



LOUISVILLE REGIONAL AIRPORT AUTHORITY[®]

Bowman Field Airport Area Safety Program

The Federal Aviation Administration (FAA)-required update to the Airport Layout Plan (ALP) for Bowman Field was adopted by the Louisville Regional Airport Authority (LRAA) Board in February 2012. This update identified obstructions (trees and other vegetative growth) penetrating airspaces governed by FAA safety standards — designed to protect aircraft and surrounding neighborhoods during aircraft takeoffs and landings.



The LRAA has undertaken the Bowman Field Airport Area Safety Program (Safety Program) to comply with the current FAA-required safety standards. The goal of the program is to mitigate the tree and other vegetative obstructions with minimal impact to Bowman Field's neighboring property owners.

Survey and Airspace Planning

In July 2012, the LRAA contracted with Hanson Professional Services Inc. to conduct the Safety Program. Hanson has assembled a team of professionals specializing in areas necessary for a successful program. As the first step in the Safety Program, the Hanson team conducted an aerial survey of the airport and surrounding properties to determine the height of all objects — manmade and natural. Survey results were then submitted to the FAA for review and validation.

The Flight Standards and Flight Procedures branches of the FAA then compared the data with the requisite airspace surfaces based on current airport capabilities applicable to each runway at Bowman Field Airport. The result was a list of tree clusters that penetrate the critical approach surfaces as determined by the FAA. All penetrations to these FAA-defined critical approach surfaces have been determined to be trees and vegetative growth — no manmade objects penetrate these surfaces.

Environmental Assessment

The Hanson team — under the direction of the FAA and LRAA — has begun an Environmental Assessment (EA) for the protection of runway approaches that were in effect in February 2012. The EA is being prepared for the FAA to comply with the National Environmental Policy Act of 1969 (NEPA). This is required prior to approving federal grant assistance for the program.

One of the first elements of the EA is field work and data collection for inventories, which will be conducted in the residential and public areas near Bowman Field. In addition to surveyors, other personnel in the field will be:

- 1) Arborists to document the number of trees (per cluster), estimate the diameter, identify the species and note the overall health of the trees.
- 2) Cultural resource experts to conduct a preliminary inventory of the area for the FAA. The FAA will use this information to determine the appropriate action necessary to comply with the National Historic Preservation Act of 1966 (NHPA).

Following completion of these inventories, Hanson will prepare the EA document for agency and public

review and comment. This EA will be conducted in accordance with FAA Orders 1050.1E, Policies and Procedures for Considering Environmental Impacts, and 5050.4B, Airport Environmental Handbook.

Mitigation Program

It is the LRAA's policy to comply with current FAA airspace requirements as they are applied to the airport operating procedures in effect in February 2012 when the board approved the Airport Layout Plan.

This EA will examine and compare various mitigation alternatives and identify a preferred alternative. The LRAA is prepared to implement this preferred program immediately following the FAA's finding and determination.



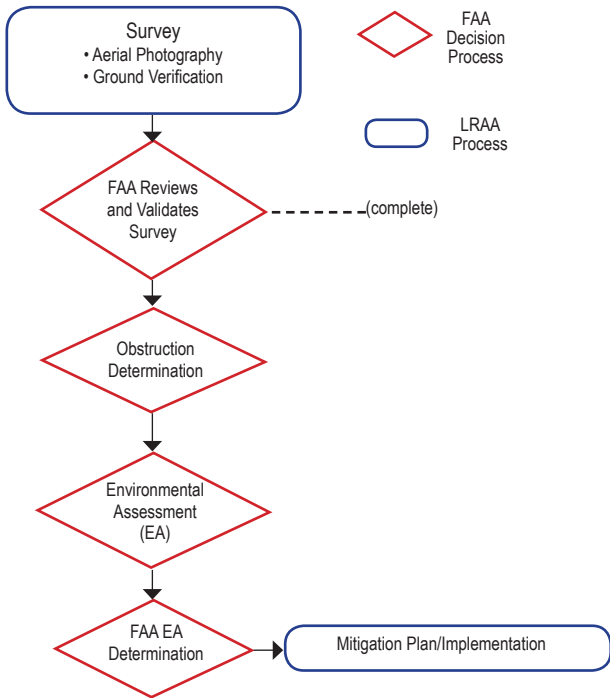
*At this time, the FAA is directing the LRAA to focus on the Terminal Instrument Procedure (TERPS) **approach** surfaces, which are smaller than the previously identified departure surface. This exhibit illustrates a composite of those TERPS approach surfaces, in **blue**, compared to the TERPS departure surface, in **orange**.*

Bowman Field Airport Area Safety Program

In February 2012, in keeping with its good-neighbor policy of being sensitive to surrounding homes and properties, the LRAA Board established the following program guidelines for the Bowman Field Airport Area Safety Program. The Environmental Assessment (EA) will determine program details and eligibility for federal funding.

- Maintain the airfield operating capabilities in effect in February 2012.
- Establish priorities (based on property location and existing tree canopy conditions)
- Purchase aviation easements over necessary properties to gain airspace protection. Offers will be based on market value appraisals conducted by licensed and certified property appraisers following strict federal guidelines.
- Trees will be assessed by a certified 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 replacement trees from a list compiled by a certified arborist for use in this climate.
- If a tree is removed in a landscaped area the homeowner will be eligible for a re-landscaping allowance of up to \$2,500 over and above the cost of replacement trees.
- The LRAA will pay for tree trimming and/or removal, stump removal and yard restoration.
- All new plants will carry a one-year warranty; replacement trees will carry a two-year warranty.

Work Flow Diagram



Do you have questions or want to check updates to the program?

Visit www.flylouisville.com/bowmanfield for additional information or contact Hanson Professional Services Inc., Program Consultant.

Email: BowmanSafety@hanson-inc.com

Melissa Jenkins

2700 Moran Avenue, Suite B
Louisville, KY 40205
Phone (502) 451-0772

Tim Haskell

53 Century Boulevard, Suite 160
Nashville, TN 37214
Phone (615) 871-7249

