

WEST JEFFERSON COUNTY COMMUNITY TASK FORCE

MEETING MINUTES

February 19, 2002

The NIA Center

Third Floor Conference Room

2900 West Broadway

Louisville, Kentucky

(502) 852-4609

ATTENDEES/MEMBERS

Bobby Hickey, Portland

Peggy J. Bolton, Shawnee

Bob Slattery, Regional Airport Authority

Mary Rose Evans, ANA

Russ Barnett, U of L

John Riley, Citizen Lobbyist

Dan Hicks, Rohm and Haas

Jonathan miller, DuPont Dow Elastomer

Wade Helm, Ky. Conservation Committee

Robert Hackett, Russell

Faustine Caldwell, Richmond Terrace

Evelyn Glass, Chickasaw

Waddell McGee, U.S. Environmental

Norman L. Robinson, Shawnee

Tom Herman, Zeon Chemicals

Bill Wetter, Jeff. Co. Health Dept.

Jodie Coxe, Chickasaw

Laura Hackett, Russell

LaLetta Jenkins, Shawnee

Fred Nett, Lou. Development Authority

Patricia Germany, California

Regional Airport Authority of Louisville and Jefferson County -

www.sdfnoisestudy.com

Bob Slattery, Airport Noise Officer. 502-368-6524 x.112 or 375-4546

How Does the Airport Operate Now? Nothing at the airport has changed since late 1997.

Noise Compatibility Study - Louisville International Airport

I. - Current Noise Control measures

a. Preferential Flow

1. 7am-10pm FAA daytime (10pm-7am night time FAA)
2. Arrival North
3. Departure South

b. Contra-Flow consists of:

1. Arrival South
2. Departure South
3. Approximately 100 planes.
4. Late night (10pm - 7am)
5. Night time jet operations to area of least residential density.
6. Approximately 10 planes per night arrive to the north (exceptions).

7. Up to a 7 knot tail wind, dry runway.

c. Departure Corridors

1. Departure corridors to the north - 2 runways.
2. Dense population - high altitude as soon as possible is the goal.
3. West Louisville - take-off is at a 20° turn and ends up going over some densely populated neighborhoods in south Louisville. The Noise Study Group is recommending that they go out one mile before they make the 20° turn.

Federal Aviation Regulation (FAR) Part 150 overview:

- Provides for the development and submissions, to the FAA, of noise exposure maps and noise compatibility programs.
- Standard noise units, methods, and analytical techniques for use in airport assessments (DNL)
- Identification of land uses that are normally compatible (or noncompatible) with various levels of noise around the airport.
- Procedures and criteria of FAA approval or disapproval of noise compatibility programs.

Art Williams, APCD - Emissions from the Aviation Industry:

- ACAO, FAA, EPA - regulate emissions of planes.
- State and Local Government are involved with ground equipment and underground tanks.
- Art serves on a national committee that is trying to get the airlines to reduce their emissions.
- Louisville International Airport and Bowman Field are ½% - 2½% of the VOC (Volatile Organ Compounds), NOx(Nitrogen Oxide), etc., of the emissions in the area.

Bob Slattery - The FAR(Federal Aviation Regulation) is sent to the FAA for their approval.

- To qualify for Airport improvement funds that are set aside for noise-related projects, an airport must have an FAA approved noise compatibility program.

Noise Compatibility Study Progress to Date:

Milestones (Completed)

- Inventory - fleet mix, operations.
- Forecasts (2005) -(copies in the WJCCTF Information Center)
- Noise monitoring program. (Hired consultants to do monitoring* for two weeks)
- Operation analyses
- Base case noise exposure (copies of mapping in WJCCTF information center)
- Proposed noise abatement measures

Milestones (Remaining)

- Selection of the preferred abatement measures.
- Completion of the abatement program.
- Mitigation measures/program.
- Noise compatibility program (NCP)
- Documentation
- Review and Approval (RAA/FAA)
- Implementation

*Monitoring was done around the airport, Bullitt County and Southern Indiana. See website for exact location of monitors. {www.sdfnoisestudy.com}

Members of the task force inquired about the lack of noise level monitoring in the West Louisville area. There was no direct answer to that question. It was only reiterated where the monitoring had been done.

If you need additional information or have additional questions, contact Bob Slattery at 368-6524 ext. 112 or 375-4546.

Thanks to Bob for his presentation. He agreed to return at another time if requested.

II. Funding - Arnita Gadson

The \$150K from the State of Kentucky was received.

\$30K from the City of Louisville was given to University of Louisville to help cover expenses of continued air monitoring.

III. Risk Management/Risk Assessment - Art Williams (update)

Two primary work-groups:

Risk Assessment workgroup

- Still looking at lab data.
- Disk received from EPA with EPA air monitoring data.
- Revised risk assessment work plan from Rohm and Haas has been received.
- Meetings scheduled for last week in March
- RFP (Request for Proposal) - to hire a contractor to convert raw data into a report for task force usage is in process.

Risk Management workgroup-

- Will make recommendations based on outcome of risk assessment.
Example: more education needed, higher standards for companies, change in regulations, etc.

GOAL -

Finished product for the task force by the end of the year.

IV. Bridge Issues - Arnita Gadson.

Four points brought up at the public hearings.

- a. Redistributions of jobs
- b. Effect on present housing values
- c. Which bridge, if the national economy cannot support both bridges
- d. Lack of information on bridge(s) impact sent to west end residents

Net benefit to air quality? East Bridge neutral on air quality.

Art Williams will address issues at APCD meeting

V. Comments from the Board - none.