

Louisville International Airport

IATA/ICAO CODE: SDF/KSDF
 CITY: Louisville
 STATE: KY
 COUNTRY: USA

AIRPORT CONTACT

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

Name: C.T. "Skip" Miller A.A.E. Bob Slattery
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ELEVATION: 501 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
11/29	7250	-	-	150
17L/35R	8579	-	-	200
17R/35L	11890	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Utilize Advisory Circular 91-53A, "Distant" Noise Abatement Departure Procedure for all Runways.

Continuous Departure Restrictions - The following restrictions shall be adhered to:

(1) Runway 17L Departure Operations - All turbojet departures shall be assigned runway heading for 5 NM before turning.

(2) Runway 17R Departure Operations - All westbound turbojet departures shall be assigned a heading at the departure end of the runway that diverges fifteen degrees from runway heading and eastbound turbojet departures runway heading for 4.7 NM before turning.

(3) Runway 35R Departure Operations - All turbojet departures shall be assigned runway heading for 3.84 NM before turning.

(4) Runway 35L Departure Operations - All turbojet departures shall be assigned a heading at the departure end of the runway that diverges fifteen degrees from runway heading for 5.3 NM before turning.

(5) Runway 29 Departure Operations - All turbojet departures shall be assigned runway heading until reaching 4 NM before turning.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

CONTRAFLOW - Louisville International Airport is a heart-of-the-city airport with many nighttime operations. Noise sensitive areas just north of the airport include the University of Louisville and historical residential areas. The FAA approved a procedure called “contraflow” as part of our current noise compatibility program. Weather permitting, this procedure calls for all operations between the hours of 2200 and 0700 to be conducted south of the airport, where extensive mitigation programs have been implemented.

Noise Sensitive - Runway 17R arrivals, Runway 29/11 arrivals and departures are noise sensitive and available only for operational necessity.

Operations from 2200 to 0700 local - Runways are to be utilized according to the following listed order:

(1) Land Runway 35R/L for the inbound operations and depart Runway 17R/L for the outbound operations.

(2) Land Runway 17L/Depart Runway 17R/L

(3) Land/Depart Runway 17R/L

(4) Land Runway 35R/L/Depart Runway 35R

(5) Land/Depart Runway 29 The most preferred runway operation shall be used to the extent possible whenever wind, weather, traffic density, and field conditions permit.

Operations from 0700 to 2200 local - Runways are to be utilized according to the following list order:

(1) Land Runway 17L/Depart Runway 17R/L

(2) Land/Depart Runway 17R/L

(3) Land Runway 35R/L/Depart Runway 35R (First preference from 0930-1230 LCL)

(4) Land/Depart Runway 35R/L

(5) Land/Depart Runway 29 The most preferred runway operation shall be used to the extent possible whenever wind, weather, traffic density, and field conditions permit.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Aircraft engine run-ups or test operations shall be conducted only in a manner that will not result in a hazard or nuisance to other aircraft, persons or property and in accordance with the following:

- 1) Engine run-ups of less than one minute in duration per aircraft, may be conducted at an assigned terminal gate or ramp position with prior approval of the General Manager
- 2) Engine run-ups conducted between 7am and 9pm in excess of one minute per aircraft shall occur on the aircraft engine run-up pad designated by the authority for that purpose.
- 3) Engine run-ups shall be conducted only between the hours of 7am and 9 pm. No run-ups will be allowed between the hours of 9pm and 7am without prior approval of the General Manager.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

The airport has a Noise Compatibility Program.

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	Proposed
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	No
Avigation Easements	-	Proposed
Zoning Laws	-	I/W
Real Estate/Property Disclosure Laws	-	I/W
Acquire Land for Noise Compatibility to date	-	Yes, contact LRAA
Population within each noise contour level relative to aircraft operations	-	DNL 75+, 74-70, and 69-65 contact LRAA

Airport Noise Contour Overlay Maps	-	I/W
Total Cost of Noise Mitigation Programs to Date	-	Contact LRAA
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Contact LRAA

NOISE MONITORING SYSTEM
Portable/AirScene

FLIGHT TRACK MONITORING SYSTEM

Yes

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS
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](#)