

Community Noise Forum
Monday, July 22, 2024
Agenda

- I. Call to Order: 6:00 PM
- II. Approval of January 22, 2024, March 25, 2024, and June 3, 2024 Minutes
- III. Active Noise Cancellation Update
- IV. Airspace Project Update
- V. Southwest Quadrant Working Group
- VI. Noise Exposure Map Update
- VII. Part 150 NCP
 - a. Noise Insulation Program
 - b. Contraflow Exceptions
- VIII. Current Noise Concerns
 - a. Noise Concerns/Complaints
 - b. Runway Utilization
 - c. Construction and Maintenance Activity
- IX. Guest Comments
- X. Announcements
- XI. Next Meeting: September 23, 2024
- XII. Adjournment

COMMUNITY NOISE FORUM (CNF)
Monday, January 22, 2024

Members

Mary Rose Evans, ANA
John Sistarenik, LRAA Board
Jeff Kozak, UPS
Tom Foote, Airline Affairs
Patricia Gould, Northeast

Bob Slattery, LRAA
Greg Petto, FAA
Brian Sinnwell, LRAA
Doug Black, Southwest

Guests

Edward Mansfield, Merriweather
Christian Cobler, FAA
Mark Roth,
Courtney Tucker,
Kate Larson, HMMH
Travis Fiechter, Prestonia
Julia Nagy, HMMH
Tom Schnetzer, Kimley Horn

Suzie Wessel, Iroquois
Jessie Roth,
Troy Tucker,
Dorn Crawford, Audubon Park
Eugene Reindel, HMMH
Joni Steigerwald, C&S
Wendy Harrower, C&S
Steve Kozarovich, Price Weber

- I. **Call to order:** The meeting was called to order at 6:00 p.m. by Mary Rose Evans.
- II. **Approval of the September 25, 2023 and November 9, 2023 Minutes:** The meeting notes for September and November were reviewed with no changes and approved.
- III. **Active Noise Cancellation Grant Update:** The project team was on-site in December for the project kickoff. The team surveyed potential sites and took noise measurements. System is currently in the design phase and looking at building and testing the system in the lab starting in February.
- IV. **Airspace Project Update:** December 22nd was the last date to submit comments. Information and presentations from the Public Outreach meetings are still available on the FAA website.
- V. **Southwest Quadrant Working Group:** Doug Black is currently working on a presentation to the CNF.
- VI. **Noise Exposure Map Update Consultant Team Presentation:** Bob introduced Gene Reindel of the Consulting group HMMH. Gene introduced other members of the consultant team and gave a presentation on the SDF Noise Exposure Map

Update process. The presentation included information on roles and responsibilities, Part 150 overview, noise modeling, aviation forecasting, required noise metrics, supplemental noise metrics, health effects, and project schedule. An extensive question and answer period followed the presentation.

Mary Rose asked that due to time constraints unless someone has a specific question or concern on a specific agenda item to refer to the handout for information on the remaining agenda items or connect with Bob after the meeting.

VII. Part 150 NCP:

A. Noise Insulation Program: Residential: (see handout)

B. Contraflow Exceptions: Contraflow for November and December is listed in the handout.

VIII. Current Noise Concerns:

A. Report on Noise Concerns/Complaints: Comments and locations are contained in the handout.

B. Runway Utilization: Runway utilization for November and December are contained in the handout.

C. Construction and Maintenance Activity:

IX. Guest Comments: None

X. Announcements: None

XI. Next Meeting: March 25, 2024

XII. Adjournment: A motion was made to adjourn the meeting at 7:40 p.m.

COMMUNITY NOISE FORUM (CNF)
Monday, March 25, 2024

Members

Mary Rose Evans, ANA
John Sistarenik, LRAA Board
Tom Foote, Airline Affairs

Bob Slattery, LRAA
Brian Sinnwell, LRAA
Doug Black, Southwest

Guests

Edward Mansfield, Merriweather
Shane Jackson, FAA
Kiersten Matsue, St. James Ct.
Eugene Reindel, HMMH
Wendy Harrower, C&S

Leslie Faust, Spring Falls Ct.
Aubrey Murdock, Delor Av.
Ashkan Rezai, Metro 21
Andrew Gill,

- I. **Call to order:** The meeting was called to order as a committee of the whole at 6:00 p.m. by Mary Rose Evans.
- II. **Approval of the January 22, 2024, Minutes:** The meeting notes for January were reviewed with no changes and will be presented for approval at the June 3 meeting.
- III. **Active Noise Cancellation Grant Update:** This project is currently in the design phase. We currently anticipate installation in late summer or early fall.
- IV. **Airspace Project Update:** The updated procedures are currently scheduled for implementation in July.
- V. **Southwest Quadrant Working Group:** Doug Black reported that flights going to the southwest are departing on runway 17R and are banking and turning about halfway up the runway. This puts them within one-half mile of his back door. Tom Foote pointed out that the updated departure procedures should keep the aircraft on a more defined path and move them further away from Yorktown North. There was a lengthy discussion on capabilities of a Noise and Operations Monitoring System (NOMS) and Virtual Noise Monitors (VNMs). Due to time constraints, Mary Rose asked that this discussion be continued at the next CNF meeting.
- VI. **Noise Exposure Map Update:**
 - a. **Model Inputs:** Gene Reindel of HMMH reviewed the Noise Exposure Map Modeling Inputs with the CNF. Bob noted that the model inputs memo was

sent to the group prior to the meeting and asked that they review the memo and let him know by May 8th if there are questions or comments.

- b. **Supplemental Metrics:** Gene also reviewed proposed supplemental metrics with the group. HMMH is recommending Sound Exposure Level (SEL), Number Above (NA), and Time Above (TA). Mary Rose noted that these are not required for the Noise Exposure Map update. However, they are intended to help the community better understand the noise exposure at their location. Mary Rose also commented that her concern with SEL is that the number shown is actually higher than the loudest noise that is heard. Mr. Black thanked Gene for helping to explain the purpose of the different metrics. Comments from the group appear to confirm that the NA and SEL would address the concerns expressed. Gene said that HMMH would do a follow-on memo in order to clarify the metrics to be utilized.

Mary Rose asked that due to time constraints unless someone has a specific question or concern on a specific agenda item to refer to the handout for information on the remaining agenda items or connect with Bob after the meeting.

VII. Part 150 NCP:

A. **Noise Insulation Program: Residential:** (see handout)

B. **Contraflow Exceptions:** Contraflow for January and February is listed in the handout.

VIII. Current Noise Concerns:

A. **Report on Noise Concerns/Complaints:** Comments and locations are contained in the handout.

B. **Runway Utilization:** Runway utilization for January and February are contained in the handout.

C. **Construction and Maintenance Activity:**

- IX. **Guest Comments:** An unknown guest asked where the actual noise samples are taken. Bob explained that the noise is not measured with a noise monitor at a given location. The noise is determined by knowing the aircraft types, the noise levels of the aircraft, and where they are flying. That information is put into the model and calculated. Aubrey Murdock asked if the model inputs memo was currently a public document. Bob explained that at this point it is an internal document. However, once all the inputs have been finalized and the NEMs are completed there will be a public comment period and workshop where the information can be reviewed by the general public. An unknown guest asked if the information takes into account that he lives directly under the flight path. Bob explained that it did and referenced

the model inputs memo showing the arrival flight paths. Kiersten Matsue asked what exactly will be changing in July. Bob replied that the updated arrival and departure procedures associated with the airspace redesign project are scheduled to be implemented in July. He also referred her to the FAA website for additional information where the videos of the public workshop are available for viewing. Leslie Faust asked when the NEMs were last updated. Bob replied that they were last update in 2016. Typically, the maps are updated every 5 years however, due to COVID we were waiting for the operations to stabilize prior to beginning the update.

X. Announcements: None

XI. Next Meeting: May 27, 2024

XII. Adjournment: A motion was made to adjourn the meeting at 7:20 p.m.

COMMUNITY NOISE FORUM (CNF)
Monday, June 3, 2024

Members

Mary Rose Evans, ANA
John Sistarenik, LRAA Board
Doug Black, Southwest

Bob Slattery, LRAA
Brian Sinnwell, LRAA
Tom Foote, Airline Affairs

Guests

Edward Mansfield, Merriweather
Andrew Gill

Ken Kraska, Lydia Street

- I. **Call to order:** The meeting was called to order as a committee of the whole at 6:00 p.m. by Mary Rose Evans.
- II. **Approval of the January 22, 2024 and March 25, 2024 Minutes:** The meeting notes for January and March were reviewed with no changes and will be presented for approval at the July 22nd meeting.
- III. **Active Noise Cancellation Grant Update:** This project is currently in the design and testing phase. We currently anticipate installation in late summer or early fall.
- IV. **Airspace Project Update:** The updated procedures are currently scheduled for implementation on Thursday, July 11. John Sistarenik asked if there was any information on the UPS contract with the United States Postal Service (USPS). Tom Foote replied that the FedEx contract runs through September 30. However, there will be a transition period until UPS takes over completely on October 1. UPS will start flying some routes in July. There will be additional flights and it will all be daytime flying. Bob said that he will discuss the impact of the additional flights during the NEM updated discussion. Doug Black asked if the new Amazon facility has an impact on UPS flights and Tom replied that it is his understanding that it does not have an impact on the number of UPS flights.
- V. **Southwest Quadrant Working Group:** Edward Mansfield gave a presentation on his work to determine the amount of “Time in Seconds to Reach the Weighted Average 65 DNL.” Mr. Mansfield stated that he has not seen enough data to determine if the model is accurate or not. Mr. Kraska commented that it is his understanding that the FAA is currently looking at the noise model and how it could possibly be changed or improved. It is also his understanding that what the FAA says pretty much goes and the airport must do what the FAA says when it comes to noise modeling. A discussion followed on the potential accuracy of the FAA noise model.

VI. Noise Exposure Map Update: Bob reported that the project team is currently working through 2 issues with the FAA:

- A. Forecast:** The consultant is working with the FAA regarding their concerns about how the Master Plan forecast and the FAA Terminal Area Forecast (TAF) line up. While working through these issues, we received the announcement regarding UPS and the contract with USPS. The team is currently taking a close look at what impact this will have on the project forecast.
- B. User Defined Profiles:** Instead of using standard AEDT profiles for departing aircraft, HMMH in coordination with UPS has developed user defined profiles that more closely match the actual profile flown by the primary operator at SDF. These profiles were recently submitted to the FAA for approval.

Mr. Black asked if the profiles had to do with the direction aircraft were flying. Bob replied that the direction aircraft fly is more related to runway use. The procedures that specify how runways are used is part of the Noise Compatibility Program (NCP). Currently, this project is to update the NEMs only. It is possible that the NCP could be updated later if new measures were required to address potential new noncompatible land use depicted on the updated maps. Mr. Black also asked if the rate of climb is part of the User Defined Profiles. Bob replied that the rate of climb is part of the profiles. Mary Rose asked if UPS planes carry more fuel than required in order to not have to get fuel at the next stop. Tom Foote replied that he does not believe that to be the case. Occasionally there may be fuel supply issues at other locations. However, if it does occur it would be a very small percentage. A discussion followed on the weight of UPS aircraft. Mary Rose asked if there was a mechanism to give information about noise abatement procedures to pilots and/or is it helpful. Bob Slattery replied that at an airport such as SDF most of the flights would be Instrument Flight Rules and they will be following instrument flight procedures. It may be more helpful at an airport like Bowman Field where most of the aircraft are flying Visual Flight Rules and could be briefed on cues unique to the local area. A discussion followed on the potential benefit of Noise and Operation Monitoring. Mary Rose asked that due to time constraints unless someone has a specific question or concern on a specific agenda item to refer to the handout for information on the remaining agenda items or connect with Bob after the meeting.

VII. Part 150 NCP:

A. Noise Insulation Program: Residential: (see handout)

B. Contraflow Exceptions: Contraflow for March and April is listed in the handout.

VIII. Current Noise Concerns:

A. Report on Noise Concerns/Complaints: Comments and locations are contained in the handout.

B. Runway Utilization: Runway utilization for March and April are contained in the handout.

C. Construction and Maintenance Activity:

IX. Guest Comments:

X. Announcements: None

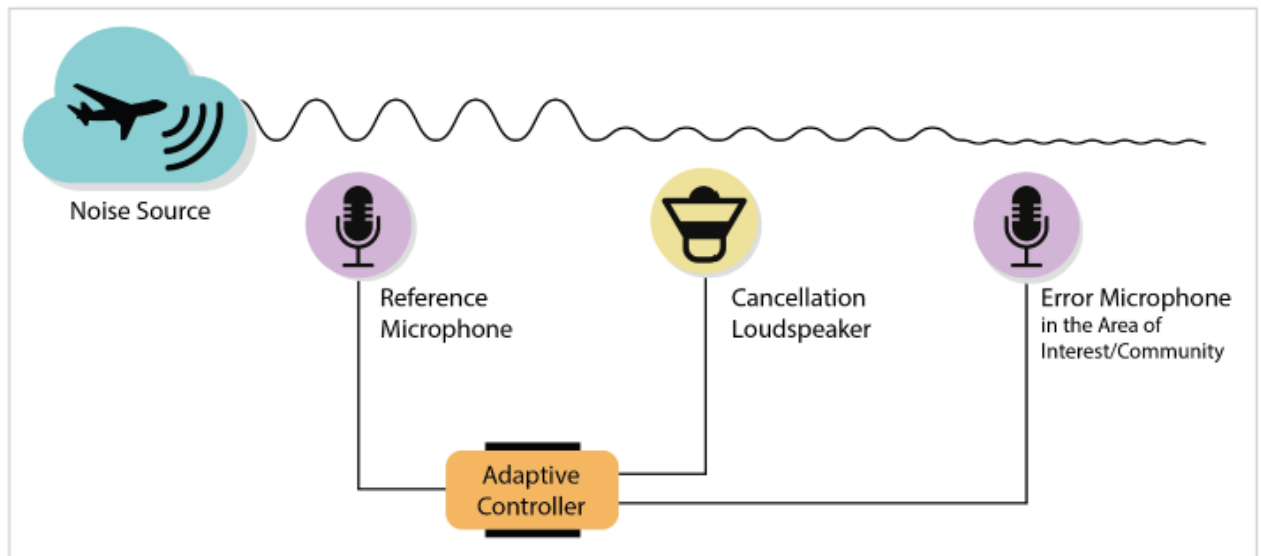
XI. Next Meeting: July 22, 2024

XII. Adjournment: A motion was made to adjourn the meeting at 7:21 p.m.

Active Noise Control

Project Overview

This 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 at Louisville Muhammad Ali International Airport (SDF). This project is currently in the system build and test phase.



Residential Sound Insulation QuieterHome Program

Program Overview

- QuieterHome Program began in 2008
- Funding is 90% FAA, with the remaining 10% from the Airport Authority
- 542 families completed by 2015 along Preston Hwy corridor
- 549 additional families potentially eligible as of 2021 in new program area, northeast of SDF
- 747 families completed as of July 1, 2024

Current Program Status

Package 5 - 33 Families

Began: July 2023

Completed: September 2023

Package 6 - 34 Families

Began: December 2023

Completed: April 2024

Package 7 - 30 Families

Began: May 2024

Completed: August 2024 (est.)

Package 8 - 30 Families

Began: August 2024 (est.)

Completed: October 2024 (est.)

Notes: Approximately 30 families (packages 9) began design in June 2024. Approximately 30 additional families (package 10) are awaiting test results. Estimated construction start dates are yet determined.

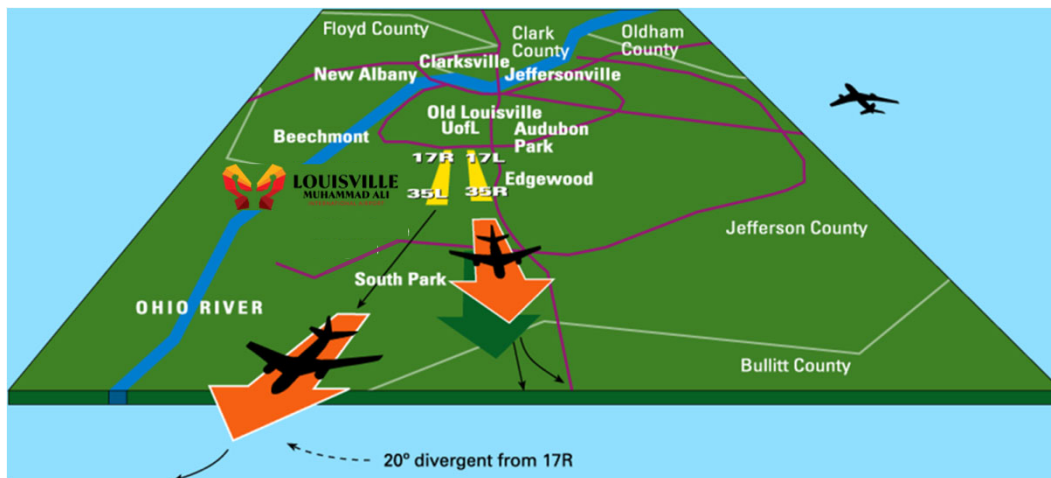


LOUISVILLE
MUHAMMAD ALI
INTERNATIONAL AIRPORT

CONTRAFLOW

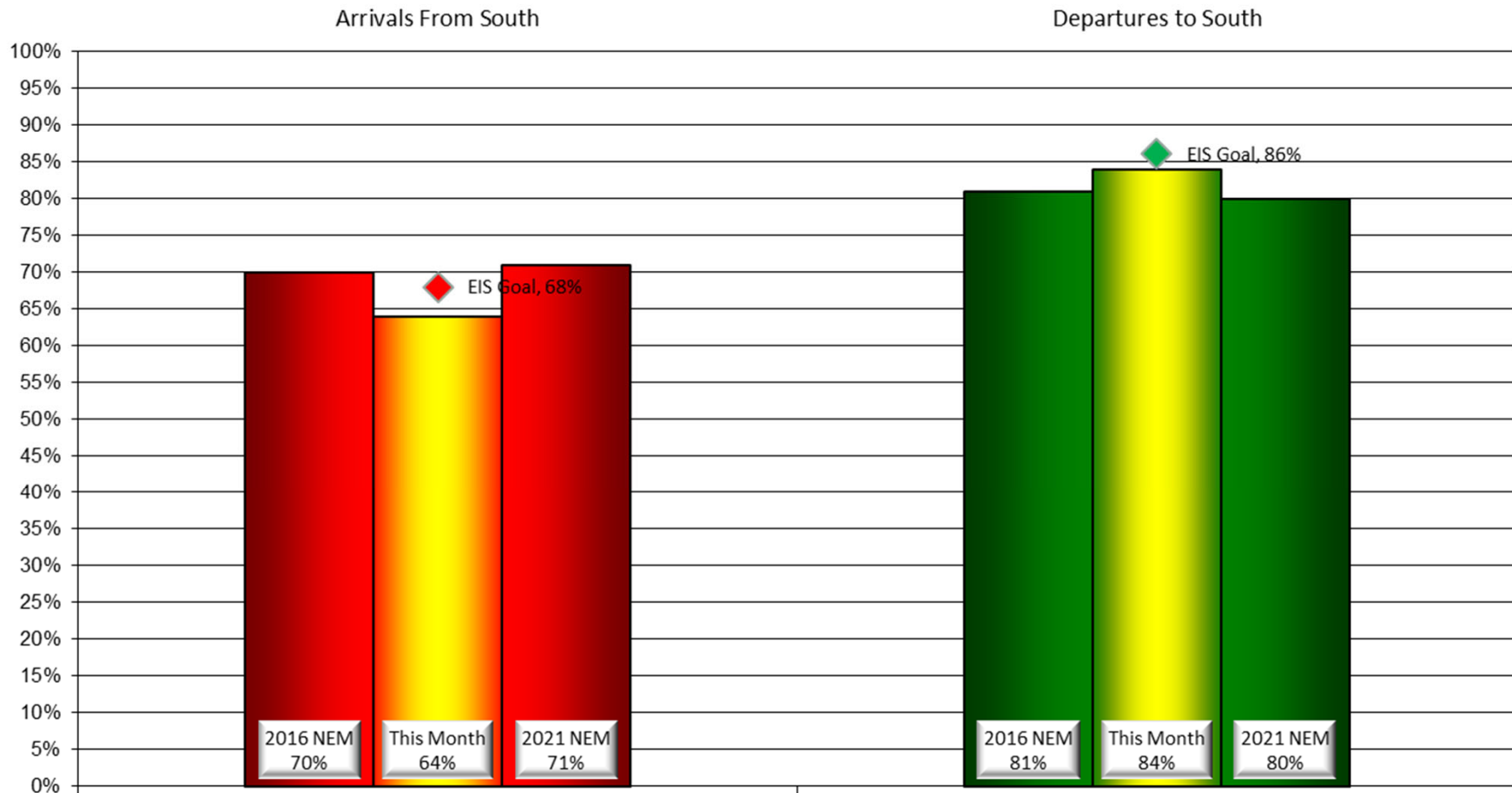
Between the hours of 10:00 p.m. and 7:00 a.m., the Airport operates from the south and to the south (contraflow) whenever wind, weather, and demand allow. Contraflow procedures require aircraft to arrive on Runways 35R and 35L and depart on Runways 17R and 17L in order to direct aircraft operations south of the Airport over areas which are less densely populated than areas north of the Airport.

Inbound



Outbound

Monthly Contraflow May 1-31, 2024



Nightly Runway Use Summary – May 2024

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

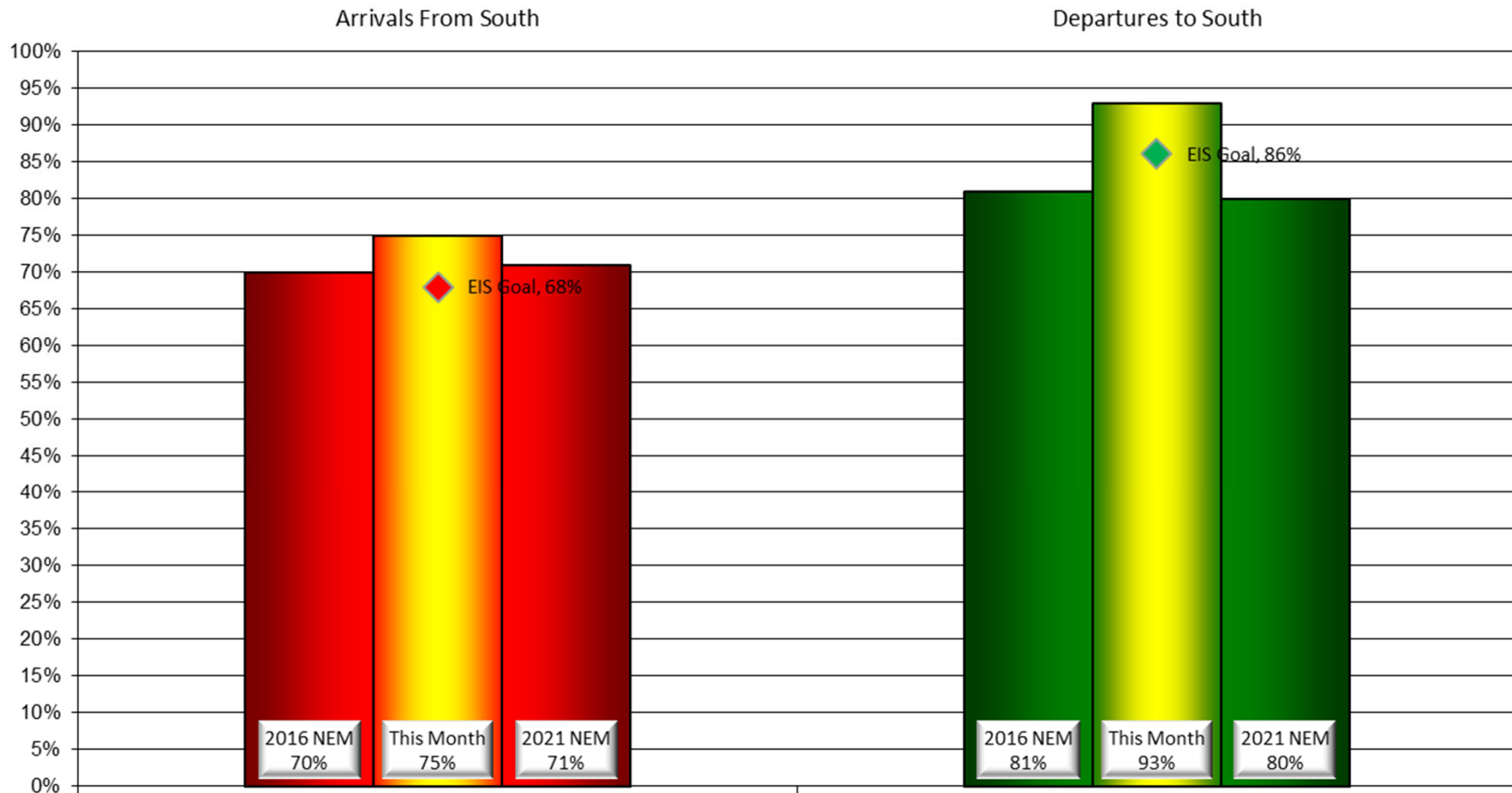
		% of all arrivals from the south										% of all departures to the south														
Date	Day	* in	Runway#							Unknown	Notes /		** in	Runway#							Unknown	Notes /				
		compliance	11	17L	17R	29	35L	35R	Runway	Use			compliance	11	17L	17R	29	35L	35R	Runway	Use					
05-01-24	Wed	99%				1			61	38	0		92%				37	55				6	2	0		
05-02-24	Thu	1%				40	59			1		0	120-270@7-23,ra	96%				38	58				4	0		
05-03-24	Fri	95%				1	4			60	35	0		93%				42	51				3	4	0	
05-04-24	Sat																									
05-05-24	Sun																									
05-06-24	Mon	96%				1	3			60	36	0		91%				37	54				6	3	0	
05-07-24	Tue	0%				39	56		5			0	150-240@5-48,ts	100%				46	54						0	
05-08-24	Wed	20%				35	45			8	12	0	080-300@5-36,ra	98%				42	56				2		0	
05-09-24	Thu	100%								62	38	0		0%									60	40	0	340-010@13-25
05-10-24	Fri	96%					4			57	39	0		91%				34	57				3	6	0	
05-11-24	Sat																									
05-12-24	Sun																									
05-13-24	Mon	0%				44	56					0	150-190@9-19,ra	100%				43	57						0	
05-14-24	Tue	0%				44	56					0	100-210@9-21,ts	100%				43	57						0	
05-15-24	Wed	96%				1	3			60	36	0		89%				38	51				7	4	0	
05-16-24	Thu	96%				2	2			58	38	0		93%				41	52				4	3	0	
05-17-24	Fri	99%					1			63	36	0		3%					3				55	42	0	110-030@1-9
05-18-24	Sat																									
05-19-24	Sun																									
05-20-24	Mon	96%				1	3			57	39	0		93%				37	56				4	3	0	
05-21-24	Tue	0%				43	57					0	150-210@7-19	100%				40	60						0	
05-22-24	Wed	0%				45	55					0	150-310@9-17	100%				40	60						0	
05-23-24	Thu	99%				1				61	38	0		38%				14	24				34	28	0	090-160@5-15
05-24-24	Fri	0%				40	60					0	150-210@5-19	100%				40	60						0	
05-25-24	Sat																									
05-26-24	Sun																									
05-27-24	Mon	93%					7			74	19	0		95%				21	74					5	0	
05-28-24	Tue	97%				2	1			58	39	0		80%				35	45				12	8	0	
05-29-24	Wed	97%					3			59	38	0		88%				26	62				6	6	0	
05-30-24	Thu	98%				1	1			61	37	0		90%				38	52				6	4	0	
05-31-24	Fri	94%				2	4			59	35	0		96%				43	53				2	2	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 June 1-30, 2024



Nightly Runway Use Summary – June 2024

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

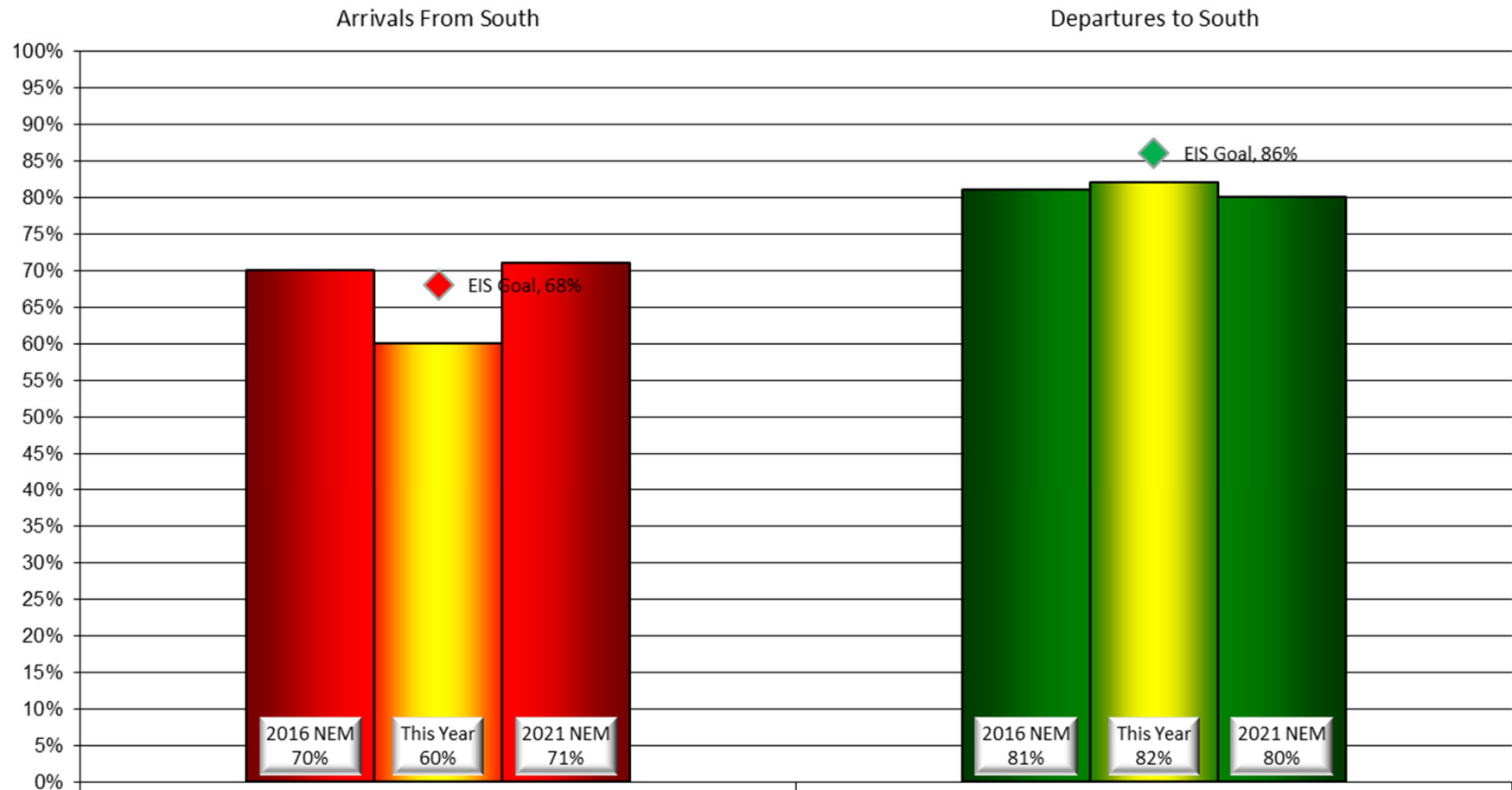
		% of all arrivals from the south										% of all departures to the south									
Date	Day	* in compliance	Runway#						Unknown Runway Use	Notes / Comments		** in compliance	Runway#						Unknown Runway Use	Notes / Comments	
			11	17L	17R	29	35L	35R					11	17L	17R	29	35L	35R			
06-03-24	Mon	72%			7	21		42	30	0		97%			37	60		1	2	0	
06-04-24	Tue	0%			38	62				0	140-190@7-17	100%			38	62				0	
06-05-24	Wed	90%			3	7		51	39	0		92%			39	53		5	3	0	
06-06-24	Thu	98%			1	1		63	35	0		92%			41	51		7	1	0	
06-07-24	Fri	96%			2	2		61	35	0		94%			39	55		2	4	0	
06-08-24	Sat																				
06-09-24	Sun																				
06-10-24	Mon	93%			1	6		55	38	0		91%			45	46		6	3	0	
06-11-24	Tue	94%			2	4		60	34	0		96%			40	56		2	2	0	
06-12-24	Wed	96%			1	3		59	37	0		91%			38	53		5	4	0	
06-13-24	Thu	0%			39	61				0	020-200@7-15	100%			47	53				0	
06-14-24	Fri	98%				2		56	42	0		91%			41	50		5	4	0	
06-15-24	Sat																				
06-16-24	Sun																				
06-17-24	Mon	0%			39	61				0	120-230@5-17	100%			37	63				0	
06-18-24	Tue	96%			3	1		57	39	0		90%			38	52		6	4	0	
06-19-24	Wed	96%			1	3		63	33	0		91%			37	54		1	5	3	0
06-20-24	Thu	96%			2	2		57	39	0		92%			42	50		4	4	0	
06-21-24	Fri	95%			4	1		57	38	0		95%			40	55		2	3	0	
06-22-24	Sat																				
06-23-24	Sun																				
06-24-24	Mon	96%			1	1		59	37	2		94%			42	52		3	3	0	
06-25-24	Tue	96%			3	1		58	38	0		81%			37	44		12	7	0	
06-26-24	Wed	96%			1	3		56	40	0		80%			33	47		10	10	0	
06-27-24	Thu	98%			1	1		56	42	0		85%			36	49		7	8	0	
06-28-24	Fri	0%			43	57				0	150-200@13-17	100%			47	53				0	

Preferred Flow

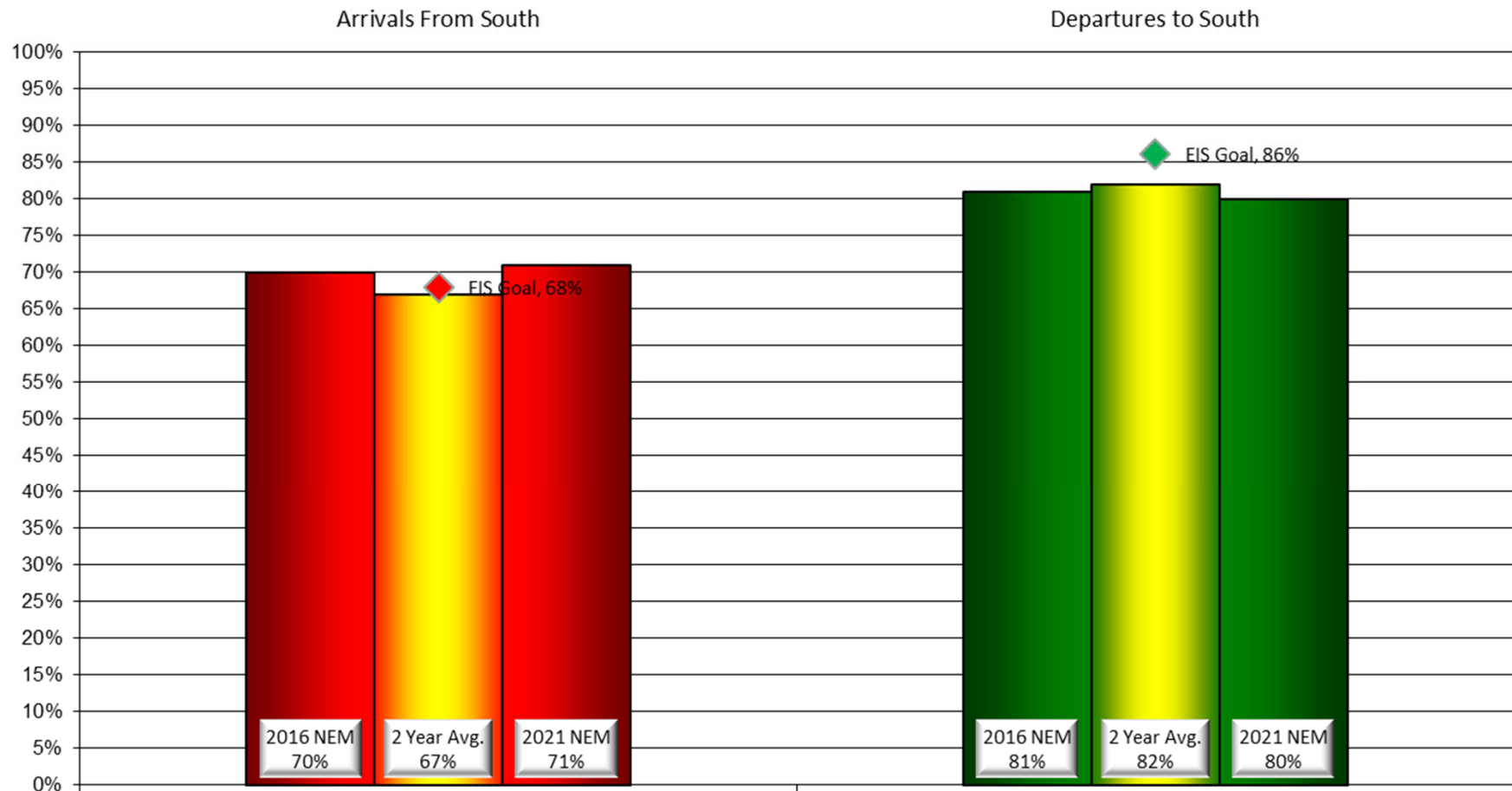
DATIS Reported Conditions Indicate
Support for Non-Preferred Flow

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

Contraflow This Year As of June 30, 2024



**Contraflow 2 Year Average
July 2022 - June 2024**



Year-to-Year by Month Percent*

Contraflow

Arrivals From the South (Goal 68%)										Departures to the South (Goal 86%)											
	2017	2018	2019	2020	2021	2022	2023	2024	Avg		2017	2018	2019	2020	2021	2022	2023	2024	Avg		
Jan	65%	60%	75%	56%	71%	78%	67%	52%	66%		61%	72%	69%	82%	71%	65%	75%	79%	72%		
Feb	58%	67%	78%	78%	87%	67%	62%	65%	70%		77%	70%	57%	43%	45%	56%	72%	72%	62%		
Mar	79%	84%	82%	65%	51%	62%	59%	47%	66%		62%	61%	89%	64%	77%	77%	70%	88%	74%		
Apr	56%	73%	65%	71%	62%	64%	76%	58%	66%		80%	72%	82%	69%	75%	82%	88%	83%	79%		
May	75%	43%	65%	71%	71%	51%	84%	64%	66%		80%	89%	90%	90%	63%	83%	73%	84%	82%		
Jun	74%	74%	50%	69%	65%	67%	85%	75%	70%		93%	91%	91%	88%	84%	70%	89%	93%	87%		
Jul	85%	90%	75%	72%	70%	55%	68%		72%		85%	77%	87%	91%	76%	95%	91%		87%		
Aug	79%	72%	88%	82%	74%	78%	91%		80%		90%	88%	89%	87%	88%	89%	82%		88%		
Sep	85%	80%	83%	83%	63%	91%	78%		81%		31%	87%	77%	85%	90%	75%	79%		77%		
Oct	81%	77%	79%	71%	69%	68%	58%		73%		82%	76%	78%	72%	76%	78%	67%		76%		
Nov	69%	76%	70%	51%	61%	60%	53%		64%		75%	54%	72%	78%	81%	86%	79%		75%		
Dec	74%	72%	76%	67%	56%	53%	62%		67%		74%	61%	72%	69%	80%	88%	87%		74%		
Avg	73%	72%	74%	70%	67%	66%	70%	60%			74%	75%	79%	77%	76%	79%	79%	83%			

NOISE COMMENT REPORT

LOUISVILLE

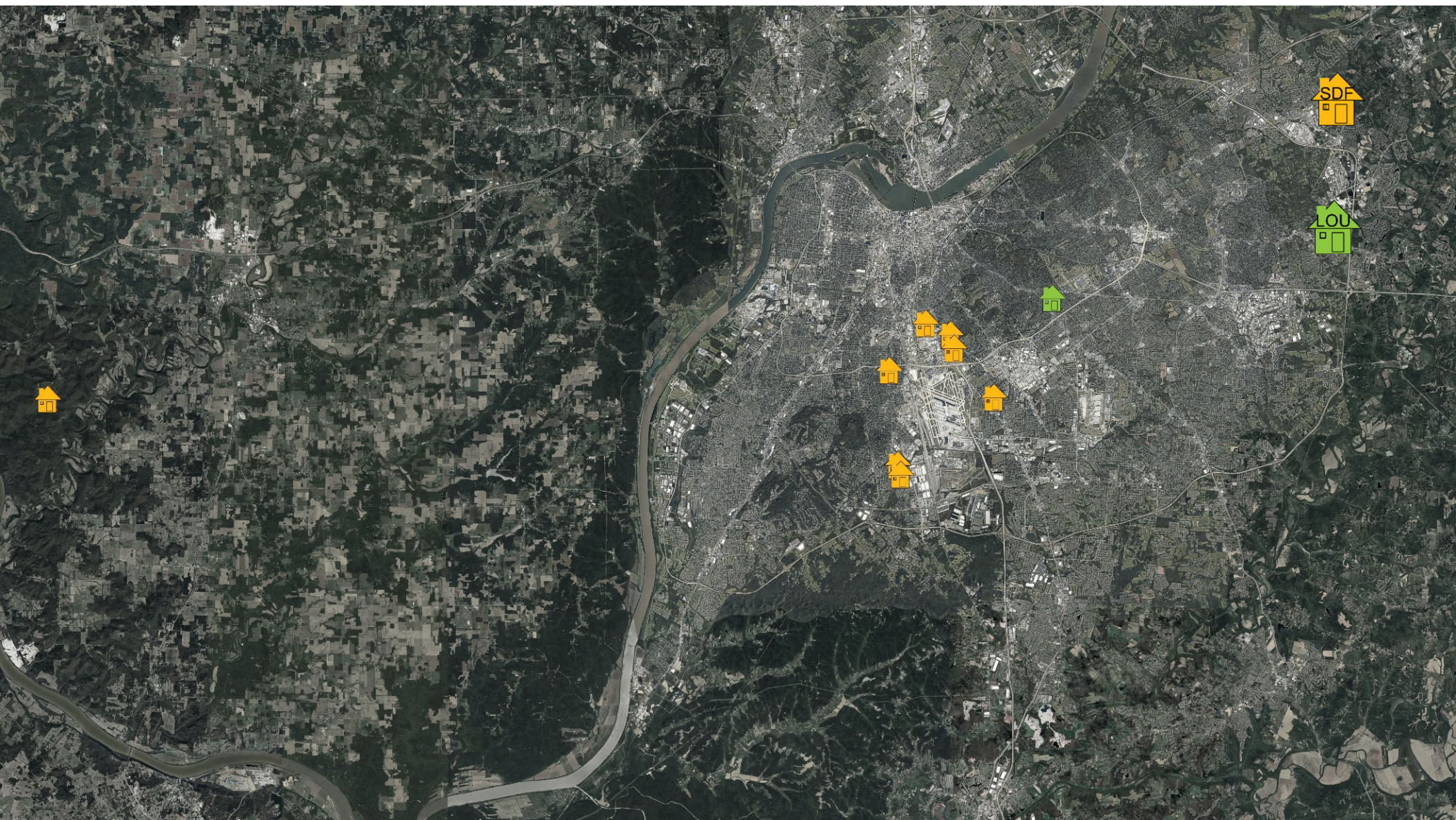
REGIONAL AIRPORT AUTHORITY



May / June 2024

Comment Location (SDF/LOU)

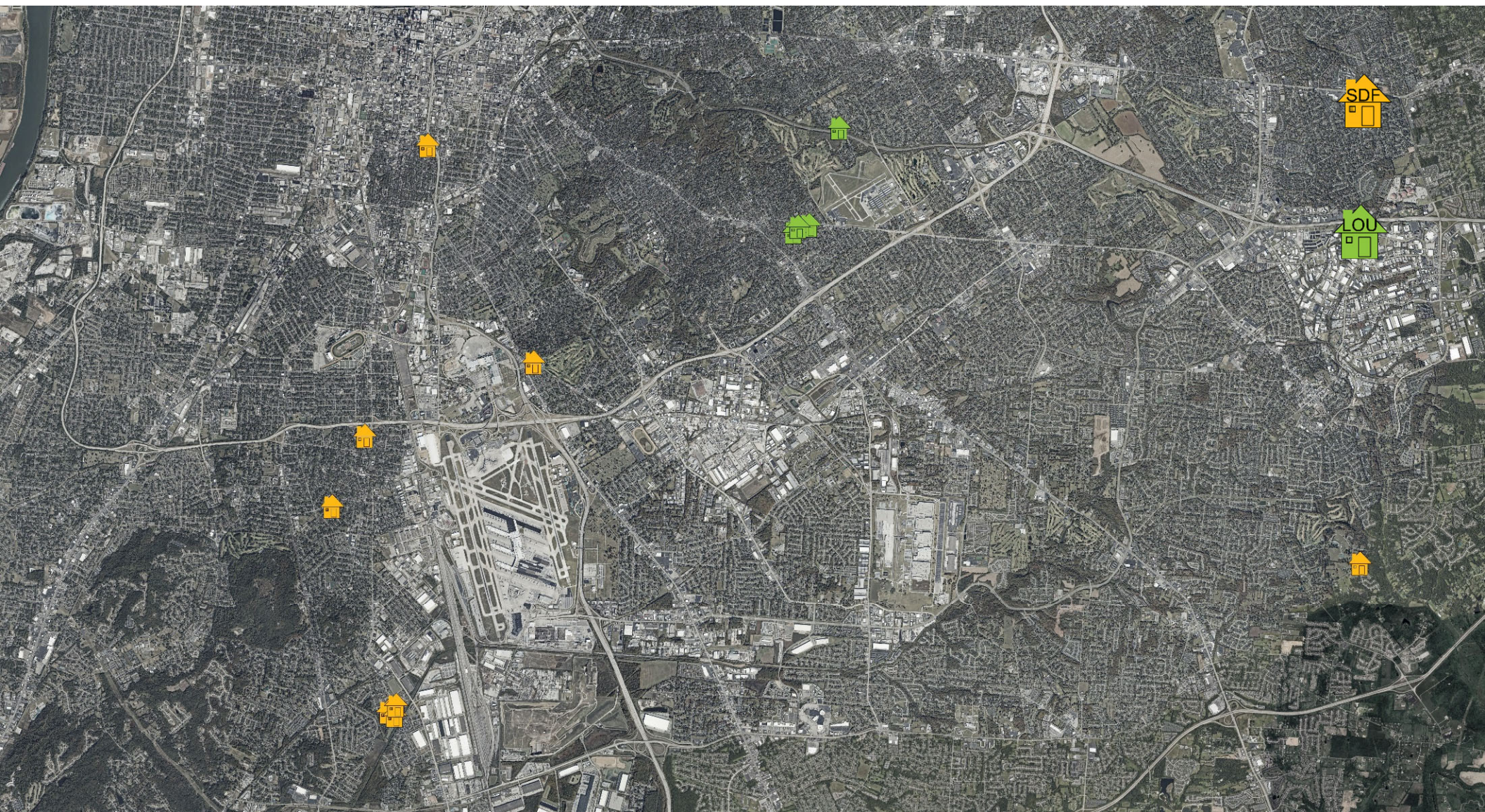
May 2024



Airport	Date	Number of Comments	Summary of Comments
SDF	May 2024	15	Planes turning too early after departing runway 17R. Airport in nonpreferred flow (departing north). Quieter Home Program Boundary
LOU	May 2024	1	Jets departing Bowman Field.

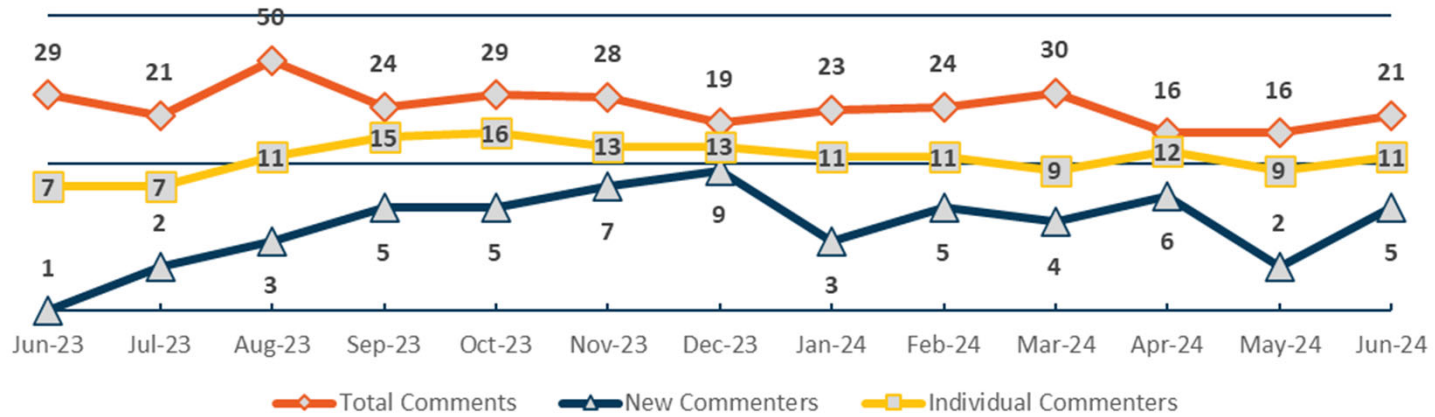
Comment Location (SDF/LOU)

June 2024



Airport	Date	Number of Comments	Summary of Comments
SDF	June 2024	17	Planes turning too early after departing runway 17R. Airport in nonpreferred flow (departing north). Utilization of crosswind runway. Ground noise from taxiway closures.
LOU	June 2024	4	Jets departing Bowman Field. Constant aircraft in the touch-and-go pattern. Aircraft conducting training operations after 10:00 PM.

Total, New, and Individual Comments (SDF/LOU)



Month	Airport	2024 Operations	2024 Complaints	2024 Operations Per Complaint
Jan	SDF	12,676	23	551
Jan	LOU	8,515	0	8,515
Feb	SDF	12,706	22	578
Feb	LOU	11,021	2	5,511
Mar	SDF	13,837	28	494
Mar	LOU	10,736	1	10,736
Apr	SDF	14,122	16	883
Apr	LOU	9,336	0	9,336
May	SDF	16,204	15	1,080
May	LOU	11,280	1	11,280
Jun	SDF	14,386	17	846
Jun	LOU	15,704	4	3,926
Jul	SDF			
Jul	LOU			
Aug	SDF			
Aug	LOU			
Sep	SDF			
Sep	LOU			
Oct	SDF			
Oct	LOU			
Nov	SDF			
Nov	LOU			
Dec	SDF			
Dec	LOU			
Total	SDF	83,931	121	694
	LOU	66,592	8	8,324

Daily Runway Use Uncorrected (SDF) May 2024

Flow	Time UTC	Time Local	Wed 5-1	Thu 5-2	Fri 5-3	Sat 5-4	Sun 5-5	Mon 5-6	Tue 5-7	Wed 5-8	Thu 5-9	Fri 5-10	Sat 5-11	Sun 5-12	Mon 5-13	Tue 5-14	Wed 5-15	Thu 5-16	Fri 5-17	Sat 5-18	Sun 5-19	Mon 5-20	Tue 5-21	Wed 5-22	Thu 5-23	Fri 5-24	Sat 5-25	Sun 5-26	Mon 5-27	Tue 5-28	Wed 5-29	Thu 5-30	Fri 5-31	Time Local
North Flow	0400	0:00																																0:00
	0430	0:30																																0:30
	0500	1:00																																1:00
	0530	1:30																																1:30
	0600	2:00																																2:00
	0630	2:30																																2:30
South Flow	0700	3:00																																3:00
	0730	3:30																																3:30
	0800	4:00																																4:00
	0830	4:30																																4:30
	0900	5:00																																5:00
	0930	5:30																																5:30
	1000	6:00																																6:00
	1030	6:30																																6:30
	1100	7:00																																7:00
	1130	7:30																																7:30
	1200	8:00																																8:00
	1230	8:30																																8:30
North Flow	1300	9:00																																9:00
	1330	9:30																																9:30
	1400	10:00																																10:00
	1430	10:30																																10:30
	1500	11:00																																11:00
	1530	11:30																																11:30
	1600	12:00																																12:00
	1630	12:30																																12:30
	1700	13:00																																13:00
	1730	13:30																																13:30
South Flow	1800	14:00																																14:00
	1830	14:30																																14:30
	1900	15:00																																15:00
	1930	15:30																																15:30
	2000	16:00																																16:00
	2030	16:30																																16:30
	2100	17:00																																17:00
	2130	17:30																																17:30
	2200	18:00																																18:00
	2230	18:30																																18:30
	2300	19:00																																19:00
	2330	19:30																																19:30
	2400	20:00																																20:00
	0030	20:30																																20:30
	0100	21:00																																21:00
	0130	21:30																																21:30
North Flow	0200	22:00																																22:00
	0230	22:30																																22:30
	0300	23:00																																23:00
	0330	23:30																																23:30
	0400	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

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

Daily Runway Use (SDF)

Tower Comments May 2024

Day	Date	Time	Comment
wed	01-May-24	1400-1430	Late change due to volume
thu	02-May-24		
fri	03-May-24		
sat	04-May-24	0900-0000	Derby Traffic - Volume
sun	05-May-24	1100-0000	Derby Traffic - Volume
mon	06-May-24	0000-0200	Weather in vicinity
tue	07-May-24		
wed	08-May-24		
thu	09-May-24		
fri	10-May-24	2100-2130	Wind 34010
sat	11-May-24	2000-0000	Wind 31010
sun	12-May-24	0000-2000	Winds 33009
mon	13-May-24		
tue	14-May-24		
wed	15-May-24		
thu	16-May-24		
fri	17-May-24	0900-1030	Variable winds and wet runways
sat	18-May-24	0300-0630	Weather - Low visibility
sun	19-May-24	0000-0930	SDF reported N Flow
sun	19-May-24	1200-1730	Variable winds
sun	19-May-24	2100-0000	Reason not reported
mon	20-May-24		
tue	21-May-24		
wed	22-May-24		
thu	23-May-24		
fri	24-May-24	0430-0830	Weather - Low visibility
fri	24-May-24	2200-0000	Weather - Low visibility
sat	25-May-24	0000-0230	Reason not reported
sat	25-May-24	2100-0000	Wind 35010
sun	26-May-24		
mon	27-May-24		
tue	28-May-24		
wed	29-May-24		
thu	30-May-24	2000-2130	Wind 01009
fri	31-May-24		

Daily Runway Use Uncorrected (SDF) June 2024

[illegible]

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 09:00 Saturday - 09:00 Monday

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

Source: Louisville International Airport

Daily Runway Use (SDF)

Tower Comments June 2024

Day	Date	Time	Comment
Sat	01-Jun-24		
Sun	02-Jun-24	1830-2030	Forecast wind 01015
Sun	02-Jun-24	2200-0000	Forecast wind 01015
Mon	03-Jun-24	0000-0200	Forecast wind 01015
Tue	04-Jun-24		
Wed	05-Jun-24		
Thu	06-Jun-24	2100-2130	Wind 31012
Fri	07-Jun-24	2000-2130	Wind 30013
Sat	08-Jun-24		
Sun	09-Jun-24	2000-0000	Wind 01008G15
Mon	10-Jun-24	0000-0230	Reason not reported
Tue	11-Jun-24		
Wed	12-Jun-24	2100-2130	Early change for volume
Thu	13-Jun-24	0900-1330	Forecasted winds
Thu	13-Jun-24	2200-0000	Wind 20010
Fri	14-Jun-24	0000-0230	Variable south winds
Sat	15-Jun-24	0830-1300	Variable south winds
Sun	16-Jun-24	0030-0530	Reason not reported
Mon	17-Jun-24		
Tue	18-Jun-24		
Wed	19-Jun-24		
Thu	20-Jun-24		
Fri	21-Jun-24	1900-2130	Wind 35010
Sat	22-Jun-24	0900-1030	Late change for volume
Sun	23-Jun-24	2200-0000	Wind 29011
Mon	24-Jun-24	0000-0130	Wind 29011
Tue	25-Jun-24		
Wed	26-Jun-24		
Thu	27-Jun-24		
Fri	28-Jun-24		
Sat	29-Jun-24		
Sun	30-Jun-24		

Operations As of June 30, 2024

