

Seneca Park

Big Spring

Runway 6-24

Runway 15-33

Taxiway 'A' through 'J'

Taxiway 'L' through 'N'

Bowman Business Center

Nashville Security Station

New Hangars

Aero Club

Old Hangars

Administration Building

Central American

Capital American

Nashville Road

Bowman Field

April 7, 2011

Scale 1" = 200'

0 100 200 300

1

Why this proposed program? What has changed?



- ➔ FAA safety standards new for Bowman Field
(Terminal Instrument Procedures or TERPs)
- ➔ Required due to technological advances
in navigational aids
- ➔ Provides additional airspace safety cushion for pilots and
neighborhoods during low-visibility and nighttime
operations



Is this really required?

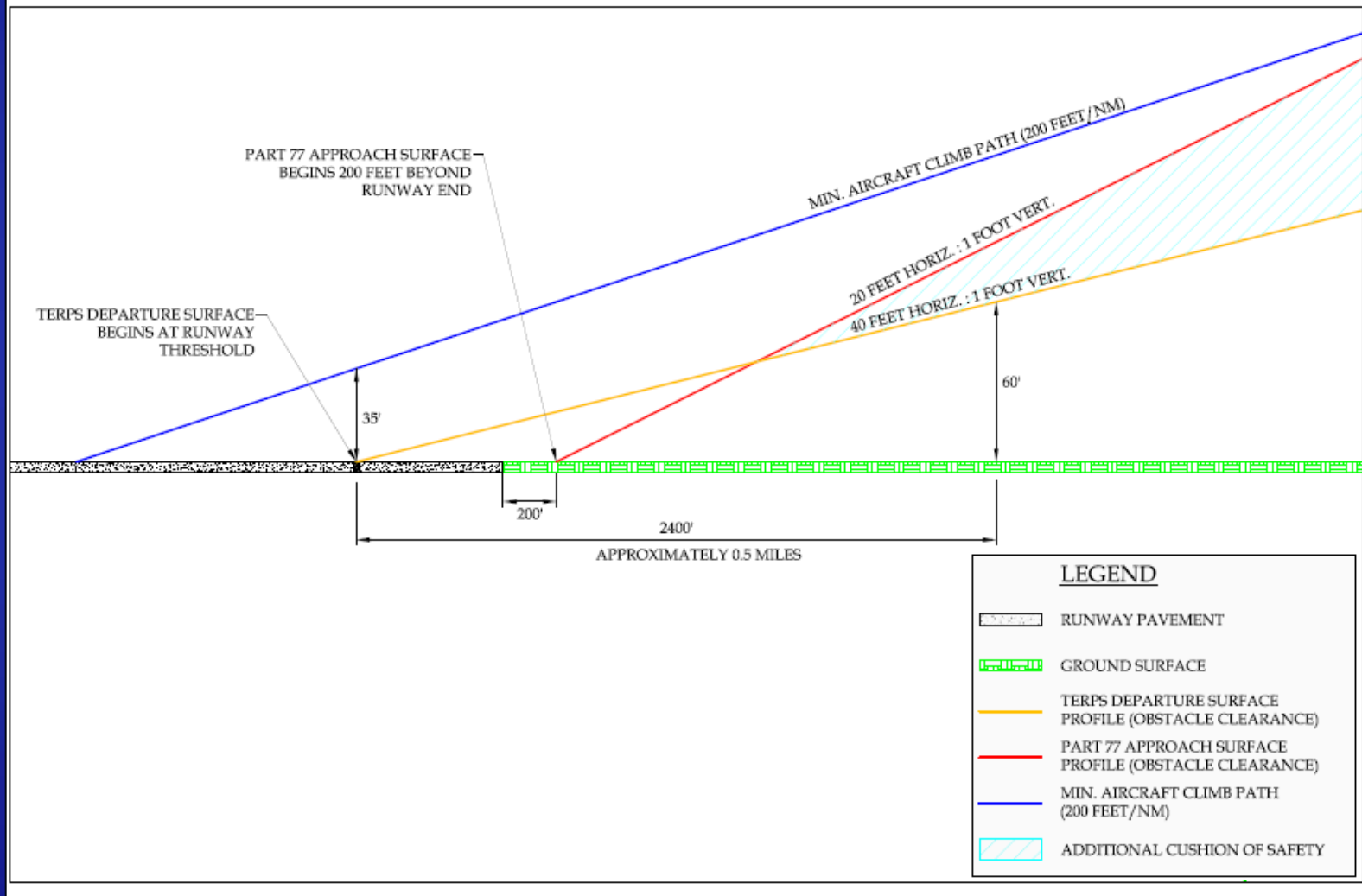
January 3rd article in the *Courier-Journal* reported in part.

➔ ...Without a tree-cutting program along the approaches to the airport's runways, "it almost begins to make the airport unusable," said Winsome Lenfert, manager of the airports division in the FAA's southern regional office in Atlanta. She said that, by accepting federal funds for airport projects, airport managers are required "to maintain clear approaches."

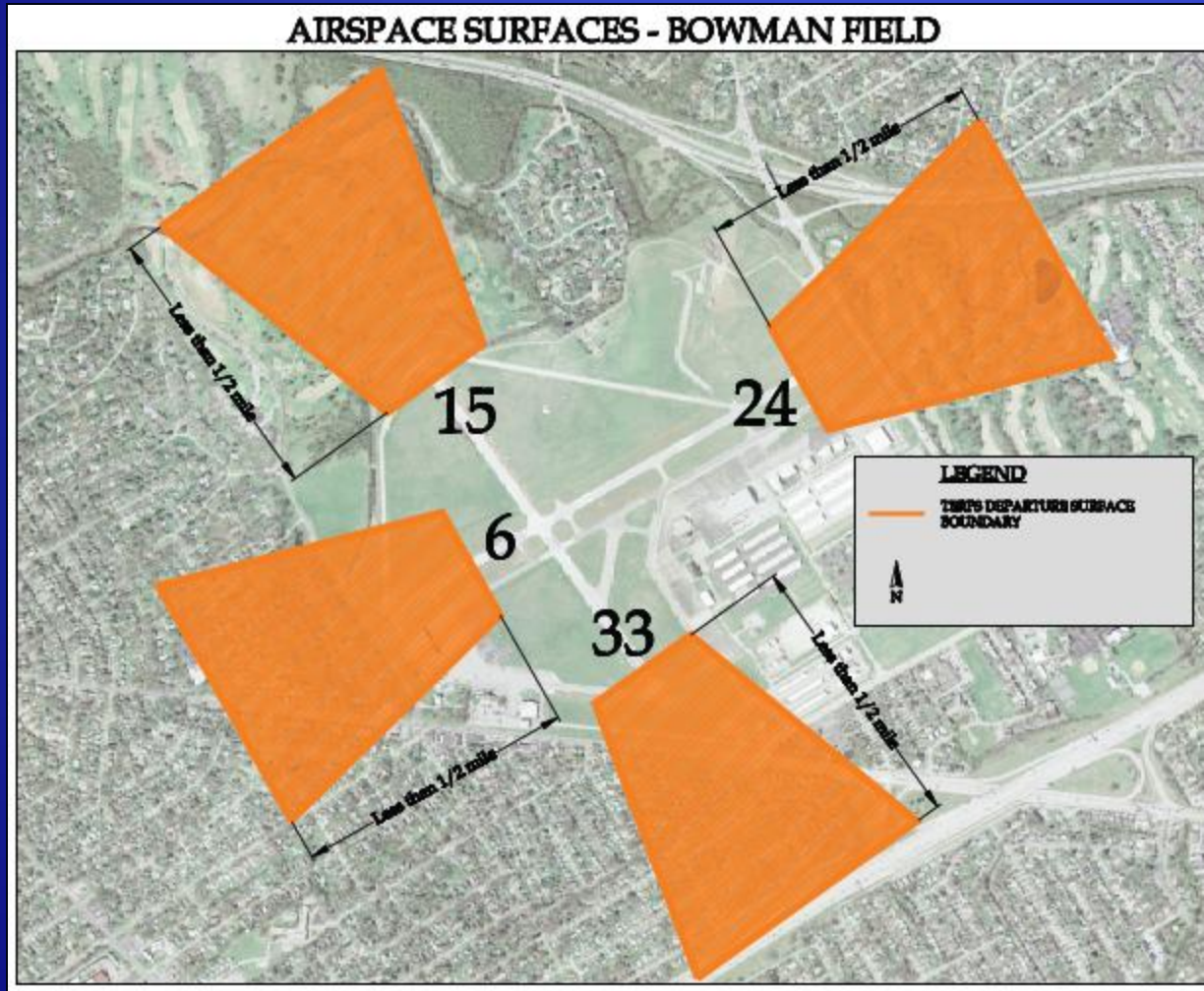
➔ As an airport's approach systems become more modern, based on global-positioning systems, there are new requirements for expanded airspace protections, she said. And the Louisville airport already has a problem meeting those requirements, she said.

Airspace Surfaces

AIRSPACE SURFACES - TYPICAL PROFILE



What does that mean for neighbors?



Some trees of neighbors in orange areas might now be too tall under the new FAA standards for Bowman Field and may need to be trimmed or removed

Which trees?

- We don't yet know which **or** how many trees
- If proposed program approved...

Spring/
Summer

Select consultant team to oversee program and conduct on-the-ground survey to determine trees impacted

Complete environmental obligations under direction of FAA

After determining trees impacted, submit grant request to FAA
Begin one-on-one discussions with neighbors

Early
Winter '13

Earliest for tree-trimming/removal



Who is paying for this?

Proposed Program Element	FAA	LRAA
Survey/Inventory and Environmental	Yes	Yes 5%
Program Manager	Yes	Yes 5%
Purchase Avigation Easement	Yes	Yes 5%
Easement Preparation and Filing Services	Yes	Yes 5%
Tree Removal/Trimming	Yes	Yes 5%
Two-for-One Tree Replacement (low-canopy)	No	Yes 100%
Re-Landscaping Allowance (up to \$2,500)	No	Yes 100%
Yard Restoration	No	Yes 100%
Arborist	No	Yes 100%
Landscape Architect	No	Yes 100%
Replacement Tree Warranty/Landscape Warranty	No	Yes 100%
Residential Ombudsman	No	Yes 100%



What else will change at Bowman Field?

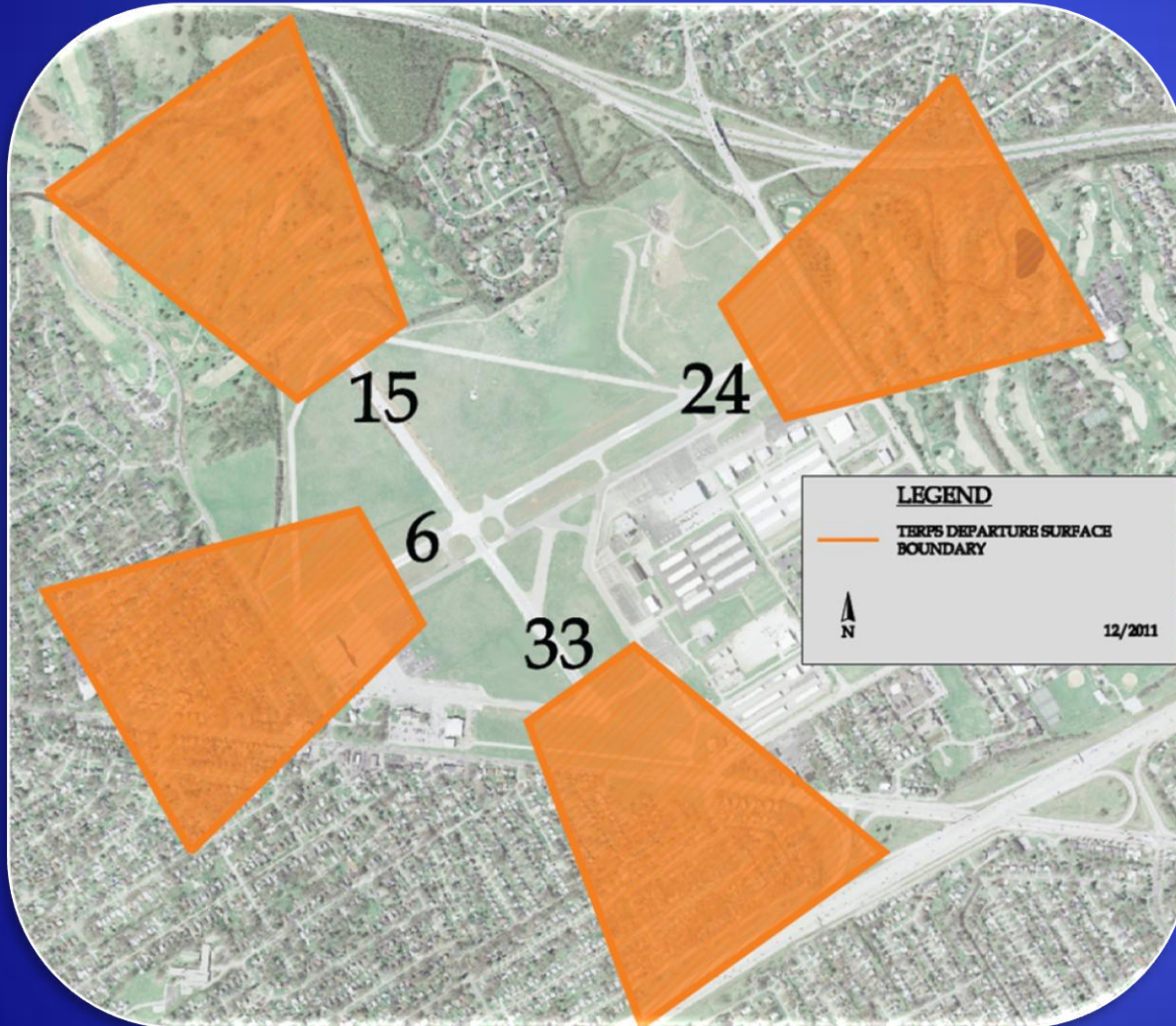
Nothing

- ➔ There are **NO** current or future plans to add a runway or extend/expand the two existing runways
- ➔ Larger/heavier aircraft will **NOT** be able to use the airfield
- ➔ Altitude at which aircraft arrive and depart will **NOT** change



Questions About The Proposed Program?

Breakout Stations



Runway 6

Louisville Room

Skip Miller
Adam Thomas

Runway 33

Patio Room

Karen Scott
Darrell Watson

Runways 15 & 24

Lexington Room

Bob Slattery

Street Names

Bowman Field - Street Names

<u>Runway 6</u>	<u>Runway 15</u>	<u>Runway 24</u>	<u>Runway 33</u>
Denham Road	Seneca Park	Big Spring CC	Alanmede Road
Drayton Drive		Broadfields Drive	Betty Lane
Gladstone Avenue		Hillsboro Road	Carson Way
Gladstone Circle		Prince William St	Gardiner Lane
Kings Highway		Ridge Line Drive	Joan Avenue
Landor Avenue			Kent Road
McCoy Way			Peale Avenue
Montrose Avenue			Seneca Blvd.
Sydney Avenue			Wendell Avenue
Tyler Lane			
2500-2700 Blk Taylorsville Road			3100-3400 Blk Taylorsville Road

Breakout rooms

