

LOUISVILLE REGIONAL AIRPORT AUTHORITY
FY 2013 ANNUAL REPORT



ON COURSE—A LETTER TO THE COMMUNITY

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It’s more than a plan—it’s our commitment. And in FY ‘13 (July 1, 2012 – June 30, 2013), we made significant progress ON COURSE to make Louisville International Airport and Bowman Field the airports of choice for travelers and business partners in our region.

Highlights included:

Quarterly customer service surveys revealed that more than 97 percent of the Louisville International passengers who responded noted that they were either satisfied or very satisfied with the airport’s services and would recommend the airport to others.

During the fiscal year, travelers could choose from among 24 nonstop destinations—including 14 of their 15 favorites. These included eight of the 10 busiest U.S. airports and eight of the top 10 international gateways—allowing one-stop international service to 121 cities in 62 countries on six of the world’s seven continents.



Phil Lynch
Chairman



C.T. “Skip” Miller
Executive Director

As home to Worldport®—UPS’s global air hub—Louisville International Airport moved up two spots to seventh on the list of the world’s busiest cargo airports and maintained its position as the third busiest in North America.

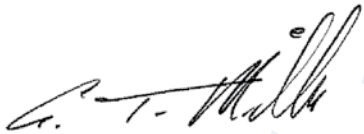
Taxiway A—a key component of our plan to prepare Louisville International Airport’s airfield for the larger 21st century aircraft—came closer to reality with the construction of two sections of the Crittenden Drive Roadway Relocation Project—thanks to \$22 million from the Commonwealth of Kentucky and \$6 million from the Louisville Redevelopment Authority.

At Bowman Field, annual operations (takeoffs and landings) in calendar year 2012 increased almost 11 percent, when compared to 2011, and the airfield continued to be base for more aircraft than any airport in Indiana and Kentucky—continuing to position it as a vital link in the national airspace system.

These strong passenger and cargo results, together with the support of our community and employees, indicate we are ON COURSE to provide even greater services to travelers and businesses in our region.



Phil Lynch
Chairman



C.T. “Skip” Miller
Executive Director



Phil Lynch, Chairman of the Board

ON COURSE WITH AIR SERVICE



NONSTOP SERVICE TO EIGHT OF 10 BUSIEST U.S. AIRPORTS
AND EIGHT OF THE TOP 10 INTERNATIONAL GATEWAYS

ON COURSE WITH AIR SERVICE

Thoroughly understanding the community's air travel needs is key to overcoming the enormous challenge of air service development in today's world—convincing airlines to launch new—or enhance existing—service.

To determine the specifics of those demands, Louisville International Airport (SDF) tracks travelers' final destinations and discusses travel needs with the region's business community through its Travel Forum.

Domestic Service

This has enabled the airport to work with its airline partners to provide:

- Nonstop service to 24 destinations—including 14 of the 15 most popular destinations of travelers in the region, and
- Nonstop service to eight of the 10 busiest U.S. airports and eight of the top 10 international gateways.

International Access

The airport's airline partners also offered one-stop international service to 121 cities in 62 countries on six of the seven continents—meaning easy access to the majority of the world's population and business centers. Just a few of those destinations included Johannesburg, Beijing, Brisbane, Moscow, Santiago and Vancouver.

In FY '13, travel options from Louisville International Airport featured more seats on larger, roomier aircraft. Despite a national growth rate of less than 1 percent, seat inventory during the fiscal year increased by more than 10 percent—making it the third fastest growing airport among the nation's largest 75 airports. As a result, total passenger activity was up by nearly 3 percent over FY '12.

Moving UP

Reflecting its position as home to Worldport®—UPS's global air hub—Louisville International Airport moved up two spots to seventh on the list of the world's busiest cargo airports and maintained its position as the third busiest in North America.

Worldport is the largest fully automated package handling facility in the world, with 70 aircraft docks and 155 miles of conveyors. In a single day, it turns over 130 aircraft and processes an average of 1.6 million packages. A record 4.2 million packages were processed on Peak Day 2012.



MOST POPULAR PASSENGER DESTINATIONS
from SDF FY 2013

Rank	City
1	Chicago
2	New York
3	Baltimore
4	Atlanta
5	Orlando
6	Tampa
7	Dallas
8	Las Vegas
9	Denver
10	Washington DC
11	Phoenix
12	Philadelphia
13	Houston
14	Los Angeles*
15	Minneapolis

**One-stop, same-plane direct service to Orange County's John Wayne (SNA)*

BUSIEST CARGO AIRPORTS
CY 2012

Rank	City
1	Hong Kong, China
2	Memphis, TN USA
3	Shanghai, China
4	Anchorage, AK USA
5	Incheon, South Korea
6	Dubai, United Arab Emirates
7	Louisville, KY USA
8	Paris, France
9	Frankfurt, Germany
10	Tokyo, Japan

Source: Airports Council International

ON COURSE WITH CUSTOMER SERVICE



Surrounded by images of some of the most world-renowned names in Louisville—Churchill Downs®, Kentucky Fried Chicken®, Louisville Slugger® and Woodford Reserve®—guests of Louisville International are greeted seven days a week, 365 days a year by volunteer Ambassadors.

In April 2013, these dedicated volunteers celebrated assisting their one-millionth customer—receiving commendations from travelers and awards for excellent service along the way.

Special Events

The airport and its Ambassadors go to great lengths to ensure that convention and special-event attendees are warmly welcomed.

Working with its airline, concession and TSA partners, the airport coordinates with event planners to make accommodations in the terminal and on the airfield to ensure easy arrivals and on-time departures.

This means not only managing the annual crush of race fans at Derby, but greeting attendees of a special three-day corporate Leadership Summit, during which 3,200 air travelers arrived and departed on 17 charter aircraft.

During these special events, the airport often expands hours of operations, arranges for musicians to perform, and provides complimentary bubble wrap for the safe transport of liquid mementos—including Kentucky bourbon—in checked luggage.



Measuring Customer Service

The airport also continued to survey passengers to better design training programs, identify areas for improvement and recognize and reward business partners for extraordinary customer service. The results revealed that more than 97 percent of passengers were either satisfied or very satisfied with the airport's services and would recommend the airport to others.



ON COURSE WITH CUSTOMER SERVICE

Other Improvements

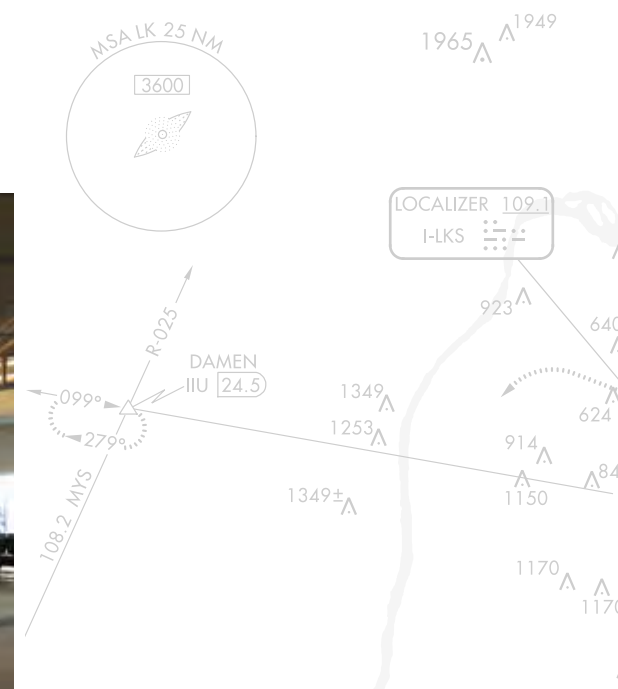
The airport also expanded its food-and-beverage offerings with La Tapenade, a convenient “grab n’ go” snack kiosk in Concourse A.

In January, *Images: Louisville and Its Environs* returned to grace the walls along the moving walkway connecting the landside and airside terminals. These stunning photographic images are a collaborative work by prominent Louisville visual artists Julius Friedman and Pat McDonough.

Also in FY '13, the Speed Art Museum temporarily moved two of its bronze sculptures to the departure level of the passenger terminal during the museum's renovation. Henry Moore's *Reclining Figure: Angles* graces the east ticket lobby and Deborah Butterfield's horse, *Danuta*, greets visitors on the west side.



Collection of the Speed Art Museum, Louisville, Kentucky



ON COURSE WITH BEYOND 2010



AIRFIELD IMPROVEMENTS ARE NECESSARY TO ACCOMMODATE NEW LONG-RANGE AIRCRAFT

ON COURSE WITH BEYOND 2010

The Authority understands how much the community depends on its success—as almost one in every 10 jobs is attributable to airport-related activities.

That's why it launched the Beyond 2010 Plan in 2006.

Beyond 2010 guides the airfield improvements at Louisville International that are necessary to accommodate this century's new and larger long-range aircraft—assuring that the airport will continue to attract even more aviation-related jobs.

However, a key element of the plan—construction of Taxiway A—couldn't be completed as nearby Crittenden Drive encroached on the taxiway's mandatory clearance zones in two spots and needed to be relocated.



Thanks to \$22 million from the Commonwealth of Kentucky and \$6 million from the Louisville Redevelopment Authority, the South Connector (Phase 1) of the roadway relocation project was completed and the North Connector (Phase 2) was nearing completion in FY '13.

During the roadway's design, the Authority worked with state and local officials to incorporate enhancements for the neighborhood and community. For example, construction of the South Connector included building a bridge connecting airport-related business to the airport and the final phase of the roadway

relocation project will include improvements to the area's Woodlawn Overpass.

Also in FY '13, the airport began constructing an extension of Taxiway E. When complete in early FY '14, aircraft from the fixed base operator (FBO), the corporate hangar campus and the Kentucky Air National Guard will have a more direct path to the East Parallel Runway. This new route will conserve fuel, enhance airfield safety by virtually eliminating the need for aircraft to cross an active runway, add airfield capacity and improve air traffic control efficiencies.



ON COURSE WITH MAINTENANCE AND OPERATIONS



In addition to constructing new facilities, the Authority also focuses on proactively maintaining its existing investments to ensure the continuing integrity of the terminal and airfield.

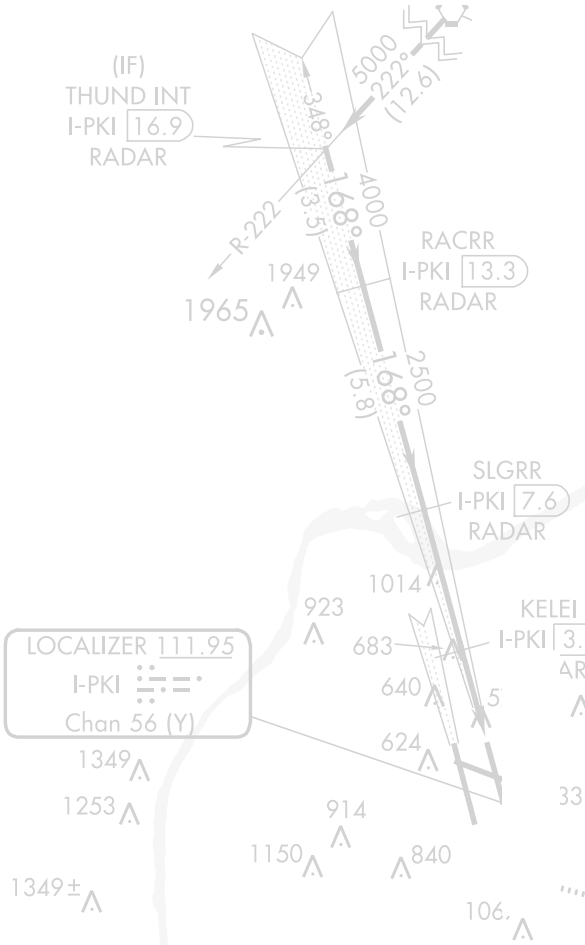
This year's focus included replacing 69 (25' x 25') concrete pavement slabs—18 on the West Runway and 51 on Taxiway B, installing brighter, LED guidance signs for the crosswind runway and replacing electrical cable and transformers for the trans-Pacific West Runway. In addition, the third—and final—phase of

replacing the more than 20-year-old roof on Louisville International's passenger terminal was completed.

In FY '13, two dump trucks and a 22-foot snow broom were added to Louisville International's snow-fighting fleet. This specialized equipment allows the airport to field two snow teams, which, when needed, alternate 12-hour shifts to continuously clear snow and ice from runways and taxiways throughout winter storms so that the airfield is open and available to airline partners 24 hours a day, 365 days a year.



ON COURSE WITH MAINTENANCE AND OPERATIONS



Public Safety

Ninety-five percent of public safety department employees have been cross-trained as police officers and firefighters. In addition, 75 percent of personnel are now certified Emergency Medical Technicians.

Training with other agencies more than doubled. This included the Jefferson County Suburban Fire Districts, the Kentucky Air National Guard and the Louisville Fire Department. Also during

the fiscal year, the Transportation Security Administration (TSA) recertified the airport's four highly trained canine teams that patrol for dangerous materials.

Overall, the public safety department responded to more than 700 requests for fire, medical or law enforcement, 65 percent of which were either fire or medical emergencies.



ON COURSE WITH BOWMAN FIELD



**BOWMAN FIELD IS THE LONGEST CONTINUOUSLY OPERATING,
PUBLICLY OWNED AIRPORT IN THE COUNTRY**

ON COURSE WITH BOWMAN FIELD

Since 1919, Louisville's first airport—Bowman Field—has played a key role in the growth and evolution of the country's and Louisville's aviation industry.

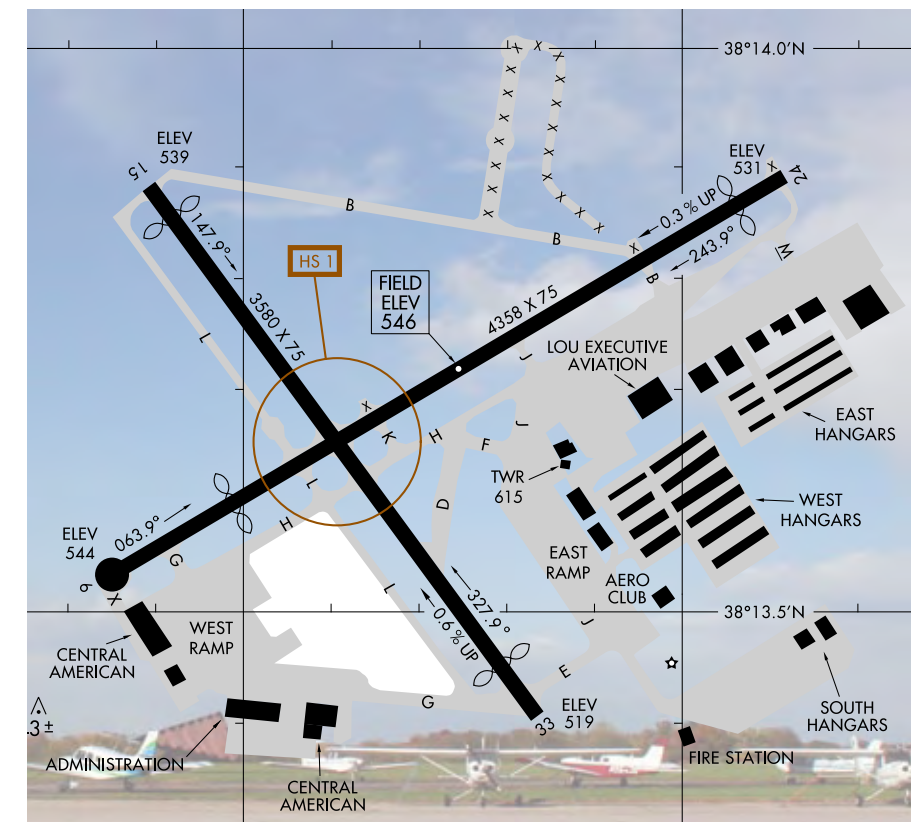
Bowman Field remains the longest continuously operating, publicly owned airport in the country and a crucial designated reliever airport—keeping relatively small and slow general-aviation aircraft safely away from Louisville International Airport's faster, heavier aircraft. Reflecting its ongoing vitality, annual operations (takeoffs and landings) in calendar year 2012 increased almost 11 percent, when compared to 2011.

As a general aviation airfield, Bowman offers services such as flight instruction; aircraft leases; charters and sales; aircraft cleaning and refueling; and aircraft repair and maintenance. In addition, with its park-like setting, the airfield routinely hosts a number of community and Derby Festival events, including the Aviation Museum of Kentucky's two-day aviation camp for children aged 10-16.

In early December 2011, the Airport Authority announced The Bowman Field Airport Area Safety Program—designed to manage objects that penetrate the FAA's contemporary airspace safety

requirements while minimizing the impact on our neighbors' trees.

To oversee the project, the Airport Authority hired Hanson Professional Services in early FY '13. By the end of the fiscal year, the necessary airport-ground survey, aerial photography and imaging work was completed, allowing a comprehensive survey (the aGIS or Airports Geographic Information Systems) to be drawn together and submitted to the FAA.



ON COURSE WITH NOISE MITIGATION

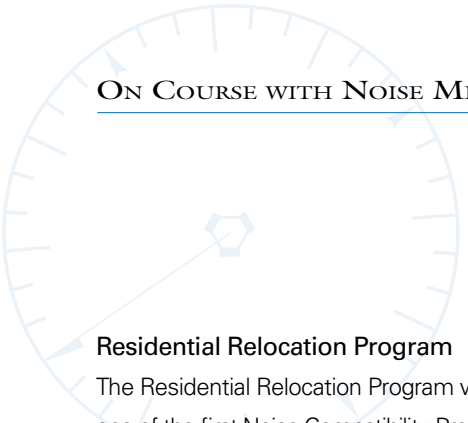


In 1988, after reviewing more than two dozen alternative proposals, the Airport Authority Board chose to expand Louisville International Airport and build an entirely new airfield on top of the old one. However, with that decision, it was clear that changes needed to be made and solutions found for some of our neighbors.

To develop those solutions, more than 1,000 members of the Noise Compatibility Study Group worked for four years to create a plan that would result in the least amount of aircraft noise over the fewest number of families. The FAA subsequently approved many elements of the Noise Compatibility Program, and today the Community Noise Forum (comprised of designated representatives from all airport stakeholders) meets every other month to monitor the program’s progress.

Some of the program’s noise-reducing measures are operational—involving changes in air traffic procedures. Others more directly involve neighbors—including the ongoing Residential Relocation Program and the QuieterHome® Sound-Insulation Program.

ON COURSE WITH NOISE MITIGATION



Residential Relocation Program
The Residential Relocation Program was one of the first Noise Compatibility Program initiatives to be implemented and, at the end of FY ‘13, all but 53 of the eligible families have voluntarily relocated.

Most of the 3,740 families chose to relocate through the traditional program, under which families purchased a home using LRAA-provided funds. However, 419 families swapped their home for a comparable new one in the city of Heritage Creek.

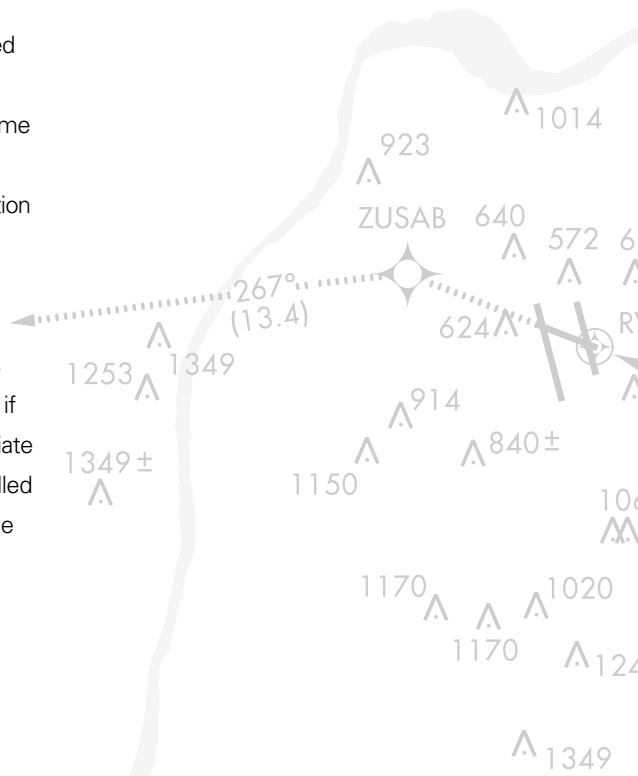
QuieterHome® Program
In 2008, with the successful Residential Relocation Program winding down, the Authority launched a voluntary sound-insulation program for neighborhoods northeast of the airport, along Preston Highway and within the FAA-approved 65 DNL noise contour—including parts of Audubon Park, Belmar, Parkway Village and Schnitzelburg.



Under this voluntary program (and depending on the existing noise levels in each eligible home), custom-designed sound-insulation materials are installed that reduce aircraft noise within the home at no cost to the eligible homeowners. Since the program began, sound-insulation materials have been installed in the homes of 157 of the eligible families.



Acoustical testing for homes in Phases 4-7 was conducted in early FY ‘13, and if federal funds remain available, appropriate sound-insulation materials will be installed in eligible homes in these phases by the end of September 2015.



ON COURSE WITH THE RENAISSANCE ZONE



The Louisville Renaissance Zone Corporation (LRZC) Board (which mirrors the Louisville Regional Airport Authority’s Board) oversees the Renaissance South Business Park. The LRZC promotes economic development and airport-compatible redevelopment in an area that was part of the Authority’s Voluntary Residential Relocation (noise-mitigation) Program.

While not located directly on the airfield, the park is within two miles of the south ends of Louisville International Airport’s two parallel runways and provides easy access to virtually every other mode of transportation. This convenient location has attracted several world-renowned companies—including UPS and Ford Motor Company—as it is ideal for light manufacturing, warehousing distribution



and logistics—complementing the use of the airport.

In FY ‘13, the LRZC sold five acres to S.J. Paris Properties, LLC, (a subsidiary of a Kansas City, Missouri-based warehousing, logistics and manufacturing firm) and also entered into agreements

with Dermody Properties, LLC and Verus Partners to sell approximately 18 acres and 84 acres, respectively, for warehouse distribution facilities. In addition, Ford Motor Company leased an additional 3.8 acres—expanding its vehicle convoy-and-staging lot to 18 acres, leaving more than 230 acres for development.

ON COURSE WITH THE RENAISSANCE ZONE



THE LRZC PROMOTES ECONOMIC DEVELOPMENT AND AIRPORT-COMPATIBLE REDEVELOPMENT IN THE RENAISSANCE SOUTH BUSINESS PARK

ON COURSE WITH THE FINANCIAL REPORT

STATEMENTS OF NET POSITION

June 30, 2013 and 2012

	Louisville Regional Airport Authority		Louisville Renaissance Zone Corporation	
	June 30,		June 30,	
	2013	2012	2013	2012
ASSETS				
Current assets, unrestricted				
Cash and equivalents	\$ 9,612,851	\$ 8,745,149	\$ 1,818,345	\$ 1,929,724
Land held for sale	-	-	358,588	-
Investments, at amortized cost plus accrued interest	25,039,356	30,278,274	2,900,616	-
Fees and rentals receivable, net	3,641,653	4,690,378	5,042,428	2,389,944
Due from component unit	3,283,423	3,189,268	-	-
Supplies and prepaid expenses	1,075,508	905,215	-	-
Total unrestricted current assets	42,652,791	47,808,284	10,119,977	4,319,668
Current assets, restricted				
Cash and equivalents	25,967,819	32,593,557	-	-
Cash – land fund	3,286,451	735,342	-	-
Interest receivable	44,468	48,475	-	-
Grants receivable	2,432,499	1,040,329	-	-
Investments, at amortized cost plus accrued interest – land fund	-	1,997,803	-	-
Total restricted current assets	31,731,237	36,415,506	-	-
Total current assets	74,384,028	84,223,790	10,119,977	4,319,668
Noncurrent assets, unrestricted				
Fees and rentals receivable, net	-	-	7,500,000	-
Capital assets not being depreciated	350,533,703	358,269,590	10,252,366	9,379,272
Depreciable capital assets, net	171,967,718	175,557,796	10,389,859	11,080,954
Deferred loan and bond cost, net of accumulated amortization of \$10,048,135 as of 2013 and \$8,712,097 as of 2012	11,365,110	12,706,355	2,748,049	2,943,176
Total unrestricted noncurrent assets	533,866,531	546,533,741	30,890,274	23,403,402
Noncurrent assets, restricted				
Cash – PFC fund	1,384,426	339,994	-	-
Cash and equivalents	539,147	6,336,149	-	-
Investments – PFC fund	6,998,057	5,000,073	-	-
Investments, at amortized cost plus accrued interest	45,725,814	36,237,988	-	-
Total restricted noncurrent assets	54,647,444	47,914,204	-	-
Total noncurrent assets	588,513,975	594,447,945	30,890,274	23,403,402
Total assets	\$ 662,898,003	\$ 678,671,735	\$ 41,010,251	\$ 27,723,070

These statements are excerpts from the audited financial statements which are available upon request.

ON COURSE WITH THE FINANCIAL REPORT

STATEMENTS OF NET POSITION – CONTINUED

June 30, 2013 and 2012

	Louisville Regional Airport Authority		Louisville Renaissance Zone Corporation	
	June 30,		June 30,	
	2013	2012	2013	2012
LIABILITIES				
Current liabilities (payable from unrestricted current assets)				
Accounts payable	\$ 10,008,094	\$ 7,708,697	\$ 46,835	\$ 183,030
Due to the Authority	-	-	3,283,423	3,189,268
Accrued expenses and other	1,122,627	1,099,414	19,594	19,594
Loans payable	-	-	1,361,208	1,260,690
Deferred income	641,481	918,172	-	-
Total unrestricted current liabilities	11,772,202	9,726,283	4,711,060	4,652,582
Current liabilities (payable from restricted current assets)				
Bonds payable	19,650,000	18,715,000	-	-
Accounts payable	2,504,007	619,007	-	-
Accrued interest	6,008,708	6,448,663	-	-
Total restricted current liabilities	28,162,715	25,782,670	-	-
Total current liabilities	39,934,917	35,508,953	4,711,060	4,652,582
Long-term debt				
Bonds and loans payable	288,775,000	308,425,000	12,774,367	13,174,896
Other liabilities				
Deposit from UPS land option	7,819,551	7,819,551	-	-
Unamortized bond premium, net	7,862,519	8,693,645	-	-
Deposit from Commonwealth of Kentucky	2,524,824	18,724,824	-	-
Other liabilities	83,600	83,600	-	-
Revolving coverage (payable from restricted assets)	4,300,000	4,300,000	-	-
Total other liabilities	22,590,494	39,621,620	-	-
Total liabilities	\$ 351,300,411	\$ 383,555,573	\$ 17,485,427	\$ 17,827,478
NET POSITION				
Invested in capital assets	\$ 206,652,490	\$ 189,864,212	\$ -	\$ -
Restricted for debt service	71,456,199	68,108,496	-	-
Restricted for capital projects	10,427,865	6,881,004	-	-
Unrestricted net position	23,061,038	30,262,450	23,524,824	9,895,592
Total net position	\$ 311,597,592	\$ 295,116,162	\$ 23,524,824	\$ 9,895,592

These statements are excerpts from the audited financial statements which are available upon request.

ON COURSE WITH THE FINANCIAL REPORT

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS

June 30, 2013 and 2012

	Component Unit			
	Louisville Regional Airport Authority		Louisville Renaissance Zone Corporation	
	June 30, 2013	June 30, 2012	June 30, 2013	June 30, 2012
OPERATING REVENUES				
Rentals and concessions	\$ 42,083,873	\$ 41,649,697	\$ 1,003,725	\$ 693,086
Landing and field use fees	19,287,529	18,543,247	-	-
Land sales, net of cost	-	-	514,514	7,137,290
TIF revenues	-	-	4,269,241	2,409,637
Total operating revenues	61,371,402	60,192,944	5,787,480	10,240,013
OPERATING EXPENSES				
Operations and general maintenance	14,795,153	14,689,347	-	-
Administrative, general, planning and engineering	10,010,759	9,659,417	220,522	454,280
Total operating and maintenance	24,805,912	24,348,764	220,522	454,280
Major maintenance	4,028,012	4,192,635	-	-
Depreciation and amortization	28,496,851	28,044,865	691,095	525,686
Total operating expenses	57,330,775	56,586,264	911,617	979,966
OPERATING INCOME	4,040,627	3,606,680	4,875,863	9,260,047
NON-OPERATING REVENUES (EXPENSES)				
Investment earnings, net	1,175,015	1,226,404	3,903	375
Interest expense	(12,457,213)	(13,385,303)	(435,792)	(584,784)
Passenger facility charges	6,823,983	6,697,614	-	-
Net gain (loss) on disposal of assets	3,501,318	(1,895,415)	-	-
Other expenses	(177,837)	(167,190)	-	-
Net non-operating revenues (expenses)	(1,134,734)	(7,523,890)	(431,889)	(584,409)
(LOSS) INCOME BEFORE CAPITAL CONTRIBUTIONS AND EXTRAORDINARY ITEM	2,905,893	(3,917,210)	4,443,974	8,675,638
Extraordinary Item	-	-	9,185,258	-
Capital contributions	13,575,537	7,137,717	-	-
CHANGE IN NET POSITION	16,481,430	3,220,507	13,629,232	8,675,638
Net position, beginning of year	295,116,162	291,895,655	9,895,592	1,219,954
NET POSITION, END OF YEAR	\$ 311,597,592	\$ 295,116,162	\$ 23,524,824	\$ 9,895,592

These statements are excerpts from the audited financial statements which are available upon request.

ON COURSE WITH THE FINANCIAL REPORT

STATEMENTS OF CASH FLOWS

June 30, 2013 and 2012

	Component Unit			
	Louisville Regional Airport Authority		Louisville Renaissance Zone Corporation	
	June 30, 2013	June 30, 2012	June 30, 2013	June 30, 2012
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers and users	\$ 62,143,436	\$ 59,425,895	\$ -	\$ -
Land sales, lease revenue, and TIF revenues	-	-	4,922,109	2,556,161
Payments to suppliers	(17,051,328)	(18,117,939)	(393,716)	(661,918)
Payments to employees	(7,400,956)	(7,394,890)	-	-
Net cash flows provided by operating activities	37,691,152	33,913,066	4,528,393	1,894,243
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Capital contributions	12,183,367	7,405,476	-	-
Passenger facility charges	6,823,983	6,697,614	-	-
Acquisition and construction of capital assets	(29,258,257)	(23,280,054)	(1,296,538)	(5,656,315)
Proceeds from sale of assets	75,016	494,376	-	-
Proceeds from issuance of debt	-	-	1,019,862	5,145,857
Principal paid on capital debt	(18,715,000)	(17,680,000)	(1,319,873)	(248,076)
Net proceeds received from the Authority	-	-	87,540	260,381
Interest paid on capital debt, net of capitalized interest	(12,897,168)	(13,128,051)	(234,050)	(383,000)
Fees paid on bonds	(172,630)	(200,923)	-	-
Net cash flows used for capital and related financing activities	(41,960,689)	(39,691,562)	(1,743,059)	(881,153)
CASH FLOWS FROM INVESTING ACTIVITIES				
Proceeds from maturities of investments	83,878,868	66,217,935	4,498,506	-
Cash advances to component unit	(87,540)	(260,381)	-	-
Purchase of investments	(88,127,957)	(91,534,965)	(7,399,122)	-
Investment income	646,669	600,574	3,903	375
Net cash flows provided by (used for) investing activities	(3,689,960)	(24,976,837)	(2,896,713)	375
Net increase (decrease) in cash and equivalents	(7,959,497)	(30,755,333)	(111,379)	1,013,465
Cash and equivalents, beginning of year	48,750,191	79,505,524	1,929,724	916,259
Cash and equivalents, end of year	\$ 40,790,694	\$ 48,750,191	\$ 1,818,345	\$ 1,929,724

These statements are excerpts from the audited financial statements which are available upon request.

ON COURSE WITH LOUISVILLE’S AIRPORTS

Louisville International Airport (SDF) Passenger

Just 10 minutes from downtown Louisville, the airport draws travelers within a 200-mile radius of the city due to its affordable service to 24 nonstop destinations—including eight of the 10 busiest U.S. airports and eight of the top 10 international gateways.

The airport’s airline partners also offers one-stop international service to 121 cities in 62 countries on six of the seven continents—meaning easy access to the majority of the world’s population and business centers. Just a few of those destinations include Johannesburg, Beijing, Brisbane, Moscow, Santiago and Vancouver.

Customers are given numerous parking options from curbside valet to a long-term lot. Other services include Altitude: A Travelers’ Club®—featuring many of the amenities offered in airline clubs for a fraction of the cost as well as complimentary electric cart and wheelchair services.

Cargo

The airport is home to UPS Airlines, one of the world’s foremost cargo carriers, and its global air hub—Worldport®. As a result, in calendar year 2012, the airport was ranked the third busiest cargo airport in North America and the seventh busiest in the world.

Military

The Kentucky Air National Guard’s 123rd Airlift Wing is based at the airport and provides worldwide theater airlift for U.S. military and humanitarian operations.



Bowman Field (LOU)

Bowman Field, just five miles from downtown, is a reliever airport for Louisville International and an essential component of the community’s airport system. The 426-acre site features two runways, two fixed base operators, an FAA Air Traffic Control Tower, an historic art deco terminal building and 232 hangars.

Economic Impact

The most recent economic impact survey of Louisville’s airports shows a recurring impact of almost one in every 10 jobs in the Metropolitan Statistical Area attributable to airport-related activities generating:

- More than 64,135 jobs
- More than \$2.28 billion in payroll
- Over \$712 billion in economic activity and
- More than \$320 million in state and local taxes

ON COURSE WITH OUR LEADERSHIP

The Louisville Regional Airport Authority (LRAA) is an autonomous municipal corporation established by Kentucky state statute that is responsible for owning, operating and developing Louisville International Airport (SDF) and Bowman Field (LOU).

Much like a private corporation, the Authority is self-funded and derives operating revenue from a variety of user fees. The Authority does not receive local or state funding for the routine operations of either airport.

An 11-member Board of Directors sets policy, approves the budget and hires the executive director, who serves as the organization’s chief executive officer and governs the Authority. Board members serve four-year staggered terms without compensation.

Charles T. “Skip” Miller is the executive director of the Louisville Regional Airport Authority and directs staff who handle the day-to-day operations, maintenance and administration of Louisville International Airport (SDF) and Bowman Field (LOU). At the annual Kentucky Aviation Association conference, Miller was named 2013 Airport Manager of the Year in the commercial service airport category by the Kentucky Department of Aviation.



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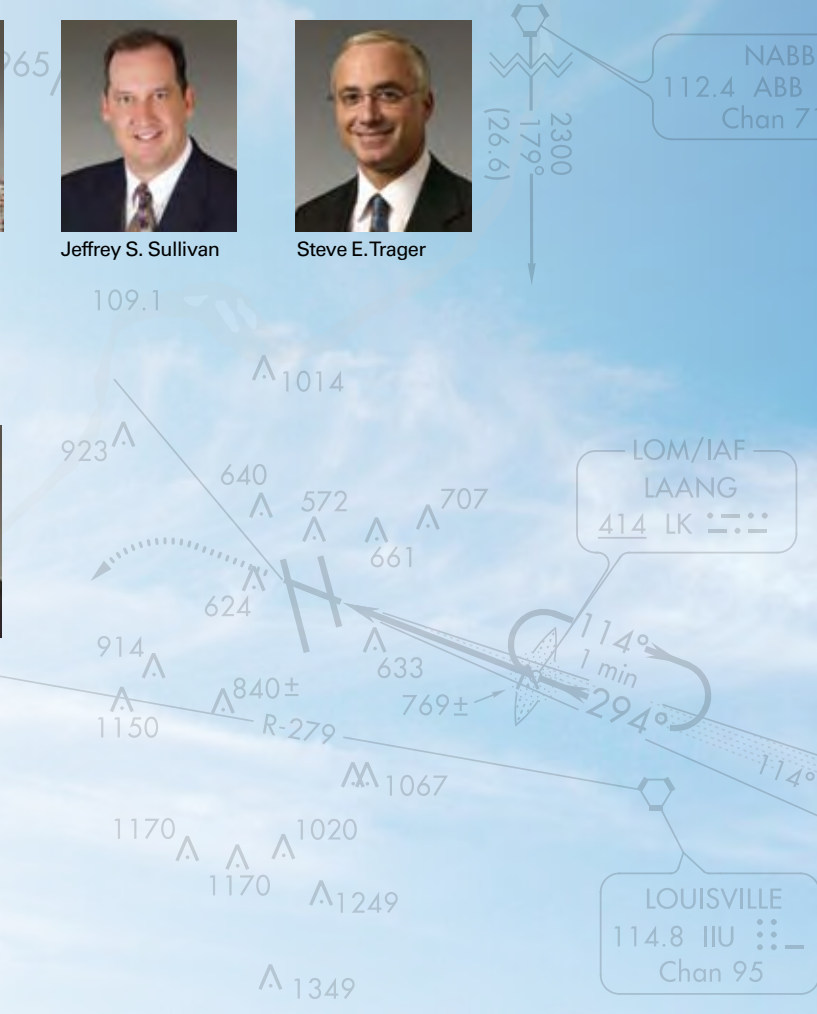
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