

Bowman Field

IATA/ICAO CODE: LOU/KLOU
CITY: Louisville
STATE: KY
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Bill D. Musslewhite	Bob Slattery
Title:	Executive Director	Noise/Environment Programs Coordinator
Airport:	Bowman Field	Louisville Regional Airport Authority
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Airport Web Site:	www.flylouisville.com	

ELEVATION:

RUNWAY INFORMATION				
Orientation	Length ft)	Displaced Threshold ft)	Glide Slope(deg)	Width ft)
06/24	4326	-	-	75
15/33	3579	-	-	80
RWY 06 APCH RATIO 20:1 TO DSPLCD THLD OVER 65 FT TREE; DISTANCE 1140 FT - 235 FT LEFT. RWY 15 APCH RATIO 20:1 TO DSPLCD THLD. RWY 24 APCH RATIO 20:1 TO DSPLCD THLD. RWY 33 APCH RATIO 18:1 TO DSPLCD THR. RWY 06 +8 FT 6 INCH FENCE 956 FT FROM DSPLCD THLD; ROAD 992 FT FM DSPLCD THLD. RWY 15 +9 FT FENCE 394 FT FROM DSPLCD THLD. RWY 33 ROAD 600 FT FM DSPLCD THLD.				
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

The Airport encourages operators to utilize AOPA "Fly Friendly Procedures".

The following policy is in effect for aircraft using Bowman Field in an effort to reduce the effect of aircraft noise.

- A. No aircraft of any type with a maximum landing weight in excess of 30,000 pounds may operate at the airport without approval of the Executive Director.
- B. All turbojet aircraft are encouraged to comply with Stage 3 noise emission standards.

- C. No aircraft shall be taxied under power in or out of a hangar or T- hangar.
- D. Training operations prohibited when tower closed.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

- 1. Engine run-ups shall only be conducted between the hours of 9 a.m. and 8 p.m., and shall not exceed fifteen minutes in duration per aircraft.
- 2. Engine run-ups shall only be conducted at the approach end of Runway 24 or Runway 14, on the ramp adjacent to the Runway 01 approach and at the intersection of Taxiway "G" and Taxiway "H".
- 3. Aircraft on which engine run-ups are being conducted shall be positioned in a manner, which directs engine noise toward the center of the Airport.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	N/A
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	-	Yes
Zoning Laws	-	Yes
Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	-	N/A
Airport Noise Contour Overlay Maps	-	N/A

Total Cost of Noise Mitigation Programs to Date	-	Contact LRAA
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Contact LRAA

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

No aircraft of any type with a maximum weight in excess of 30,000 pounds may operate at Bowman Field without approval of the Executive Director. All turbojet aircraft are encouraged to comply with guidelines for Stage 3 engine noise emission standards.

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)