

courier-journal.com

Editorial | Planes and trees

A few weeks ago, *The Courier-Journal's* community challenge was a call by Katy Schneider for Louisvillians to do more to plant new trees and preserve the ones already standing. This was a theme explored during the annual Festival of Faiths in November. The response, by Mayor Greg Fischer, was swift: He created a new group, headed by Ms. Schneider, that is charged with making Louisville a city of trees.

How ironic that at almost the same moment the Regional Airport Authority was putting the finishing touches on a plan to remove perhaps hundreds of mature trees in the vicinity of Bowman Field, the historic airfield for private aviation located on Taylorsville Road between Seneca Park and the Watterson Expressway. It is the oldest continuously operating airfield in North America, and Charles Lindbergh landed the Spirit of St. Louis on its runways when he came to Louisville after his famous flight. During World War II, when pilots were trained on the grounds, it was said to be the busiest airport in the nation.

In those days, the city had yet to experience the post-war housing boom that filled in land on all sides of the airfield. In the last 60 years, this became one of Louisville's most prestigious residential areas, not in small measure because of Bowman Field itself, which provides an

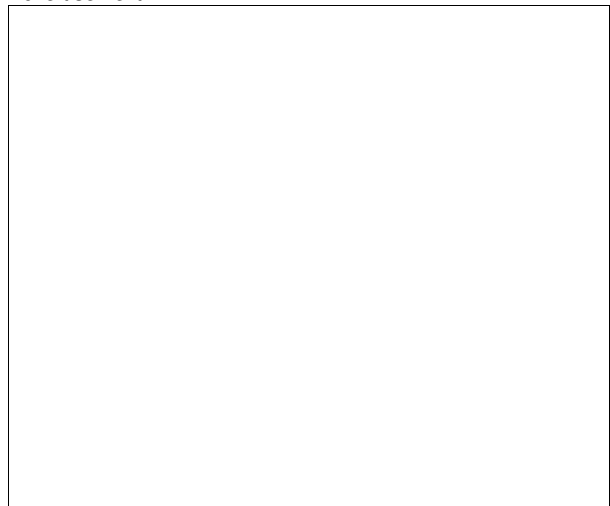
interesting undeveloped area adjacent to Seneca Park's golf course.

But on occasion, the interests of visual beauty and public safety collide. Rare but still dangerous accidents occurred when small planes destined for Bowman crashed into homes or landed on the expressway. The potential for calamity, never fully realized, must always be on the minds not only of those who regulate air traffic but also those who own homes and businesses in the area.

Technology is also changing. More modern approach systems, based on global positioning systems, have expanded the need for airspace protections. Bowman Field is having trouble meeting some of those requirements; trees blocking one approach forced the closure of one runway on inclement nights when there is poor visibility.

At this stage, it's unclear how sweeping the tree-cutting requirements will be. Residents are up in arms, and it's

Advertisement




Print Powered By  FormatDynamics™

courier-journal.com

understandable, since the plan had little discussion and documents that should be readily available to the public have been kept secret. The Regional Airport Authority has responded by saying that final plans haven't been made yet.

From this confusion has come a sense of fear; one estimate places the potential number of trees to be cut down at 1,000. The air board has some experience with public outrage: The secret plan to expand Standiford Field in the 1980s remains one of the more sordid events in local history. That the airport was such a tremendous success doesn't lessen the sense of betrayal that many affected residents felt.

The jury is out on how far the tree-cutting should go. But the sooner the air board can be truly open about the size of the project, the better its chances for success.

AdChoices


Ads by Pulse 360

Today's Breakout Penny Stock

Fast Mover In Energy Tech Just Awarded Huge New \$84 Million Solar Project!
www.OnyxService.com

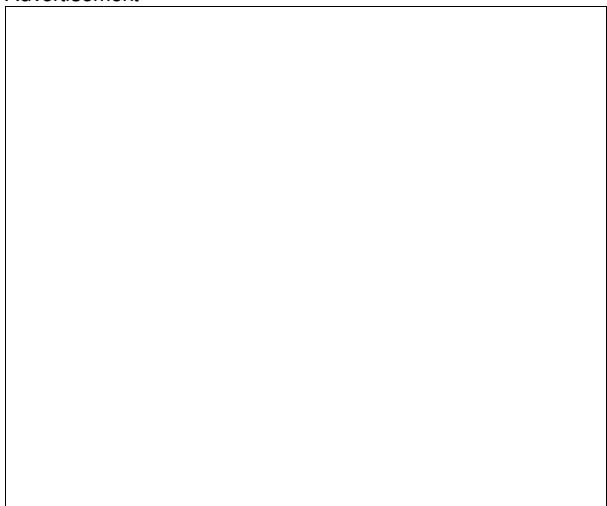
51-Year-Old Now Looks 27 Again!

Mom Reveals Clever \$5 Wrinkle Therapy That Makes Botox Doctors Furious Read More
consumerlifestyletrends.com/

Mortgage Rates Hit 2.75%

If you owe less than \$729k, you probably qualify for 3.1% APR Govt Refi Programs
www.MortgageRatesExperts.com

Advertisement



Print Powered By  FormatDynamics™