

# Bowman Field Airport Area Safety Program

## Background

Bowman Field Airport is a more than 90-year-old aeronautical facility established in 1919. The Louisville Regional Airport Authority (LRAA) and its predecessors have continuously operated the facility since 1928.

During its history, Bowman Field (LOU) has seen many changes in its operations, primary uses, configuration and environment. Today LOU, once located in a rural area, is located in an urbanized setting, bordered by mature residential neighborhoods and amenities such as parks, golf courses and several commercial businesses.

As a part of a recent update of LOU's Airport Layout Plan, the FAA requires this primary planning document to reflect current, state-of-the art approach and departure safety areas—in addition to the traditional FAR Part 77 airspace surfaces.

The result is that more stringent safety standards are now in effect to protect aircraft and surrounding neighborhoods during an aircraft's arrival and departure. The FAA has defined these new standards (TERPs) as the controlling safety areas, replacing the former safety standards used for years in runway approach areas.

The practical implication of these new safety standards is that larger areas of airspace surrounding the airport must be free and clear of obstructions from trees.

## **Airport Area Safety Program**

### **Overview**

To comply with these new FAA safety standards and in keeping with its good neighbor policy of being sensitive to surrounding homes and properties, the LRAA has designed an Airport Area Safety Program.

#### ***I. Avigation Easements***

Avigation easements must be identified and acquired by the LRAA based on the following steps:

1. Identify (using GIS, aerial photography and other non-intrusive methods) properties affected by these new standards.
2. Establish priorities (based on property location and existing tree canopy conditions) to address the most critical airspace first and then fan out to less critical properties
3. Purchase necessary avigation easements over affected properties to gain airspace-protection property rights for the LRAA. These purchases will be based on FAA market value appraisals, conducted by professional, licensed and certified property appraisers specialized in avigation easement evaluation.

## ***II. Mitigation Administration Process***

Mitigation is comprised of seven steps as follows:

1. A Program Manager will be the primary point of contact for affected homeowners and during the initial phase of the program, a project office will be established at LOU.
2. After being identified, properties will be evaluated and tree and landscaping assessed for eligibility.
3. Trees will be assessed by an arborist as to whether they can be trimmed or should be removed. If a tree is removed, the homeowner may select up to two, low-canopy ornamental or deciduous replacement trees from a list compiled by a certified arborist for use in this climatological region.
4. In addition, if a tree is removed in a landscaped area of the yard, the homeowner will be eligible for a re-landscaping allowance up to \$2,500. The landscaping allowance will be over and above the cost of replacement trees.
5. The LRAA will pay for tree trimming and/or removal, stump removal and yard restoration.
6. All new landscaping planting will carry a one-year warranty; replacement trees will carry a two-year warranty.

### ***III. Project Team***

A project team will be responsible for determining parcel locations, working with the homeowner and preparing bid packages.

The Project Team shall be comprised of the following team members:

A. Program Manager

B. Airspace/Environmental Planner

C. Appraiser

D. Legal Counsel

E. Arborist

F. Landscape Architect

G. Ombudsman

### ***IV. Funding***

The program will be funded through the FAA's AIP; the LRAA will fund non-federally eligible elements of the program.

### ***V. Schedule***

It is anticipated that easement acquisition will begin in early Autumn 2012 with initial tree mitigation to begin in Winter 2013 based on available funding.

## ***VI. Summary***

This is anticipated to be a multi-year program which will be funding driven and will start with the tallest, most critical trees first. Once those trees have been addressed, the areas closest to the airport runways will be reviewed and easements will be acquired as a proactive measure in the event future tree mitigation will be required. Safety is the highest priority of the LRAA and will be ensured through this program and other means as needed.

## ***Glossary of Terms***

**FAA** - Federal Aviation Administration

**LOU** – FAA 3 letter identifier for Bowman Field

**Federal Aviation Regulation Part 77** – The codified obstruction standards established under the 1958 Federal Aviation Act

**TERPs** - Terminal Instrument Procedures. The FAA's Administrative code established to control obstructions and establish flight procedures and standards during instrument conditions.

**AIP** – Federal Airport Improvement Program. A federal grant program designed to offer aid to airports for major capital improvements, environmental assessment, planning, property purchase and equipment purchase.

**Airport Layout Plan (ALP)** – A current pictorial representation of an airport facility showing facilities, airport owned properties and easements, airport boundaries, future development, current FAA operating standards and surrounding environs.

**Avigation Easement** – The purchase of a property right in perpetuity over private property to allow for the safe and efficient operation of aircraft across private property.