



COMMUNITY NOISE FORUM

Louisville Regional Airport Authority
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Louisville Regional Airport Authority Community Noise Forum Report January 2007 – June 2008

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 for CNF membership list)

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

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 Noise Abatement (NA) measures in the program have been approved.

Among the measures not acted upon by the FAA until recently are NA-7a and 7b, which provide an offset departure from runway 35L and approach to Runway 17R (the west runway) and are the linchpin for the entire NCP.

The Louisville Regional Airport Authority (LRAA) has worked diligently to facilitate favorable FAA consideration of NA-7a and 7b. In July, 2007, the LRAA Board of Directors approved a contract with Research and Technology Solutions (ARTS) of Minneapolis to perform professional services in support of Terminal Instrument Approach/Departure Procedures development and approval. In December, 2007, a flight procedure package requesting a Charted Visual approach to implement NA-7b was submitted to the local Air Traffic Control Tower in accordance with FAA procedures.

In May, 2008, the FAA Memphis Airport District Office issued its determination of "no action required at this time" on the request for a Charted Visual approach due to concerns about the impact on airfield capacity, the offset's feasibility, and its environmental impact. The FAA did say the LRAA has the option to revisit the offset approach. Skip Miller, LRAA Executive Director, immediately sent a letter to the Memphis office requesting a meeting to continue discussions on offset procedure measures. The CNF sent a letter to Robert A. Strugell, Acting FAA Administrator, and urging approval of the measures. (See letter in the appendix.)

In September, 2007, the CNF began a review of NA-3, Morning North Flow. This review centered on data from the flight tracking system on the number of days the procedure is able to be implemented, the best time period for procedure implementation, and the actual number of arrivals and departures occurring during the specified time period. NA-3 dictates aircraft arrivals from the south and departures to the north during designated morning hours. Since arrivals during this period exceed departures, noise is abated to the populated areas north of the airport. In October, 2007, CNF asked for a suspension of morning north flow on weekends because arrivals and departures are equal on those days.

NA-11, Elimination of close-in visual approaches, is also monitored by the CNF using the flight tracking systems. NA-11 establishes a system of gates or designated geographic points as specified in the Part 150 Update. Aircraft that pass through these gates narrow the dispersion of noise in compliance with the NCP procedures. CNF will continue to monitor aircraft gate compliance, to investigate reasons for non-compliance, and to work to establish appropriate compliance percentages.

Continuous Descent Arrival (CDA):

UPS has been testing the use of continuous descent arrivals into Louisville International Airport this year. In a CDA, an aircraft lands by gliding in with engines at idle power at a relatively constant rate of descent. This contrasts with a traditional arrival in which aircraft step down and hold altitudes at the instruction of air traffic control. Test data suggest that CDAs, which are still experimental, can reduce noise by as much as 30 percent over a traditional arrival.

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.

CNF investigates exceptions, and communicates with airlines to eliminate them when possible. For example, after inquiries from CNF, UPS announced in February, 2007, that Flight 9855 would no longer normally arrive during the contraflow departure period as an exception to contraflow. In February, 2008, FedEx Flight 1355 appeared to be a new exception to contraflow but turned out to be an existing exception with a changed flight number.

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 can aid appropriate airport personnel in making the expert judgments as to runway use.

An aircraft flight track and noise monitoring system (AFTNMS) featuring near live flight tracks is available on the airport's website. The system features detailed maps and enables the public to identify aircraft types, airline names, and the origins and destinations for air traffic in the Louisville area. The AFTNMS now displays weather data including temperature, wind, visibility, humidity, barometric pressure, and dew point. Digital airport terminal system information system (D-ATIS) data on current runway use is available in a crawl-line popup box. A CNF working group is currently working on an interface with the airport's surface information system to display runway surface conditions on the website.

In June, 2008 the internal AFTNMS software was also updated to provide improved tools for analysis of runway conditions. The size and flexibility of the information fields in the noise complaint forms have been improved.

Sound Insulation:

Phase I of the LRAA Sound Insulation Program is moving forward with the consultants, C&S Engineers, assessing the housing stock which may be included in the program, researching building code requirements, developing a policy and procedures manual, and compiling a list of prospective general contractors and manufacturers.

The CNF will continue to monitor the program and offer input to its formulation and implementation.

Land Use Planning:

The Part 150 NCP Mitigation Measure M-11 recommends land use planning in areas experiencing above DNL60. In October, 2007, an LRAA draft copy for a Noise Overlay Zone was presented to the CNF. Wyle Laboratories had been hired to help develop the draft copy. The document was then presented to Metro Louisville Planning and Design Services. There has been no further progress at this point. Planning and Design has indicated it may not have authority from the state to create the zone.

The CNF celebrated its fifth anniversary on April 17, 2008. A Fifth Year Review working group was accordingly created to assess, revise, and reinvigorate procedures and actions to help the CNF better serve its mission of improving noise abatement and mitigation at Louisville International Airport. One result has been the updating of the Noise Compatibility Program section of the airport's website to improve user accessibility to data and information. With the continued cooperation of all CNF stakeholders, we are confident of more improvements in the future.

Respectfully submitted,



John Sistarenik, Chair
Community Noise Forum

Appendix

Community Noise Forum Membership, June, 2008:

Pete Levermore	Airline Affairs
John Sistarenik	Airport Neighbors' Alliance
Dannie Bennett	FAA
Mike Moore	General Aviation
Shawn Dawley	Kentucky Air National Guard
Mary Rose Evans	LRAA Board
Karen Scott	LRAA Management
Skip Miller	LRAA Management
Susan Hamilton	Louisville Metro Government
Dorn Crawford	Northeast Quadrant
Mike Zanone	Northeast Quadrant (alternate)
Rose Grenough Nett	Northwest Quadrant
Denny Thompson	Southeast Quadrant
Kevin Welz	Southern Indiana
Brian Moore	Southwest Quadrant
John Greathouse	Southwest Quadrant (alternate)
Larry Owsley	University of Louisville
Jim Hamilton	UPS