

**Louisville Regional Airport Authority  
Community Noise Forum  
2005 Annual Report**

The Community Noise Forum (CNF) was established by the Louisville Regional Airport Authority (LRAA) as part of its Noise Compatibility Program complied under Federal Aviation Regulation (FAR) Part 150. 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 (FAA) 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, management, and government. It meets monthly, makes decisions by consensus, and from time to time establishes working groups for further study of issues. Bob Slattery, LRAA Noise/Environmental Programs Coordinator, provides invaluable assistance to the CNF through information updates on issues, and technical and logistical support for meetings. (See Appendix A for current CNF membership list)

Following is a summary of the issues and concerns the CNF has focused on in 2005:

**Part 150 Noise Compatibility Program (NCP):**

The FAR 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, action is still pending on several recommended measures that relate to new or revised flight procedures and are crucial to noise abatement. Among these measures are NA-7a and 7b, which provide an offset departure from runway 35L and

approach to Runway 17R and are the linchpin for the entire NCP. The FAA Airport District Office in Memphis and the Southern Regional Office in Atlanta requested the LRAA to undertake further technical review and environmental analysis of these measures. It was unclear what the FAA was requiring in these reviews and analyses. An LRAA letter was sent to the FAA Southern Region Administrator requesting identification of the FAA officials who would be responsible for the review of the proposed flight procedures and the determination of the appropriate additional analysis. An FAA reorganization shifted Louisville from the Southern Region to the Eastern Terminal Service Unit (ETSU) in New York, which meant a new review of the proposed flight procedures.

Needless to say, these bureaucratic delays have been frustrating, and the LRAA has been exploring options for speeding the process. To that end, the Air Traffic Control Tower (ATCT) has forwarded a revised copy of the runway use agreement to the (ETSU) for environmental review. This agreement contains procedures for implementing the following measures locally:

- NA-3 Morning North Flow
- NA-11 Elimination of close-in visual approaches
- NA 8, 9, and 10 Requiring aircraft to fly to designated points on departure instead of an altitude.

The LRAA is currently working locally with ATCT and UPS to develop the remaining procedures, including those for the offset approach. The LRAA is also working a parallel path and has submitted a request to the FAA to develop an Instrument Flight Procedure. This request has been forwarded to the Flight Procedures Office in Atlanta, which has requested a precise survey be completed in order to proceed with their analysis of the approach. Due to possible time constraint, the LRAA is currently reviewing the possibility of having a third party conduct the survey.

### **Reducing Exceptions to Contraflow:**

Contraflow consists of arrivals to the north and departures to the south between 10pm and 7am, peak UPS usage periods. Exceptions to contraflow (arrivals to the south 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. An average of six arrivals and ten departures per night are exceptions to contraflow. Most of these involve small turboprop aircraft.

To encourage compliance with contraflow, Bob Slattery, LRAA Noise/Environmental Programs Coordinator, sends quarterly letters to selected airlines inquiring about flights that are consistent exceptions to contraflow. Airline responses to these letters indicate that, for the most part, the exceptions are necessary. UPS cites

economic necessity as the cause for its exceptions. FedEx cites unavoidable schedule conflicts with UPS because FedEx flights are leaving when UPS flights are arriving and vice-versa. See Appendix B for a listing of airlines contacted and responses.

### **Runway Use Decision Aids:**

An ad hoc CNF working group continues to investigate 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 met on July 27, 2005, to review information provided by Weather Decision Technologies (WDT). WDT agreed to develop a demonstration website that is specific to Louisville. This link was distributed to members of the forum for their review. A representative from Weather Decision Technologies (WDT) gave a software demonstration on September 6, 2005 to the Runway Use Decision Aid Working Group. The presentation was followed by a question and answer session.

### **Aircraft Flight Track and Noise Monitoring System (AFTNMS):**

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

A web-based 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.

An on-site performance demonstration was conducted on March 31, 2005, by Rannoch and Harris, Miller, Miller, and Hansen. During the performance demonstration items were identified that need to be corrected prior to final acceptance of the system and the beginning of the two-year warranty period. As of December 31, 2005, a few items on the punch list still needed to be corrected. Rannoch has installed software updates. A final review of the updated software still needs to be conducted and should be completed in early February, 2006.

Improvements to the web-based flight tracking system were made in December, 2005. These improvements should reduce the number of firewall issues and make it easier for the public to download the page and operate the controls.

### **West Runway Expansion:**

The north end has been completed and the electronics are being finalized in order to bring it online. The west runway will be temporarily (1-3 days subject to weather) taken out of service the first weekend in March, 2006, in order to prepare for construction on the south end.

Runway 17R/35L Extension (North) Phase II: This project is approximately 99% complete. Remaining work is related to the computer software and hardware upgrades.

Runway 17R/35L Extension (South) Phase III: The Contractor was issued a conditional Notice to Proceed on November 16, 2005. Submittals and shop drawings are being processed. Work in the field was started in mid-January, 2006, on items that do not affect airport operations.


### **Wyle Acoustical Study Report**

The Wyle report was completed in September, 2005. It was undertaken to study areas north of the airport that would be impacted by the offset approach proposed under FAR Part 150 NCP. It utilizes the same data contained in Part 150 but in much greater detail and with additional noise metrics.

CNF members discussed the results of the study at the January, 2006, meeting.

As it approaches its third 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

## Appendix A

### CNF Membership January, 2006

Dannie Bennett	FAA
Tim Chilton	Southwest Quadrant
Dorn Crawford	Northeast Quadrant
Mary Rose Evans	LRAA Board
Patricia Germany	Northwest Quadrant
Susan Hamilton	Louisville Metro Government
George Hudson	Southeast Quadrant
Pete Levermore ( <b>Vice Chair</b> )	Airline Affairs
Keith McCallie	Kentucky Air National Guard
Mike Moore	General Aviation
Skip Miller	LRAA Management
Larry Owsley	University of Louisville
Lowell Pratte	LRAA Management
Karen Scott	LRAA Management
John Sistarenik ( <b>Chair</b> )	Airport Neighbors Alliance
Bob Slattery	LRAA Noise and Environmental Programs Coordinator
Tim Stull	UPS

\*South Indiana representative position is currently vacant

## Appendix B Exceptions to Contraflow

QTR	Airline	Flight	Response
1st 05	FedEX (FDX)	1267	Pilots aware of preferred runway and only use as assigned by FAA, change in schedule to avoid UPS operation is not possible.
	FedEX (FDX)	942	Pilots aware of preferred runway and only use as assigned by FAA, change in schedule to avoid UPS operation is not possible.
	UPS (UPS)	883	Economic necessity, scheduled at respective time after careful consideration of all available alternatives
	UPS (UPS)	942	Economic necessity, scheduled at respective time after careful consideration of all available alternatives
2nd 05	FedEX (FDX)	1467	Pilots aware of preferred runway and only use as assigned by FAA, change in schedule to avoid UPS operation is not possible.
	FedEX (FDX)	1251	Pilots aware of preferred runway and only use as assigned by FAA, change in schedule to avoid UPS operation is not possible.
	UPS (UPS)	896	Economic necessity, scheduled at respective time after careful consideration of all available alternatives
	UPS (UPS)	6971	Economic necessity, scheduled at respective time after careful consideration of all available alternatives
3rd 05	Cherry Air (CCY)	N233CA	Events wrongly assigned to Airline
	Mountain Air Cargo (MTN)	8334	Scheduled events carrying FedEx freight using runways assigned by ATC. Not feasible to reschedule. Information bulletin sent to crewmembers listing preferred runways and should not request a runway other than as assigned by ATC
4th 05	Cherry Air (CCY)	1016	Recently Notified
	Air Cargo Carriers (SNC)	N233CA	Recently Notified