

**\*\*SPECIAL MEETING\*\***

**Community Noise Forum  
Monday, March 28, 2022  
Agenda**

- I. Call to order: 6:00 PM
- II. Approval of January 24, 2021, Minutes
- III. Noise Mitigation Tax Credit Proposal
- IV. Louisville Mohammad Ali International Airport Master Plan
- V. Active Noise Cancellation Grant Update
- VI. Airspace Project Update
- VII. UPS Hanger Ground Noise Study
- VIII. Part 150 NCP
  - A. Noise Insulation Program
  - B. Contraflow Exceptions
- IX. Current Noise Concerns
  - A. Noise Concerns/Complaints
  - B. Runway Utilization
  - C. Construction and Maintenance Activity
- X. Guest Comments
- XI. Announcements
- XII. Next Meeting: May 23, 2022
- XIII. Adjournment

**COMMUNITY NOISE FORUM (CNF)**  
**Monday, January 24, 2022**

**Members**

Brian Sinnwell, LRAA  
Mary Rose Evans, LRAA Board  
Bob Slattery, LRAA  
Greg Petto, FAA

Pat Gould, Northeast  
Nancy Bowman Denton, Southwest  
John Sistarenik, ANA

**Guests**

Adam Thomas, Audubon Park  
Edward Mansfield, Merriweather  
Lindsey Wood,

Kathy Harding, Beechmont  
Nicole George, Metro 21  
Tom Schnetzer, Kimley-Horn

- I. Call to order:** The meeting was called to order at 6:03 p.m. by John Sistarenik.
- II. Approval of November 22, 2021, Minutes:** The November meeting notes were reviewed with no changes and approved.
- III. Noise Mitigation Tax Credit Proposal:** John reported that the Airport Neighbors Alliance (ANA) has for several years pushed the state legislature to allocate tax credits for people in the 60 to 64.9 DNL contour. This would allow them to insulate a bedroom or other room in their home and receive a tax credit for that work. Mary Rose said that State Representative Donohue is carrying this legislation and has decided that this year he wanted to make it a line item in the budget instead of a separate bill. He requested ANA write a letter to let him know how the money would be used and how much money we would like to have. There was a cap of about \$2 million which we got them to change to \$3 million. We explained how the money would be used and that it represented about 10% of the people who may be eligible and would pay about 1/3 the cost of insulating an entire house. Let's keep our fingers crossed since there is a budget surplus in Kentucky this year as in most states and hopefully they will send a little bit of that money in this direction. Lindsey Wood asked where the 60-decibel cutoff comes from because there's evidence that noise way lower than 65 decibels is detrimental to human health. John Sistarenik responded that DNL 65 and above is considered significant noise exposure by the FAA. The DNL 60 contour is shown on our noise exposure maps to show that we understand noise impacts can extend beyond DNL 65. Bob Slattery commented that the FAA is currently reviewing results from the Neighborhood Environmental Survey. The goal of the research is to provide an updated and nationally representative curve showing the relationship between aircraft noise and community annoyance. John asked the CNF if there was a motion to put us on record for supporting the current effort to get this tax credits. Nancy Bowman-Denton made a motion to support the tax credit initiative. The motion was seconded by Mary Rose. A vote was taken, all were in favor.

- IV. Louisville Mohammad Ali International Airport Master Plan:** Brian Sinnwell introduced Tom Schnetzer of Kimley-Horn who gave a presentation on the Master Plan for Mohammad Ali International Airport. Mary Rose stated that she would like to know what group was used to do the 500-person survey. She would also like to see a distribution of the zip codes where people live that were talked to especially the ones in neighborhoods around the airport and how close those people were to the airport. Tom replied that it was a local firm called IQS Research that did the work. An executive summary is available that will show all of the zip codes around the airport that they looked at. We tried to get a cross section of socioeconomic areas and that was done with zip codes geographically in all areas around the airport. We did isolate the ones that were close-in because especially with noise we felt like those are people that have a different view of it than somebody that lives farther away. Brian said that a copy of the report would be made available to those that wanted it. Nancy Bowman-Denton asked if the survey of residents around the airport was broken out by air or ground noise. Tom replied that he was pretty sure it was not. Lindsey Wood asked if the forecast summaries were also available. Tom replied that they are available on the website. John Sistarenik asked if the plans for taxiways and other projects would happen all at once or as the need and economic justification arises. Tom replied that typically when pavements start to deteriorate, or taxiways need to be replaced, is when they'll bring it to up to code. Other projects that are more capacity driven may happen sooner. John asked about the role of the CNF related to this project and what, if any, our response should be to the Master Plan. He suggested that between now and the next meeting we take some time to review the summary and if members are interested, we can have this on the agenda for the March meeting. Nancy Bowman-Denton said she is agreeable and would like more time to review the information. John said the group would take this up again at the March meeting. Mary Rose suggested that CNF take a harder look at the airport layout plan that has been presented and see what kinds of suggestions we might like to contribute towards managing any noise changes so that when the airport layout plan is evaluated for cost, noise mitigation costs are included. John asked if a noise analysis completed as part of the master plan study for the proposed taxiways and extension of the east runway or will that happen when those project are actually implemented. Tom replied that things like a runway extension are so far out in the future that a noise analysis is not practical at this point. In this case the part 150 study is the official keeper of the noise contours so whenever that is up for renewal it should incorporate the master plan projects and use that as the basis for developing new noise contours. Bob Slattery pointed out that many of the improvements listed in the master plan may help improve the noise situation because if you are decreasing congestion on the airfield that is less time aircraft are sitting with the engines running. Aircraft can taxi and get off the ground quickly. Also, the taxiway extension to the south would help on those days when the aircraft must depart to the north. Brian Sinnwell commented that we are going to advertise for consultant for the Part 150 update in the next 6-8 months.
- V. Active Noise Cancellation Grant Update:** Bob Slattery updated the group on the Active Noise Cancellation (ANC) project. This project provides grants to sponsors of public-use airports for environmental mitigation projects that will measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at an

airport or within five miles of an airport. The proposed project includes the design, installation, optimization, and maintenance of an active noise control system to help reduce noise in the adjacent communities exposed to aircraft noise from the start-of-takeoff roll on departure. In December, the FAA asked us to submit a final application. The project has not been approved but it looks positive that they have asked us to go ahead and submit the final application. The project will take about 12 months to complete. Once the grant has been approved, we can begin to figure out what is the actual timeline for implementation. Someone typed a question into the chat asking about who wants to wear noise cancelling headphones. Bob replied that from a hardware perspective, ANC consists of a reference microphone, a bank of loudspeakers, and electronic controller, and a few error microphones. The reference microphone monitors the noise from the aircraft during start of takeoff and provides the measured noise to the electronic controller that, in turn, generates an out-of-phase signal that is radiated by the bank of loudspeakers. The error microphones are placed in the community where noise reduction is to occur. No one will be required to wear or have special equipment in their homes.

**VI. Airspace Project Update:** John Sistarenik said that Jonathan Bonds indicated that he was retiring as of our January meeting, so he has not he is not here to give an update. At the November 22nd meeting he indicated that meetings are ongoing and there was an extensive meeting planned for late January. Bob Slattery replied that he believes Jonathan was referring to the upcoming airspace kickoff meetings beginning on January 31<sup>st</sup>. Additional information should be available for the March meeting.

**VII. UPS Hanger Ground Noise Study:** Bob Slattery gave the group an overview of the Ground Noise Study conducted by HMMH for the planned development in the northwest corner of the airport. Mary Rose asked the height of the proposed building. Bob replied that the height of proposed hangar was about 90'. Nancy Bowman-Denton asked if the hangar was being raised to the same elevation as the runways. Brian Sinnwell replied that it will be lower than taxiway alpha and the runway, so you will have to drive up the hill to get to the airfield. Nancy stated that the current barrier on Louisville Avenue is not effective because the top of the barrier is lower than the runway itself. If you are talking about new 10' or 20' barrier you need to account for elevation change. Bob replied that the study was based on existing conditions and barriers reviewed in the study were based on the elevation at the hangar. Nancy Bowman-Denton asked to see the entire report and would like to know if we could pass discussion of this until the next meeting. Bob said that he could send copies of the report out. John agreed that we could also discuss this more at the next meeting. Councilwoman George made the following comments regarding the report. At the last meeting we discussed the possibility of Bob presenting before the Beechmont Neighborhood Association and I think that would be important so that neighbors understand. This portion of Beechmont has had significant disinvestment over the years. This area already deals with lots of noise in addition to the airport noise that is brought about by the expressway. I think what you are going to find is a lot of neighbors are going to be protective. I

understand you mentioned some very good mitigation efforts, The concern is how do those pieces get operationalized and what are the assurances that neighbors are not at the mercy of best practices from the airport and or from UPS. There are a couple things to consider. The first is some sort of outreach plan to neighbors in east Beechmont that are most impacted to let them know what the process is if you have concerns, fundamentally that is a gap. What are the assurances that when there is a breakdown in process, they know what to do? I want us to think about that as a group, how do we get out in front of this and educate neighbors who are closest given the fact that there has been so much disinvestment. Nancy Bowman-Denton commented that she recognizes and acknowledges Councilwoman George's concerns. It has been an issue in Beechmont. Decisions are often made with the belief that it's not going to affect the neighborhood and it does. A few years ago when the ground was cleared for this development. They cleared trees and reduced the noise barrier that protected Beechmont. What mitigation measures are they considering if the study is wrong and noise levels in Beechmont increase. Bob Slattery replied that the presentation listed potential mitigation measures such as limiting runups to existing engine run-up locations, limiting the use APU's and utilizing external power when possible, and minimizing aircraft taxiing under their own power. There is a section in the report that discusses using vegetation as a noise barrier.

#### **VIII. Part 150 NCP:**

- A. Noise Insulation Program: Residential** – This project is to sound insulate residences within the DNL 65 contour according to the 2021 Noise Exposure Map. Construction is complete for the first contract of 32 families, and the second group of 40 families Construction is underway for the third group of 35 families. A contract was awarded at the December meeting of the LRAA Board to Strong Tower of Louisville for the fourth group of 20 families. A homeowner workshop was held on January 11. Pre-acoustical testing is scheduled for the week of January 31.
- B. Contraflow Exceptions:** Contraflow for October was 63% for arrivals from the south and 81% for departures to the south. In November arrivals from the south were 61% and departures to the south were 81%. Contraflow in December was 56% for arrivals and 80% for departures. Daily summaries for each month are contained in the handout. For calendar year 2021 arrivals from the south were 66% and departures to the south are 76%. A monthly summary going back 8 years is included in the handout.

#### **IX. Current Noise Concerns:**

- A. Report on Noise Concerns/Complaints:** A total of 9 comments were received in October. In November, 7 comments were received. 9 comments were received in December. Comments and locations are contained in the handout.

**B. Runway Utilization:** Runway utilization for October, November and December are contained in the handout. Daily runway utilization comments from the Air Traffic Control Tower for October and November are also included in the handout. Adam Thomas asked if any consideration has been given to remove the departure preference from 35R so you could allocate departures on both 35L and 35R a bit more equally. During daytime the right side is getting all the departures. Bob Slattery replied that the Part 150 update discussed earlier is the time to review these types of issues. We can look at the noise measures we have currently and see if we need to make adjustments to those or whether we need to come up with new measures. Mary Rose commented that looking at this in the 150 Study or before is a good idea. We need to look at how many departures are going off on 35R and 35L and see if there's a way to balance that.

**C. Construction and Maintenance Activity:** Brian Sinnwell reported that there are several projects ongoing that affect the airfield. The taxiway "E" electrical project will have some closures on the east runway from time to time. The geothermal project is ongoing. As we mentioned earlier, well drilling will begin in a couple of weeks. That will cause some closures on the internal taxiways but nothing on the main runways. We are also working on the taxiway "A" connector project that connects into the future UPS ramp. This work will have some impacts on taxiways from time to time and require some closures on runway 11/29. We are planning the typical projects on the east and west runways for spring and summer construction. These will have impacts on runway use, mostly on weekends. The first phase of \$31 million worth of work in terminal is starting. This includes the geothermal heating and cooling work in the terminal.

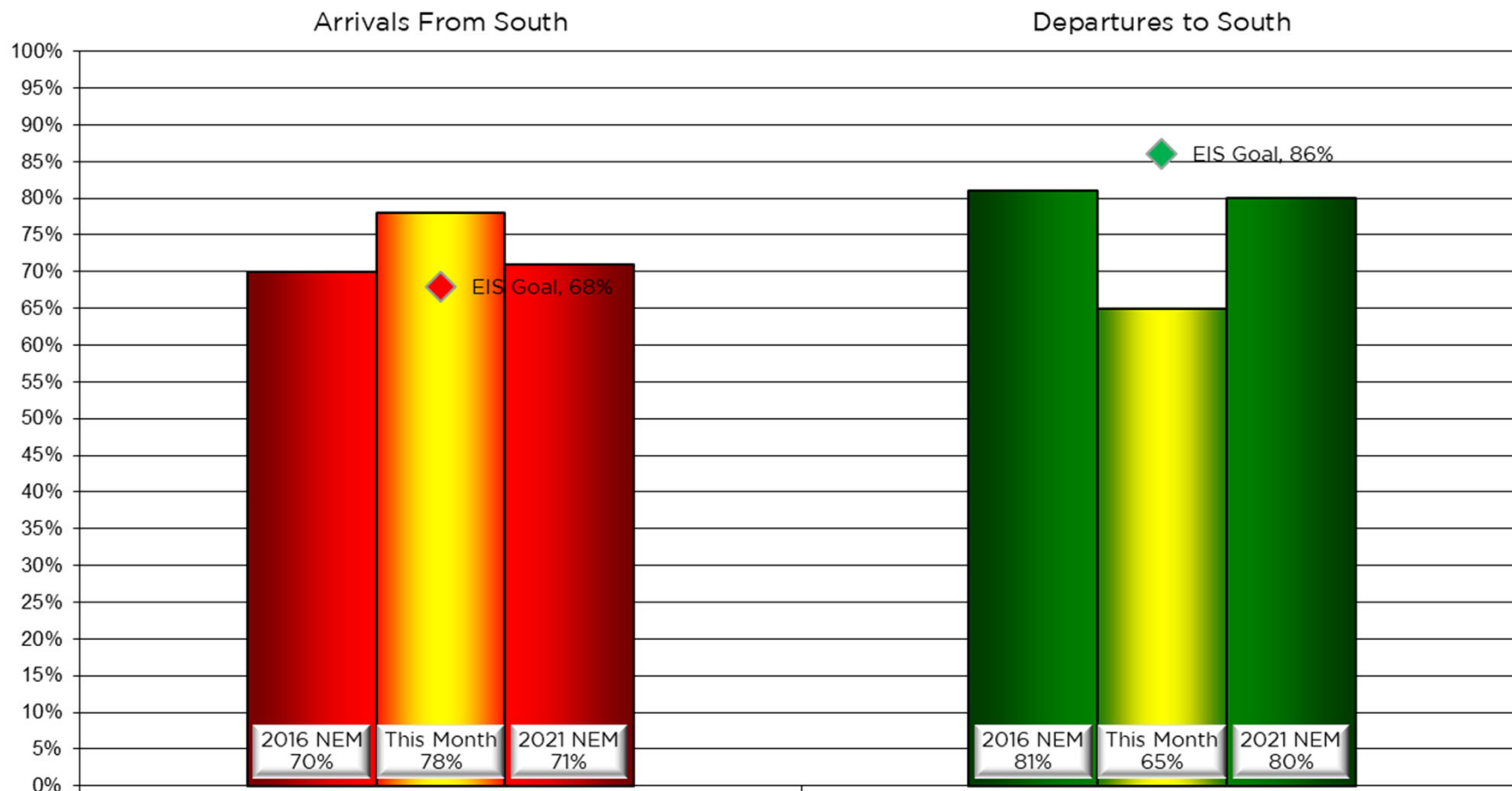
**X. Guest Comments:** None

**XI. Announcements:** Bob Slattery asked that if anyone has comments or suggestions on how to improve the information presented in the handout, or if there is additional information you would like to see to let him know. Greg Petto said that if anyone has questions regarding compliance or Air Traffic procedures to let him know.

**XII. Next Meeting:** March 21, 2022

**XIII. Adjournment:** A motion was made to adjourn the meeting at 7:50 p.m.

## Monthly Contraflow January 3-31, 2022



# Nightly Runway Use Summary – January 2022

(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			
01/03/22	Mon	95%			3	2		58	37	0		88%			32	56		7	5	0	
01/04/22	Tue	0%			45	55				0	190-220@14-18kts,g32	100%			44	56				0	
01/05/22	Wed	100%						63	37	0		0%						57	43	0	310-350@5-9kts
01/06/22	Thu	100%						51	49	0		45%			17	28		37	18	0	270-290@4-10kts,sn
01/07/22	Fri	88%			3	9		54	34	0		96%			37	59		1	3	0	
01/08/22	Sat																				
01/09/22	Sun																				
01/10/22	Mon	92%			5	3		57	35	0		87%			36	51		8	5	0	
01/11/22	Tue	0%			40	60				0	190-210@6-8kts	100%			39	61				0	
01/12/22	Wed	0%			40	60				0	150-200@5-9kts	100%			40	60				0	
01/13/22	Thu	99%				1		60	39	0		89%			39	50		7	4	0	
01/14/22	Fri	97%			1	2		57	40	0		92%			35	57		3	5	0	
01/15/22	Sat																				
01/16/22	Sun																				
01/17/22	Mon	96%			1	3		60	36	0		92%			34	58		5	3	0	
01/18/22	Tue	0%			38	62				0	180-210@7-11kts,g16	100%			39	61				0	
01/19/22	Wed	100%						65	35	0		0%						58	42	0	350-010@11-19kts,g25
01/20/22	Thu	100%						63	37	0		0%						59	41	0	360-010@7-8kts,sn
01/21/22	Fri	92%			3	5		55	37	0		96%			37	59		1	3	0	
01/22/22	Sat																				
01/23/22	Sun																				
01/24/22	Mon	100%						59	41	0		0%						62	38	0	330-020@10-13kts
01/25/22	Tue	100%						61	39	0		0%						64	36	0	360-020@6-9kts
01/26/22	Wed	95%			1	4		57	38	0		93%			35	58		5	2	0	
01/27/22	Thu	97%			1	2		59	38	0		85%			34	51		10	5	0	
01/28/22	Fri	100%						59	41	0		0%						64	36	0	220-320@3-5kts,sn rnmvl
01/29/22	Sat																				
01/30/22	Sun																				
01/31/22	Mon	93%			3	4		62	31	0		92%			36	56		5	3	0	

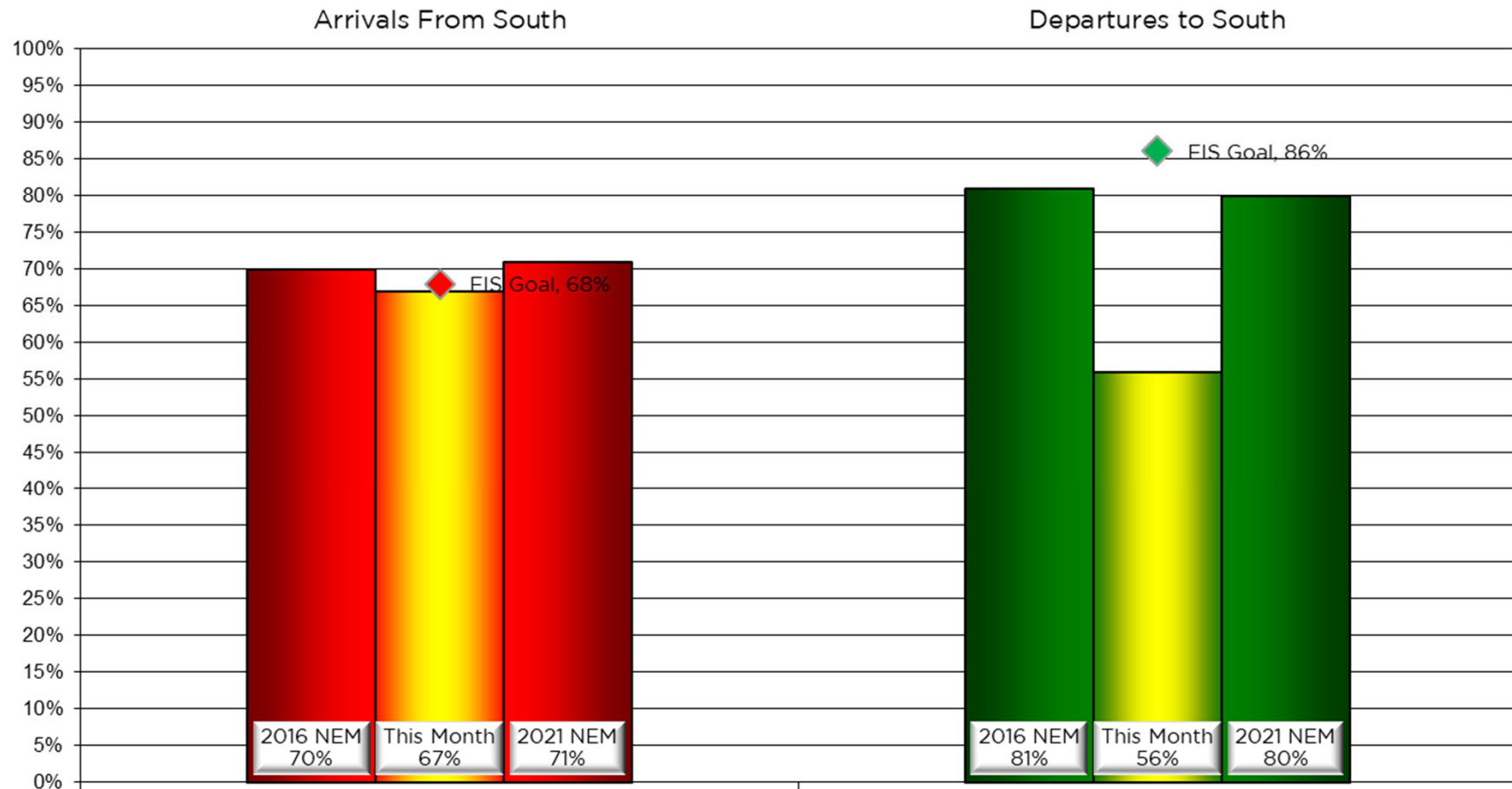
Preferred Flow

DATIS Reported Conditions Indicate Support for Non-Preferred Flow

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



## Monthly Contraflow February 1-28, 2022



# Nightly Runway Use Summary – February 2022

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

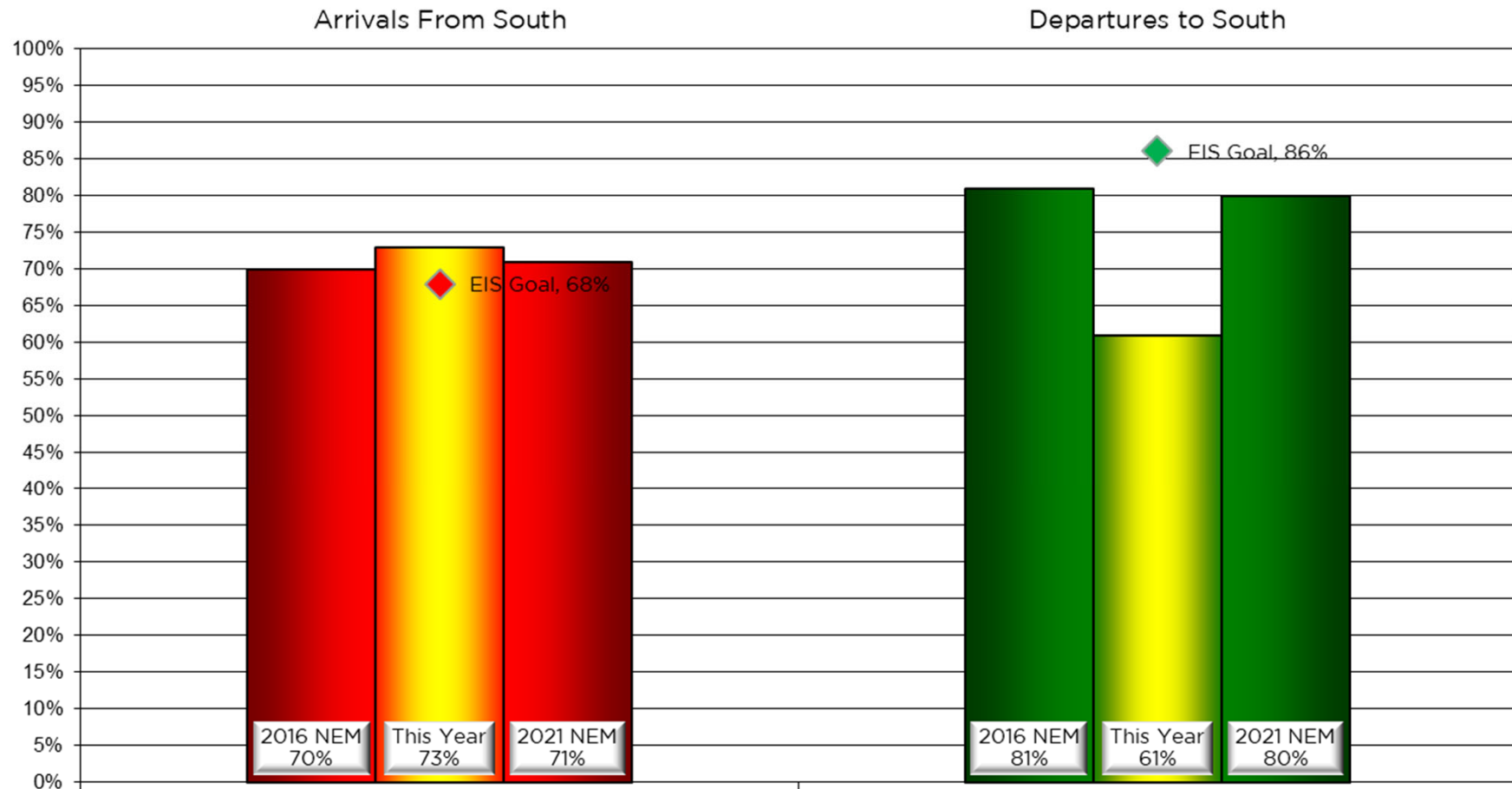
		% of all arrivals from the south										% of all departures to the south											
Date	Day	* in	Runway#							Unknown	Notes /		* in	Runway#							Unknown	Notes /	
		compliance	11	17L	17R	29	35L	35R	Use	Runway			Comments	compliance	11	17L	17R	29	35L	35R	Use		
02/01/22	Tue	0%			42	58					0	170-180@5-13kts,g22	100%			37	63					0	
02/02/22	Wed	100%							64	36	0		0%							64	36	0	340-020@7-10kts,ra
02/03/22	Thu	100%							92	8	0		0%							100		0	360-040@7-13kts,sn
02/04/22	Fri	100%							65	35	0		0%							63	37	0	280-320@6-9kts
02/05/22	Sat																						
02/06/22	Sun																						
02/07/22	Mon	97%			2	1			60	37	0		92%			36	56			7	1	0	
02/08/22	Tue	0%			41	59					0	190-200@8-11kts	100%			35	65					0	
02/09/22	Wed	95%			1	4			56	39	0		88%			35	53			8	4	0	
02/10/22	Thu	95%			1	4			58	37	0		92%			32	60			6	2	0	
02/11/22	Fri	100%							58	42	0		0%							59	41	0	290-320@8-15kts,g20
02/12/22	Sat																						
02/13/22	Sun																						
02/14/22	Mon	93%			3	4			56	37	0		93%			44	49			5	2	0	
02/15/22	Tue	0%			45	55					0	150-180@6-15kts,g24	100%			41	59					0	
02/16/22	Wed	0%			40	60					0	170-180@14-17kts,g28	100%			35	65					0	
02/17/22	Thu	100%							58	42	0		0%							59	41	0	290-320@10-14kts,g22,sn
02/18/22	Fri	79%			7	14			47	32	0		95%			38	57			1	4	0	
02/19/22	Sat																						
02/20/22	Sun																						
02/21/22	Mon	0%			44	56					0	150-180@9-20kts,g26,ra	100%			36	64					0	
02/22/22	Tue	100%							61	39	0		0%							60	40	0	300-340@10-14kts
02/23/22	Wed	97%				3			62	35	0		10%			2	8			53	37	0	010-050@6-13kts,g22,ra
02/24/22	Thu	1%			39	60			1		0	260-310@4-16,g20,ra	57%			21	36			18	25	0	270-290@11-18kts,g27
02/25/22	Fri	100%							62	38	0		0%							50	50	0	290-010@5-8kts
02/26/22	Sat																						
02/27/22	Sun																						
02/28/22	Mon	92%			2	6			55	37	0		89%			37	52			8	3	0	

Preferred Flow

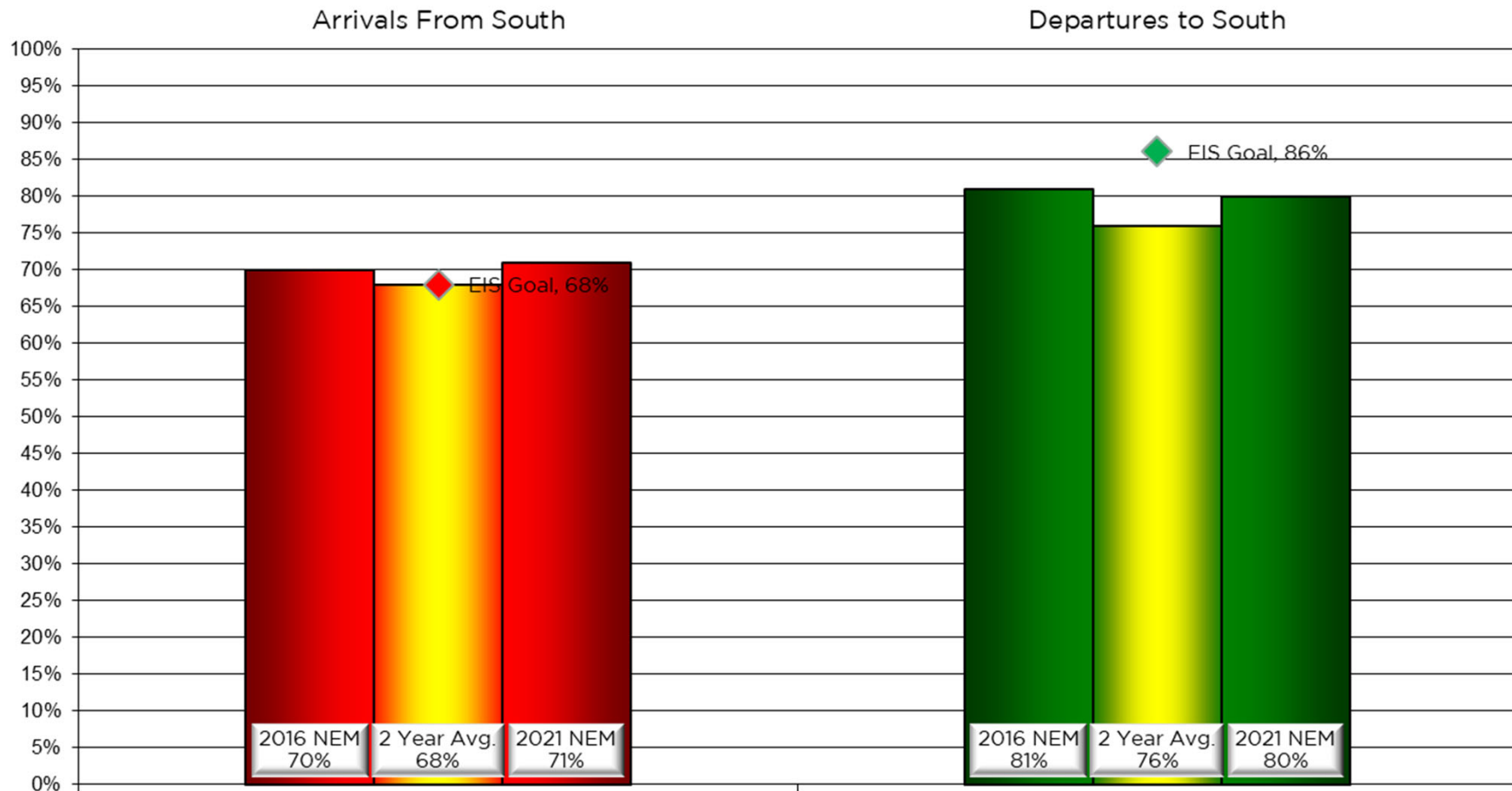
DATIS Reported Conditions Indicate  
Support for Non-Preferred Flow

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

## Contraflow This Year As of March 4, 2022



## Contraflow 2 Year Average March 2020 - February 2022



# Year-to-Year by Month Percent\*

## Contraflow

Arrivals From the South (Goal 68%)										Departures to the South (Goal 86%)									
	2015	2016	2017	2018	2019	2020	2021	2022	Avg		2015	2016	2017	2018	2019	2020	2021	2022	Avg
Jan	76%	69%	65%	60%	75%	56%	71%	78%	69%	Jan	76%	69%	61%	72%	69%	82%	71%	65%	71%
Feb	66%	80%	58%	67%	78%	78%	87%	67%	73%	Feb	76%	67%	77%	70%	57%	43%	45%	56%	61%
Mar	71%	63%	79%	84%	82%	65%	51%		69%	Mar	66%	77%	62%	61%	89%	64%	77%		72%
Apr	53%	86%	56%	73%	65%	71%	62%		67%	Apr	77%	73%	80%	72%	82%	69%	75%		76%
May	75%	62%	75%	43%	65%	71%	71%		65%	May	80%	80%	80%	89%	90%	90%	63%		83%
Jun	57%	79%	74%	74%	50%	69%	65%		68%	Jun	91%	83%	93%	91%	91%	88%	84%		89%
Jul	74%	59%	85%	90%	75%	72%	70%		76%	Jul	80%	91%	85%	77%	87%	91%	76%		84%
Aug	86%	76%	79%	72%	88%	82%	74%		77%	Aug	91%	90%	90%	88%	89%	87%	88%		89%
Sep	95%	88%	85%	80%	83%	83%	63%		83%	Sep	73%	93%	31%	87%	77%	85%	90%		78%
Oct	86%	81%	81%	77%	79%	71%	69%		77%	Oct	74%	81%	82%	76%	78%	72%	76%		77%
Nov	59%	74%	69%	76%	70%	51%	61%		68%	Nov	88%	77%	75%	54%	72%	78%	81%		73%
Dec	55%	75%	74%	72%	76%	67%	56%		69%	Dec	79%	62%	74%	61%	72%	69%	80%		71%
Avg	71%	74%	73%	72%	74%	70%	67%	73%		Avg	79%	79%	74%	75%	79%	77%	76%	61%	

# NOISE COMMENT REPORT

## LOUISVILLE REGIONAL AIRPORT AUTHORITY



January 2022

# Comments (SDF/LOU)

## January 2022

Street	Zip Code	CNF Quad / 2021 DNL	Time Received	Time	Airport	Disturbance Type	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments <sup>3</sup>
Franklin St	40206	NW (<60)	2022-01-06 13:00:00	2022-01-06 04:00:00	SDF	Too Much Noise	Investigated	Non-Standard	Weather	I don't know who to complain to about airplanes flying over my house at 4:00 a.m. The noise is so bad I cannot sleep.
W Indian Trail	40213	SE (60-65)	2022-01-11 12:16:00	2022-01-11 12:16:00	SDF	Other	Investigated	Non-Standard	None	What areas qualify for the Quieter Home Program?
Goss Ave	40217	NE (<60)	2022-01-13 07:28:00	2022-01-13 07:28:00	SDF	Constant Noise	Investigated	Standard	None	We have a 5-month-old baby. Every day we hear plane after plane like they are about to land right on top of our house. More planes seem to come through during the night. Not sure if it SDF or UPS. Either way it's beginning to interrupt our baby's sleep.
Lincoln Ave	40208	NW (<60)	2022-01-19 16:26:00	2022-01-19 16:26:00	SDF	Noise At Wrong Time	Investigated	Non-Standard	Weather	As far as I am concerned all of you are f***ing trash! You could care less about all the air traffic that we put up with daily! Oh, I'm sure you'll reply with some BULL**** and you'll be nice about it, but I don't give a f***! Thanks for another sleepless day you a**hole!
Calvin Ave	40206	NE (<60)	2022-01-21 05:33:00	2022-01-21 04:30:00	SDF	Too Much Noise	Investigated	Non-Standard	Weather	After a couple of weeks of quiet, the planes were incredibly loud and frequent yesterday morning (January 20th) around roughly 4:00 a.m. to 6:00 a.m. They are also coming over right now (January 21st), I think they started around 4:30 a.m. Not sure, was too tired to look at the clock. Hoped to sleep through it with earplugs but no such luck. What caused the change in flight patterns these last two nights? It's been really awful. I'm exhausted from not being able to sleep through the noise. I really hate this. I don't live near the airport! They are so loud! Really disrupting my sleep and my life!

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.
3. Comments may be edited for space, format, or unrelated content.

# Comments (SDF/LOU)

## January 2022

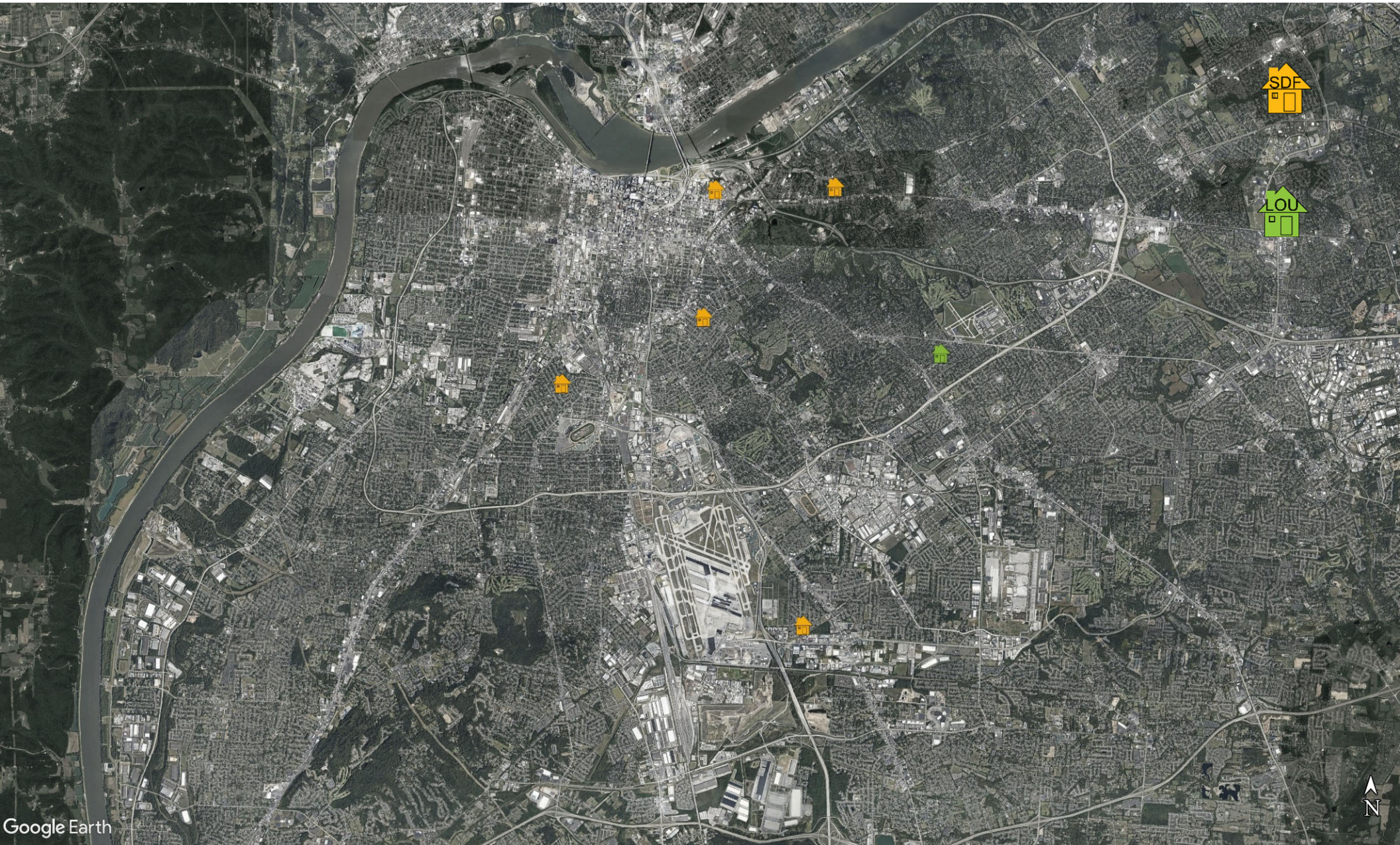
Street	Zip Code	CNF Quad / 2021 DNL	Time Received	Time	Airport	Disturbance Type	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments <sup>3</sup>
Hawthorne Ave	40205	NE (NA)	2022-01-24 11:00:00	2022-01-24 11:00:00	LOU	Too Much Noise	Investigated	Standard	None	The noise is deafening. It began about a year ago. It starts at 6:00 a.m. and goes all day until about 10:00 p.m. It scared me to death. My sister keeps saying there's another one, there's another one?
Calvin Ave	40206	NE (<60)	2022-01-27 04:20:00	2022-01-27 03:20:00	SDF	Too Much Noise	Investigated	Standard	Weather	There have been incredibly low flying and loud planes going over my house for the last hour or so. Very annoying. Can't sleep even with earplugs. There doesn't seem to be any weather issues. What is going on?
							Received	LRAA	7	

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
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3. Comments may be edited for space, format, or unrelated content.

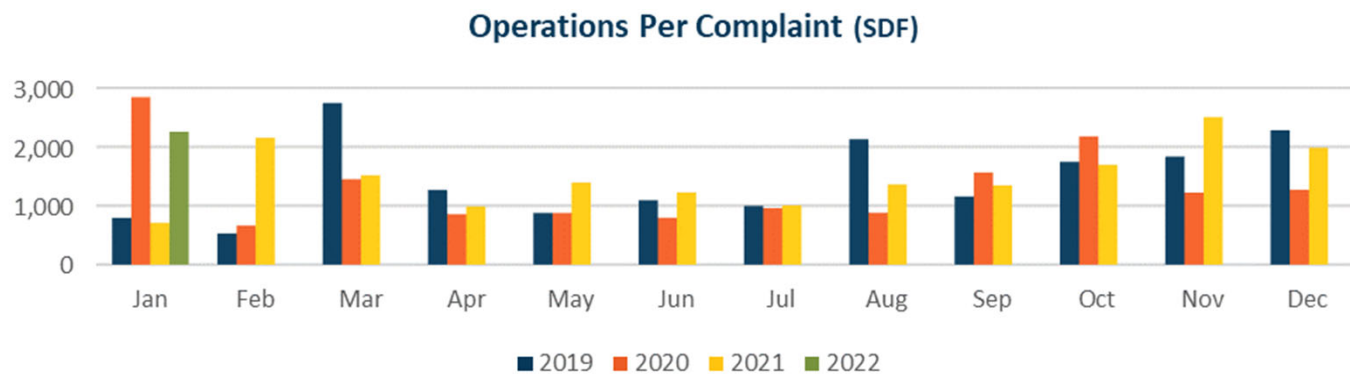
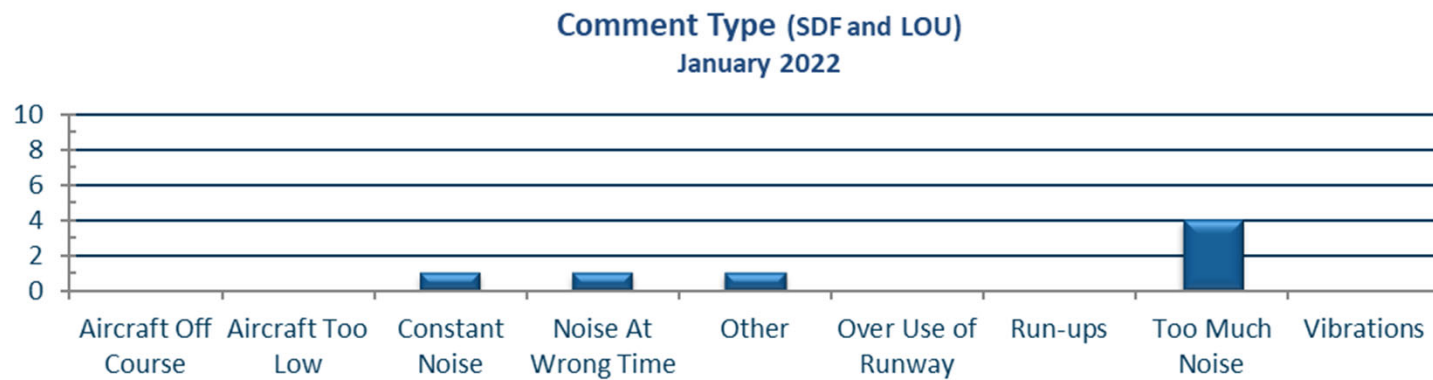
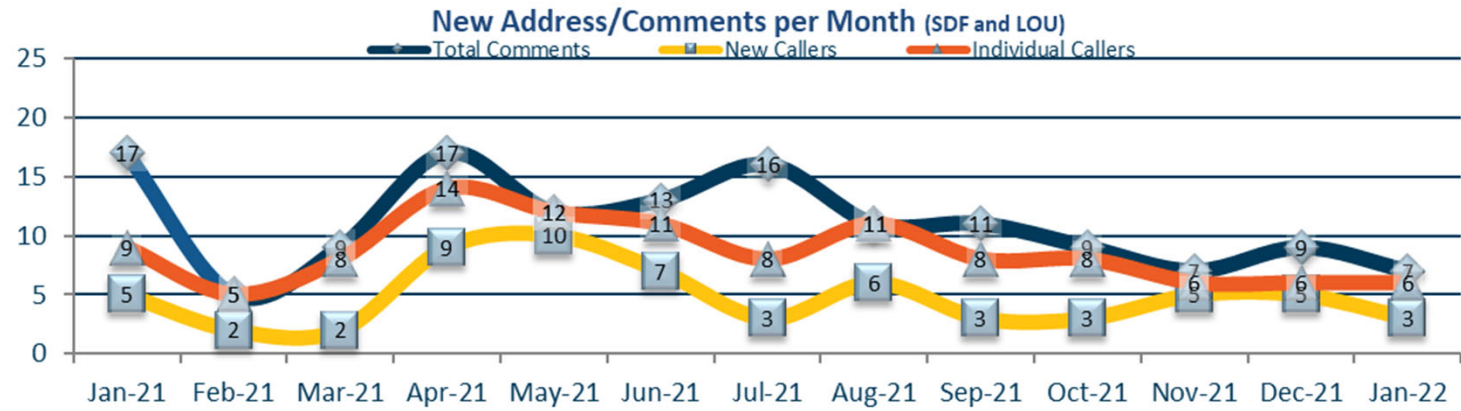


# Comment Location (SDF/LOU)

January 2022







# NOISE COMMENT REPORT

## LOUISVILLE REGIONAL AIRPORT AUTHORITY



February 2022

# Comments (SDF/LOU)

## February 2022

Street	Zip Code	CNF Quad / 2021 DNL	Time Received	Time	Airport	Disturbance Type	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments <sup>3</sup>
Maylawn Ave	40217	NE (60-65)	2022-02-07 12:35:00	2022-02-07 08:48:00	SDF	Other	Investigated	Non-Standard	None	I am interested in this program to see if my home qualifies for the services offered. I own a house on Maylawn Avenue. Can you contact me when convenient?
S 2nd St	40203	NW (<60)	2022-02-09 14:34:00	2022-02-09 14:34:00	SDF	Vibrations	Investigated	Standard	None	I am a newer resident of Old Louisville. I wanted to call and talk about how the problem of noise and shaking from flights is being addressed. We are experiencing visible shaking inside our house. It is of concern to me long term for the well-being of my home, my family, and my neighborhood. I have seen a change over the last two months since moving in last April.
Ardmore Dr	40217	NE (<60)	2022-02-11 09:30:00	2022-02-11 09:30:00	SDF	Constant Noise	Investigated	Non-Standard	Weather	I just wanted to complain about the airport noise. I live on Ardmore drive. It has gotten so bad you cannot even sleep or listen to the TV. I was wondering if they would expand the area to give us new windows or insulation to get away from the noise.
W Indian Trail	40213	SE (60-65)	2022-02-14 09:10:00	2022-02-14 09:10:00	SDF	Other	Investigated	Standard	None	I just wanted to find out if my household qualifies for the Quieter Home Act?
Belgravia Ct	40208	NW (60-65)	2022-02-17 11:15:00	2022-02-17 11:15:00	SDF	Noise At Wrong Time	Investigated	Non-Standard	Weather	I live in Old Louisville near Belgravia Court. You spoke with my wife a few weeks ago. Things have gotten really bad the last few days. Tuesday night, Wednesday night and the planes are still coming over now. Something must be done about this. When the planes are coming over they shake the house and they are so loud that we cannot even sleep with noise cancelling earbuds in. It is really outrageous that the planes come over like they do. Something will be done about this, I will see to that. I need my sleep.

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# Comments (SDF/LOU)

## February 2022

Street	Zip Code	CNF Quad / 2021 DNL	Time Received	Time	Airport	Disturbance Type	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments <sup>3</sup>
E Chicago St	60120	N/A	2022-02-17 15:13:00	2022-02-15 15:13:00	SDF	Aircraft Too Low	Investigated	Standard	None	Planes that go near Elgin, Illinois are too loud, too close to the ground and houses, and fly too frequently, putting my nature preserve at risk. As I have many birds that fly close to where the planes go. It may be silly but the neighbors have had enough, they looked at the sky as a plane looked like it was crashing, and it made a sonic boom noise this happens so much. 2019 brought the pandemic which brought peace and silence, and the songs of birds, I wish I could have the peace back. Yesterday, Feb. 15, 2022, was the loudest day and the most annoying. I feel like moving out of the city. I am not even close to an airport, but the planes are getting more in numbers. I was able to pinpoint where the planes were from, so I came to address my concerns here. I am sorry for the report, but I'm looking for change.
Belgravia Ct	40208	NW (60-65)	2022-02-22 11:15:00	2022-02-22 11:15:00	SDF	Other	Investigated	Non-Standard`	Weather	I am concerned about the number of airplanes flying over town. This seems very unsafe, and you should keep them from flying over populated areas where they could crash and hurt someone.
Lincoln Ave	40208	NW (<60)	2022-02-24 04:39:00	2022-02-24 04:39:00	SDF	Too Much Noise	Investigated	Non-Standard	Weather	I have not slept in 2 days! POINT THE F***ING PLANES SOMEWHERE ELSE BOB!

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# Comments (SDF/LOU)

## February 2022

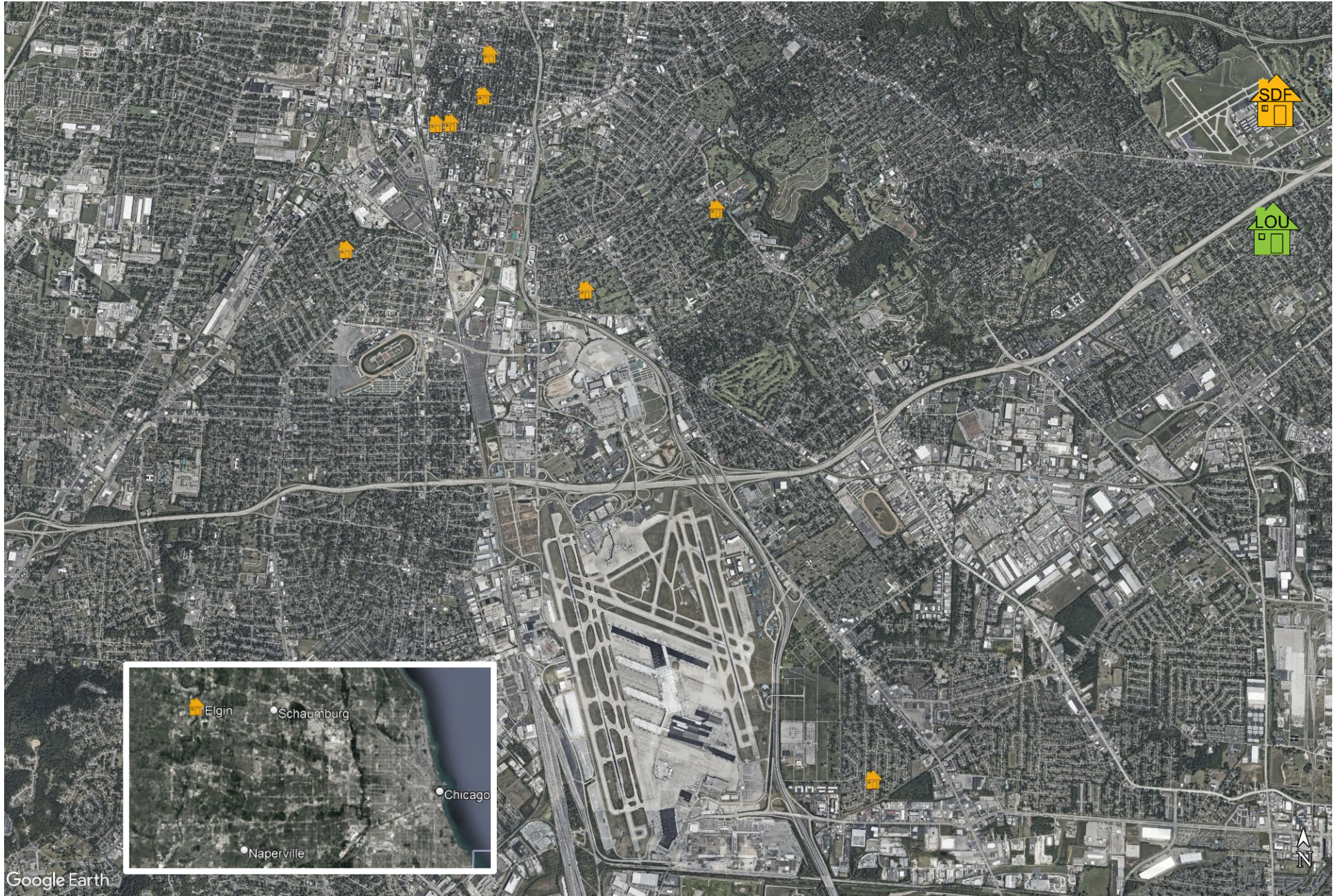
Street	Zip Code	CNF Quad / 2021 DNL	Time Received	Time	Airport	Disturbance Type	Status	Operation or Comment Type <sup>1</sup>	Deviation Type <sup>2</sup>	Comments <sup>3</sup>
S 2nd St	40208	NW (60-65)	2022-02-25 00:49:00	2022-02-25 00:49:00	SDF	Too Much Noise	Investigated	Non-Standard	Weather	No need to call me back, I would just like to complain about the noise tonight. The planes have been flying overhead all night. Maybe there is a technical reason they are coming in like this, but it does not matter. Even if there is just a few nights out of the month when they come in like this it is very frustrating. Eventually people will wake up and feel like they have moral obligation to do something about this. But that is beyond my power.
							Received	LRAA	9	

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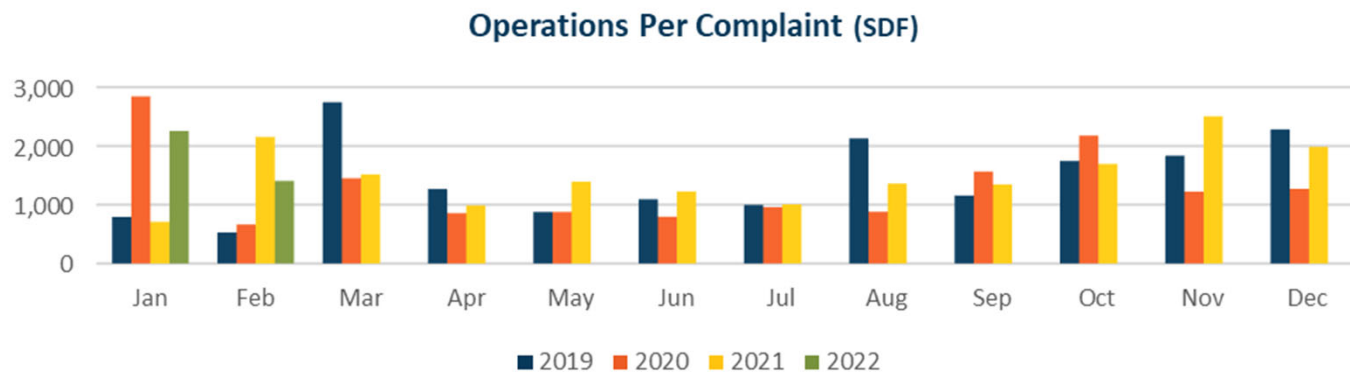
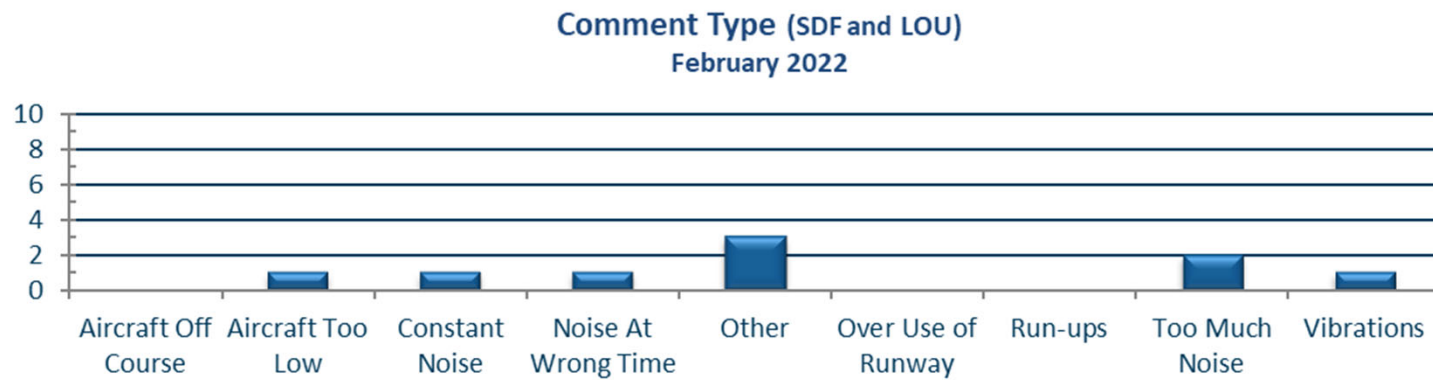
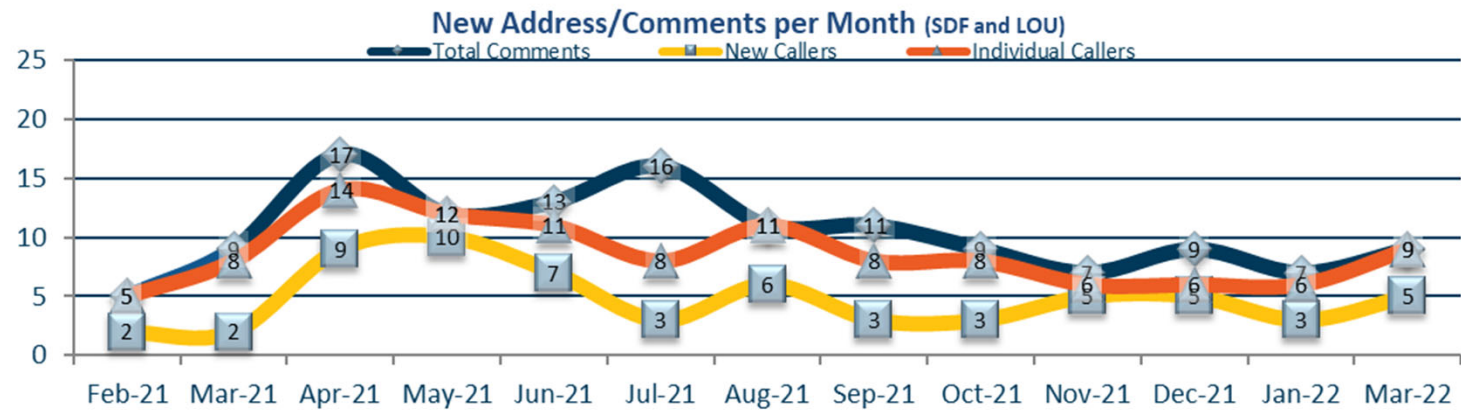


# Comment Location (SDF/LOU)

February 2022









# Daily Runway Use Uncorrected (SDF) January 2022

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

X Complaint

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

# Daily Runway Use (SDF)

Tower Comments January 2022

Day	Date	Time	Comment
Sat	01-Jan-22		
Sun	02-Jan-22	0000-0130	For winds out of the North 310 @ 15
Mon	03-Jan-22	1400-1730	For winds out of the North greater than 8kts
Tue	04-Jan-22	0900-1030	For winds forecasted out of the South greater than 8kts
Wed	05-Jan-22		
Thu	06-Jan-22		
Fri	07-Jan-22	0900-0930	Remained South flow until UPS outbound had completed
Sat	08-Jan-22	0900-1330	For wind out of the South 160 @ 10kts
Sun	09-Jan-22		
Mon	10-Jan-22	0300-0830	Wind out of the North greater than 10kts
Tue	11-Jan-22	1200-1330	Early RWY switch due to forecasted wind out of the South greater than 10kts
Wed	12-Jan-22		
Thu	13-Jan-22	0900-1330	Remained South flow for wind and Flight Check of RWY 17L
Thu	13-Jan-22	1800-2130	Wind out of the North greater than 10kts
Fri	14-Jan-22		
Sat	15-Jan-22	1900-0000	Remained North Flow due to Forecasted Wind
Sun	16-Jan-22	0000-0900	Remained North Flow due to Forecasted Wind
Mon	17-Jan-22		
Tue	18-Jan-22	0900-1130	Remained South Flow for Forecasted wind, wind 180@ 12
Wed	19-Jan-22	0900-1330	Remained South Flow for Forecasted wind, wind 200 @ 11
Thu	20-Jan-22		
Fri	21-Jan-22		
Sat	22-Jan-22		
Sun	23-Jan-22	1930-0000	North Flow for wind 290 @ 13
Mon	24-Jan-22	0000-0130	North FLow for wind 360 @ 7
Tue	25-Jan-22	1630-2130	Remained North Flow Forecasted wind of 350 @ 9
Wed	26-Jan-22		
Thu	27-Jan-22		
Fri	28-Jan-22		
Sat	29-Jan-22		
Sun	30-Jan-22	0900-0930	Late Switch for wind out of the South wind 220 @ 9
Sun	30-Jan-22	2000-0000	North Flow for Wind out of the North winf 330 @ 7
Mon	31-Jan-22		

# Daily Runway Use Uncorrected (SDF) February 2022

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

DATIS Reported Conditions Indicate Support for Non-Preferred Flow

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

X Complaint

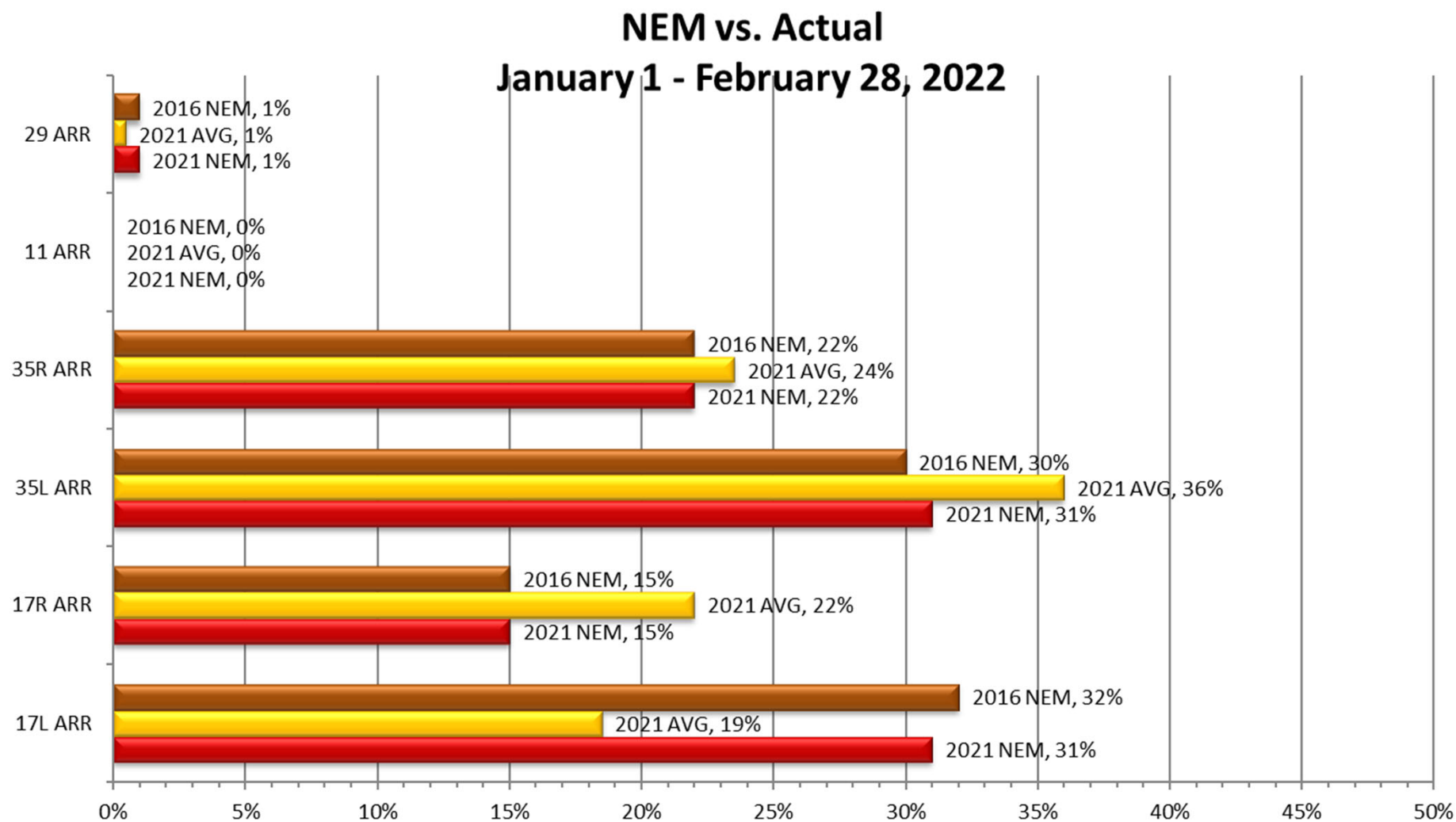
Source: Louisville International Airport  
Aircraft Flight Tracking and Noise Management System (AFTNMS)

# Daily Runway Use (SDF)

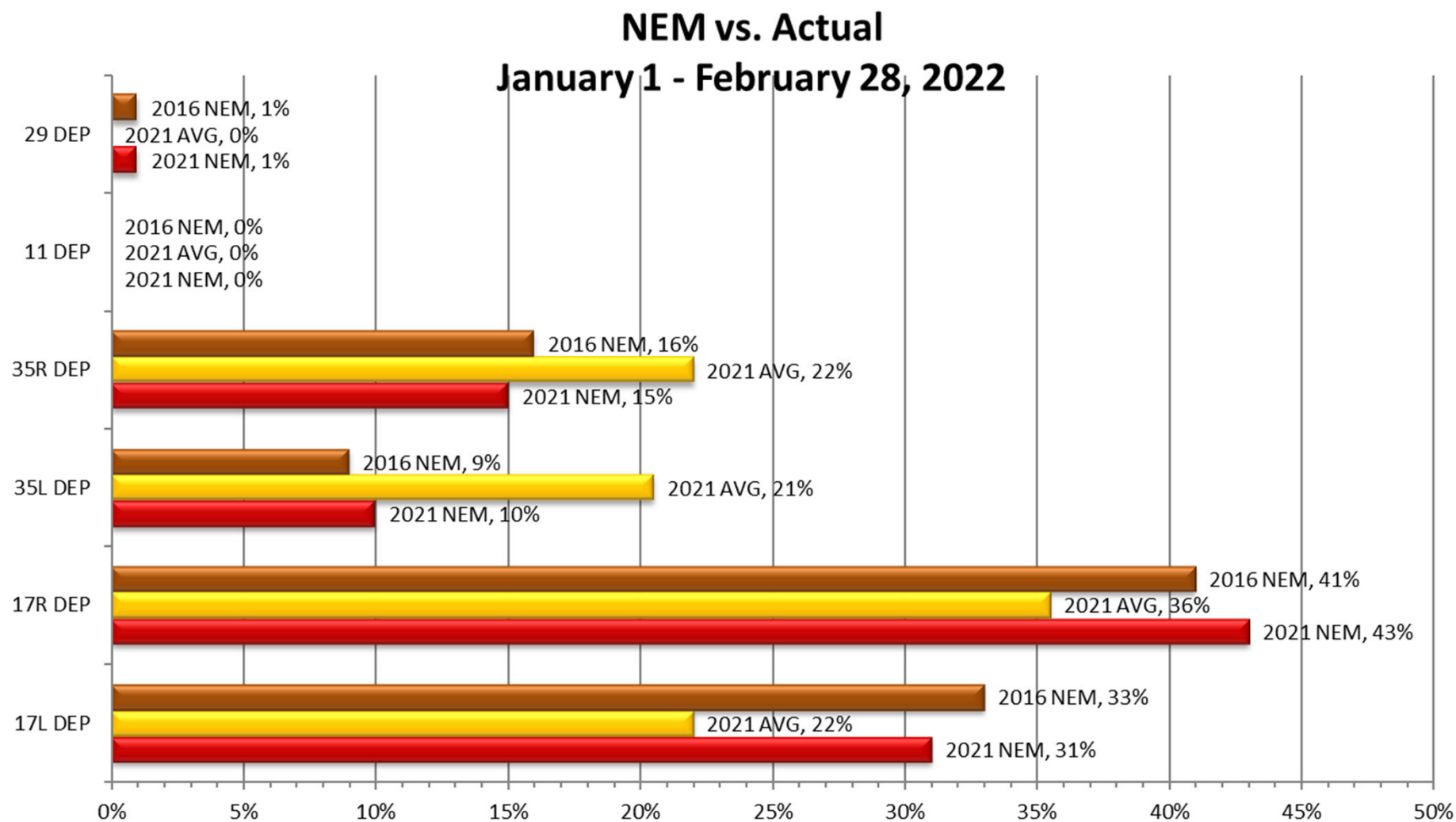
Tower Comments February 2022

Day	Date	Time	Comment
Tue	01-Feb-22		
Wed	02-Feb-22		
Thu	03-Feb-22		
Fri	04-Feb-22	1400-2130	North wind, wet runways.
Sat	05-Feb-22	0700-0830	Wind, wet runways.
Sun	06-Feb-22		.
Mon	07-Feb-22	0000-0230	LOA dictates north flow should have been utilized.
Mon	07-Feb-22	0900-0930	Late runway change due to taxiway closures.
Mon	07-Feb-22	1400-2130	Winds 30011.
Tue	08-Feb-22		
Wed	09-Feb-22		
Thu	10-Feb-22	1600-2130	Wind at or above maximum allowable tailwind.
Fri	11-Feb-22		
Sat	12-Feb-22		
Sun	13-Feb-22	1400-1730	North flow for forecast wind 33009.
Mon	14-Feb-22		
Tue	15-Feb-22	0900-1330	Winds at or above the maximum allowable tailwind component.
Wed	16-Feb-22		
Thu	17-Feb-22		
Fri	18-Feb-22		
Sat	19-Feb-22	1700-1900	Winds at or above the maximum allowable tailwind component.
Sun	20-Feb-22		
Mon	21-Feb-22		
Tue	22-Feb-22		
Wed	23-Feb-22		
Thu	24-Feb-22	1400-1630	According to the facility log the correct flow was utilized.
Fri	25-Feb-22	1530-2130	Forecasted wind 31012KT.
Sat	26-Feb-22	0300-0830	Wind 32006KT wet runways.
Sun	27-Feb-22	1400-0000	North flow due to wind.
Mon	28-Feb-22	0000-0500	North flow due to wind.

# Runway Use (SDF Arrivals)



# Runway Use (SDF Departures)



# Runway Use 0900L-1400L<sub>(SDF)</sub>

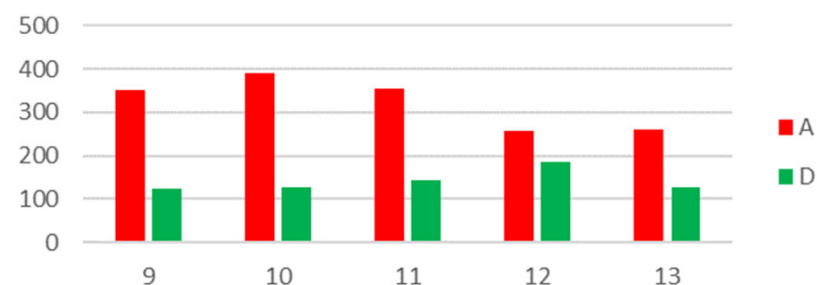
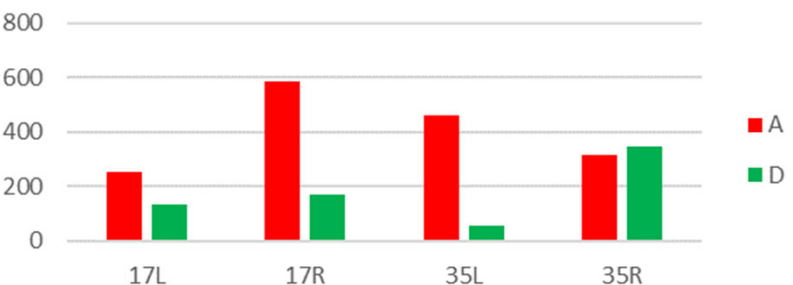
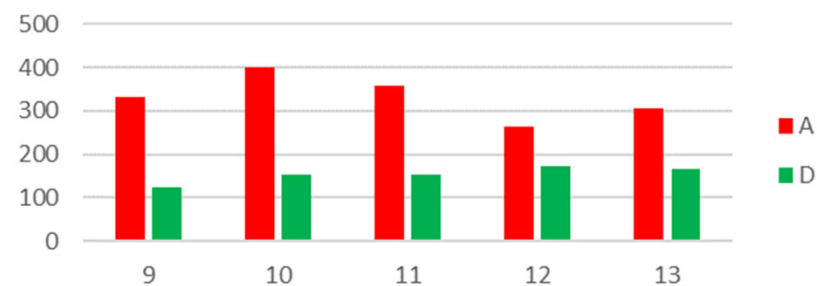
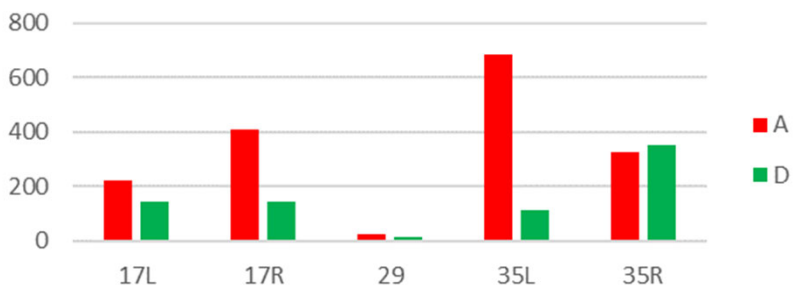
## Runway

## Hour

January 2022

February 2022

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



# Gate Compliance by Runway

As of February 28, 2021

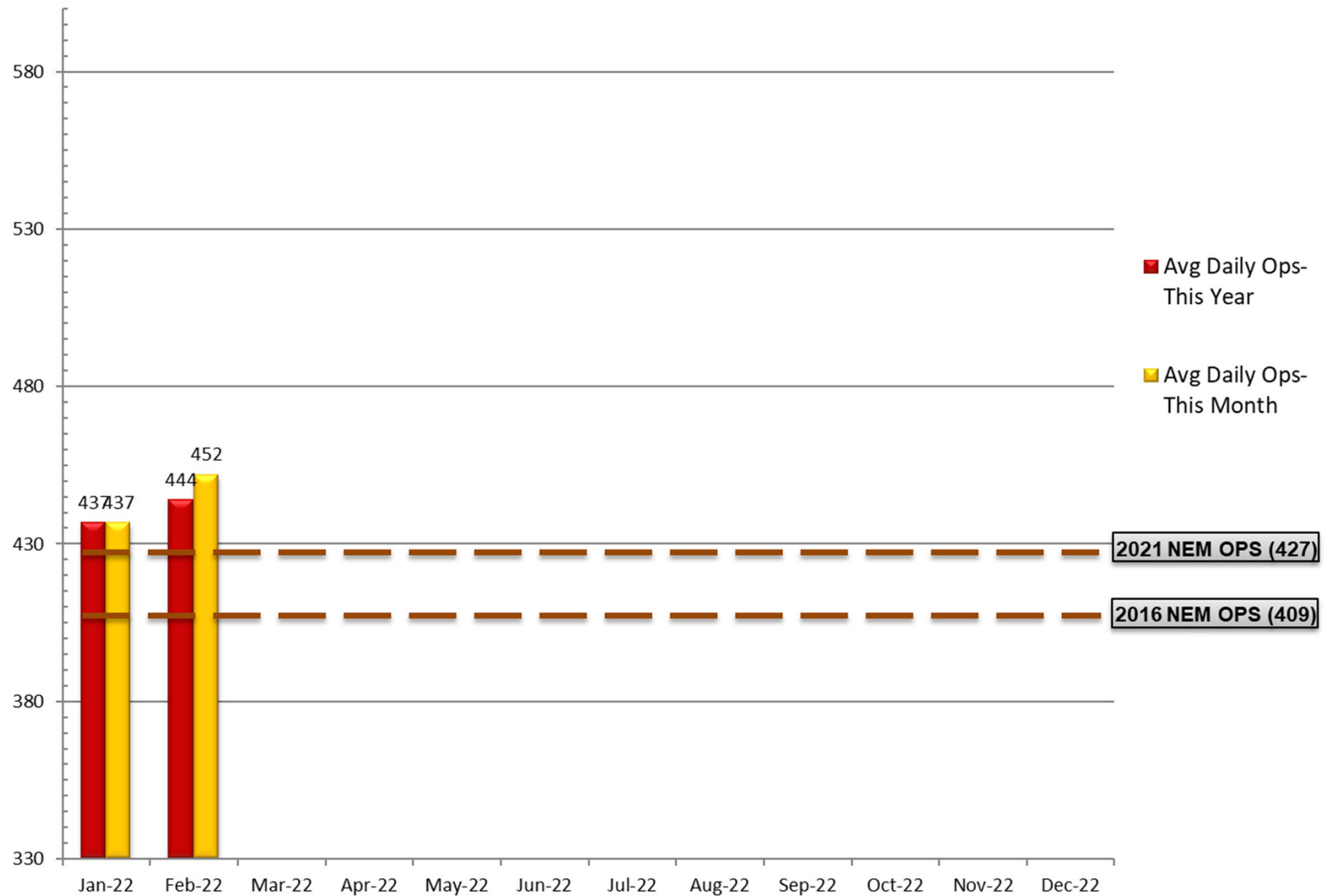
ARRIVALS Percent Compliant					Departure Percent Compliant					
Month	17L	17R	35L	35R	ARR AVG	17L	17R	35L	35R	DEP AVG
Mar-20	92%	94%	93%	90%	92%	78%	84%	78%	83%	81%
Apr-20	81%	94%	89%	91%	89%	70%	89%	73%	79%	78%
May-20	89%	95%	91%	93%	92%	74%	86%	74%	80%	79%
Jun-20	89%	94%	89%	87%	90%	76%	90%	70%	79%	79%
Jul-20	89%	94%	90%	90%	91%	83%	89%	54%	76%	76%
Aug-20	89%	94%	90%	90%	91%	85%	86%	64%	77%	78%
Sep-20	88%	94%	90%	90%	91%	84%	89%	64%	86%	81%
Oct-20	91%	94%	92%	92%	92%	76%	91%	73%	85%	81%
Nov-20	88%	95%	92%	88%	91%	74%	91%	72%	80%	79%
Dec-20	93%	96%	92%	91%	93%	73%	91%	77%	77%	80%
Jan-21	93%	95%	94%	91%	93%	78%	92%	70%	77%	79%
Feb-21	93%	94%	95%	92%	94%	72%	86%	73%	86%	79%
Mar-21	90%	96%	88%	91%	91%	72%	87%	64%	82%	76%
Apr-21	91%	95%	92%	89%	92%	68%	88%	75%	86%	79%
May-21	91%	95%	90%	89%	91%	83%	89%	69%	87%	82%
Jun-21	93%	96%	92%	91%	93%	80%	89%	67%	90%	82%
Jul-21	90%	94%	92%	91%	92%	82%	87%	76%	88%	83%
Aug-21	92%	95%	92%	93%	93%	82%	90%	71%	89%	83%
Sep-21	92%	93%	91%	94%	93%	79%	90%	67%	86%	81%
Oct-21	92%	95%	92%	91%	93%	78%	88%	66%	85%	79%
Nov-21	90%	94%	91%	90%	91%	74%	90%	73%	86%	81%
Dec-21	92%	97%	93%	90%	93%	68%	88%	69%	80%	76%
Jan-22	90%	96%	93%	91%	93%	74%	90%	74%	87%	81%
Feb-22	91%	96%	93%	90%	93%	64%	89%	71%	81%	76%
24 Month Avg.					92%					80%

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



# Operations (SDF)

As of February 28, 2022

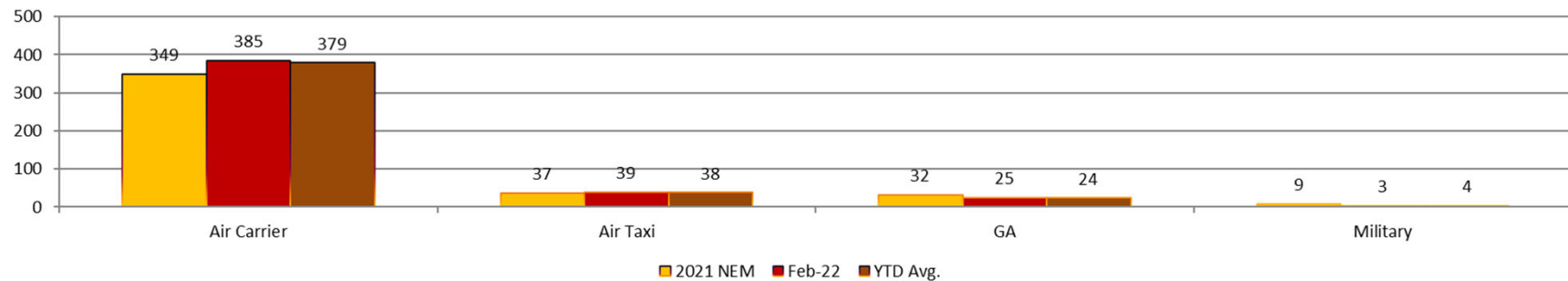


Source: Louisville <http://www.flylouisville.com/regional-airport-authority/reports-and-statistics/>

# Operations and Landing (SDF)

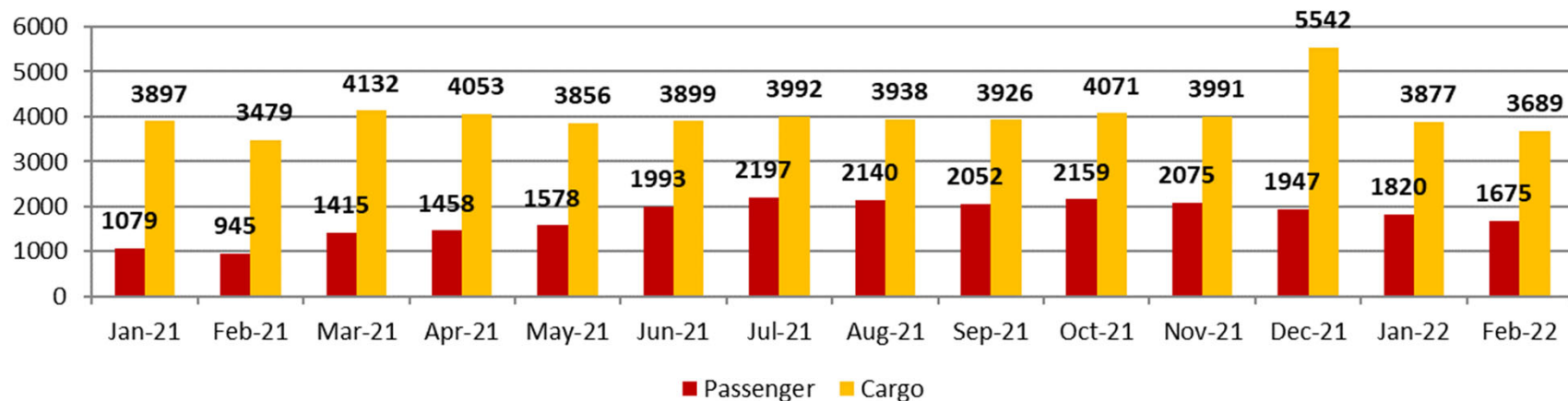
As of February 28, 2022

Average Day Operations by Category

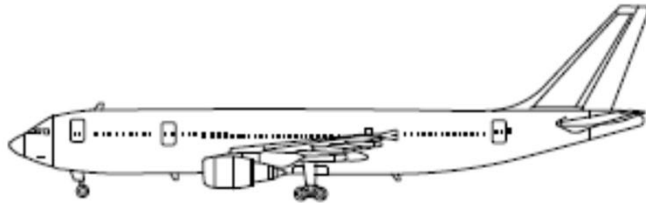


- **Air Carrier. (AC)** Aircraft with seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds, carrying passengers or cargo for hire or compensation. This includes US and foreign-flagged carriers.
- **Air Taxi. (AT)** Aircraft designed to have a maximum seating capacity of 60 seats or less or a maximum payload capacity of 18,000 pounds or less, carrying passengers or cargo for hire or compensation.
- **General Aviation. (GA)** Takeoffs and landings of all civil aircraft, except for air carriers or air taxis.
- **Military. (MIL)** Operations by all classes of military takeoffs and landings at FAA and FTC facilities.

Landings Passenger/Cargo



# Sample Aircraft Types (SDF)



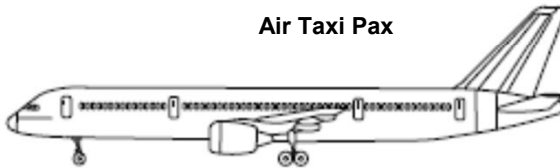
**A300**  
Air Carrier Cargo



**B767**  
Air Carrier Cargo



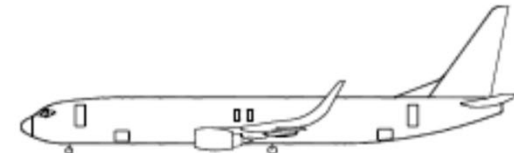
**E135/45**  
Air Taxi Pax



**B757**  
Air Carrier Cargo



**MD11**  
Air Carrier Cargo



**B737**  
Air Carrier Pax



**CRJ2**  
Air Taxi Pax



**E170**  
Air Carrier Pax



**MD80**  
Air Carrier Pax



**CRJ9**  
Air Carrier Pax