

Community Noise Forum
Monday, January 23, 2017
Agenda

- I. Call to Order: 6:00PM
- II. Minutes of November 28, 2016.
- III. Part 150 NCP
 - A. Update: Noise Insulation Program
 - B. Contraflow Exceptions
- IV. Current Noise Concerns
 - A. Noise Concerns/Complaints
 - B. Runway Utilization
 - C. Construction and Maintenance Activity
- V FAA Airspace Presentation
- VI. Guest Comments
- VII Announcements
- VIII.. Next Meeting: Monday, March 27, 2017
- IX. Adjournment

COMMUNITY NOISE FORUM (CNF)
Monday, November 28, 2016

Members

John Sistarenik, ANA
Tom Foote, Airline Affairs
Mary Rose Evans, LRAA Board
Brian Sinnwell, LRAA
Bob Slattery, LRAA

Verna Goatley, Metro
Ken Dietz, UofL
Pat Gould, Northeast
Mike Zanone, Northwest

Guests

Jacqueline Armstrong, S 3rd St.
Rich May, LBBA, S 3rd St.
Natalie Chaudoin, LRAA
Jim Wayne, State Representative
Ali Witsell, S 6th St.
Shane Smith, SACC

Wendy Harrower, C&S
Bob Goldstein, S 3rd St.
Brent Logsdon, WSCNA
Joel Eckert, Bradley Ave.
Ray Brundege, Edgeland

The meeting was called to order at 6:00 p.m. by John Sistarenik. A motion to approve the meeting notes for the September meeting as written was made by Mary Rose Evans and seconded by Mike Zanone.

FlyQuiet Awards for 2016 were presented to Representative Jim Wayne and John Sistarenik.

Representative Wayne has played an integral part in helping neighborhoods impacted by airport noise for over 25 years. He sponsored state legislation to get an airport neighbor position on the Airport Authority Board of Directors. Airport Neighbors Alliance is a community based group dealing with airport noise issues that was founded in Jim's office in 1996. He continues to be a strong advocate for communities impacted by airport noise.

John Sistarenik was also presented with a FlyQuiet Award for his dedication to noise issues for the past 30 years. He has served on several committees and is currently the Vice President of the Airport Neighbors Alliance. John has also been the Chairman of the Community Noise Forum since its inception in 2003.

A presentation on the Noise Exposure Map Update was given by Diana Wasiuk from HMMH. The draft maps and report are completed and a public workshop will be held on November 29, 2016.

Part 150 NCP:

- A. Update: University of Louisville:** A total of twenty-four (24) building have been tested. Two (2) of the twenty-four (24) buildings qualify for sound insulation. There are six buildings that do not qualify for full treatment of the entire structure but have rooms that exceed the 45 dB criteria on an individual basis.
- B. Contraflow Exceptions:** Contraflow for September was 88% for arrivals from the south and 93% for departures to the south. In October, arrivals from south were 81% and departures to the south were 81%. A daily summary for September and October is contained in the handout. Year to date (Nov 4) arrivals from the south are at 75% and departures to the south are 80%. The 2 year average (November 2014-October 2016) is 73% for arrivals from the south and 78% for departures to the south. A monthly summary going back 8 years is also included in the handout.

Current Noise Concerns:

- A. Report on Noise Concerns/Complaints:** A total of 13 noise concerns were received in September. 2 comments were received at the QHP project office and 11 were received by the LRAA. In October we received a total of 15 comments. 3 were received at the QHP project office and 12 were received by the LRAA. Additional information on noise concerns is contained in the handout.
- B. Runway Utilization:** Runway utilization percentages for September and October are contained in the handout. Daily airport flow directions for September and October as well as comments from the Air Traffic Control Tower are also included in the handout.
- C. Construction and Maintenance Activity:** Brian Sinnwell reported that currently there are no active construction projects.

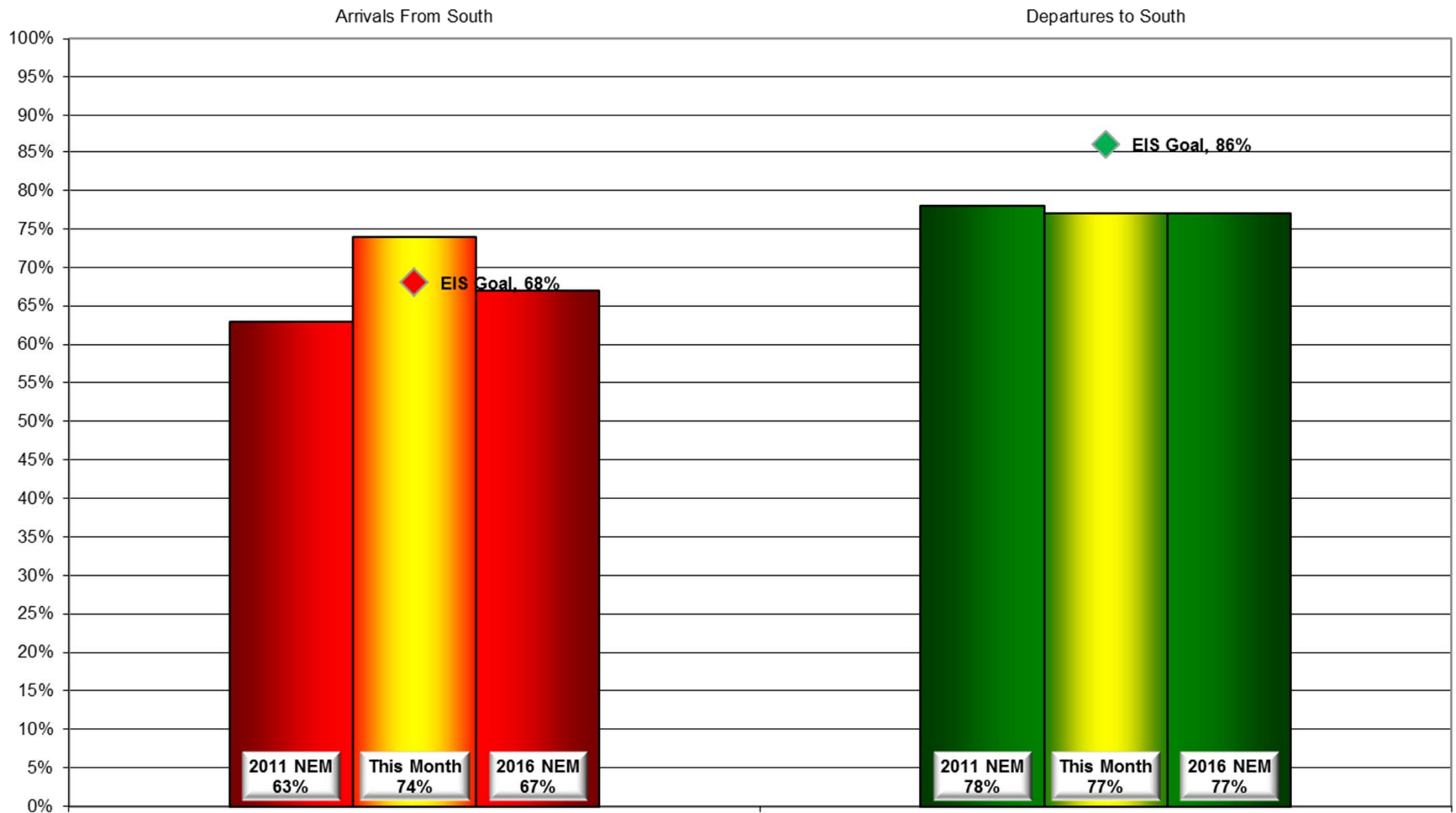
Announcements: None.

Guest Comments: Karen Chavis of Old Louisville commented on UPS operations and the Noise Exposure Maps (NEM). Richard May also of Old Louisville wanted to know if the upcoming expansion was included in the NEM update. Comments were also heard from Old Louisville residents regarding air quality and aircraft operations. A resident who lived in the Highlands also voiced concerns about noise when trying to sleep and air quality. There were several minutes of discussion on these issues. Representative Wayne reminded everyone that this has been an on-going issue since 1988 and progress has been made. He also asked the neighbors to keep in mind that the Community Noise Forum is an ally and that we all need to continue working together in order to address these issues effectively.

Next Meeting: Monday, January 23, 2017 at 6 p.m.

Adjournment: A motion was made to adjourn the meeting at 7:35 p.m.

Monthly Contraflow November 1-30, 2016



Daily Runway Use Summary – November 2016

(from 10:00 PM date list in first column to 7:00 AM the following morning)

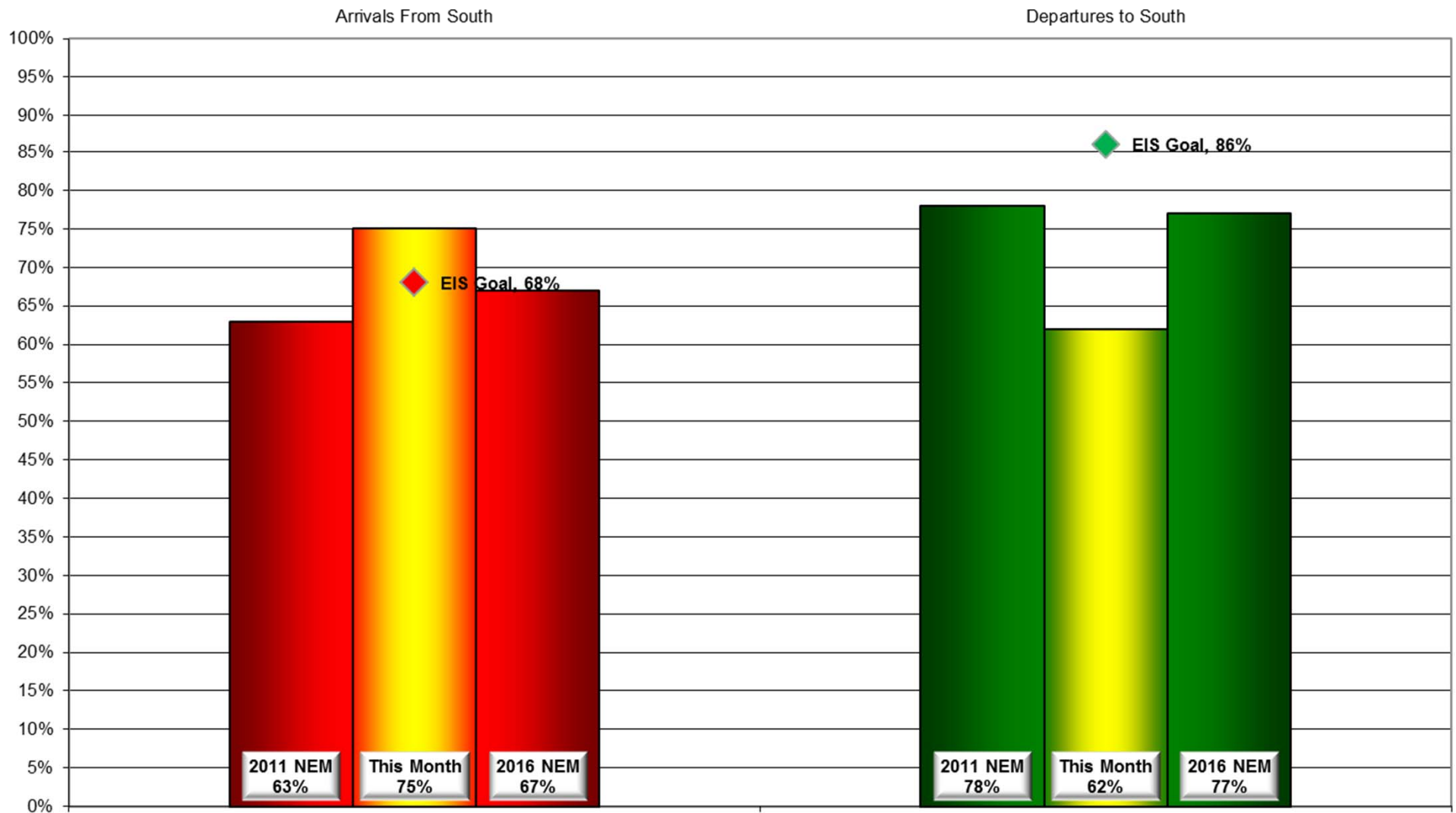
| | | % of all arrivals from the south | | | | | | | | | | % of all departures to the south | | | | | | | | | | | |
|----------|-----|----------------------------------|----------|-----|-----|-----|-----|-----|---------|---------|-------------------------|----------------------------------|----------|----------|------------|----|-----|-----|---------|---------|----|-----|--------------------------|
| Date | Day | * in | Runway # | | | | | | Unknown | Notes / | | ** in | Runway # | | | | | | Unknown | Notes / | | | |
| | | compliance | 11 | 17L | 17R | 29 | 35L | 35R | Runway | | | | Use | Comments | compliance | 11 | 17L | 17R | 29 | | | 35L | 35R |
| 11/01/16 | Tue | 97% | | | 2 | 1 | | | 61 | 36 | 0 | | 96% | | | 35 | 61 | | | 2 | 2 | 0 | |
| 11/02/16 | Wed | 98% | | | 1 | 1 | | | 57 | 41 | 0 | | 87% | | | 32 | 55 | | | 7 | 6 | 0 | |
| 11/03/16 | Thu | 100% | | | | | | | 60 | 40 | 0 | | 0% | | | | | | | 61 | 39 | 0 | 360-010@6-11knts |
| 11/04/16 | Fri | 92% | | | 2 | 6 | | | 54 | 38 | 0 | | 94% | | | 38 | 56 | | | 4 | 2 | 0 | |
| 11/05/16 | | | | | | | | | | | | | | | | | | | | | | | |
| 11/06/16 | | | | | | | | | | | | | | | | | | | | | | | |
| 11/07/16 | Mon | 93% | | | 6 | 1 | | | 55 | 38 | 0 | | 96% | | | 36 | 60 | | | 1 | 3 | 0 | |
| 11/08/16 | Tue | 100% | | | | | | | 57 | 43 | 0 | | 0% | | | | | | | 57 | 43 | 0 | 310-350@5-11knts |
| 11/09/16 | Wed | 94% | | | 4 | 2 | | | 55 | 39 | 0 | | 90% | | | 37 | 53 | | | 6 | 4 | 0 | |
| 11/10/16 | Thu | 99% | | | 1 | | | | 60 | 39 | 0 | | 94% | | | 37 | 57 | | | 2 | 4 | 0 | |
| 11/11/16 | Fri | 97% | | | 1 | 2 | | | 58 | 39 | 0 | | 1% | | | 1 | | | | 54 | 45 | 0 | 020-040@5-8knts |
| 11/12/16 | Sat | | | | | | | | | | | | | | | | | | | | | | |
| 11/13/16 | Sun | | | | | | | | | | | | | | | | | | | | | | |
| 11/14/16 | Mon | 98% | | | 2 | | | | 58 | 40 | 0 | | 93% | | | 37 | 56 | | | 4 | 3 | 0 | |
| 11/15/16 | Tue | 94% | | | 5 | 1 | | | 54 | 40 | 0 | | 97% | | | 40 | 57 | | | 1 | 2 | 0 | |
| 11/16/16 | Wed | 98% | | | 1 | 1 | | | 60 | 38 | 0 | | 94% | | | 38 | 56 | | | 2 | 4 | 0 | |
| 11/17/16 | Thu | 0% | | | 44 | 56 | | | | 0 | 130-140@5-7knts | | 100% | | | 39 | 61 | | | | | 0 | |
| 11/18/16 | Fri | 91% | | | 6 | | | 3 | 57 | 34 | 0 | | 0% | | | | | | | 57 | 43 | 0 | 280-310@10-21knts,G25,RA |
| 11/19/16 | Sat | | | | | | | | | | | | | | | | | | | | | | |
| 11/20/16 | Sun | | | | | | | | | | | | | | | | | | | | | | |
| 11/21/16 | Mon | 93% | | | 5 | 2 | | | 57 | 36 | 0 | | 86% | | | 33 | 53 | | | 10 | 4 | 0 | |
| 11/22/16 | Tue | 95% | | | 4 | 1 | | | 55 | 40 | 0 | | 82% | | | 29 | 53 | | | 12 | 6 | 0 | early departures |
| 11/23/16 | Wed | 0% | | | 45 | 55 | | | | 0 | 170-240@6-9knts | | 96% | | | 17 | 79 | | | | 4 | 0 | |
| 11/24/16 | Thu | 0% | | | | 100 | | | | 0 | 2 late arrivals | | 100% | | | 50 | 50 | | | | | 0 | |
| 11/25/16 | Fri | 95% | | | 3 | 2 | | | 63 | 32 | 0 | | 96% | | | 38 | 58 | | | 2 | 2 | 0 | |
| 11/26/16 | Sat | | | | | | | | | | | | | | | | | | | | | | |
| 11/27/16 | Sun | | | | | | | | | | | | | | | | | | | | | | |
| 11/28/16 | Mon | 0% | | | 45 | 55 | | | | 0 | 130-230@9-12knts,G18,RA | | 100% | | | 40 | 60 | | | | | 0 | |
| 11/29/16 | Tue | 2% | | | 41 | 57 | | | | 2 | 0 | 170-180@8-14knts | | 100% | | | 36 | 64 | | | | 0 | |
| 11/30/16 | Wed | 97% | | | 3 | | | | 59 | 38 | 0 | | 87% | | | 34 | 53 | | | 7 | 6 | 0 | |

Preferred Flow

DATIS Reported Conditions Indicate
Support for Non-Preferred Flow

DATIS Reported Conditions Do Not Indicate
Support for Non-Preferred Flow

Monthly Contraflow December 1-30, 2016



Daily Runway Use Summary – December 2016

(from 10:00 PM date list in first column to 7:00 AM the following morning)

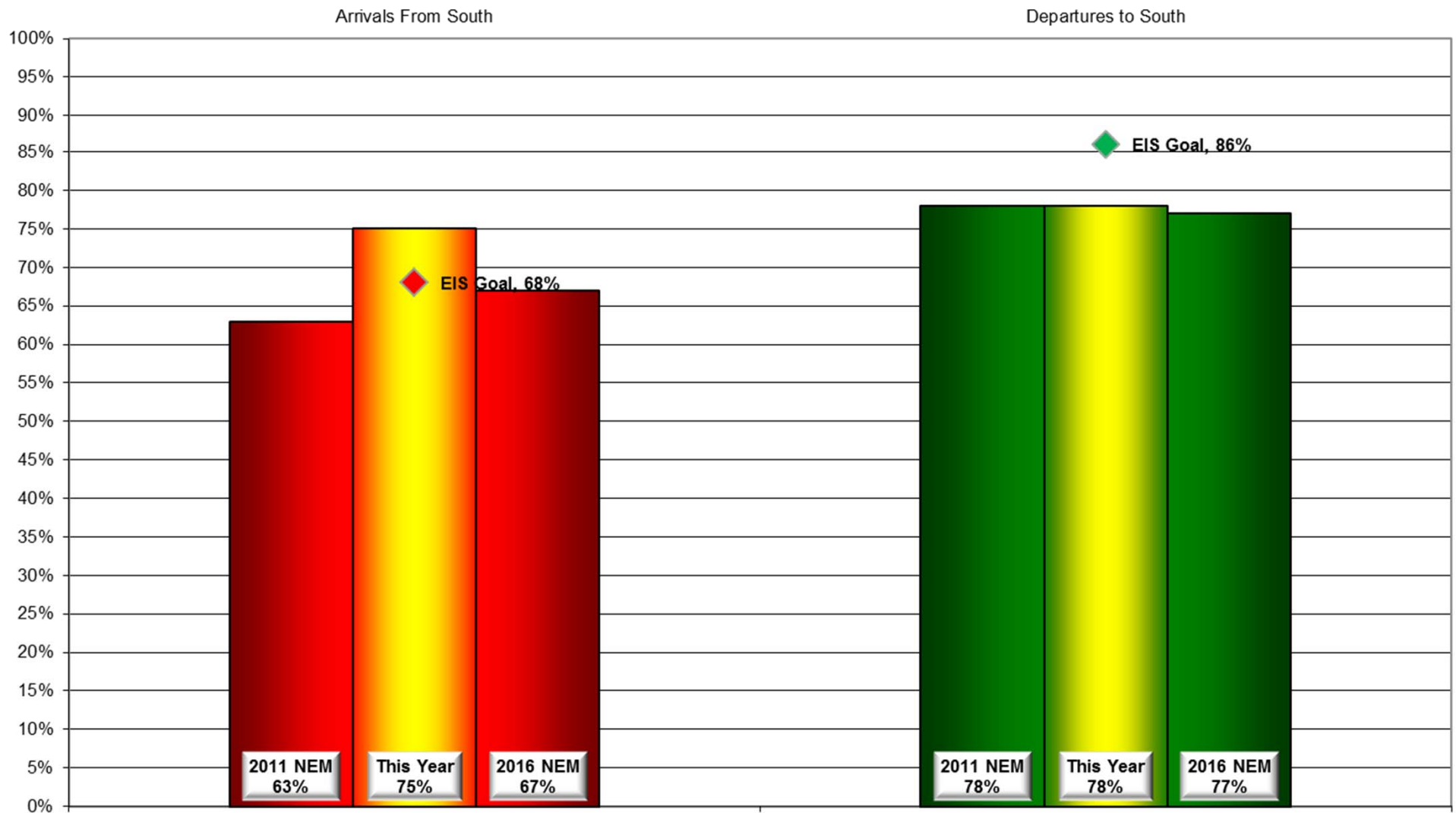
| | | % of all arrivals from the south | | | | | | | | | | % of all departures to the south | | | | | | | | | |
|----------|-----|----------------------------------|----------|-----|-----|----|-----|-----|--------------------------|---------------------|-------------------------|----------------------------------|----------|-----|-----|----|-----|-----|--------------------------|---------------------|-----------------------|
| Date | Day | * in compliance | Runway # | | | | | | Unknown Runway Use | Notes / Comments | | ** in compliance | Runway # | | | | | | Unknown Runway Use | Notes / Comments | |
| | | | 11 | 17L | 17R | 29 | 35L | 35R | | | | | 11 | 17L | 17R | 29 | 35L | 35R | | | |
| 12/01/16 | Thu | 98% | | | 1 | 1 | | 60 | 38 | 0 | | 86% | | | 32 | 54 | | 6 | 8 | 0 | |
| 12/02/16 | Fri | 97% | | | 1 | 2 | | 61 | 36 | 0 | | 92% | | | 33 | 59 | | 4 | 4 | 0 | |
| 12/03/16 | Sat | | | | | | | | | | | | | | | | | | | | |
| 12/04/16 | Sun | | | | | | | | | | | | | | | | | | | | |
| 12/05/16 | Mon | 92% | | | 3 | 5 | | 56 | 36 | 0 | | 91% | | | 32 | 59 | | 6 | 3 | 0 | |
| 12/06/16 | Tue | 96% | | | 2 | 2 | | 55 | 41 | 0 | | 92% | | | 39 | 53 | | 6 | 2 | 0 | |
| 12/07/16 | Wed | 100% | | | | | | 56 | 44 | 0 | | 0% | | | | | | 59 | 41 | 0 | 290-300@7-14knts |
| 12/08/16 | Thu | 100% | | | | | | 57 | 43 | 0 | | 0% | | | | | | 63 | 37 | 0 | 300-340@8-13knts,SN |
| 12/09/16 | Fri | 97% | | | 1 | 2 | | 61 | 36 | 0 | | 94% | | | 37 | 57 | | 5 | 1 | 0 | |
| 12/10/16 | Sat | | | | | | | | | | | | | | | | | | | | |
| 12/11/16 | Sun | | | | | | | | | | | | | | | | | | | | |
| 12/12/16 | Mon | 0% | | | 44 | 56 | | | | 0 | R3704 active | 100% | | | 38 | 62 | | | | 0 | |
| 12/13/16 | Tue | 100% | | | | | | 58 | 42 | 0 | | 0% | | | | | | 60 | 40 | 0 | 350-010@5-12knts |
| 12/14/16 | Wed | 100% | | | | | | 60 | 40 | 0 | | 0% | | | | | | 62 | 38 | 0 | 310-330@10-17knts,G27 |
| 12/15/16 | Thu | 90% | | | 5 | 5 | | 56 | 34 | 0 | | 85% | | | 29 | 56 | | 11 | 4 | 0 | 100-110@6-7knts |
| 12/16/16 | Fri | 0% | | | 49 | 51 | | | | 0 | 120-180@6-14knts,RA | 100% | | | 43 | 57 | | | | 0 | |
| 12/17/16 | Sat | | | | | | | | | | | | | | | | | | | | |
| 12/18/16 | Sun | | | | | | | | | | | | | | | | | | | | |
| 12/19/16 | Mon | 87% | | | 11 | 2 | | 49 | 38 | 0 | | 83% | | | 32 | 51 | | 12 | 5 | 0 | operational overlap |
| 12/20/16 | Tue | 84% | | | 9 | 7 | | 50 | 34 | 0 | | 80% | | | 29 | 51 | | 7 | 13 | 0 | operational overlap |
| 12/21/16 | Wed | 82% | | | 16 | 2 | | 48 | 34 | 0 | | 79% | | | 28 | 51 | | 7 | 14 | 0 | operational overlap |
| 12/22/16 | Thu | 83% | | | 9 | 8 | | 48 | 35 | 0 | | 81% | | | 29 | 52 | | 7 | 12 | 0 | operational overlap |
| 12/23/16 | Fri | 7% | | | 33 | 60 | | 3 | 4 | 0 | 050-140@3-7knts,RA | 100% | | | 34 | 66 | | | | 0 | |
| 12/24/16 | Sat | | | | | | | | | | | | | | | | | | | | |
| 12/25/16 | Sun | | | | | | | | | | | | | | | | | | | | |
| 12/26/16 | Mon | 49% | | | 24 | 27 | | 22 | 27 | 0 | 180-290@3-16knts,G19,RA | 4% | | | 1 | 3 | | 55 | 41 | 0 | 270-310@8-15knts,G19 |
| 12/27/16 | Tue | 97% | | | 3 | | | 57 | 40 | 0 | | 92% | | | 36 | 56 | | 5 | 3 | 0 | |
| 12/28/16 | Wed | 97% | | | 2 | 1 | | 56 | 41 | 0 | | 2% | | | 2 | | | 54 | 44 | 0 | 250-300@6-12knts |
| 12/29/16 | Thu | 99% | | | | | 1 | 54 | 45 | 0 | | 0% | | | | | 2 | 60 | 38 | 0 | 260-290@10-14knts,G22 |
| 12/30/16 | Fri | 0% | | | 50 | 50 | | | | 0 | 130-180@4-8knts | 100% | | | 40 | 60 | | | | 0 | |

Preferred Flow

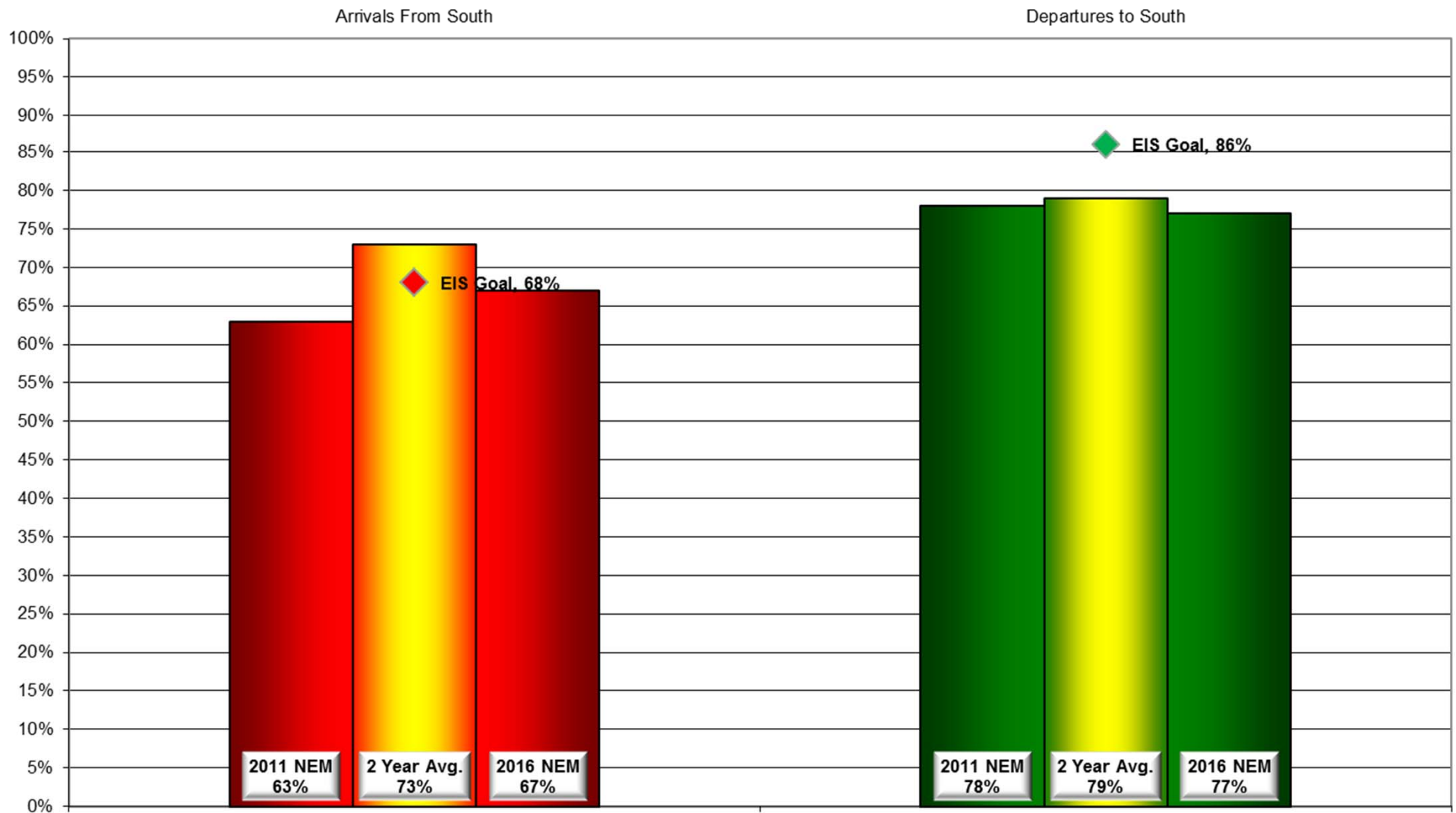
DATIS Reported Conditions Indicate
Support for Non-Preferred Flow

DATIS Reported Conditions Do Not Indicate
Support for Non-Preferred Flow

Contraflow This Year As of December 30, 2016



Contraflow 2 Year Average January 2015 - December 2016



Year-to-Year by Month Percent* Contraflow

| Arrivals From the South (Goal 68%) | | | | | | | | | | Departures to the South (Goal 86%) | | | | | | | | | |
|------------------------------------|------|------|------|------|------|------|------|------|-----|------------------------------------|------|------|------|------|------|------|------|------|-----|
| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Avg | | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Avg |
| Jan | 63% | 94% | 91% | 62% | 72% | 51% | 76% | 69% | 72% | Jan | 74% | 54% | 71% | 80% | 65% | 81% | 76% | 69% | 71% |
| Feb | 49% | 90% | 73% | 69% | 77% | 72% | 66% | 80% | 72% | Feb | 81% | 71% | 63% | 74% | 78% | 71% | 76% | 67% | 73% |
| Mar | 46% | 80% | 52% | 61% | 87% | 60% | 71% | 63% | 65% | Mar | 67% | 82% | 72% | 96% | 77% | 77% | 66% | 77% | 77% |
| Apr | 53% | 57% | 47% | 78% | 60% | 67% | 53% | 86% | 63% | Apr | 84% | 84% | 83% | 76% | 89% | 83% | 77% | 73% | 81% |
| May | 66% | 56% | 69% | 72% | 46% | 60% | 75% | 62% | 63% | May | 84% | 87% | 85% | 81% | 85% | 92% | 80% | 80% | 84% |
| Jun | 72% | 66% | 61% | 79% | 76% | 75% | 57% | 79% | 71% | Jun | 81% | 96% | 93% | 87% | 80% | 91% | 91% | 83% | 88% |
| Jul | 72% | 61% | 91% | 62% | 74% | 79% | 74% | 59% | 72% | Jul | 82% | 90% | 88% | 92% | 88% | 85% | 80% | 91% | 87% |
| Aug | 61% | 59% | 82% | 49% | 84% | 61% | 86% | 76% | 70% | Aug | 96% | 92% | 91% | 91% | 92% | 92% | 91% | 90% | 92% |
| Sep | 89% | 70% | 85% | 55% | 86% | 85% | 95% | 88% | 81% | Sep | 82% | 73% | 64% | 92% | 87% | 86% | 73% | 93% | 80% |
| Oct | 42% | 80% | 88% | 62% | 87% | 75% | 86% | 81% | 75% | Oct | 71% | 78% | 63% | 78% | 89% | 79% | 74% | 81% | 77% |
| Nov | 74% | 85% | 55% | 84% | 73% | 78% | 59% | 74% | 73% | Nov | 73% | 77% | 72% | 81% | 83% | 62% | 88% | 77% | 77% |
| Dec | 71% | 67% | 70% | 64% | 58% | 78% | 55% | 75% | 67% | Dec | 65% | 78% | 65% | 67% | 71% | 68% | 79% | 62% | 69% |
| Avg | 63% | 72% | 72% | 66% | 73% | 70% | 71% | 74% | | Avg | 78% | 80% | 76% | 83% | 82% | 81% | 79% | 79% | |

*Number is percentage of all operations between 10:00 PM - 7:00 AM

NOISE COMMENT REPORT



November 2016

Comments (SDF/LOU)

November 2016

| Street | Zip Code | Time Received | Time | Airport | Disturbance Type | CNF Quad | Status | Operation or Comment Type ¹ | Deviation Type ² | Comments |
|-----------------|----------|------------------------|------------------------|---------|------------------|----------|--------------|--|-----------------------------|--|
| Alexander Ave | 40217 | 2016-11-28 12:45:47 | 2016-11-28 12:45:47 | SDF | Other | NE | Investigated | LQHP | None | Does my home qualify for the QuieterHome Program? |
| Harlan Ave | 40214 | 2016-11-30 01:15:17 | 2016-11-30 01:15:17 | SDF | Other | NE | Investigated | LQHP | None | Homeowner came in to see if his property was eligible. |
| Fischer Ave | 40204 | 2016-11-30 12:45:47 | 2016-11-30 09:30:15 | SDF | Other | NE | Investigated | LQHP | None | Homeowner stopped in the office to see if his home was eligible. |
| | | | | | | | Received | LQHP | 3 | |
| Poplar Level Rd | 40217 | 2016-11-05 15:13:00 | 2016-11-05 09:00:00 | SDF | Aircraft Too Low | NE | Investigated | Standard | Operations | Not really a noise complaint, more like a safety issue. Saturday morning 11/05 between 9:00 a.m. and 10:00 a.m. closer to 09:30. Dense fog at Norton Audubon Hospital. We all think the hospital or the construction crane out front was nearly struck by a large jet. Shook the entire building. One RN got a glimpse of the aircraft banking away. Another nurse, former Navy, reported it sounded like a big cargo plane landing on the flight deck of the carrier. Any information would be appreciated. |
| Parklawn Dr | 40217 | 2016-11-10 10:04:00 | 2016-11-10 10:04:00 | SDF | Other | NE | Investigated | Standard | None | Trying to find out if my house on Parklawn is eligible for noise abatement. |
| Fetter Ave | 40217 | 2016-11-10 14:40:00 | 2016-11-10 14:40:00 | SDF | Other | NE | Investigated | Standard | None | It appears that my home is within the 65-75dB DNL contour of the draft 2016 NEM map. Can you confirm this, please? |

1. **Standard:** Indicates the “Most Preferred” runway configuration was being utilized at the time of the comment.
Non Standard: Indicates that a “Lesser Preferred” runway configuration was being utilized at the time of the comment.
QHP: QuieterHome Program

2. This column is used to indicate the conditions which most likely necessitated a deviation from the standard procedures.

Comments (SDF/LOU)

November 2016

| Street | Zip Code | Time Received | Time | Airport | Disturbance Type | CNF Quad | Status | Operation or Comment Type ¹ | Deviation Type ² | Comments |
|-------------|----------|------------------------|------------------------|---------|---------------------|----------|--------------|--|-----------------------------|--|
| Warbler Way | 40213 | 2016-11-10 15:38:00 | 2016-11-10 15:38:00 | SDF | Other | SE | Investigated | Standard | None | How can I get a copy of the draft noise exposure map? |
| S 5th St | 40214 | 2016-11-12 05:30:00 | 2016-11-12 04:30:00 | SDF | Noise At Wrong Time | NW | Investigated | Non-Standard | None | You know those airplanes that you all say do not come across our house? Well, they are coming during the night tonight. They started maybe an hour ago. Every time I doze off they come across. So, I just wanted you to know that they do come in this direction. |
| S 3rd St | 40214 | 2016-11-12 05:08:00 | 2016-11-12 05:08:00 | SDF | Noise At Wrong Time | NW | Investigated | Non-Standard | None | I live in the 4000 block of South 3rd street here in Louisville. UPS airplanes have been flying directly over my house all night. My children and pets can't sleep. Please send them up the tracks like they are supposed to. It's making us all so miserable. It shakes the whole house and makes everything vibrate. It's just too close being right over our heads. |
| Loretta St | 40213 | 2016-11-15 15:34:34 | 2016-11-15 03:00:00 | SDF | Too Much Noise | SE | Investigated | Standard | None | This morning between 3:00 a.m. and 5:00 a.m. there was an extremely crazy loud sound coming from the airport. Normally we hear some noise but this was a lot worse. |

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Comments (SDF/LOU)

November 2016

| Street | Zip Code | Time Received | Time | Airport | Disturbance Type | CNF Quad | Status | Operation or Comment Type ¹ | Deviation Type ² | Comments |
|--------------|----------|------------------------|------------------------|---------|------------------|----------|--------------|--|-----------------------------|--|
| Landor Ave | 40205 | 2016-11-16 17:43:00 | 2016-11-15 08:30:00 | LOU | Constant Noise | NE | Investigated | Non-Standard | Operations | I just wanted a little update. You all said that touch-and-go's should not be going on at night. I have video tape of several times that they have been touch-and-going, the latest I have is about 11:16 p.m. that is night to me and most of my neighbors. You also said that they would change direction; they have not changed directions one day since the last time we spoke over a month ago. I don't know when this change of direction is supposed to happen but it has not happened. We are still inundated with airplanes constantly, constantly, every minute or minute and a half. There is one now. Constant, constant, constant, they don't go anywhere. Eight out of 10 planes that takeoff out of this airport goes absolutely nowhere but a big circle and they come around and do it again and again and again. It is almost intolerable. A little bit of honesty would be greatly appreciated from you all over there at the Regional Airport Authority. |
| Edgeland Ave | 40204 | 2016-12-02 14:38:00 | 2016-11-19 05:42:00 | SDF | Too Much Noise | NE | Investigated | Non-Standard | Weather | Per our conversation, this is about flights that took place a little more than two weeks ago, early in the morning of November 29. The noise was loud at my home near Tyler Park so I investigated the interface at http://www.flylouisville.com/flight-information/flight-status/ . Surprisingly, some of the flights had seemingly circled around rather than taking a heading directly to the north or south. I chose to record the on-screen displays for one of them, UPS 237. Snapshots of the online displays for the position log and flight path are attached. Can you please help me understand the likely explanation for this? |

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2. This column is used to indicate the conditions which most likely necessitated a deviation from the standard procedures.

Comments (SDF/LOU)

November 2016

| Street | Zip Code | Time Received | Time | Airport | Disturbance Type | CNF Quad | Status | Operation or Comment Type ¹ | Deviation Type ² | Comments |
|----------------|----------|------------------------|------------------------|---------|---------------------|----------|--------------|--|-----------------------------|--|
| Green Manor Dr | 40228 | 2016-11-19 16:30:00 | 2016-11-19 16:30:00 | SDF | Too Much Noise | SE | Investigated | Non-Standard | Weather | I am writing you concerning the increase in flight traffic over my neighborhood. I live on the southeast part of Louisville, and I have noticed an extraordinarily higher increase in the flights going over, at a lower than usual range to my area, which has made a significant increase to the noise level. Why has there been a sudden increase, and will this be just an isolated event? |
| Dale Ave | 40214 | 2016-11-22 08:00:00 | 2016-11-22 04:00:00 | SDF | Noise At Wrong Time | SW | Investigated | Standard | None | I live in the Beechmont area, at about 4:00 a.m. I was woken up by UPS. It was so loud it was like they were taking off in my backyard. It basically stayed that way for an hour and a half before it got to kind of a normal level. I don't know if there is anything you can do. I imagine stuff like that is going to happen a lot of the time. |
| Emil Ave | 40217 | 2016-11-29 09:29:00 | 2016-11-28 22:00:00 | SDF | Other | NE | Investigated | Non-Standard | Weather | I spoke with you in early July regarding the noise abatement program and unfortunately my home was not eligible. You said the map would be reviewed in November and although unlikely it was possible the documented noise exposure level could change. I have noticed a large increase in the number of planes flying over my home and last night there was a constant stream of planes. I am not sure if these were commercial planes or UPS but it was unbearable. Was there any change to the map and do you know if the status of my home/my street has changed at all? |

1. **Standard:** Indicates the “Most Preferred” runway configuration was being utilized at the time of the comment.
Non Standard: Indicates that a “Lesser Preferred” runway configuration was being utilized at the time of the comment.
QHP: QuieterHome Program

2. This column is used to indicate the conditions which most likely necessitated a deviation from the standard procedures.

Comments (SDF/LOU)

November 2016

| Street | Zip Code | Time Received | Time | Airport | Disturbance Type | CNF Quad | Status | Operation or Comment Type ¹ | Deviation Type ² | Comments |
|-----------------|----------|---------------------|---------------------|---------|------------------|----------|--------------|--|-----------------------------|--|
| St Catherine St | 40203 | 2016-11-30 00:08:00 | 2016-11-29 22:00:00 | SDF | Constant Noise | NW | Investigated | Non-Standard | Weather | At the meeting last night it was mentioned that aircraft were being directed to arrive from the South after 10:00 p.m. Tonight and last night there have been continuous flights flying at low altitude. It was so bad last night that several of our neighbors and my wife missed work today due to being unable to sleep. If you would please provide a contact with the FAA so that myself and our entire neighborhood association can file a formal complaint. |
| | | | | | | | Received | LRAA | 13 | |

1. **Standard:** Indicates the “Most Preferred” runway configuration was being utilized at the time of the comment.
Non Standard: Indicates that a “Lesser Preferred” runway configuration was being utilized at the time of the comment.
QHP: QuieterHome Program

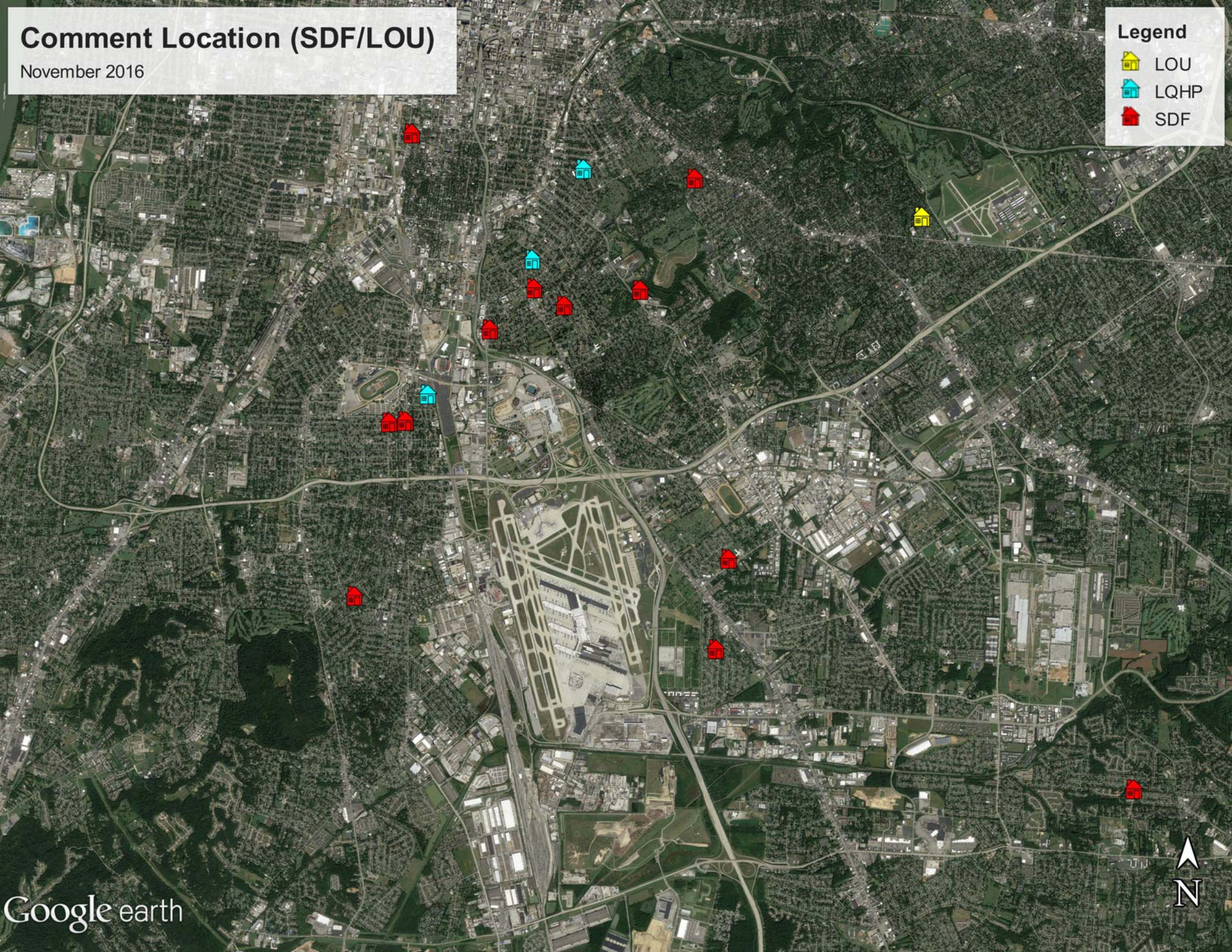
2. This column is used to indicate the conditions which most likely necessitated a deviation from the standard procedures.

Comment Location (SDF/LOU)

November 2016

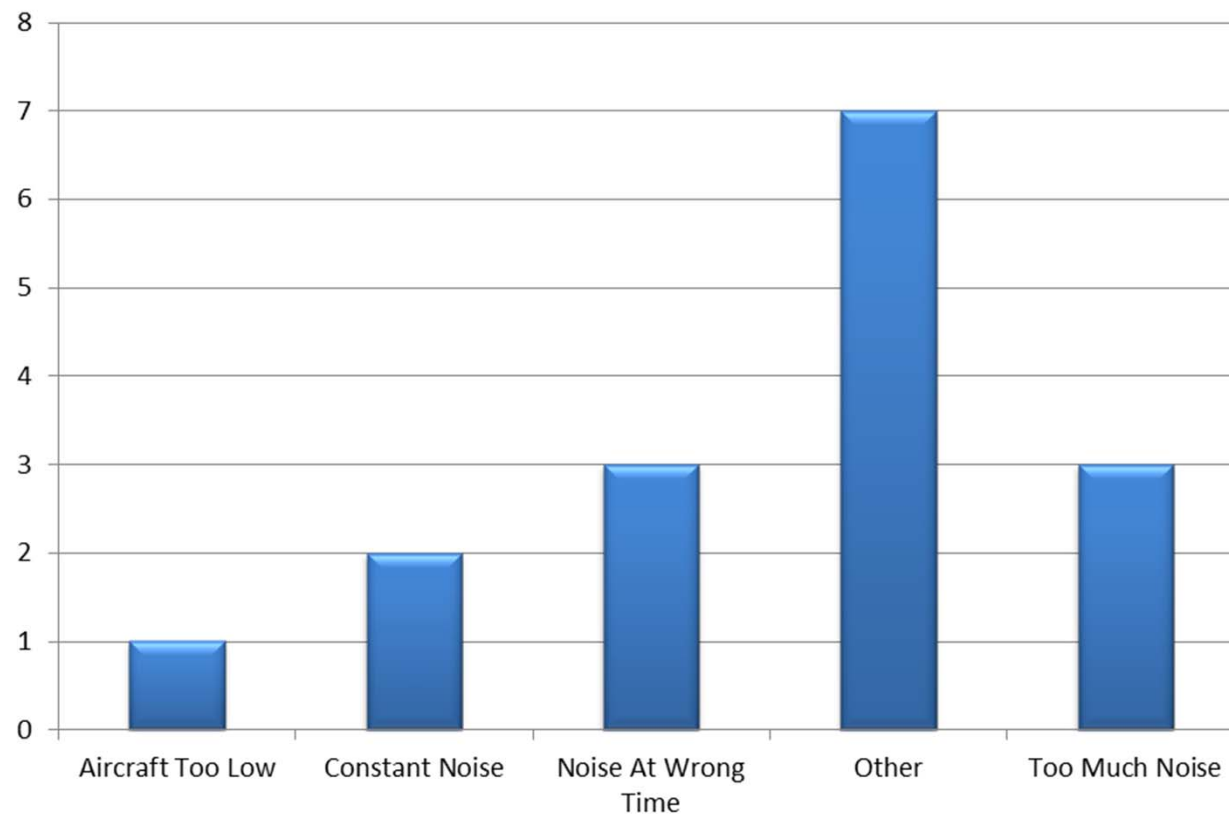
Legend

-  LOU
-  LQHP
-  SDF



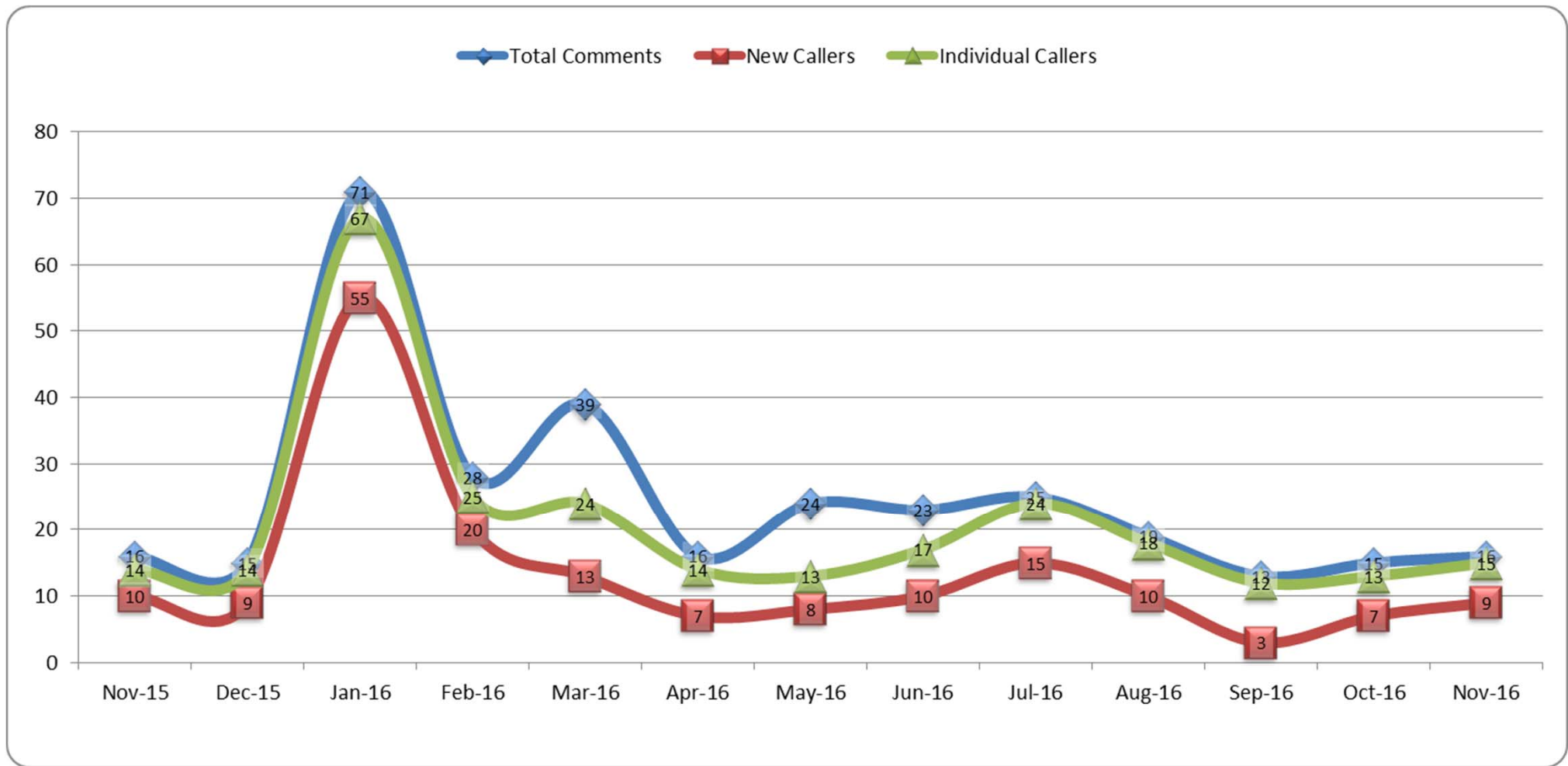
Comment Type* (SDF and LOU)

November 2016



New Address/Comments per Month (SDF and LOU)

November 2016



NOISE COMMENT REPORT



December 2016

Comments (SDF/LOU)

December 2016

| Street | Zip Code | Time Received | Time | Airport | Disturbance Type | CNF Quad | Status | Operation or Comment Type ¹ | Deviation Type ² | Comments |
|----------------|----------|------------------------|------------------------|---------|---------------------|----------|--------------|--|-----------------------------|---|
| Taylorville Rd | 40205 | 2016-12-04 10:25:00 | 2016-12-03 16:00:00 | LOU | Aircraft Off Course | NE | Investigated | Standard | None | I called once before about the noise and you asked me if I could get the number off the plane. Aircraft N984JA was the one I got on Saturday afternoon doing touch-and-goes. He went by 3 times between 4:00 p.m. and 4:30 p.m. I had to get in the car and go over to Pee Wee Reese but I can hear him from the time he leaves the runway until he makes his U-turn and flies back just about in front of the jewelry store and then it starts to fade away. Then he starts his descent and comes back in again. |
| E Ashland Ave | 40214 | 2016-12-14 06:02:00 | 2016-12-14 06:00:00 | SDF | Too Much Noise | SW | Investigated | Non-Standard | Weather | It is 6:00 a.m. and the windows on my house have literally been rattling for the last hour or so. They seem to be a lot lower and louder than usual this morning. |
| Gillette Ave | 40214 | 2016-12-14 11:31:00 | 2016-12-14 06:00:00 | SDF | Too Much Noise | SW | Investigated | Non-Standard | Weather | I am calling regarding the really, really loud airport noise this morning. It was around 6:00 a.m. this morning. I work nights and it was extremely loud. So I don't know how we go about doing this. |
| Ottawa Ave | 40209 | 2016-12-14 23:47:00 | 2016-12-14 23:30:00 | SDF | Too Much Noise | SW | Investigated | Standard | None | I got my fans on so I don't hear the planes and they are still going by. |
| Henderson Ave | 40213 | 2016-12-21 10:30:00 | 2016-12-21 10:30:00 | SDF | Other | NE | Investigated | Standard | None | I am a real-estate appraiser and I would like to know if this property on Henderson Avenue is in the sound insulation program area. |
| | | | | | | | Received | LRAA | 5 | |

1. **Standard:** Indicates the “Most Preferred” runway configuration was being utilized at the time of the comment.
Non Standard: Indicates that a “Lesser Preferred” runway configuration was being utilized at the time of the comment.
QHP: QuieterHome Program

2. This column is used to indicate the conditions which most likely necessitated a deviation from the standard procedures.

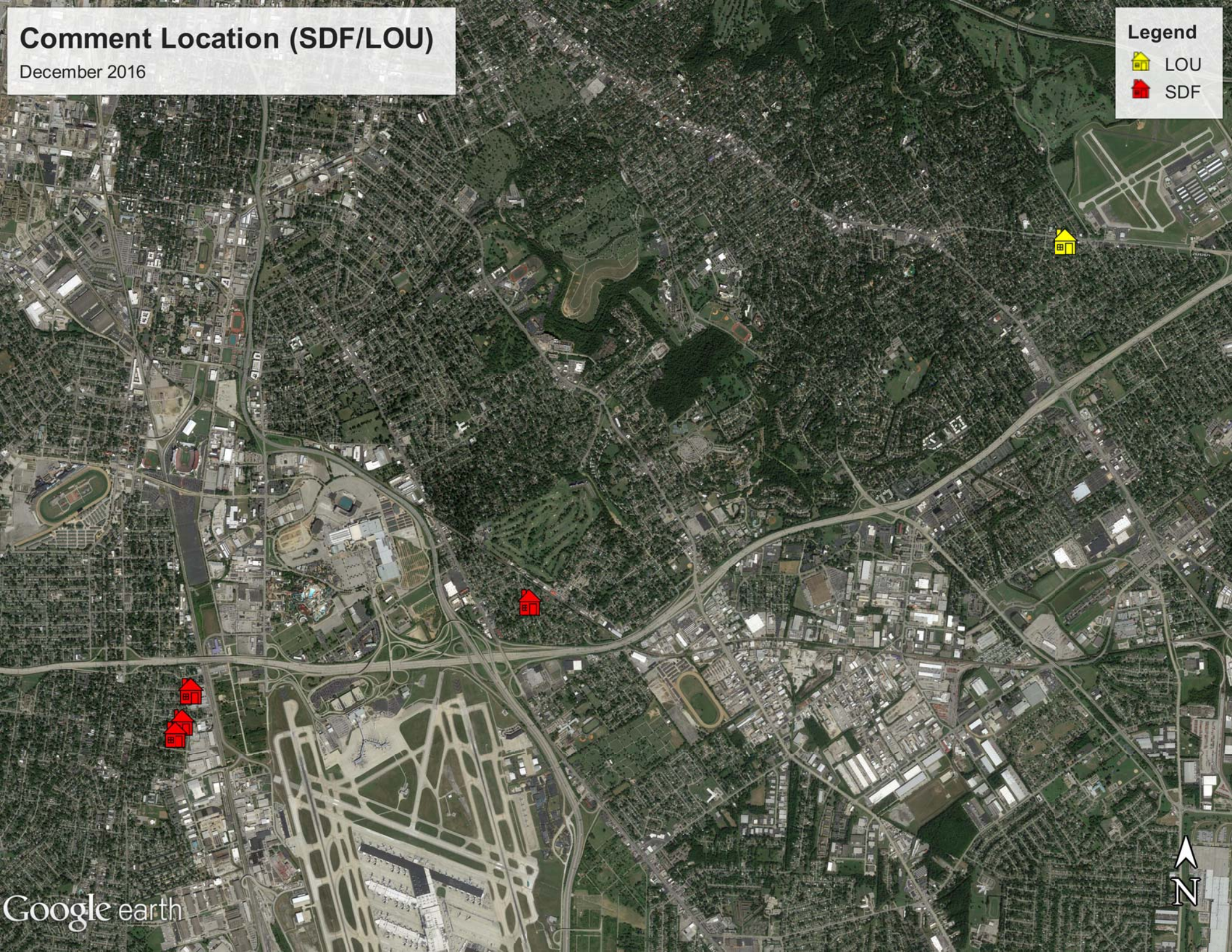
Comment Location (SDF/LOU)

December 2016

Legend

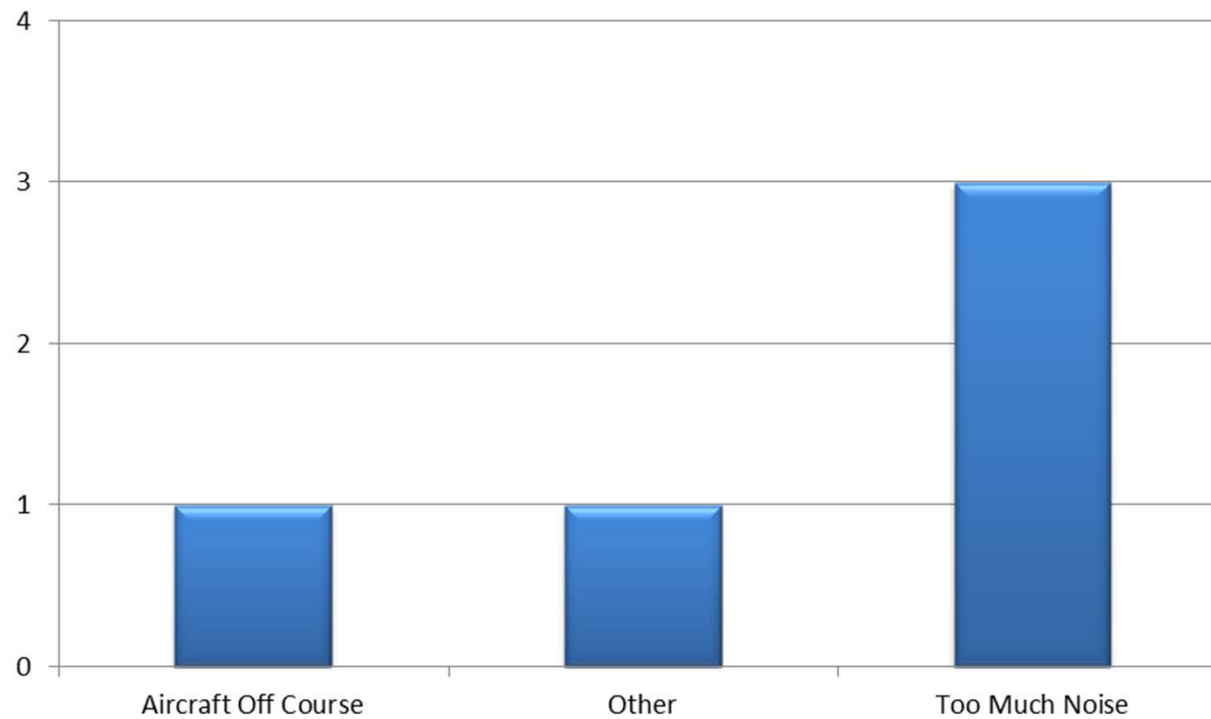
 LOU

 SDF



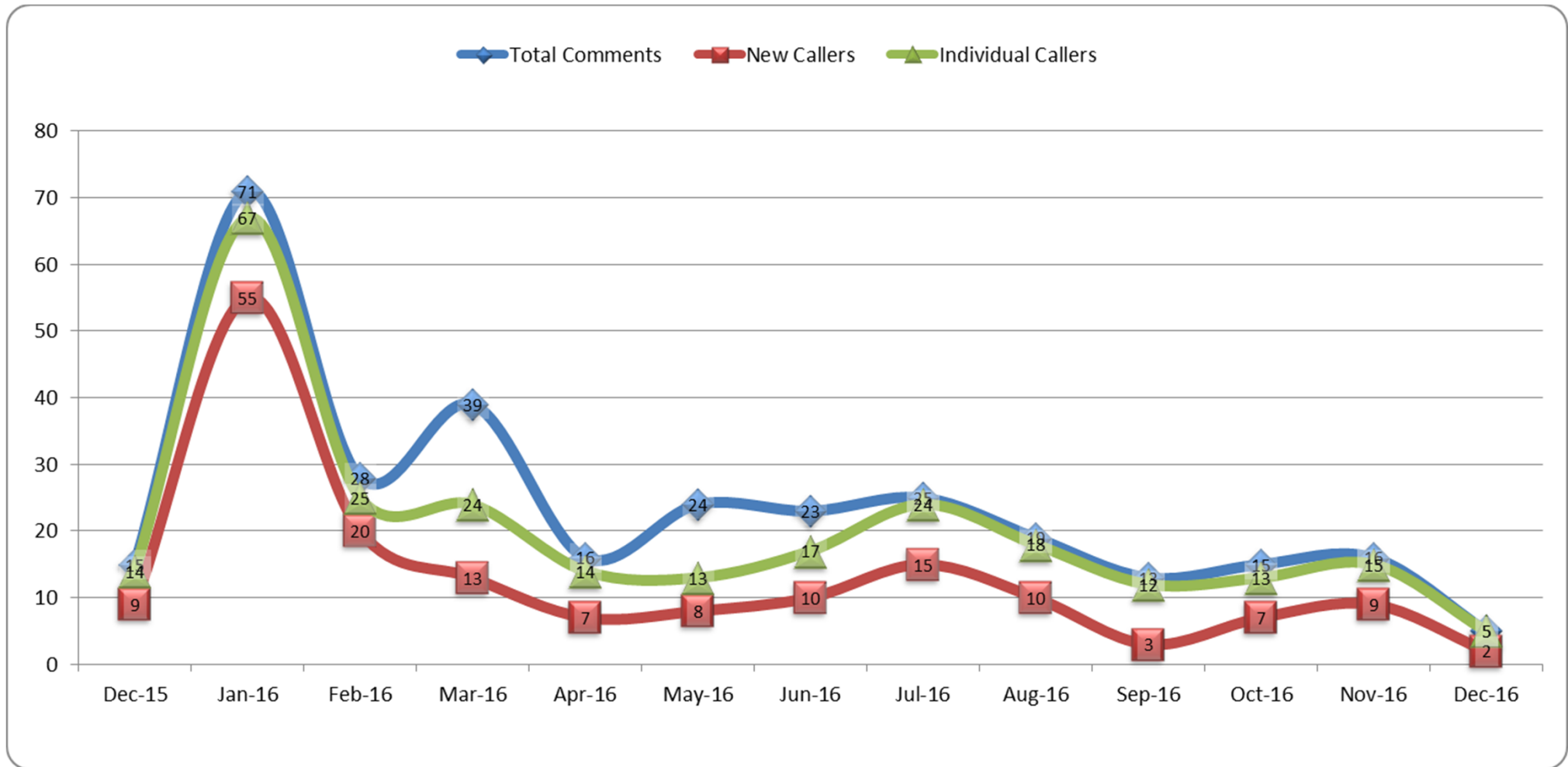
Comment Type* (SDF and LOU)

December 2016



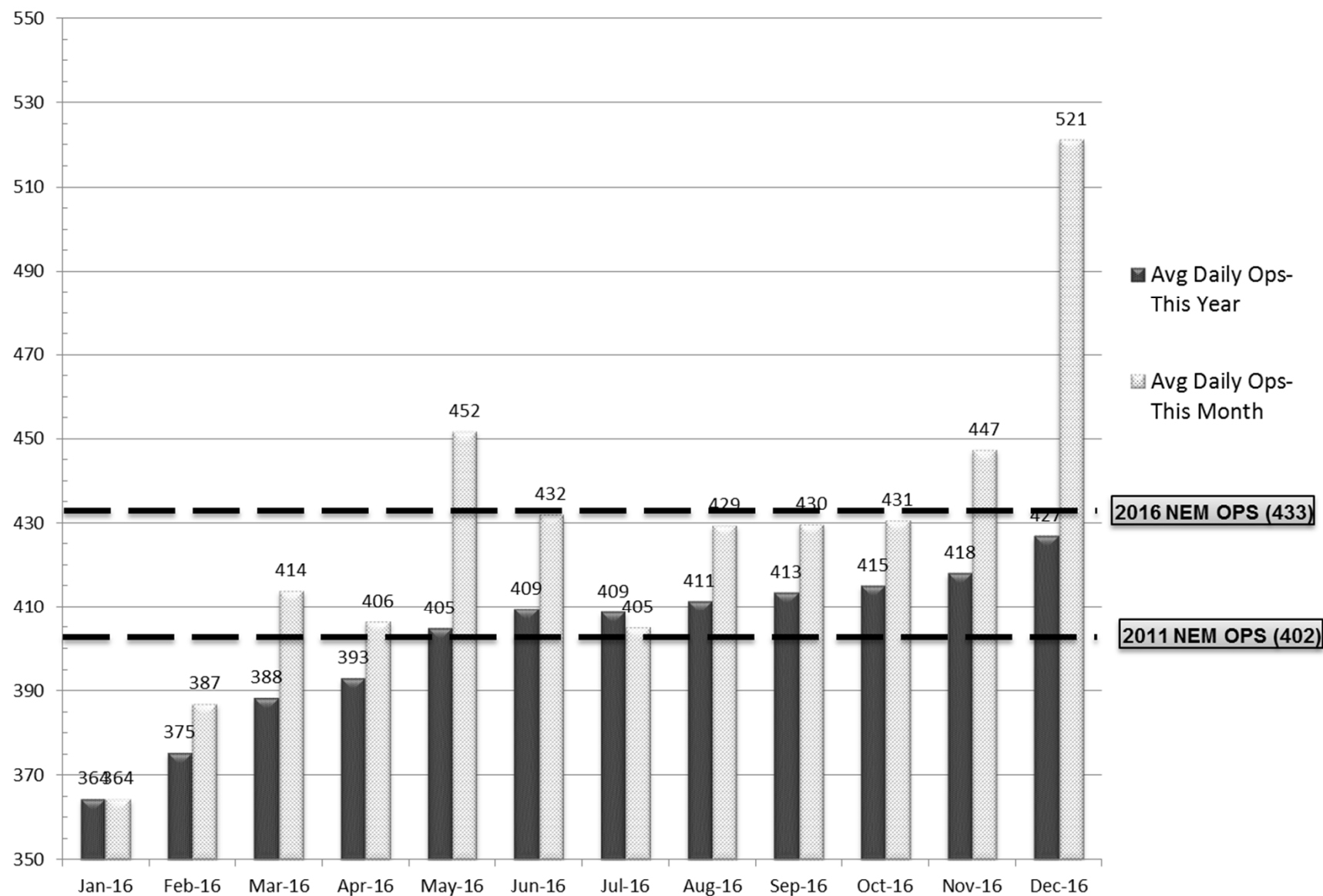
New Address/Comments per Month (SDF and LOU)

December 2016



Operations (SDF)

As of December 31, 2016



Source: Louisville <http://www.flylouisville.com/regional-airport-authority/reports-and-statistics/>

Daily Runway Use Uncorrected (SDF) November 2016

| Flow | Time | Tue 11/1 | Wed 11/2 | Thu 11/3 | Fri 11/4 | Sat 11/5 | Sun 11/6 | Mon 11/7 | Tue 11/8 | Wed 11/9 | Thu 11/10 | Fri 11/11 | Sat 11/12 | Sun 11/13 | Mon 11/14 | Tue 11/15 | Wed 11/16 | Thu 11/17 | Fri 11/18 | Sat 11/19 | Sun 11/20 | Mon 11/21 | Tue 11/22 | Wed 11/23 | Thu 11/24 | Fri 11/25 | Sat 11/26 | Sun 11/27 | Mon 11/28 | Tue 11/29 | Wed 11/30 | Time |
|------------|-------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|
| North Flow | 0:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0:00 |
| | 0:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0:30 |
| | 1:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1:00 |
| | 1:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1:30 |
| | 2:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2:00 |
| | 2:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2:30 |
| South Flow | 3:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3:00 |
| | 3:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3:30 |
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| | 5:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5:30 |
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| | 8:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 8:00 |
| | 8:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 8:30 |
| | 9:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 9:00 |
| North Flow | 9:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 9:30 |
| | 10:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10:00 |
| | 10:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10:30 |
| | 11:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 11:00 |
| | 11:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 11:30 |
| | 12:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 12:00 |
| South Flow | 13:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 13:00 |
| | 13:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 13:30 |
| | 14:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 14:00 |
| | 14:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 14:30 |
| | 15:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 15:00 |
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| | 18:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 18:00 |
| North Flow | 18:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 18:30 |
| | 19:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 19:00 |
| | 19:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 19:30 |
| | 20:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 20:00 |
| | 20:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 20:30 |
| | 21:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 21:00 |
| North Flow | 21:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 21:30 |
| | 22:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 22:00 |
| | 22:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 22:30 |
| | 23:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 23:00 |
| North Flow | 23:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 23:30 |
| | 0:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0:00 |

Preferred Flow

DATIS Reported Conditions Indicate Support for Non-Preferred Flow

DATIS Reported Conditions Do Not Indicate Support for Non-Preferred Flow

South Flow is Preferred Flow from 09:30 Saturday - 09:30 Monday

XXX Complaint

Source: Louisville International Airport
Aircraft Flight Tracking and Noise Management System (AFTNMS)

Daily Runway Use (SDF)

Tower Comments November 2016

| Day | Date | Time | Comment |
|-----|-----------|-----------|---|
| tue | 1-Nov-16 | 0930-1230 | Wind 2009 |
| wed | 2-Nov-16 | | |
| thu | 3-Nov-16 | | |
| fri | 4-Nov-16 | 0730-0900 | Wind 0209 |
| fri | 4-Nov-16 | 2100-2130 | Wind 0210 |
| sat | 5-Nov-16 | | |
| sun | 6-Nov-16 | | |
| mon | 7-Nov-16 | | |
| tue | 8-Nov-16 | 0930-1230 | Wind 1909 wet runways |
| wed | 9-Nov-16 | | |
| thu | 10-Nov-16 | | |
| fri | 11-Nov-16 | | |
| sat | 12-Nov-16 | 0300-0700 | Log shows south ops, went north at 0417 wind 0310 |
| sun | 13-Nov-16 | | |
| mon | 14-Nov-16 | | |
| tue | 15-Nov-16 | 1130-1230 | Wind 2009 |
| wed | 16-Nov-16 | | |
| thu | 17-Nov-16 | 0930-1230 | Wind 1608 forecast 1908 |
| thu | 17-Nov-16 | 2200-0000 | Wind 1509 |
| fri | 18-Nov-16 | 0000-0230 | Wind 1409 |
| sat | 19-Nov-16 | | |
| sun | 20-Nov-16 | 0000-0600 | Wind 3110 |
| mon | 21-Nov-16 | | |
| tue | 22-Nov-16 | 0930-1230 | R3704 activity. |
| wed | 23-Nov-16 | 0300-0700 | Log shows south operation. |
| thu | 24-Nov-16 | 1300-0000 | Wind 3207 wet runways |
| fri | 25-Nov-16 | 0000-0230 | Wind 3207 wet runways |
| fri | 25-Nov-16 | 1300-1330 | Wind 3110 |
| fri | 25-Nov-16 | 2100-2130 | Wind 3407 |
| sat | 26-Nov-16 | | |
| sun | 27-Nov-16 | | |
| mon | 28-Nov-16 | | |
| tue | 29-Nov-16 | 0930-1130 | Wind 1911G20 |
| wed | 30-Nov-16 | 0930-1230 | Wind on short final 2215 |

Daily Runway Use Uncorrected (SDF) December 2016

| Flow | Time | Thu 12/1 | Fri 12/2 | Sat 12/3 | Sun 12/4 | Mon 12/5 | Tue 12/6 | Wed 12/7 | Thu 12/8 | Fri 12/9 | Sat 12/10 | Sun 12/11 | Mon 12/12 | Tue 12/13 | Wed 12/14 | Thu 12/15 | Fri 12/16 | Sat 12/17 | Sun 12/18 | Mon 12/19 | Tue 12/20 | Wed 12/21 | Thu 12/22 | Fri 12/23 | Sat 12/24 | Sun 12/25 | Mon 12/26 | Tue 12/27 | Wed 12/28 | Thu 12/29 | Fri 12/30 | Sat 12/31 | Time |
|------------|-------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|
| North Flow | 0:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0:00 |
| | 0:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0:30 |
| | 1:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1:00 |
| | 1:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1:30 |
| | 2:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2:00 |
| | 2:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2:30 |
| South Flow | 3:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3:00 |
| | 3:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3:30 |
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| | 5:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5:00 |
| | 5:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5:30 |
| | 6:00 | | | | | | | | | | | | | | XXX | | | | | | | | | | | | | | | | | | 6:00 |
| | 6:30 | | | | | | | | | | | | | | XXX | | | | | | | | | | | | | | | | | | 6:30 |
| | 7:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 7:00 |
| | 7:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 7:30 |
| | 8:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 8:00 |
| North Flow | 9:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 9:30 |
| | 10:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10:00 |
| | 10:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10:30 |
| | 11:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 11:00 |
| | 11:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 11:30 |
| | 12:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 12:00 |
| South Flow | 12:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 12:30 |
| | 13:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 13:00 |
| | 13:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 13:30 |
| | 14:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 14:00 |
| | 14:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 14:30 |
| | 15:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 15:00 |
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| | 16:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 16:00 |
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| | 17:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 17:00 |
| | 17:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 17:30 |
| North Flow | 18:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 18:00 |
| | 18:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 18:30 |
| | 19:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 19:00 |
| | 19:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 19:30 |
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| | 20:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 20:30 |
| North Flow | 21:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 21:00 |
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| North Flow | 23:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 23:00 |
| | 23:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 23:30 |
| | 0:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0:00 |

Preferred Flow

DATIS Reported Conditions Indicate Support for Non-Preferred Flow

DATIS Reported Conditions Do Not Indicate Support for Non-Preferred Flow

South Flow is Preferred Flow from 09:30 Saturday - 09:30 Monday

XXX Complaint

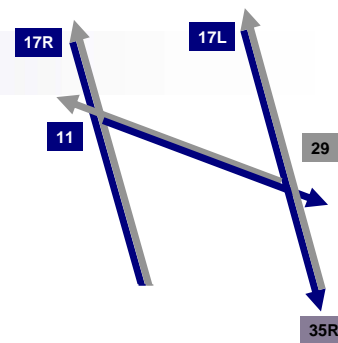
Source: Louisville International Airport Aircraft Flight Tracking and Noise Management System (AFTNMS)

Daily Runway Use (SDF)

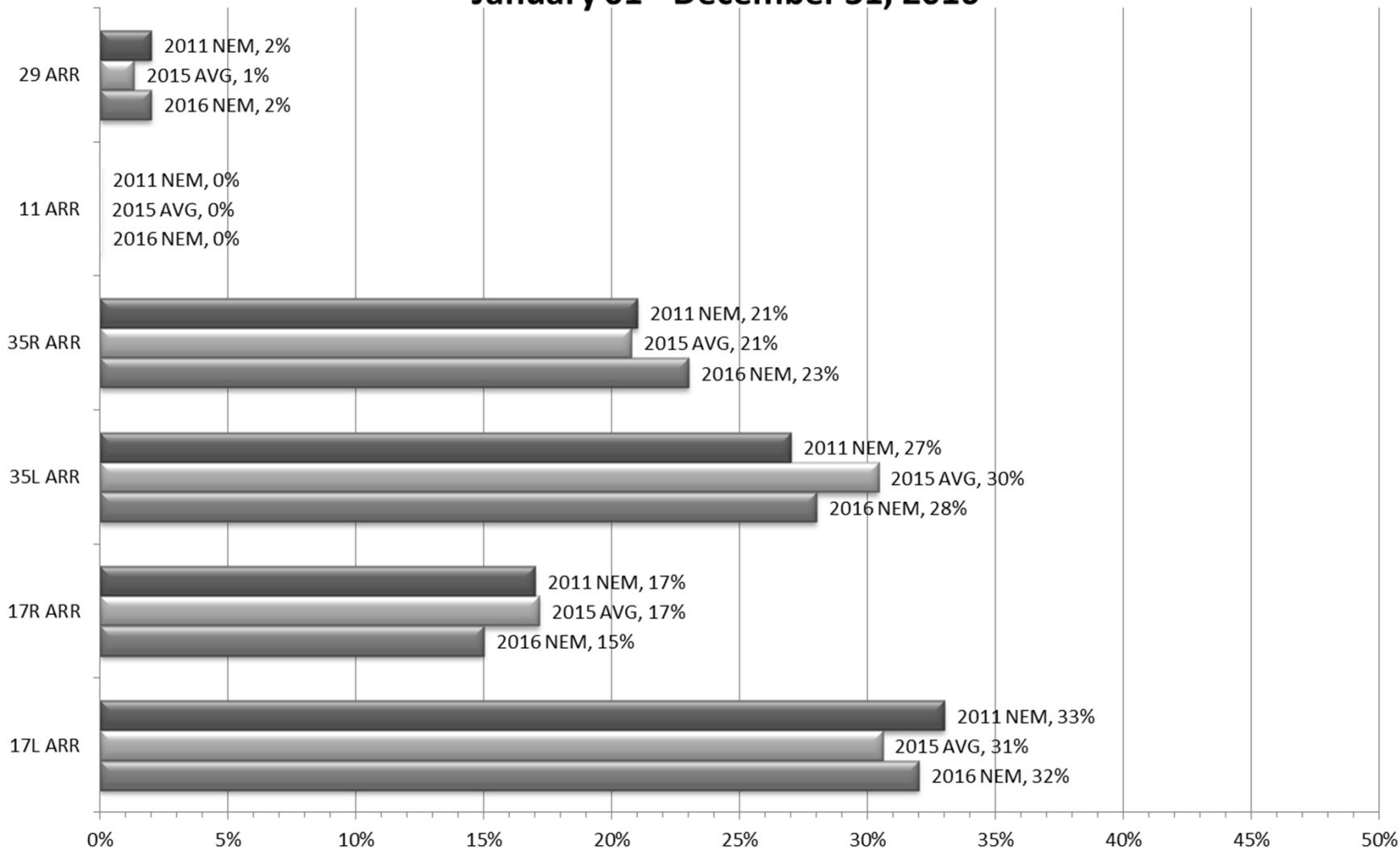
Tower Comments December 2016

| Day | Date | Time | Comment |
|-----|-----------|-----------|--|
| thu | 1-Dec-16 | | |
| fri | 2-Dec-16 | 0730-0900 | ILS equipment maintenance |
| fri | 2-Dec-16 | 1300-1430 | Wind 2911 |
| sat | 3-Dec-16 | | |
| sun | 4-Dec-16 | | |
| mon | 5-Dec-16 | | |
| tue | 6-Dec-16 | | |
| wed | 7-Dec-16 | 2000-2130 | Wind 3508 |
| thu | 8-Dec-16 | 0730-0900 | Wind 3114 |
| fri | 9-Dec-16 | 2030-2130 | Wind 3510 |
| sat | 10-Dec-16 | | |
| sun | 11-Dec-16 | | |
| mon | 12-Dec-16 | 2200-0000 | R3704 Restricted Area activities |
| tue | 13-Dec-16 | 0000-0230 | R3704 Restricted Area activities |
| wed | 14-Dec-16 | 0730-0900 | Heavy inbound traffic, unable to switch timely prior to 0900 |
| thu | 15-Dec-16 | 1630-1830 | Wind 3411 |
| fri | 16-Dec-16 | 1030-1230 | Wind 1512 |
| sat | 17-Dec-16 | | |
| sun | 18-Dec-16 | | |
| mon | 19-Dec-16 | 0600-0900 | Wind 0210 |
| tue | 20-Dec-16 | | |
| wed | 21-Dec-16 | | |
| thu | 22-Dec-16 | | |
| fri | 23-Dec-16 | | |
| sat | 24-Dec-16 | 1130-1930 | Wind 0107, wet runways. |
| sun | 25-Dec-16 | 0830-1130 | Wind 0105, wet runways |
| sun | 25-Dec-16 | 1900-0000 | Cat II approaches, require north operation |
| mon | 26-Dec-16 | | |
| tue | 27-Dec-16 | 1300-1700 | Wind 3010. |
| wed | 28-Dec-16 | | |
| thu | 29-Dec-16 | 0730-0900 | Wind 2810, strong northerly winds on final. |
| fri | 30-Dec-16 | 2200-0000 | Wind 1708, forecast 1908, and 2238 at 1000 AGL. |
| sat | 31-Dec-16 | 0000-0230 | Wind 1910 |

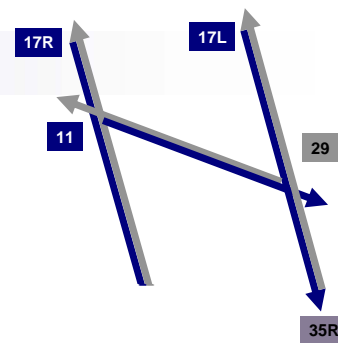
Runway Use (SDF Arrivals)



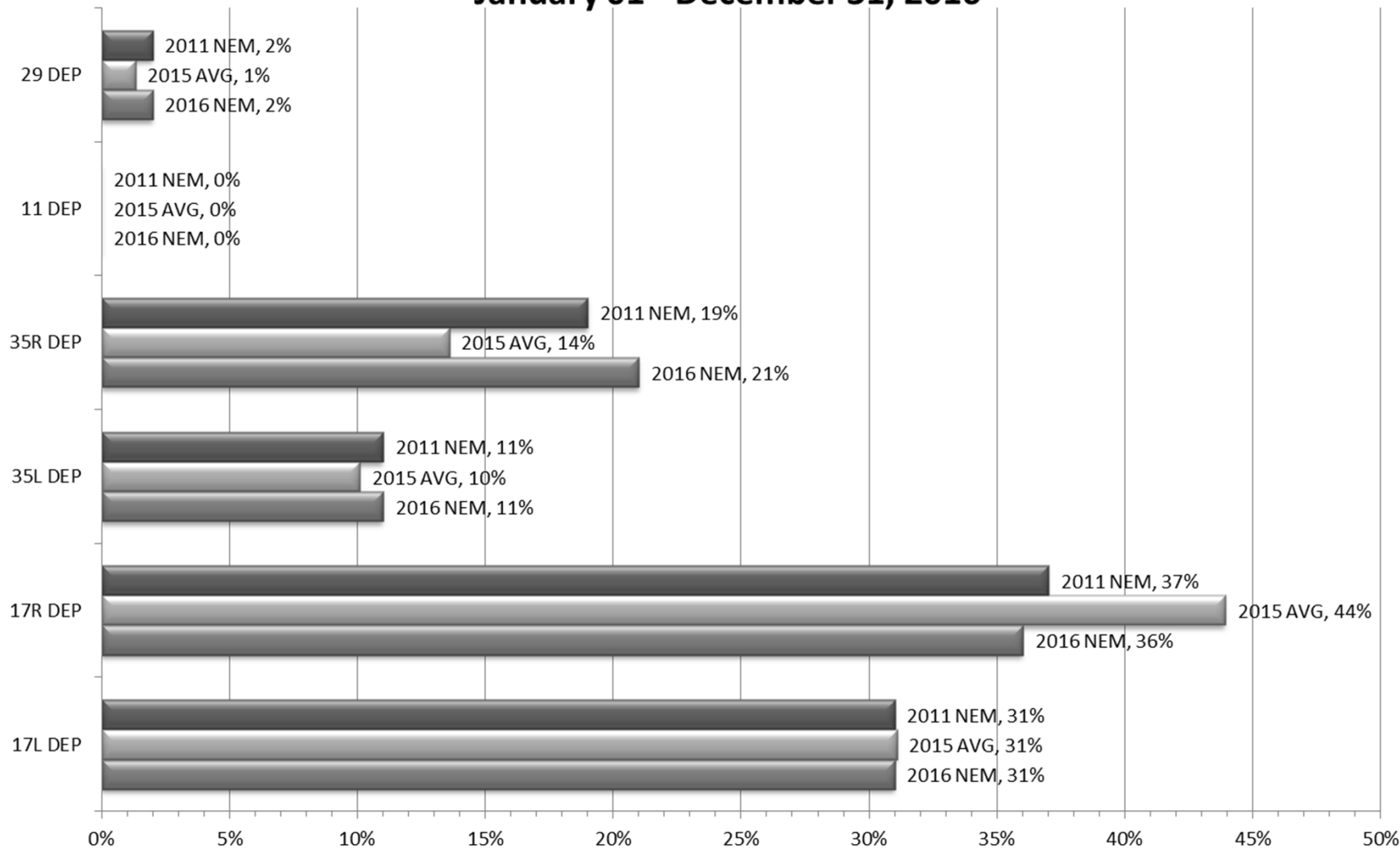
NEM vs. Actual
January 01 - December 31, 2016

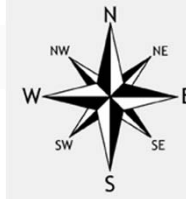


Runway Use (SDF Departures)



NEM vs. Actual January 01 - December 31, 2016



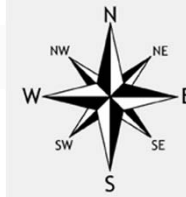


Runway Use 0930L-1230L_(SDF)

As of December 31, 2016

| | Arrival Percentage by Runway | | | | | | | Arrival Count | Departure Percentage by Runway | | | | | | | Departure Count |
|--------------|------------------------------|-----|-----|----|-----|-----|--------------|---------------|--------------------------------|-----|-----|----|-----|-----|------------|-----------------|
| | 11 | 17L | 17R | 29 | 35L | 35R | % From South | | 11 | 17L | 17R | 29 | 35L | 35R | % To North | |
| Jan-15 | 0 | 17 | 6 | 0 | 45 | 32 | 77 | 619 | 0 | 15 | 8 | 3 | 22 | 52 | 74 | 313 |
| Feb-15 | 0 | 14 | 18 | 0 | 37 | 31 | 68 | 619 | 0 | 12 | 15 | 2 | 10 | 61 | 71 | 317 |
| Mar-15 | 0 | 9 | 17 | 0 | 47 | 27 | 74 | 662 | 0 | 10 | 15 | 0 | 28 | 47 | 75 | 396 |
| Apr-15 | 0 | 20 | 15 | 14 | 37 | 14 | 51 | 667 | 0 | 24 | 21 | 16 | 23 | 16 | 39 | 371 |
| May-15 | 0 | 28 | 23 | 0 | 38 | 11 | 49 | 656 | 0 | 33 | 27 | 0 | 19 | 21 | 40 | 358 |
| Jun-15 | 0 | 21 | 22 | 0 | 42 | 15 | 57 | 683 | 0 | 30 | 22 | 0 | 17 | 31 | 48 | 349 |
| Jul-15 | 0 | 12 | 25 | 0 | 42 | 21 | 63 | 827 | 0 | 17 | 21 | 0 | 15 | 47 | 62 | 403 |
| Aug-15 | 0 | 15 | 25 | 0 | 38 | 22 | 60 | 712 | 0 | 20 | 19 | 0 | 15 | 46 | 61 | 365 |
| Sep-15 | 0 | 7 | 24 | 0 | 36 | 33 | 69 | 796 | 0 | 11 | 20 | 0 | 13 | 56 | 69 | 407 |
| Oct-15 | 0 | 19 | 31 | 0 | 26 | 24 | 50 | 784 | 0 | 20 | 25 | 0 | 2 | 53 | 55 | 411 |
| Nov-15 | 0 | 20 | 25 | 11 | 22 | 22 | 44 | 676 | 0 | 15 | 26 | 12 | 5 | 42 | 47 | 380 |
| Dec-15 | 0 | 26 | 19 | 0 | 37 | 18 | 55 | 1082 | 0 | 24 | 25 | 0 | 5 | 46 | 51 | 449 |
| Jan-16 | 0 | 26 | 22 | 2 | 30 | 20 | 50 | 650 | 0 | 26 | 22 | 3 | 11 | 38 | 49 | 312 |
| Feb-16 | 0 | 17 | 12 | 0 | 49 | 22 | 71 | 738 | 1 | 13 | 14 | 2 | 19 | 51 | 70 | 314 |
| Mar-16 | 0 | 33 | 37 | 0 | 21 | 9 | 30 | 796 | 0 | 31 | 29 | 4 | 9 | 27 | 36 | 396 |
| Apr-16 | 0 | 27 | 17 | 8 | 31 | 17 | 48 | 712 | 1 | 30 | 17 | 6 | 15 | 31 | 46 | 356 |
| May-16 | 0 | 17 | 25 | 0 | 37 | 21 | 58 | 821 | 0 | 21 | 19 | 4 | 25 | 31 | 56 | 394 |
| Jun-16 | 0 | 9 | 12 | 0 | 49 | 30 | 79 | 816 | 0 | 14 | 9 | 4 | 24 | 49 | 73 | 392 |
| Jul-16 | 0 | 17 | 30 | 1 | 32 | 20 | 52 | 723 | 0 | 17 | 27 | 2 | 14 | 40 | 54 | 394 |
| Aug-16 | 0 | 14 | 46 | 0 | 21 | 19 | 40 | 845 | 0 | 18 | 35 | 1 | 13 | 33 | 46 | 404 |
| Sep-16 | 0 | 14 | 27 | 0 | 37 | 22 | 59 | 856 | 0 | 14 | 22 | 0 | 9 | 55 | 64 | 399 |
| Oct-16 | 0 | 16 | 35 | 0 | 24 | 25 | 49 | 803 | 0 | 19 | 25 | 1 | 0 | 55 | 55 | 393 |
| Nov-16 | 0 | 27 | 31 | 0 | 24 | 18 | 42 | 912 | 0 | 26 | 30 | 0 | 1 | 43 | 44 | 394 |
| Dec-16 | 0 | 9 | 6 | 3 | 52 | 30 | 82 | 1090 | 0 | 9 | 11 | 3 | 10 | 67 | 77 | 429 |
| Monthly Avg. | 0 | 18 | 23 | 2 | 36 | 22 | 57 | | 0 | 20 | 21 | 3 | 14 | 43 | 57 | |

Source: Louisville International Airport
Aircraft Flight Tracking and Noise Management System (AFTNMS)



Gate Compliance by Runway

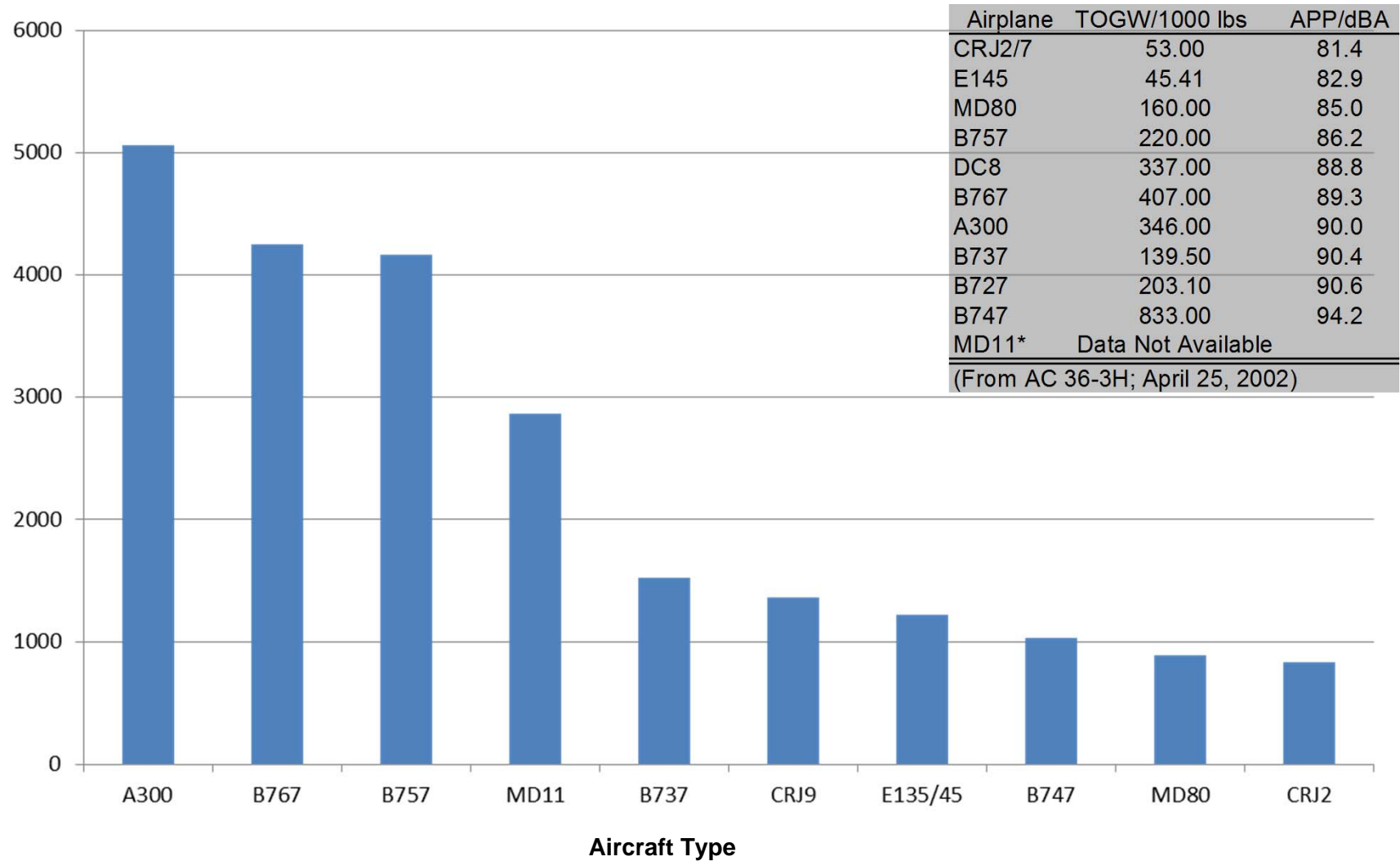
As of December 31, 2016

| | ARRIVALS Percent Compliant | | | | | Departure Percent Compliant | | | | |
|----------------------|----------------------------|-----|-----|-----|------------|-----------------------------|-----|-----|-----|------------|
| Month | 17L | 17R | 35L | 35R | ARR AVG | 17L | 17R | 35L | 35R | DEP AVG |
| Jan-15 | 80% | 93% | 90% | 87% | 88% | 83% | 93% | 78% | 88% | 86% |
| Feb-15 | 80% | 91% | 87% | 87% | 86% | 84% | 93% | 81% | 92% | 88% |
| Mar-15 | 78% | 90% | 88% | 84% | 85% | 83% | 88% | 65% | 86% | 81% |
| Apr-15 | 83% | 93% | 80% | 77% | 83% | 79% | 86% | 63% | 82% | 78% |
| May-15 | 79% | 86% | 84% | 82% | 83% | 82% | 87% | 71% | 90% | 83% |
| Jun-15 | 80% | 91% | 87% | 85% | 86% | 84% | 89% | 78% | 91% | 86% |
| Jul-15 | 86% | 96% | 88% | 85% | 89% | 73% | 86% | 71% | 87% | 79% |
| Aug-15 | 81% | 90% | 82% | 82% | 84% | 77% | 88% | 78% | 88% | 83% |
| Sep-15 | 79% | 86% | 84% | 83% | 83% | 78% | 88% | 77% | 91% | 84% |
| Oct-15 | 82% | 90% | 88% | 85% | 86% | 71% | 88% | 66% | 86% | 78% |
| Nov-16 | 82% | 93% | 87% | 86% | 87% | 80% | 88% | 75% | 87% | 83% |
| Dec-16 | 89% | 97% | 93% | 94% | 93% | 75% | 90% | 83% | 90% | 85% |
| Jan-16 | 83% | 94% | 89% | 88% | 89% | 74% | 90% | 63% | 83% | 78% |
| Feb-16 | 80% | 94% | 91% | 91% | 89% | 85% | 89% | 75% | 83% | 83% |
| Mar-16 | 85% | 95% | 89% | 88% | 89% | 70% | 87% | 73% | 85% | 79% |
| Apr-16 | 80% | 90% | 86% | 87% | 86% | 83% | 83% | 69% | 82% | 79% |
| May-16 | 82% | 93% | 86% | 87% | 87% | 82% | 87% | 65% | 88% | 81% |
| Jun-16 | 77% | 91% | 85% | 85% | 85% | 87% | 88% | 75% | 85% | 84% |
| Jul-16 | 84% | 92% | 88% | 91% | 89% | 82% | 88% | 61% | 88% | 80% |
| Aug-16 | 85% | 94% | 87% | 88% | 89% | 85% | 88% | 72% | 89% | 84% |
| Sep-16 | 80% | 91% | 89% | 89% | 87% | 84% | 90% | 61% | 88% | 81% |
| Oct-16 | 82% | 92% | 86% | 86% | 87% | 82% | 90% | 74% | 90% | 84% |
| Nov-16 | 84% | 94% | 90% | 86% | 89% | 78% | 89% | 70% | 88% | 81% |
| Dec-16 | 89% | 94% | 92% | 92% | 92% | 80% | 87% | 74% | 80% | 80% |
| 24 Month Avg. | | | | | 87% | | | | | 82% |

Source: Louisville International Airport
Aircraft Flight Tracking and Noise Management System (AFTNMS)

Operations by Aircraft Type (SDF) Only Top 10 Aircraft Types Shown

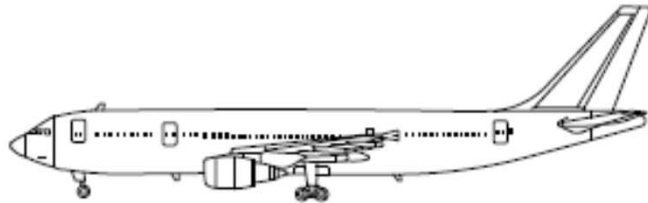
November / December 2016



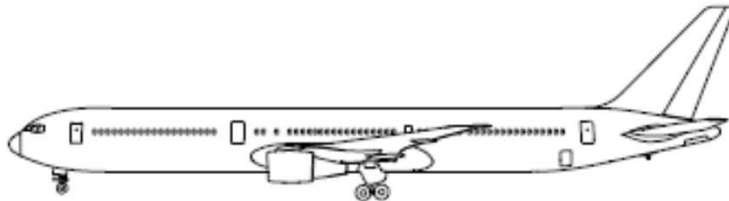
Source: Louisville International Airport

Aircraft Flight Tracking and Noise Management System (AFTNMS)

Sample Aircraft Types (SDF)



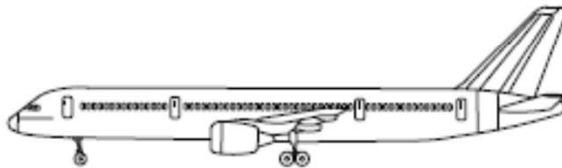
A300



B767



E135/45



B757



MD11



B737



CRJ2



E170



MD80



CRJ9