination fields for U.S. and foreign airports enable residents to become familiar with the use of their airspace.

West Runway Extension:

Construction on the west runway extension began in May, 2004. Work on the Beechmont berm has begun. The runway extension at the northern end and the berm are scheduled for completion in September, 2005. The extension at the southern end will be complete in late 2006.

The CNF hosted a ceremony on May 3, 2004, at which Representative Anne M. Northup was presented the National Organization to Insure a Sound-Controlled Environment (NOISE) 2004 Legislator of the Year Award.

Representative Northup was honored for her work to fund and support Louisville International's residential relocation program and the Part 150 Noise Compatibility Program. Her efforts have helped bring approximately \$69 million in federal Part 150 funds and FAA grants to Louisville.

As it approaches its second anniversary, the CNF will continue to serve its mission of monitoring and assessing the Noise Compatibility Program with the aim of continually improving aviation noise abatement and mitigation at Louisville International Airport. We are confident that the spirit of cooperation exhibited among all stakeholders on the CNF to date will continue to open these avenues of improvement.

Respectfully submitted,

John Sistarenik, Chair
Community Noise Forum

