

**Community Noise Forum**  
**Monday May 20, 2013**  
**Agenda**

- I. Call to order: 6:00PM
- II. Minutes of March 25, 2013.
- 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. Announcements
- VI. Guest Comments
- VII.. Next Meeting: Monday, July 22, 2013
- VIII. Adjournment:

COMMUNITY NOISE FORUM (CNF)  
**Monday, March 25, 2013**

**Members**

John Sistarenik, ANA  
Dwight Clayton, LRAA  
Greg Petto, FAA  
Bob Slattery, LRAA  
Mary Rose Evans, LRAA Board  
Pete Levermore, Airline Affairs

Kevin Kays, Southwest  
Denny Thompson, Southeast  
Verna Goatley, Metro  
Pat Gould, Northeast  
John Greathouse, Southwest (alt)  
Larry Owsley, UofL

**Guests**

Dorn Crawford, Audubon Pkwy.  
Connie & Erich Shumake, Southern Pkwy.  
Carrie Peers, Metro Council

The meeting was called to order at 6:00 p.m. by John Sistarenik. The January minutes were approved as written.

Election of officers for Chair and Vice Chair were held. John Sistarenik was re-elected as Chair with a nomination from Mary Rose Evans and seconded by Larry Owsley. Pete Levermore was re-elected as Vice Chair with a nomination from Mary Rose Evans and seconded by Dwight Clayton.

**Part 150 NCP:**

**A. Updates:**

**Noise Insulation Program** – Is an approved measure in the Part 150 Noise compatibility Program. The LRAA moved forward with its QuieterHome® sound insulation program in 2008. This voluntary program provides customized, sound-insulation treatments designed to reduce aircraft noise within the home.

**Phase 3A** (North Audubon), 46 of the 53 eligible families have applied for the program. The LRAA Board approved the construction contract for 32 of these families at its January 2013 Board meeting. Final measurement walkthroughs scheduled for the week of April 9<sup>th</sup>. Designs are also in work for 14 more families in this phase.

**In Phase 3B** (Audubon Park), 59 of the 68 eligible families have applied for the program and, as Audubon Park is a historic district and, a Section 106 review is being conducted. Currently, the final 106 consultation meeting is scheduled for April 11<sup>th</sup>.

**In June 2012**, the LRAA Board and the FAA approved the boundaries for **Phases 4** (144 families), **5** (94 families), **6** (77 families), **and 7** (94 families), which are now undergoing a Cultural Review as part of the Section 106 process. Hardlines and FAA concur that none of the properties in Phases 4-7 were listed or eligible for listing in the national register of historic places. The week of March 18<sup>th</sup>, we received a copy of a letter from the SHPO stating that they agree with Hardline's assessment that properties in Phases 6-7 do not appear to be eligible at this time. However, properties located in Phases 4 and 5 are better examples of distinct architectural styles and a clear determination of eligibility cannot be made at this time for those properties and requests a site visit following a kick-off consulting parties meeting. This is an FAA process and we are currently waiting on additional clarification from the FAA on the timeframe and details of this process.

Earlier this month the LRAA (Mr. Skip Miller) went to Capitol Hill to brief the congressional delegation on airport issues. A major part of the discussion was on extending the transition period for ongoing sound insulation programs to 2 years or 1 year at a minimum. We have also been working on securing grant funding for the program.

To date, 135 families have received sound insulation.

- B. Contraflow Exceptions:** Contraflow for January was 72% for arrivals from the south and 65% for departures to the south. In February, arrivals from the south were 77% and departures to the south were 68%. For CY-2013 the arrivals averaged 75% and departures averaged 70%. A daily summary for January and February 2013 is contained in the handout. A monthly summary going back 8 years is also included in the handout.

#### **Current Noise Concerns:**

- A. Report on Noise Concerns/Complaints:** We received a total of 27 comments in January. 5 comments were comments received at the QHP project office and 22 were received by the LRAA. In February we received a total of 15 comments. 6 were received at the QHP project office and 9 were received by the LRAA. Several comments in January and February were related to a temporary increase the use of the crosswind runway. This temporary increase is primarily weather related (strong winds from the west).
- B. Runway Utilization:** Runway utilization percentages for January and February are contained in the handout. Daily runway utilization and comments from the Air Traffic Control Tower for January and February are also included in the handout.
- C. Construction and Maintenance Activity:** Dwight Clayton reported on the Crittenden Drive Phase 2 North Connector. This project is scheduled for completion by November 1, 2013. On the airfield, we are currently in the regular maintenance mode for closures. Typically, the west runway is closed on Monday

and the east runway is closed on Tuesdays. Construction of Taxiway Echo is ongoing, but will not affect the typical traffic patterns.

**Announcements:** Bob Slattery announced that Kerry Bowden, the representative from Southern Indiana is resigning from the CNF. A search will be conducted to replace Kerry through the Airport Neighbors Alliance (ANA).

Greg Petto announced that Thunder Over Louisville will be a lot quieter this year because the Military planes will not be participating.

**Guest Comments:** Erich Shumake who lives on Southern Parkway wants to know why his home is not included in the Noise Abatement Program. His home is in the flight path of the crosswind runway. Bob explained to him how the Noises Exposure Maps and DNL are utilized to determine who is eligible for the program. Greg Petto explained to him that these past 2 months had been extremely bad due to the weather conditions and the crosswind runway has been used more than usual.

**Next Meeting:** Monday, May 20, 2013 at 6 p.m.

**Adjournment:** 6:45 p.m.

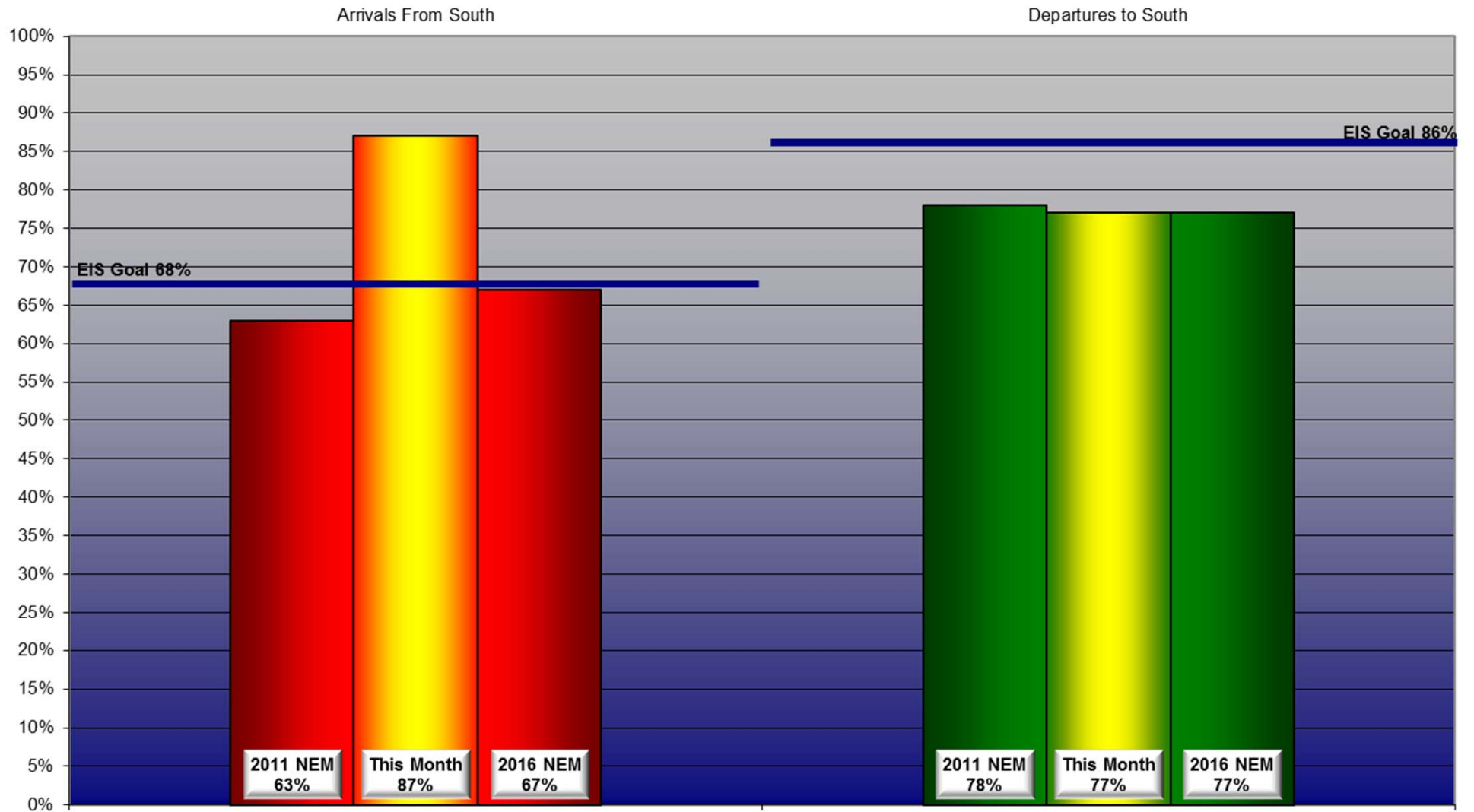
# Residential Relocation Program

- 3,682** Homes purchased/families relocated
- 58** Total eligible families remaining
- 4** Offers outstanding
- 54** Eligible families without current offers
- 25** Families not presently “interested” in relocating
- 29** Interested” families without current offers

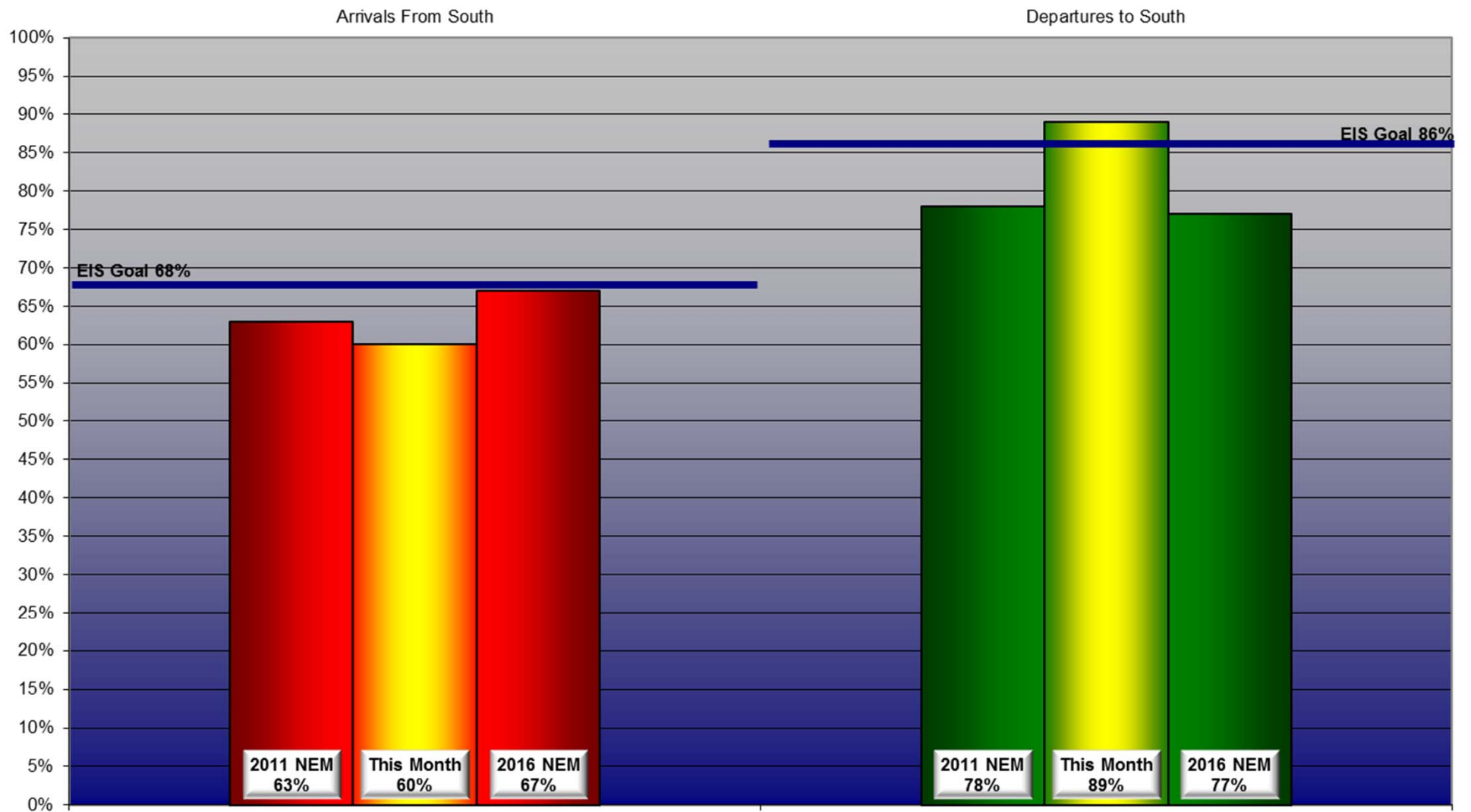
(As of December 31, 2012)



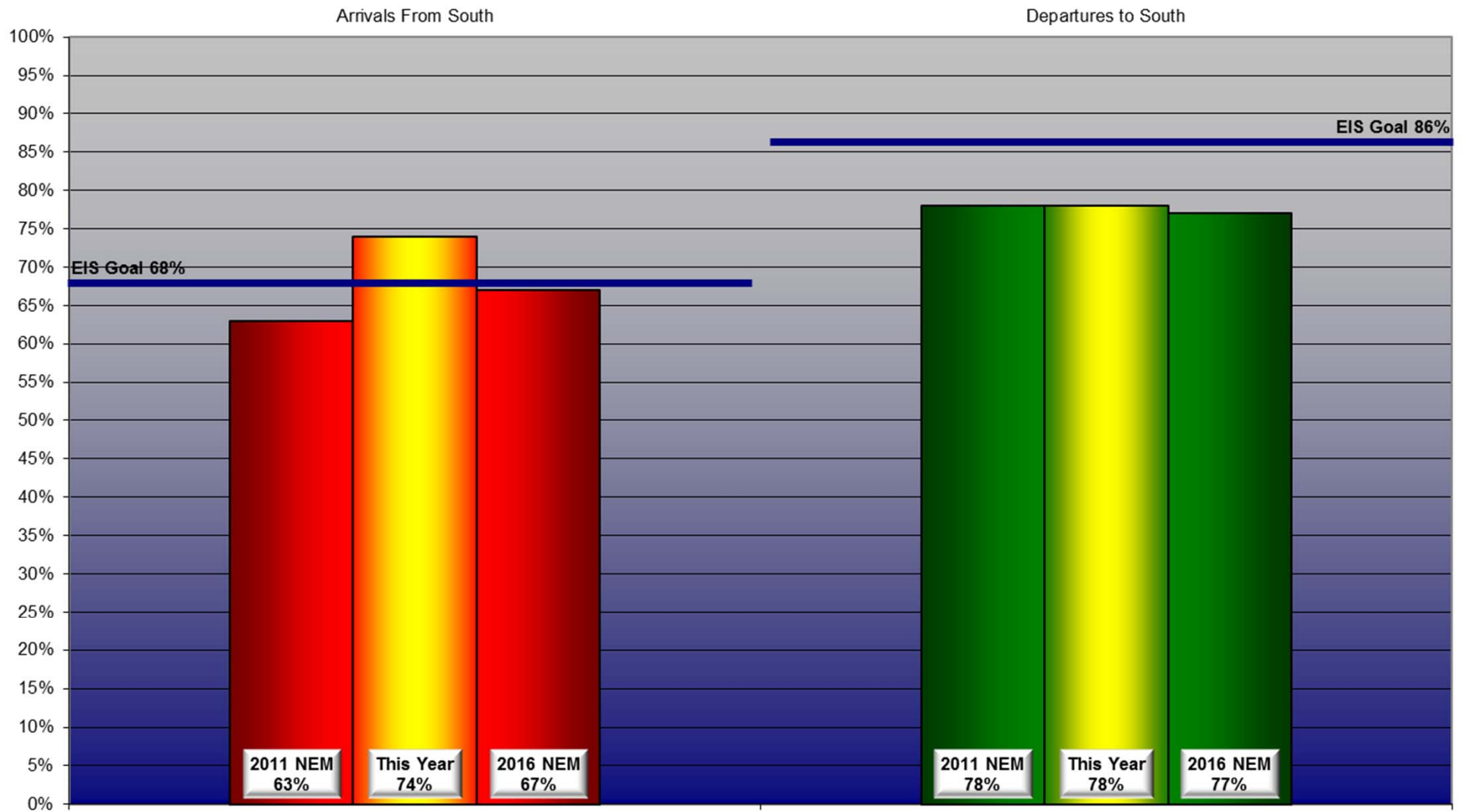
## Monthly Contraflow March 1-29, 2013



## Monthly Contraflow April 1-30, 2013

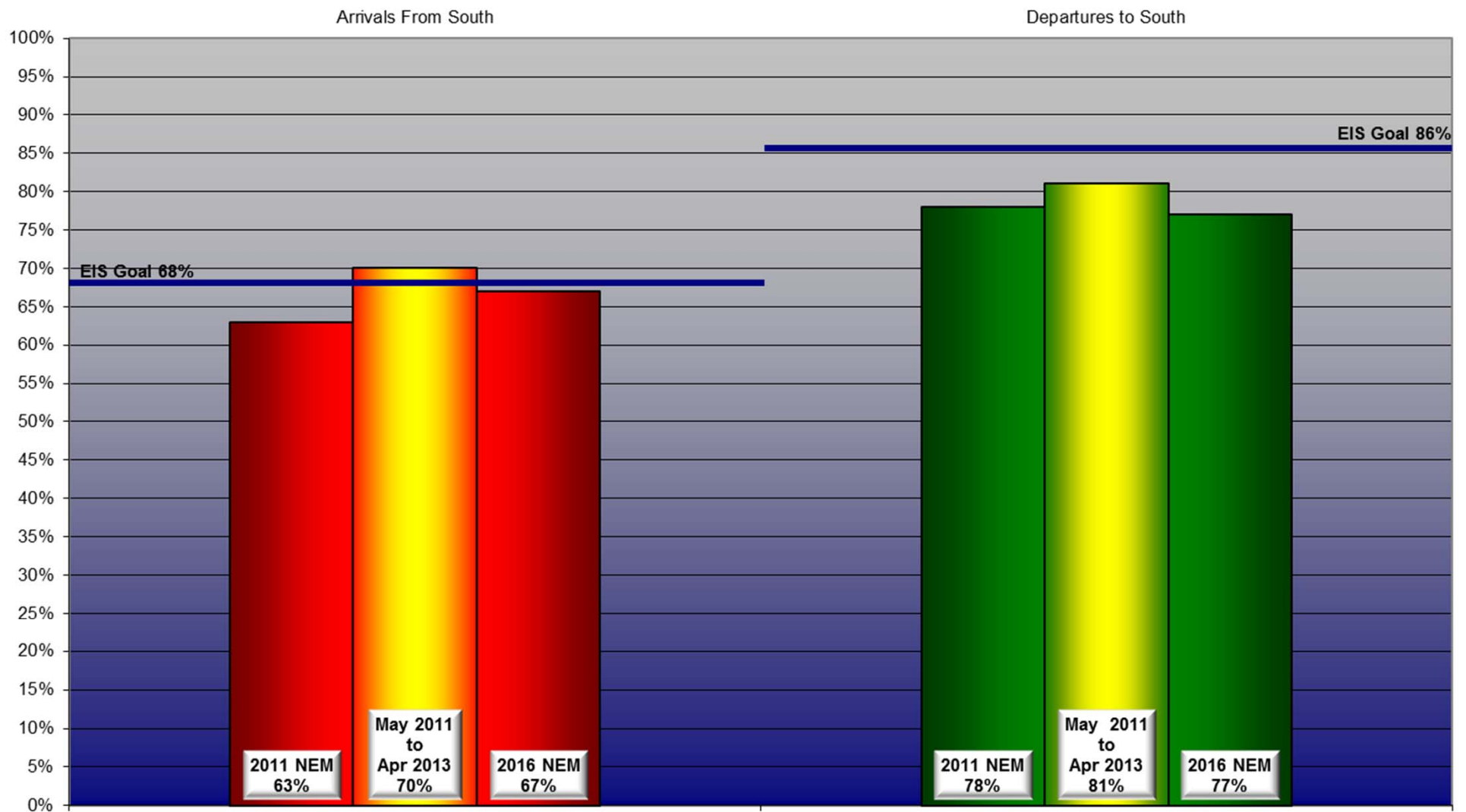


## Yearly Contraflow As Of May 3, 2013





## Contraflow May 2011 - April 2013



# Daily Runway Use Summary- March 2013

(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			
03/01/13	Fri	100%						58	42	0		0%						61	39	0	360-020@7-12knts, SN
03/02/13	Sat																				
03/03/13	Sun																				
03/04/13	Mon	0%			49	51				0	060-090@3-5knts	100%			38	62				0	
03/05/13	Tue	81%					19	44	37	0		0%					1	56	43	0	270-310@14-17knts, G23, SN
03/06/13	Wed	98%			2			51	47	0		91%			41	50		6	3	0	
03/07/13	Thu	96%			2	2		49	47	0		96%			41	55		2	2	0	
03/08/13	Fri	95%			1	4		58	37	0		92%			39	53		1	7	0	
03/09/13	Sat																				
03/10/13	Sun																				
03/11/13	Mon	98%			2			57	41	0		97%			41	56		1	2	0	
03/12/13	Tue	99%			1			56	43	0		7%			1	6		46	47	0	260-290@6-18knts, G25
03/13/13	Wed	97%			2	1		53	44	0		96%			43	53		1	3	0	
03/14/13	Thu	95%			2	3		55	40	0		94%			39	55		1	5	0	
03/15/13	Fri	7%			38	55		1	6	0	140-200@4-11knts	99%			42	57			1	0	
03/16/13	Sat																				
03/17/13	Sun																				
03/18/13	Mon	95%			2	3		48	47	0		90%			36	54		2	8	0	
03/19/13	Tue	98%			2			59	39	0		96%			41	55		2	2	0	
03/20/13	Wed	96%			3	1		51	45	0		95%			43	52		1	1	3	0
03/21/13	Thu	98%			2			54	44	0		95%			43	52		2	3	0	
03/22/13	Fri	91%			4	5		53	38	0		99%			42	57		1		0	
03/23/13	Sat																				
03/24/13	Sun																				
03/25/13	Mon	100%						54	46	0		0%						57	43	0	290-310@6-9knts, SN
03/26/13	Tue	98%			1	1		55	43	0		97%			38	59		1	2	0	
03/27/13	Wed	94%			5	1		48	46	0		96%			39	57		2	2	0	
03/28/13	Thu	94%			5	1		52	42	0		97%			40	57		1	2	0	
03/29/13	Fri	95%			1	4		56	39	0		84%			35	49		15	1	0	

Preferred Flow

DATIS Reported Conditions Indicate  
Support for Non-Preferred Flow

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

# Daily Runway Use Summary- April 2013

(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 / Comments	** in	Runway #							Unknown	Notes / Comments		
		compliance	11	17L	17R	29	35L	35R	Runway	Use			compliance	11	17L	17R	29	35L	35R	Runway		Use	
04/01/13	Mon	98%			1	1			56	42	0		97%			42	55				3	0	
04/02/13	Tue	98%			2				57	41	0		95%			43	52			4	1	0	
04/03/13	Wed	98%			2				54	44	0		96%			40	56			2	2	0	
04/04/13	Thu	96%			2	2			53	43	0		93%			34	59			4	3	0	
04/05/13	Fri	95%			4	1			52	43	0		98%			40	58			1	1	0	
04/06/13	Sat																						
04/07/13	Sun																						
04/08/13	Mon	96%			4				53	43	0		96%			41	55			1	3	0	
04/09/13	Tue	80%			11	9			47	33	0		99%			46	53			1		0	
04/10/13	Wed	0%			50	50					0	150-180@5-11knts	100%			45	55					0	
04/11/13	Thu	95%			5				55	40	0		10%			5	5			50	40	0	250-300@10-15knts,RA
04/12/13	Fri	95%			3	2			55	40	0		96%			37	59			1	3	0	
04/13/13	Sat																						
04/14/13	Sun																						
04/15/13	Mon	0%			45	55					0	140@5-9knts,G21	100%			44	56					0	
04/16/13	Tue	1%			51	48			1		0	020-130@3-7knts,TSRA	88%			32	56			1	11	0	
04/17/13	Wed	0%			48	52					0	150-160@6-8knts	99%		1	45	54					0	
04/18/13	Thu	4%			48	48			1	3	0	170-180@13-18knts,G25,RA	9%			2	7			49	42	0	190-290@10-18knts,G26,RA
04/19/13	Fri	2%			45	52		1	1	1	0	210-230@5-8knts	98%			45	53				2	0	
04/20/13	Sat																						
04/21/13	Sun																						
04/22/13	Mon	92%			6	2			54	38	0		96%			39	57			3	1	0	
04/23/13	Tue	0%			53	47					0	170-200@10-15knts,G23	100%			44	56					0	
04/24/13	Wed	95%			3	2			54	41	0		97%			43	54			2	1	0	
04/25/13	Thu	96%			4				54	42	0		98%			39	59			1	1	0	
04/26/13	Fri	92%			5	3			57	35	0		96%			46	50			1	3	0	
04/27/13	Sat																						
04/28/13	Sun																						
04/29/13	Mon	1%			50	49			1		0	120-140@4-6knts	100%			43	57					0	
04/30/13	Tue	94%			6				56	38	0		96%			39	57			2	2	0	

Preferred Flow

DATIS Reported Conditions Indicate  
Support for Non-Preferred Flow

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# Year-to-Year by Month Percent\* Contraflow

Arrivals From the South (Goal 68%)										Departures to the South (Goal 86%)									
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<b>Avg</b>		<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<b>Avg</b>
Jan	54%	39%	50%	63%	94%	91%	62%	72%	<b>66%</b>	Jan	68%	80%	80%	74%	54%	71%	80%	65%	<b>72%</b>
Feb	57%	77%	50%	49%	90%	73%	69%	77%	<b>68%</b>	Feb	74%	76%	74%	81%	71%	63%	74%	78%	<b>74%</b>
Mar	64%	52%	52%	46%	80%	52%	61%	87%	<b>62%</b>	Mar	65%	78%	68%	67%	82%	72%	96%	77%	<b>76%</b>
Apr	61%	61%	44%	53%	57%	47%	78%	60%	<b>58%</b>	Apr	78%	67%	92%	84%	84%	83%	76%	89%	<b>82%</b>
May	71%	71%	66%	66%	56%	69%	72%		<b>59%</b>	May	70%	84%	78%	84%	87%	85%	81%		<b>71%</b>
Jun	84%	64%	38%	72%	66%	61%	79%		<b>58%</b>	Jun	89%	85%	93%	81%	96%	93%	87%		<b>78%</b>
Jul	84%	84%	75%	72%	61%	91%	62%		<b>66%</b>	Jul	88%	85%	84%	82%	90%	88%	92%		<b>76%</b>
Aug	84%	69%	92%	61%	59%	82%	49%		<b>62%</b>	Aug	79%	87%	77%	96%	92%	91%	91%		<b>77%</b>
Sep	84%	79%	91%	89%	70%	85%	55%		<b>69%</b>	Sep	84%	89%	73%	82%	73%	64%	92%		<b>70%</b>
Oct	84%	54%	76%	42%	80%	88%	62%		<b>61%</b>	Oct	76%	68%	77%	71%	78%	63%	78%		<b>64%</b>
Nov	84%	58%	66%	74%	85%	55%	84%		<b>63%</b>	Nov	83%	77%	74%	73%	77%	72%	81%		<b>67%</b>
Dec	84%	53%	58%	71%	67%	70%	64%		<b>58%</b>	Dec	82%	74%	62%	65%	78%	65%	67%		<b>62%</b>
<b>Avg</b>	<b>75%</b>	<b>63%</b>	<b>63%</b>	<b>63%</b>	<b>72%</b>	<b>72%</b>	<b>66%</b>	<b>74%</b>		<b>Avg</b>	<b>78%</b>	<b>79%</b>	<b>78%</b>	<b>78%</b>	<b>80%</b>	<b>76%</b>	<b>83%</b>	<b>77%</b>	

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



***LOUISVILLE  
REGIONAL  
AIRPORT  
AUTHORITY®***

# **NOISE COMMENT REPORT**

**March 2013**

# Comments (SDF/LOU)

## March 2013

Street	Zip Code	Time Received	Time	Airport	Disturbance Type	CNF Quad	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments
Linwood AV	40217	2013-03-04 08:55:37	2013-03-04 08:55:37	SDF	Other	NE	Investigated	LQHP	None	Homeowner called because she was told that her neighbors had received the Louisville QuieterHome Packet, and she had not gotten one.
Melford AV	40217	2013-03-04 10:40:34	2013-03-04 09:00:00	SDF	Other	NW	Investigated	LQHP	None	Homeowner called to find out more about the program. What is the timeline? What does the program cover and when will the work be done? He was thinking of replacing his door because it is drafty.
Parklawn DR	40217	2013-03-12 10:40:34	2013-03-12 09:00:00	SDF	Other	NE	Investigated	LQHP	None	Sister-n-law of homeowner that will be living at this property called to inquire about eligibility. She called because the windows are very old.
Farmdale AV	40217	2013-03-14 10:40:34	2013-03-14 09:00:00	SDF	Other	NE	Investigated	LQHP	None	We live on Farmdale Avenue in the Durrett Lane area. Are we eligible for new windows and doors for a quieter home?
Bobolink RD	40213	2013-03-19 10:40:34	2013-03-19 02:10:00	SDF	Other	NE	Investigated	LQHP	None	I live on Bobolink Road, off Audubon Parkway. I was wondering if my home qualifies for the above program. If I do qualify, how do I apply?
Wolfe AV	40213	2013-03-27 10:40:34	2013-03-27 03:00:00	SDF	Other	NE	Investigated	LQHP	None	Homeowner was told by neighbors that his property is eligible for the program. She wanted to know how to get an application, when could her son's home be done, what was the timeline, etc.
Oakleaf LN	40219	2013-03-28 10:40:34	2013-03-27 04:00:00	SDF	Other	SE	Investigated	LQHP	None	Homeowner called to inquire about the QuieterHome Program. Says that planes rattle his house around 3 in the morning.
							Received	LQHP	7	
Mccoy AV	40215	2013-03-05 11:28:16	2013-03-05 02:00:00	SDF	Too Much Noise	NW	Investigated	Non-Standard	Weather	I was given this number by Marianne Butler's office. I am calling about some noise from the jets between 2:00 AM and 5:00 AM. Especially in the mornings on McCoy Ave. McCoy is just a one block street that sets between 7th and Berry Blvd. I spoke with about 6 neighbors yesterday and they all said they were having the same problem. So I would appreciate you giving me a call.

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)

## March 2013

Street	Zip Code	Time Received	Time	Airport	Disturbance Type	CNF Quad	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments
Bunker Hill CT	40205	2013-03-05 07:36:16	2013-03-05 03:30:00	SDF	Too Much Noise	NE	Investigated	Standard	Weather	I am going to have my practice of insanity you know, doing the same thing over and over again and expecting a different result. The air traffic noise was horrendous from 3:45 AM, it is still continuing now. It is almost like they have been catching up on all the bad weather that has been around the country and decided to go into overdrive this morning. Anything that could be done would be much appreciated. Like I said I just think that this is a practice in insanity and I know it is not going to get any better unless somehow the sequester puts you all out of business. But that won't happen because of the air traffic controllers. You do not have to call me back.
Greenleaf RD	40213	2013-03-07 16:37:23	2013-03-07 16:00:00	SDF	Too Much Noise	NE	Investigated	Standard	None	I live in North Audubon right off of Preston. I am thrilled that we have UPS here because it has brought a lot of jobs to our community. But, I do not think that the planes should be over our house day and night. It is unbelievable how many planes fly over my house. I would like to see what can be done about this noise.
Audubon PKY	40213	2013-03-08 09:43:23	2013-03-07 19:00:00	SDF	Too Much Noise	NE	Investigated	Non-Standard	None	The onset of racket early Thursday evening confirmed that the airport was in non-preferred north flow, despite the absence of wind or precipitation. The punishment continued right up to the onset of contraflow at 10 PM. What possible reason could there be for this? The historical Web file indicates there was a brief uptick of north wind in the 6 PM hour, but that's it. Yet another occasion for a timely decision cue.
Leman DR	40220	2013-03-07 21:09:23	2013-03-07 21:05:00	SDF	Vibrations	NE	Investigated	Standard	None	For the last few months I have been noticing loud aircraft noise such that it is difficult to hear when talking on the phone. The vibration is actually rattling the walls, windows and even the floors of my house. This has not been a problem in the 25+ years I have lived in Hikes Point. (I purposely moved here to be away from Louisville International Airport noise.)

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# Comments (SDF/LOU)

## March 2013

Street	Zip Code	Time Received	Time	Airport	Disturbance Type	CNF Quad	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments
Curlew AV	40213	2013-03-09 23:49:04	2013-03-09 23:00:00	SDF	Run-ups	NE	Investigated	Standard	None	I live on Curlew Avenue in Audubon Park. The airplane noise around midnight is very disturbing. The high pitched engine revving that lasts way too long is ridiculous. Please do something about this.
Phyllis AV	40215	2013-03-11 09:14:24	2013-03-11 09:14:24	SDF	Other	NW	Investigated	Non-Standard	Weather	We have spoken several times in the past about the noise at my home over on Phyllis Avenue. I am sure you are aware of the 20/20 news program that was on the other night about the noise problem for the houses in Louisville. It said that UPS was paying for soundproofing windows and we had talked about that and you said I as a homeowner would have to pay for something like that. I would like to find out now if in fact I am eligible for that sound proofing. If you could call me back I would appreciate it.
Fetter AV	40217	2013-03-13 08:55:11	2013-03-13 03:00:00	SDF	Over Use of Runway	NE	Investigated	Non-Standard	Weather	I have been up since 3:30 AM with planes flying to the north over my house when they should not be. You really need to do your job instead of sitting there at your desk doing nothing. You should keep the planes from flying over my house.
Hawthorn Hill	40204	2013-03-14 11:26:34	2013-03-14 11:26:00	SDF	Other	NE	Investigated	Standard	None	I would like to address the committee who is dealing with airport noise pollution with local communities and neighborhoods. I live in the Hawthorne Hill Neighborhood just east of Germantown and have noticed a significant increase in noise over the last few years but more specifically this year. I would like to understand how the LRAA is addressing these concerns and would like to attend the next meeting.
Sinclair	40118	2013-03-18 15:45:25	2013-03-16 01:30:00	SDF	Other	SW	Investigated	Standard	None	Early Saturday morning between 1:30 AM and 2:00 AM a plane came over really low making a rattling noise.

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# Comments (SDF/LOU)

## March 2013

Street	Zip Code	Time Received	Time	Airport	Disturbance Type	CNF Quad	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments
Mercury DR	40291	2013-03-19 09:42:14	2013-03-19 09:00:00	SDF	Aircraft Too Low	SE	Investigated	Non-Standard	Weather	I moved to Fern Creek from Germantown 6 years ago mainly to get away from the airport. There have never been planes flying over my neighborhood until the last few weeks. Now large planes fly over the backyards on my street very low during the night. Has the flight pattern been changed, and why? Is it going to remain this way?
Audubon PKY	40213	2013-03-21 21:09:02	2013-03-21 09:30:00	SDF	Over Use of Runway	NE	Investigated	Non-Standard	None	Another textbook traffic control (or, more properly, the lack thereof) performance today, as wind following the unauthorized morning reverse-flow period was without any consistent velocity or direction - yet non-preferred north flow continued to pound the nearby neighborhoods throughout the afternoon and evening anyway. Conditions supporting these operations were observed to prevail for perhaps five minutes in all. Wake-up call, anyone? Oh, wait, that would require modern decision aids of the sort that were commissioned more than ten years ago, but have yet to implemented.
Fetter AV	40217	2013-03-26 04:55:16	2013-03-26 04:00:00	SDF	Vibrations	NE	Investigated	Non-Standard	Weather	It is 4:55 in the morning. I have been up for an hour because of the f***ing wall of noise that has been shaking my house, shaking my house. So I want you to get a big ole cup of coffee and think really hard about how you are going to do your job really good and find a solution to this f***ing problem. Thank you, have a beautiful day, a beautiful, productive, f***ing day.

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**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)

## March 2013

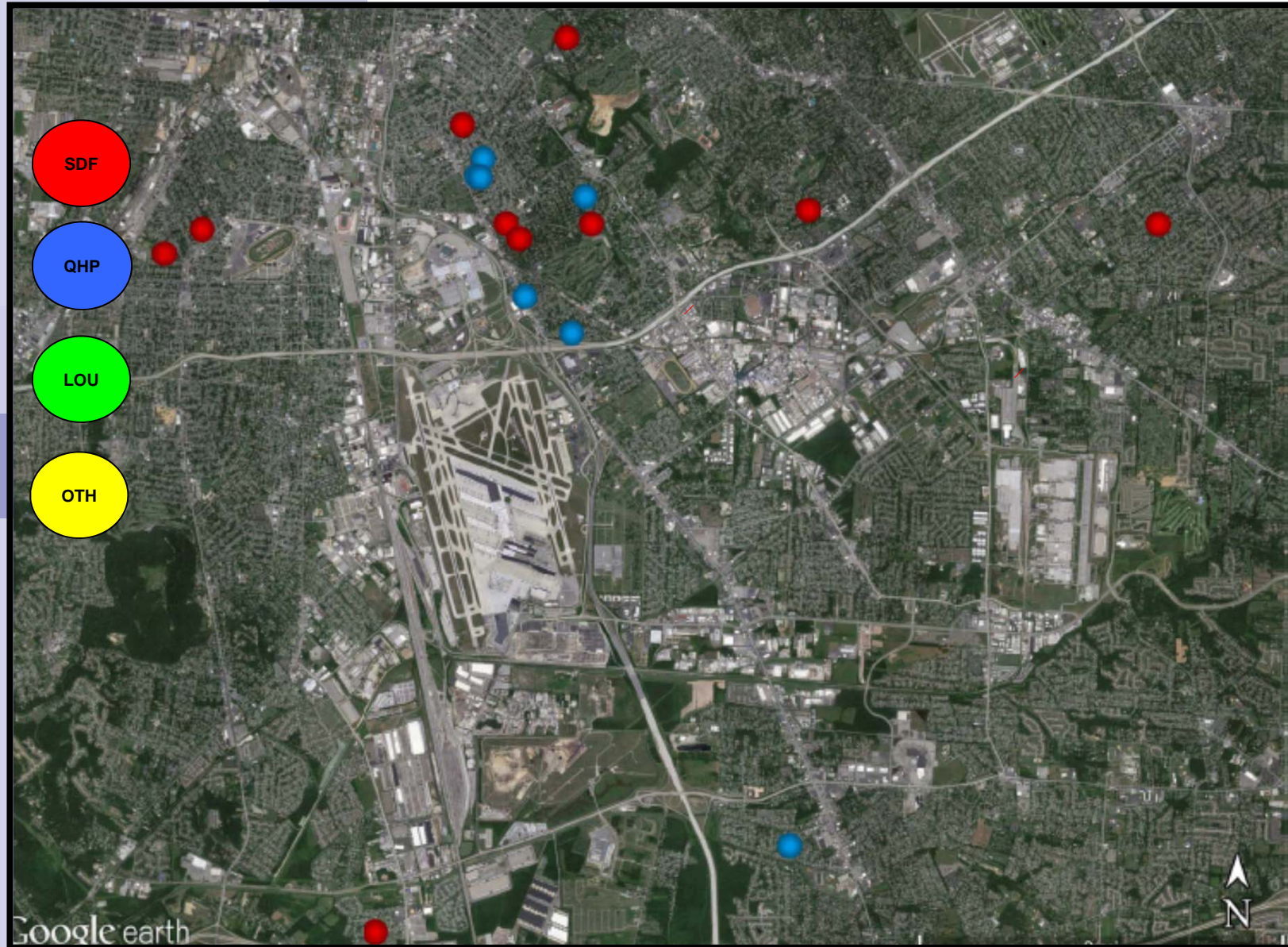
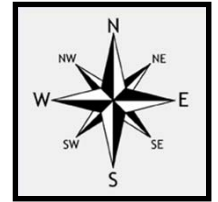
Street	Zip Code	Time Received	Time	Airport	Disturbance Type	CNF Quad	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments
Audubon PKY	40213	2013-03-30 11:54:07	2013-03-30 03:00:00	SDF	Over Use of Runway	NE	Investigated	Non-Standard	None	A sadly familiar tale, just more aggravated than usual. With dry conditions and virtually no wind save an occasional puff from the south, the airport nevertheless operated in non-preferred north flow from the pre-dawn hours and throughout the morning, with the attendant pounding of the most densely populated nearby neighborhoods. The aggravating factor was a dense fog in the area, which added an element of danger to the low passage of aircraft with limited visibility over these neighborhoods. Then - in a twist of irony that's also much too familiar - as the fog broke and skies cleared just before noon, the field returned to normal south flow, with no other apparent change of conditions. It's a shame that terms like 'reckless' and 'irresponsible' come to mind in these circumstances, when simple negligence is probably more apropos, of the sort that a simple modern decision aid would easily overcome. Reminders like this in the decade since such a measure was commissioned, but remains unfulfilled, continue to mount.
							Received	LRAA	14	

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# Comment Location (SDF and LOU)

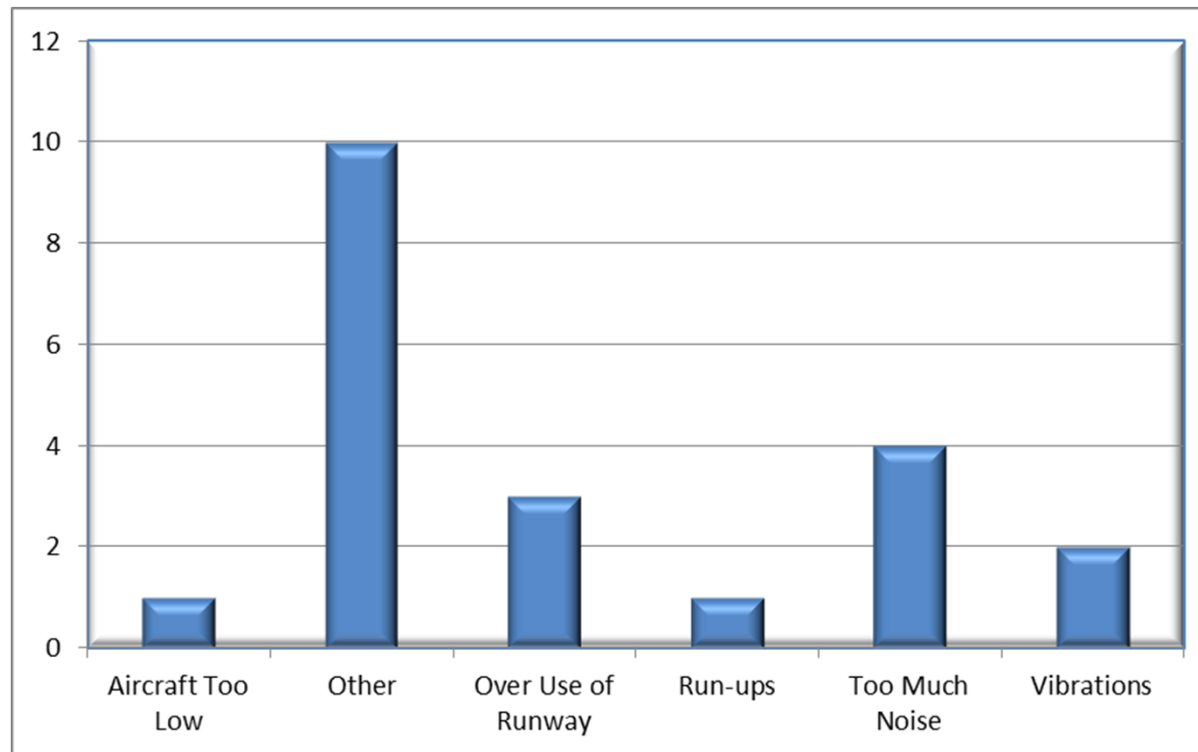
March 2013





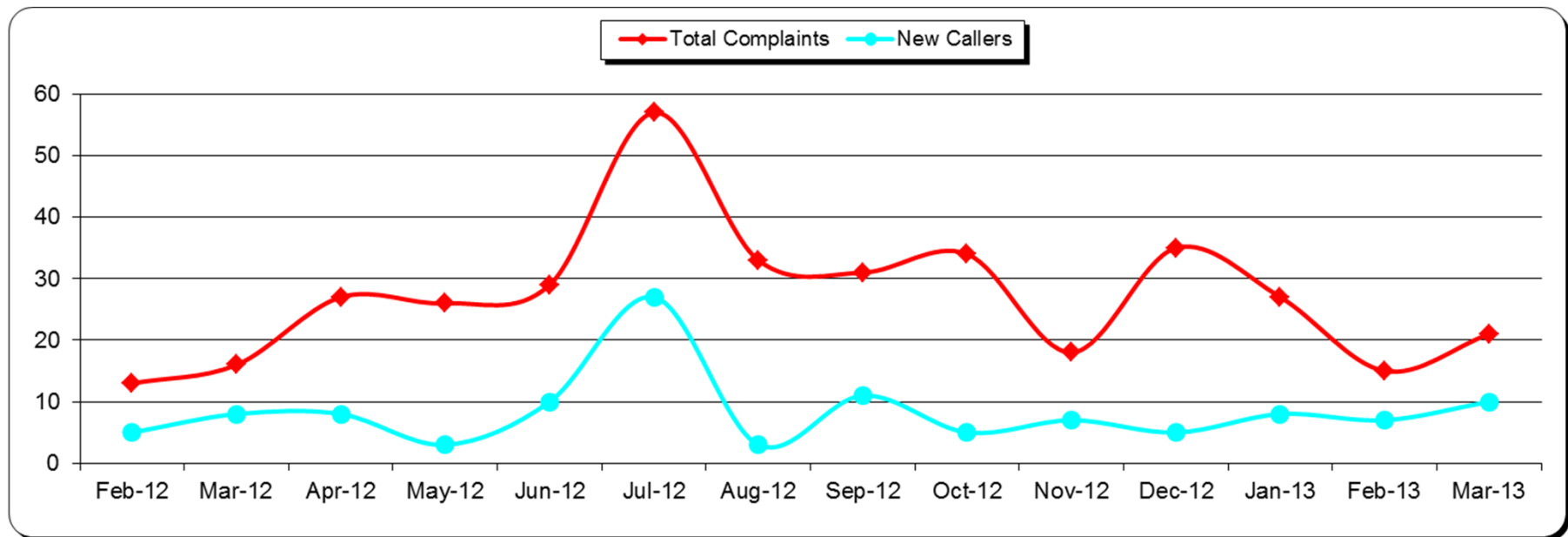
# Comment Type\* (SDF and LOU)

March 2013



# New Address/Comments per Month (SDF and LOU)

March 2013



## **SDF Air Traffic Response to the Noise Complaint dated MARCH 30, 2013:**

Based on the tone and content of the March 30<sup>th</sup> complaint, I think it important to provide some operational details. I hope the information will serve to educate those unfamiliar with aviation, as well as dispel any notions of alleged “controller recklessness, irresponsibility” or “negligence” as the commenter suggested.

First, I would like to address the comment referring to the added “element of danger to the low passage of aircraft with limited visibility over these neighborhoods”. The flight crews that operate into or out of airports during these conditions are all highly trained. In fact, airline flights are always conducted under Instrument Flight Rules, regardless of weather. Though the weather may be good, the flight crew is navigating by instruments during the flight. The presence of fog or poor meteorological conditions necessarily excludes pilots who lack this training.

As the Tower notes on the Runway Usage spreadsheet indicate, on the morning of Saturday, March 30, the airport was forced to utilize “CAT II” ILS approaches. This was a result of a thick fog in the area, which took several hours to dissipate. This fog served to reduce surface visibility to a point where normal Instrument Approaches were not precise enough for aircraft to land safely.

To clarify: “CAT II,” or Category II, refers to an Instrument Approach that allows specially equipped aircraft and specially trained pilots to fly an approach down to lower minimum. The *normal* minimum descent altitude on a standard, or “CAT I” Approach only allows for a descent to 200 feet. In a “CAT II” Approach, an aircraft can descend as low as 100 feet on the approach. If they see the runway or runway lights, they can land. If the aircraft does not see either of those things, they will execute a missed approach, or “go around,” and re-attempt a landing. Typically, after a couple unsuccessful attempts to land, an aircraft will then divert to an alternate airport. There is also a Category 3 Approach which allows for descent even lower.

At SDF, we have Category 1 ILS for runways 17L/17R and 35L/35R. So most of the time we are capable of complying with noise abatement initiatives until wind or weather prevents us from doing so. However, when visibility is low, such as the situation on March 30, the only CAT II approach capability at SDF is for landing runways 35L/35R.

The original noise complaint mentions lack of wind. Unfortunately, even in a calm wind, when visibility drops as it did that morning, there is no choice but to utilize the best, and safest instrument approach available, which serve the lesser preferred runways- 35L/35R. Once the fog burned off, the Tower appropriately transitioned back to the preferred weekend South Flow and resumed landing on 17L/17R.

If the expectation is that the Tower should keep departing from 17L and 17R to keep the noise south of the field, while simultaneously landing in the opposite direction in poor visibility, I would call that reckless. Such an operation would create excessive risk, not to mention delays.

I am well aware of the fact that in aviation, there are so many variables and cryptic terms to understand. I understand that airplane noise is a very emotional issue for all involved. However accusations of negligence, or recklessness made in this complaint are completely inappropriate and offensive to the air traffic controllers who work hard to comply with our local noise abatement restrictions. A better understanding of aviation will hopefully dispel some of the confusion over this particular operation.





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# **NOISE COMMENT REPORT**

**April 2013**

# Comments (SDF/LOU)

## April 2013

Street	Zip Code	Time Received	Time	Airport	Disturbance Type	CNF Quad	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments
Reasor AV	40217	2013-04-02 10:12:26	2013-04-02 10:12:26	SDF	Other	NE	Investigated	LQHP	None	I am interested in whether I am eligible for this quiet home program. I live on Reasor Avenue and have lived here for 30 years. Needless to say I am and have been troubled by aircraft noise. Before I retired, I did write and call the Airport Authority regarding a solution. Now, I would appreciate being included in your program. Thank you for your time and consideration.
Molter CT	40217	2013-04-08 10:12:26	2013-04-08 10:12:26	SDF	Other	NE	Investigated	LQHP	None	I inherited the home from my father and want to know if I am in the boundaries for the program.
Emil AV	40217	2013-04-11 10:40:34	2013-04-11 09:00:00	SDF	Other	NW	Investigated	LQHP	None	Please evaluate my step-father's home on Emil Avenue.
Reading RD	40217	2013-04-16 10:12:26	2013-04-16 10:12:26	SDF	Other	NW	Investigated	LQHP	None	Homeowner called to inquire about the program and let us know he was in phase 6.
E. St. Catherine ST	40203	2013-04-16 10:12:26	2013-04-16 10:12:26	SDF	Other	NW	Investigated	LQHP	None	The homeowner's daughter called and asked if her parents were eligible for the program.
Camp ST	40203	2013-04-17 10:12:26	2013-04-17 10:12:26	SDF	Other	NE	Investigated	LQHP	None	Homeowner just purchased home and said planes are always going over head. Wanted to know if she qualified for the program.
Larue AV	40213	2013-04-17 10:12:26	2013-04-17 10:12:26	SDF	Other	NE	Investigated	LQHP	None	Homeowner was given our number and wanted to inquire about eligibility.
Bourbon AV	40213	2013-04-19 10:12:26	2013-04-19 10:12:26	SDF	Other	NE	Investigated	LQHP	None	Homeowner came in to inquire about eligibility. She inquired about a timeline and wanted to know exactly what our role was and if we do the work ourselves.

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# Comments (SDF/LOU)

## April 2013

Street	Zip Code	Time Received	Time	Airport	Disturbance Type	CNF Quad	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments
Belmar DR	40213	2013-04-25 10:12:26	2013-04-25 10:12:26	SDF	Other	NE	Investigated	LQHP	None	Homeowner called to inquire about eligibility. They became owners in 2011 and wanted an application for the program.
							Received	LQHP	9	
Fetter AV	40217	2013-04-05 15:35:07	2013-04-05 15:35:00	SDF	Other	NE	Investigated	Standard	None	What was the rationale regarding the block rounding determination for Fetter Ave between Alexander and Preston? The planes are just as loud over my property on Fetter as they are at another property on Fetter.
Fetter AV	40217	2013-04-06 10:26:34	2013-04-06 10:00:00	SDF	Too Much Noise	NE	Investigated	Standard	None	I live in the flight zone of aircraft that fly over my house day and night. I am wondering if I am able to get windows that will block out the noise. I live on Fetter Avenue.
Fetter AV	40217	2013-04-11 08:38:16	2013-04-10 22:00:00	SDF	Too Much Noise	NE	Investigated	Non-Standard	Weather	Your planes kept me and my pregnant wife awake all last night. They were way to low, I could see the pilots. The LRAA is doing a poor job of handling the airport noise, and I will be contacting the FAA and the state attorney general.
Audubon PKY	40213	2013-04-12 09:08:04	2013-04-12 04:00:00	SDF	Over Use of Runway	NE	Investigated	Non-Standard	Weather	Quiet morning, still overcast but dried out from yesterday's front, mild wind from due west, little to no runway component. But right in the middle of the contraflow departure push, about 0430, the field suddenly shifted into non-preferred north flow, providing an unscheduled and unwelcome wake-up call for all the neighborhoods north of the airport. A 'perfect storm' to maximize the pounding, given the overcast, and the west wind drifting departing aircraft directly overhead closer to the airport. I watched the WebScene monitor for awhile, thinking perhaps there was an anticipated shift to north wind - but instead, the shift went slowly to the south, so the last of the heavy traffic actually departed with a mild tailwind. Somewhat later, in the 7 o'clock hour, the field went back to preferred south flow - after the horse was long out of the barn. What were they thinking?

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# Comments (SDF/LOU)

## April 2013

Street	Zip Code	Time Received	Time	Airport	Disturbance Type	CNF Quad	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments
Fetter AV	40217	2013-04-15 18:01:43	2013-04-15 17:30:00	SDF	Over Use of Runway	NE	Investigated	Standard	None	Hey Bob this is Zach on Fetter Avenue. I got planes screaming over my house right now at 6:00 PM. What's up, what's the reason? Is it contraflow? Is that what it is? I believe that is probably what it is. That happens a lot. I believe it happens more frequently than your model allows for. I think you need to make a new model Bob. Make a new model Bob.
Fetter AV	40217	2013-04-16 09:19:50	2013-04-16 09:19:00	SDF	Other	NE	Investigated	Standard	None	How frequently are there winds out of the south at 5-11 knots?
809 Fetter AV	40217	2013-04-17 06:51:50	2013-04-16 22:00:00	SDF	Over Use of Runway	NE	Investigated	Non-Standard	Weather	I had planes buzzing my rooftop last night after the storm till this morning. Contraflow isn't working. I heard planes landing to the west of my home and then a plane would land right over my home. Please record and investigate. Also, how often are winds out of the south at 5-11 knots?
Fetter AV	40217	2013-04-17 15:41:43	2013-04-16 22:00:00	SDF	Over Use of Runway	NE	Investigated	Non-Standard	Weather	I am calling to file my complaint that contraflow was not used last night. I was up all night long and again this morning, they were coming out early. So we had 3 hours of silence if that. I don't know what the deal was, maybe they were flying especially low but the house was shaking more than usual. Maybe that is something else that needs to be checked up on to see that they are doing what they are supposed to be doing so it does not affect us as deeply as it affects us.
Fetter AV	40217	2013-04-17 22:05:04	2013-04-17 22:00:00	SDF	Over Use of Runway	NE	Investigated	Non-Standard	Weather	Why no contra flow Mr. Slattery? I got planes landing on my head and winds are out of the NNE at 3 mph. Please report and investigate.

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# Comments (SDF/LOU)

## April 2013

Street	Zip Code	Time Received	Time	Airport	Disturbance Type	CNF Quad	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments
Plover RD	40213	2013-04-18 00:23:43	2013-04-17 22:00:00	SDF	Too Much Noise	NE	Investigated	Non-Standard	Weather	This is the third night in a row for the UPS bombing raids, starting at like 11:30 at night and going on for two hours, three hours. Then we get a half hour break and the crap starts back up again. My house has been shaking all night long for three nights in a row. Now, I know the weather has not been bad three nights in a row. What is the reason why UPS just can't fly the way they are supposed to fly, which is to the south.
Fetter AV	40217	2013-04-18 09:58:43	2013-04-17 22:00:00	SDF	Too Much Noise	NE	Investigated	Non-Standard	Weather	For three nights in a row now we have been having a lot of nighttime landing traffic directly over our house on Fetter Avenue and it is keeping us awake. I heard there is a noise abatement program but I am not sure if we are in the zone for it.
Fetter AV	40217	2013-04-22 15:04:16	2013-04-18 16:25:00	SDF	Other	NE	Investigated	Standard	None	The Louisville Regional Airport flies planes directly over my home late into the evening. The LRAA noise exposure maps were created without on the ground sound monitoring. I want to know what sound monitoring equipment would be considered valid to conduct sound monitoring at my home. The LRAA map needs to be updated.
Fetter AV	40217	2013-04-30 02:08:09	2013-04-30 00:00:01	SDF	Aircraft Too Low	NE	Investigated	Non-Standard	None	I have got planes buzzing my roof. I am sure you'll say it's justified due to wind, but please investigate and record the incident. The LRAA is not friendly to complaints and hides behind incorrectly formulated data.
							Received	LRAA	13	

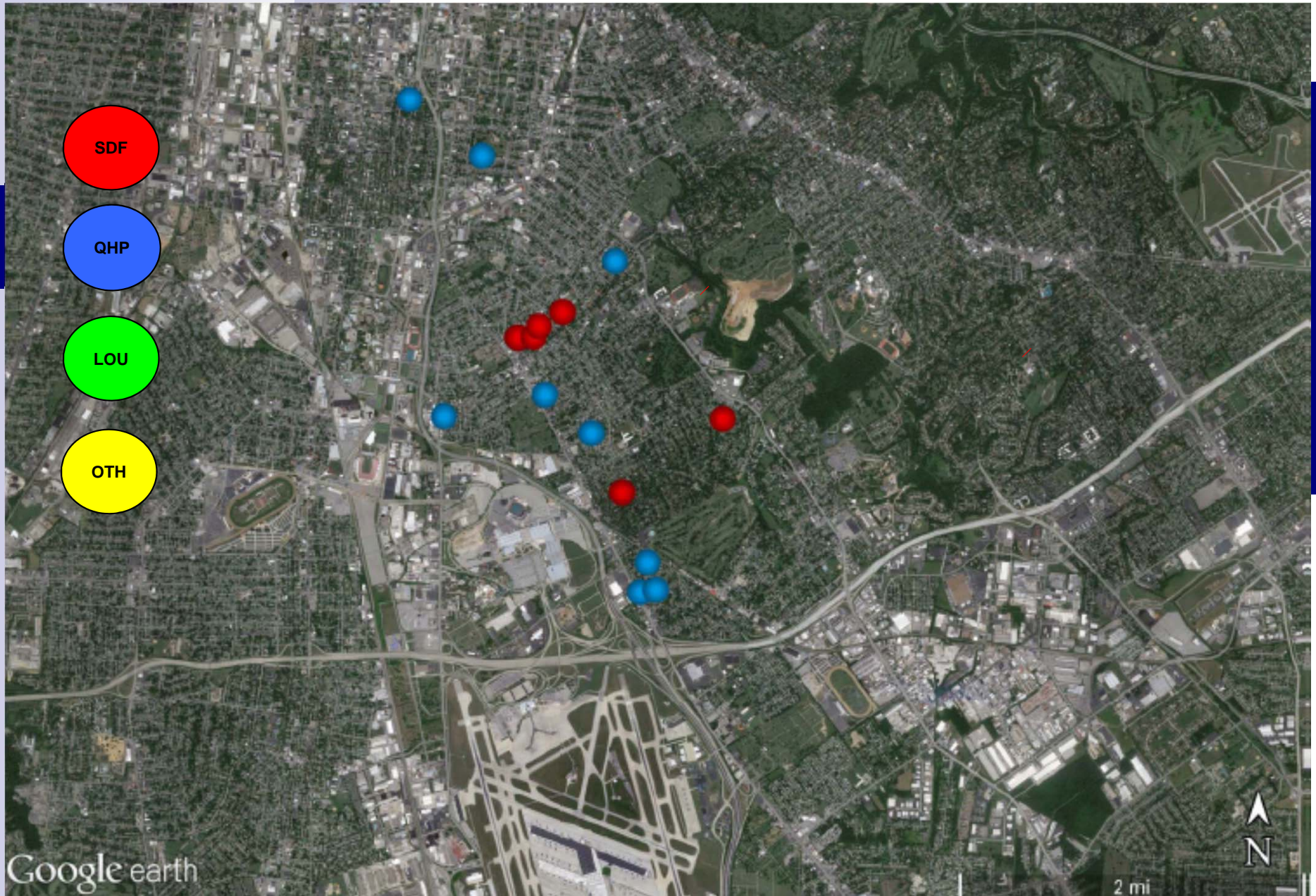
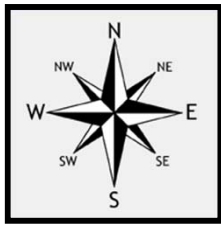
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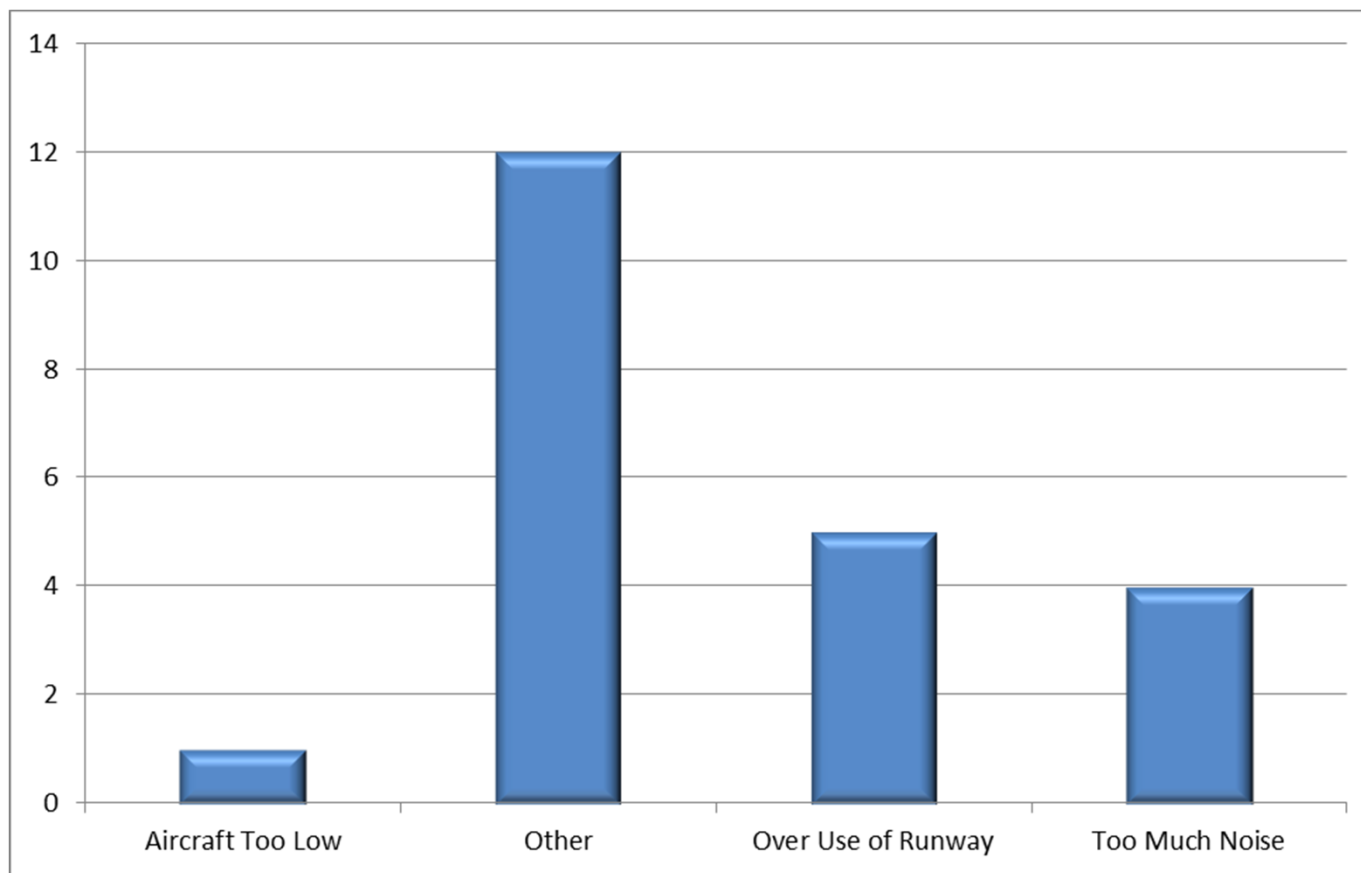
# Comment Location (SDF and LOU)

April 2013



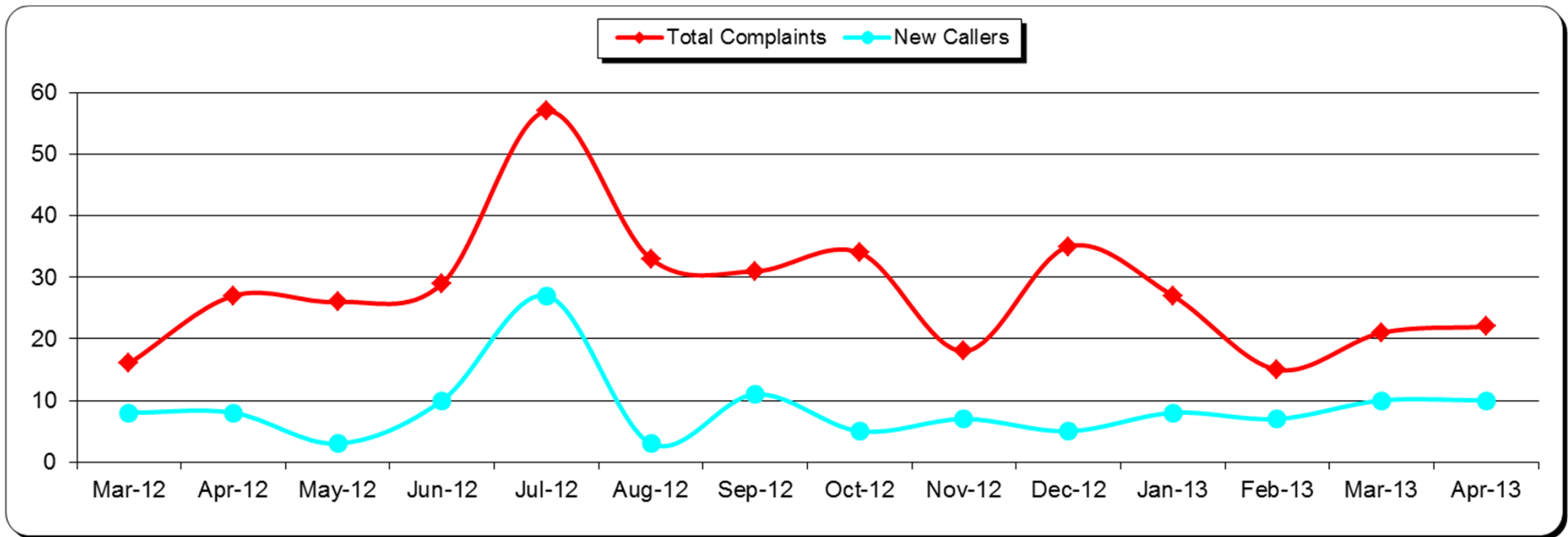
# Comment Type\* (SDF and LOU)

April 2013



# New Address/Comments per Month (SDF and LOU)

April 2013





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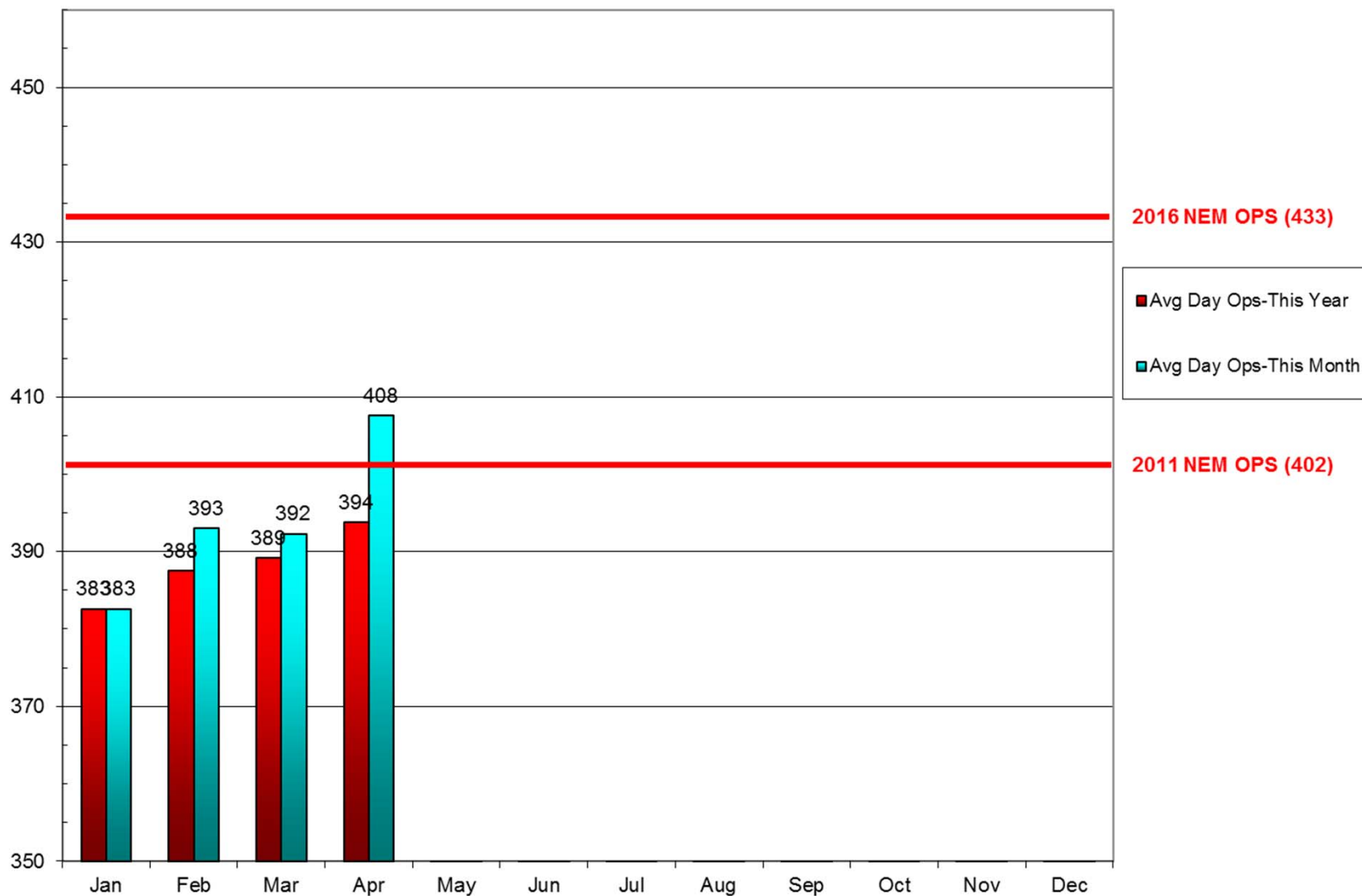
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# **RUNWAY UTILIZATION AND AIRCRAFT TYPES**

**March / April 2013**

# Operations (SDF)

As of April 30, 2013



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



# Daily Runway Use Uncorrected (SDF) March 2013

Flow	Time	Fri 3/1	Sat 3/2	Sun 3/3	Mon 3/4	Tue 3/5	Wed 3/6	Thu 3/7	Fri 3/8	Sat 3/9	Sun 3/10	Mon 3/11	Tue 3/12	Wed 3/13	Thu 3/14	Fri 3/15	Sat 3/16	Sun 3/17	Mon 3/18	Tue 3/19	Wed 3/20	Thu 3/21	Fri 3/22	Sat 3/23	Sun 3/24	Mon 3/25	Tue 3/26	Wed 3/27	Thu 3/28	Fri 3/29	Sat 3/30	Sun 3/31	Time
North Flow	0:00																																0:00
	0:30																																0:30
	1:00																																1:00
	1:30																																1:30
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South Flow	3:00																																3:00
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North Flow	9:00																																9:00
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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 March 2013

Day	Date	Time	Comment
Fri	1-Mar-13		
Sat	2-Mar-13		
Sun	3-Mar-13		
Mon	4-Mar-13	2200-2400	Wind 1107, wet runways, WX in area
Tue	5-Mar-13	0000-0230	Wind 1107, wet runways, WX in area
Wed	6-Mar-13		
Thu	7-Mar-13	1830-2200	Wind 0211
Fri	8-Mar-13	1300-1430	Law enforcement acft north of SDF @ 3000
Sat	9-Mar-13		
Sun	10-Mar-13		
Mon	11-Mar-13		
Tue	12-Mar-13		
Wed	13-Mar-13	1800-2200	Wind 3011, later 3212
Thu	14-Mar-13		
Fri	15-Mar-13		
Sat	16-Mar-13		
Sun	17-Mar-13		
Mon	18-Mar-13	1100-1300	Wind 1806, wet rwys,
Mon	18-Mar-13	1730-1930	Reason not documented until 1807, then wind 2818
Tue	19-Mar-13	1900-2200	Wind 2921, later 2214
Wed	20-Mar-13		
Thu	21-Mar-13	1300-2200	Wind 3408
Fri	22-Mar-13		
Sat	23-Mar-13		
Sun	24-Mar-13		
Mon	25-Mar-13		
Tue	26-Mar-13	1700-2200	Wind 3311
Wed	27-Mar-13	1300-1400	Wind 3606, went south @ 1346
Thu	28-Mar-13		
Fri	29-Mar-13		
Sat	30-Mar-13	0630-0900	IFR, CAT II
Sat	30-Mar-13	1000-1130	Same, went back south @ 1113
Sun	31-Mar-13		

# Daily Runway Use Uncorrected (SDF) April 2013

[illegible]

# Daily Runway Use (SDF)

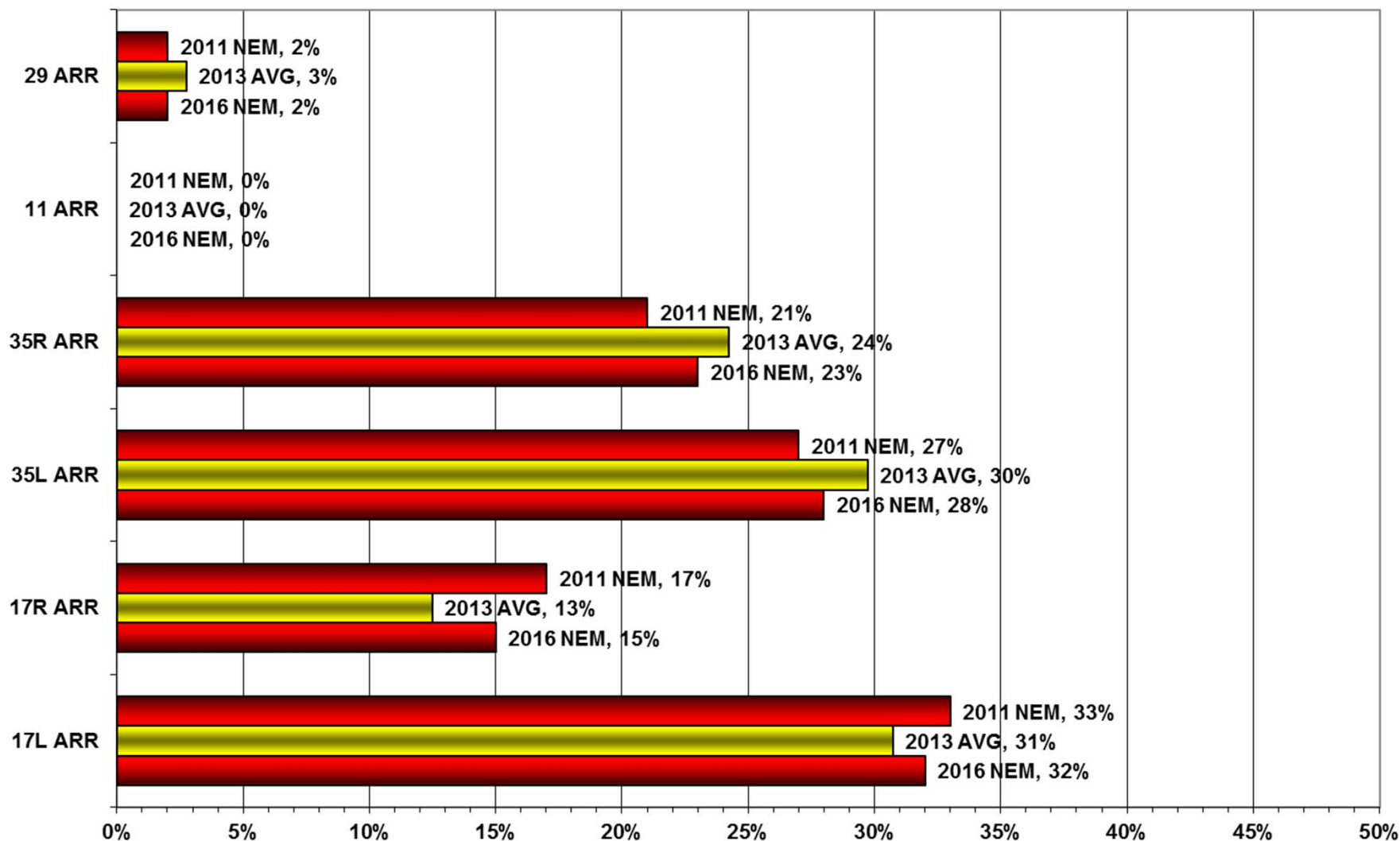
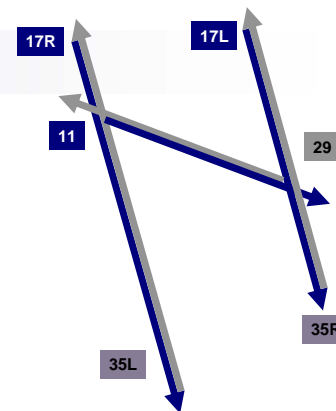
Tower Comments April 2013

Day	Date	Time	Comment
mon	1-Apr-13	1700-2200	Wind 3412
tue	2-Apr-13	1930-2200	Wind 3508
wed	3-Apr-13	1300-2200	Log shows south, went north @ 1354 wind 0412
thu	4-Apr-13	1300-1600	Reason not documented
fri	5-Apr-13		
sat	6-Apr-13		
sun	7-Apr-13		
mon	8-Apr-13		
tue	9-Apr-13		
wed	10-Apr-13		
thu	11-Apr-13		
fri	12-Apr-13	0930-1230	FAA Flight Check on 17L & 17R
sat	13-Apr-13		
sun	14-Apr-13		
mon	15-Apr-13		
tue	16-Apr-13		
wed	17-Apr-13	1130-1230	Wind 1111
thu	18-Apr-13		
fri	19-Apr-13	2000-2400	Rwy 29, then south, north @ 2228, went south @ 2258 wind on final 2423
sat	20-Apr-13	0000-0300	Wind 2308, 2423 on final.
sat	20-Apr-13	2200-2400	Wind 0212
sun	21-Apr-13	0000-0500	Wind 0411
mon	22-Apr-13	0200-0500	Log shows south.
tue	23-Apr-13		
wed	24-Apr-13	1930-2200	North winds, wet runways
thu	25-Apr-13	0930-1200	Wind 2009
thu	25-Apr-13	1500-1900	Wind 2917G27
fri	26-Apr-13		
sat	27-Apr-13		
sun	28-Apr-13		
mon	29-Apr-13	2200-2400	Wind 1508, 1617 on final
tue	30-Apr-13	0000-0300	The same

# Runway Use (SDF)

Arrivals As of April 30, 2013

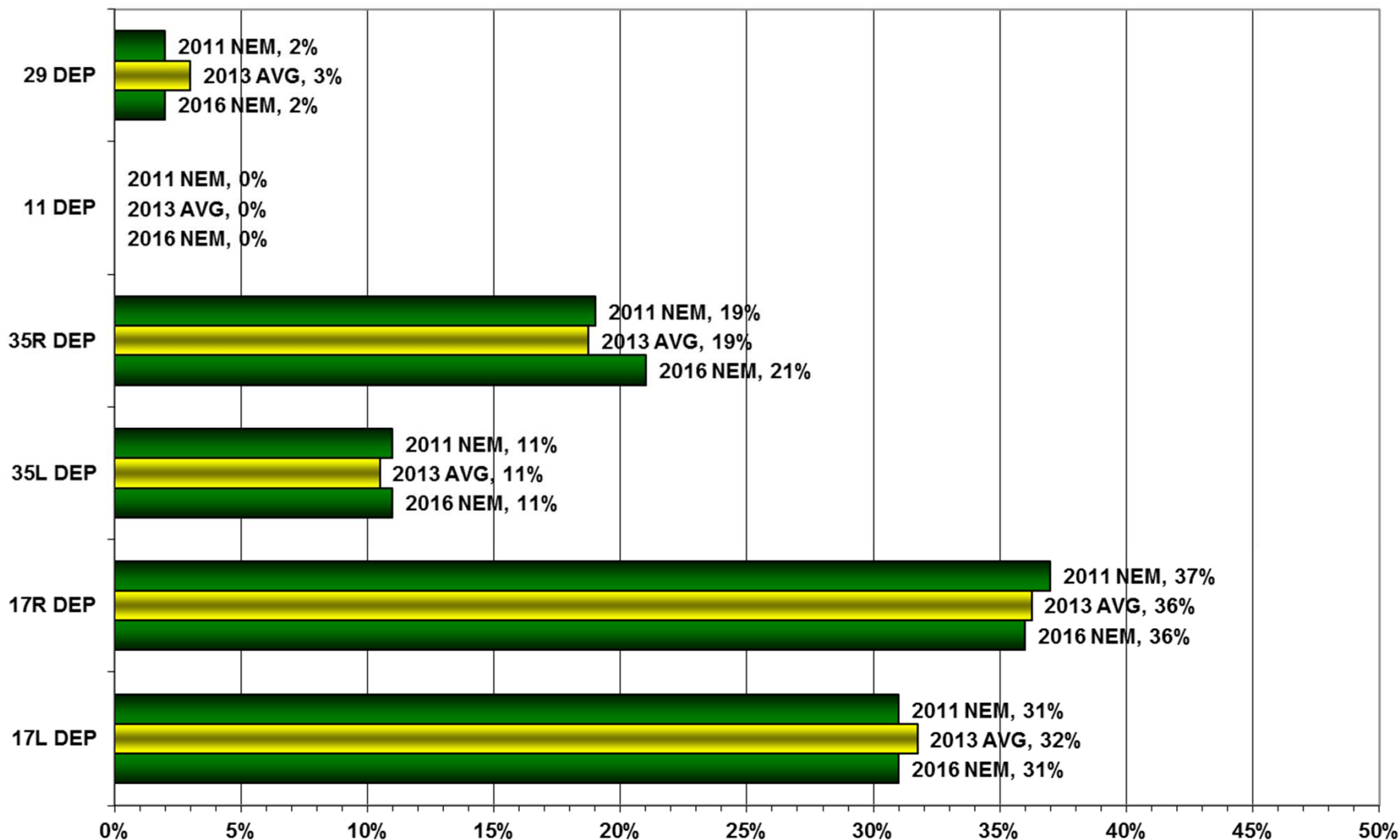
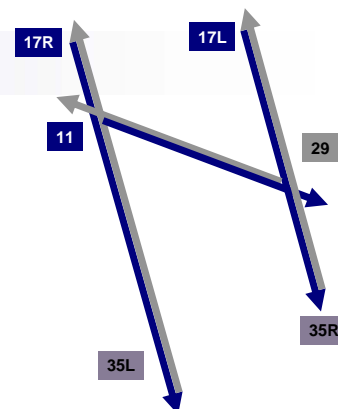
NEM vs. Actual



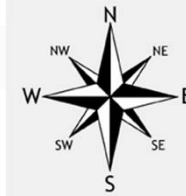
# Runway Use (SDF)

Departures As of April 30, 2013

NEM vs. Actual



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

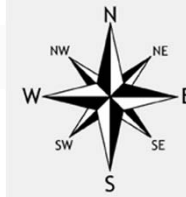


# Runway Use 0930L-1230L<sub>(SDF)</sub>

As of April 2013

	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	
Apr-11	0	39	19	0	20	22	42		0	39	19	1	5	36	41	
May-11	0	34	19	1	25	21	46		0	30	22	2	4	42	46	
Jun-11	0	21	22	0	37	22	59		0	20	15	2	14	49	63	
Jul-11	0	25	13	0	38	24	62		0	23	13	0	18	46	64	
Aug-11	0	14	13	0	31	41	72		0	13	11	1	17	58	75	
Sep-11	0	16	23	0	33	28	61		0	15	22	1	7	55	62	
Oct-11	0	13	13	5	33	36	69		0	12	11	5	18	54	72	
Nov-11	0	32	21	0	25	22	47		0	35	18	0	4	43	47	
Dec-11	0	21	17	2	42	18	60		0	20	15	3	17	45	62	
Jan-12	0	27	24	9	29	11	40	653	1	33	17	14	14	21	35	306
Feb-12	0	9	18	8	35	30	65	662	0	11	16	10	10	53	63	345
Mar-12	0	30	38	0	15	17	32	684	0	29	36	2	0	33	33	404
Apr-12	0	15	10	1	43	31	74	589	0	13	10	5	17	55	72	336
May-12	0	27	22	0	29	21	50	745	0	25	25	0	15	34	49	449
Jun-12	0	11	16	4	46	26	72	652	0	12	14	4	19	52	71	427
Jul-12	0	6	32	0	49	13	62	619	0	8	27	3	45	17	62	384
Aug-12	0	26	23	0	34	17	51	717	0	24	26	1	21	28	49	437
Sep-12	0	29	10	0	21	40	61	655	0	33	10	1	13	43	56	353
Oct-12	1	20	26	3	20	31	51	740	2	24	19	3	9	43	52	475
Nov-12	0	10	4	3	50	33	83	762	0	7	4	3	9		9	
Dec-12	0	18	12	5	41	24	65	779	0	17	9	3	8	63	71	412
Jan-13	0	16	12	0	42	30	72	742	0	17	16	2	14	52	66	436
Feb-13	0	21	11	9	39	2	41	628	0	21	16	7	12	44	56	354
Mar-13	0	10	6	0	51	33	84	728	0	10	8	3	14	65	79	441
Apr-13	0	24	27	2	27	20	47	719	0	26	23	3	8	40	48	441
Monthly Avg.	0	21	18	2	34	25	59		0	21	17	3	13	45	58	

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



# Gate Compliance by Runway

As of April 30, 2013

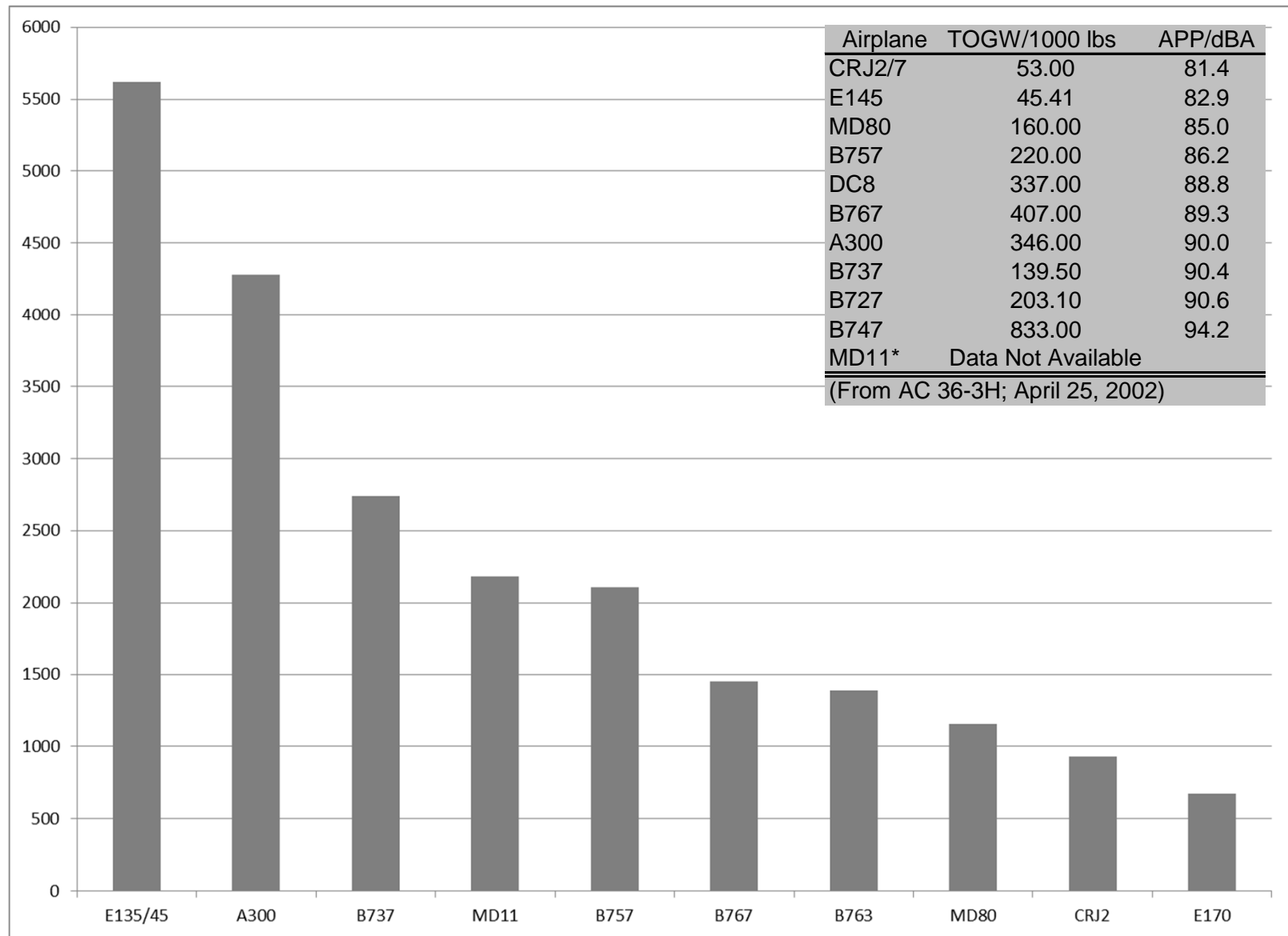
	ARRIVALS Percent Compliant					Departure Percent Compliant				
Month	17L	17R	35L	35R	ARR AVG	17L	17R	35L	35R	DEP AVG
May-11	78%	87%	83%	89%	84%	61%	73%	83%	86%	76%
Jun-11	81%	90%	75%	80%	82%	57%	70%	78%	89%	74%
Jul-11	79%	86%	75%	83%	81%	72%	76%	86%	92%	82%
Aug-11	73%	84%	58%	75%	73%	65%	77%	78%	92%	78%
Sep-11	76%	84%	66%	81%	77%	66%	75%	72%	79%	73%
Oct-11	67%	84%	76%	78%	76%	64%	76%	82%	80%	76%
Nov-11	80%	90%	82%	89%	85%	49%	67%	76%	79%	68%
Dec-11	77%	94%	86%	87%	86%	51%	70%	79%	84%	71%
Jan-12	78%	87%	83%	88%	84%	44%	68%	72%	76%	65%
Feb-12	73%	91%	78%	77%	80%	50%	68%	74%	79%	68%
Mar-12	76%	88%	76%	81%	80%	48%	68%	67%	80%	66%
Apr-12	65%	80%	72%	73%	73%	63%	72%	79%	85%	75%
May-12	71%	86%	75%	77%	77%	67%	80%	78%	87%	78%
Jun-12	61%	81%	71%	73%	72%	63%	75%	78%	90%	77%
Jul-12	66%	83%	70%	76%	74%	62%	72%	77%	89%	75%
Aug-12	68%	85%	75%	77%	76%	63%	71%	83%	90%	77%
Sep-12	79%	93%	81%	78%	83%	53%	72%	72%	88%	71%
Oct-12	80%	92%	85%	82%	85%	70%	59%	70%	89%	72%
Nov-12	73%	73%	82%	85%	78%	84%	82%	84%	92%	86%
Dec-12	84%	93%	89%	91%	89%	74%	85%	72%	79%	78%
Jan-13	82%	93%	82%	83%	85%	73%	86%	81%	87%	82%
Feb-13	78%	93%	85%	84%	85%	73%	85%	76%	78%	78%
Mar-13	73%	86%	88%	86%	83%	82%	89%	82%	86%	85%
Apr-13	75%	90%	77%	78%	80%	73%	89%	80%	81%	81%
<b>24 Month Avg.</b>					<b>80%</b>					<b>75%</b>

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



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

March/April 2013



Source: Louisville International Airport

Aircraft Type

Aircraft Flight Tracking and Noise Management System (AFTNMS)