

## MEETING MINUTES

<b>Meeting/Project Name:</b>	Noise Stakeholder Meeting #4		
<b>Date of Meeting:</b>	1/12/2023	<b>Time:</b>	1800 – 2000
<b>Minutes Prepared By:</b>	Derick Chick	<b>Location:</b>	Transportation Regulations Building

### 1. Meeting Objectives

- Greetings & Introductions
- Department of Aviation
  - Review Current VNP Measures
  - Feedback on Current Measures
- Stakeholders
  - Review Prior Suggested VNP Measures
  - Review New Suggested VNP Measures
  - Open Discussion & Feedback
- Final Comments
- Adjourn

### 2. Attendees

- |  |   |
|--|---|
| 1. Patrick Carreno, Department of Aviation       | 31. Brian Wood – Virtual                              |
| 2. Kris Sweckard, Department of Aviation         | 32. Rick Dalton, Southwest Airlines – Virtual         |
| 3. Dawn Blair, Department of Aviation            | 33. Robert Prejean, SW Medical District – Virtual     |
| 4. Arnold Watkins, Department of Aviation        | 34. Dominique Bindon, FAA – Virtual                   |
| 5. Javier Centeno, Department of Aviation        | 35. Marissa Sanchez, Department of Aviation – Virtual |
| 6. Sana Drissi, Department of Aviation           | 36. Gene Reindel, HMMH – Virtual                      |
| 7. Jo Welles, Department of Aviation             | 37. Nick James, Southwest Airlines – Virtual          |
| 8. Rachel Woodworth, Department of Aviation      |   |
| 9. Isaac Ellison, Department of Aviation         |   |
| 10. Rachel Simpson, Department of Aviation       |   |
| 11. Derick Chick, Department of Aviation         |   |
| 12. CM Gay Donnell Willis, City of Dallas        |   |
| 13. Bob Mentzer, HMMH                            |   |
| 14. Aofei Li, HMMH                               |   |
| 15. Kerri Lacher, Briarwood Neighborhood         |   |
| 16. Melissa Aurbach, Safe Shorecrest             |   |
| 17. Mike Luckock, Mockingbird Park               |   |
| 18. Carol Klein, Bordeaux Village                |   |
| 19. Steve Klein, Bordeaux Village                |   |
| 20. Bill Lindley, Town of Highland Park          |   |
| 21. Chris Perry, Southwest Airlines              |   |
| 22. Fred Pratt, Southwest Airlines               |   |
| 23. Chad Jackson, Safe Shorecrest                |   |
| 24. Nancy Kenty, Bluffview Estates               |   |
| 25. Andrew Matheny, Friends of Bachman Lake      |   |
| 26. Linda Blase, West Love                       |   |
| 27. Bill Cohn, Love Field Action Committee       |   |
| 28. John Womack, Oaklawn Committee               |   |
| 29. Michael Cintron, Bradford Estates – Observer |   |
| 30. Deats Beard, Walnut Hill – Observer          |   |

### 3. Agenda and Notes, Decisions, Issues

Topic	Discussion
Nighttime Preferential Runway Measure	<p>Stakeholders agreed to not sunset the current preferential runway measure until the TRINITY Departure is possibly converted into non-conventional departure. Isaac Ellison explained that it would not be environmentally friendly just to retain the measure without the use of the TRINITY Departure as it would continue to result in shifting aircraft noise to the Denton Dr. side neighborhood without a plan to mitigate aircraft noise.</p> <p>Dominique Bindon (FAA) said that they do not yet have an answer on why the TRINITY Departure was not converted or why a plan to convert the procedure to Area Navigation (RNAV) was not included in the discussion during the North Texas Optimization of Airspace and Procedures in the Metroplex (OAPM). Air Traffic Controllers (ATC) do not assign the TRINITY Departure today because they would have to change other departure procedures to accommodate it; this can create a heavier workload on controllers. In addition, she explains that D10 TRACON does favor runway 13R/31L after 9:00 p.m. and this is taught and instructed to controllers from a TRACON side. Pilots can also request their preferred runways.</p> <p>Mike Luckcock is concerned about Southwest Airlines (SWA) mainly utilizing runway 13L/31R (parallel to Lemmon Ave.) if the measure is sunsetted and suggested that a commitment from SWA is needed. Isaac Ellison explains that pilots are requesting to use runway 13R/31L according to a conversation with DAL tower. He also said data has shown that runway 13R/31L was also mainly utilize historically. Bob Mentzer suggests to keep equity between the runways at night, by modifying the current measure to promote a balanced (50/50) runway utilization until the TRINITY Departure is converted to RNAV. If and when it is converted then return to the current preference of runway 13R/31L. Stakeholders agree with this suggestion.</p> <p>Kerri Lacher suggests the DOA to conduct a survey for surrounding neighborhoods to identify and monitor flights hours that most people are impacted. She mentions that for her neighborhood, residents are mainly impacted by morning hours as there is more air traffic. Andrew Matheny asked if the proposed balanced runway utilization can be extended to all hours? Isaac said that the current data reflects a 50/50 runway utilization; the data is based on a full day and not just night times (9:00 p.m. to 6:00 a.m.). Dominique Bindon (FAA) goes on to explain that ATC does not have any runway morning procedures for DAL as they will be prioritizing efficiency in the National Airspace System. During busy periods, the controllers will assign runways based on time and speed efficiency.</p>

Noise Stakeholder Meeting Process

There were multiple questions by stakeholders regarding the overall process and how/when their suggestions would progress.

Kris Sweckard reiterates that no timeframe has been set to meet with City Council regarding the Noise Stakeholder Meetings and stakeholders can request additional meetings for further discussions. Once stakeholders are comfortable with the number of meetings, Department of Aviation (DOA) will process and document the final recommendations to send to them.

Isaac Ellison also explained that the final items suggested by stakeholders will be presented to City Council. When asked by Steve Klein if there are any feedback on the progress of action items from the previous meetings, Isaac Ellison said that some suggestions will only move forward after they are approved by City Council. The goal of the meeting is to obtain feedback and suggestions from stakeholders to present to City Council for approval. However, Isaac Ellison informs stakeholders that based on their suggestion, DOA has begun implementing WhisperTrack at DAL. The final product is pending due to minor issues on WhisperTrack's end.

Chad Jackson asked once suggestions are approved, what is the action to follow-up, and will the action plan be in writing? Stakeholders also asked if any studies for suggestions from previous meetings were conducted. Kris Sweckard said that studies will be conducted once approved a part of the City Council review process.

Bill Lindley asks if the DOA will be sending a briefing memo to City Council on the final recommendations? Patrick Carreno says that a full presentation will be conducted instead of a briefing memo. He adds that a presentation to City Council will be more beneficial in going through all the recommendations. Stakeholders will be able to attend or watch the presentation as it is a public meeting.

<p>Scheduled late arrivals by Southwest Airlines (SWA) and Call for Transparency</p>	<p>Mike Luckock asked SWA if they have a response regarding the arrivals after 11:00 p.m. Chris Perry (SWA) said that they do not have scheduled departures from 11:00 p.m. and 6:00 a.m. and added that SWA has a minute number of arrivals up to 11:30 p.m. Chris also said that he will take this discussion to the SWA team for discussion.</p> <p>Stakeholders expressed their concerns regarding SWA adding flights in the future due to the loose language used in the lease agreement. Steve Klein read the Five Party Agreement which states that Southwest Airlines shall enter into agreements with the City of Dallas to negotiate a voluntary noise curfew. Kris Sweckard responded that this is reflected in the current lease agreement with SWA, and it is written that it would be done in good faith by SWA. Bob Mentzer adds that voluntary curfews cannot be enforced or made mandatory by the DOA regardless of the language used in any agreement as it violates federal regulations.</p> <p>Stakeholders are also concerned by the lack of communication and transparency from the DOA because they were not informed of the scheduled flights after 11:00 p.m. Bob Mentzer suggests the DOA to continue working with SWA to review flight schedules and try to ensure that they are within the hours of the voluntary agreement. Linda Blase asked if other airport's curfews could possibly push more flights by SWA into DAL. Bob Mentzer stated that is unlikely as only a very few airports have curfews that were adopted prior ANCA in 1990. Isaac Ellison adds that SWA may not be operating at those airports with curfews as well. Melissa Aurbach suggest DOA to review scheduled flights periodically.</p> <p>Steve Klein asked what difference would adding the voluntary restriction on scheduled commercial flights into the Voluntary Noise Program (VNP) make? Kris Sweckard said that with this added as a measure, it will be more transparent and can also be discussed in the Love Field Environmental Advisory Committee (LFEAC) meetings. Patrick Carreno said the measure would apply to other airlines as well if added as a measure in the VNP and would not depend on future lease agreements. General Aviation are excluded as they are not a 14 CFR Part 121 carrier. The stakeholders agreed that the voluntary curfew should be added to the VNP.</p>
<p>JSX Charter Flights</p>	<p>Mike Luckock referred to the Five Party Agreement and said that charter flights should be limited in destinations and no more than 10 flights per month. Patrick Carreno said that JSX are under Part 135 flight operations not a Part 121 air carrier. In addition, he also explained that DAL is not an international airport for commercial services. There is a Federal Inspection Station (FIS) where corporate international flights pay a user fee that is used to reimburse the use of customs, however there are limits. As such, SWA does not fly directly to international destination from DAL.</p>

Reverse Thrust	<p>Chad Jackson asked if it is necessary for aircraft to apply reverse thrust after landing as he believes it adds to the overall noise exposure. Bob Mentzer says that reverse thrust is included in the modelling on the noise contour study and that reducing the application of reverse thrust would reduce aircraft noise but not a significant change.</p> <p>Gene Reindel adds that reverse thrust is not required but is dependent of wind conditions and runway surface. For example, if the runway surface is wet, then reverse thrust would be needed to slow aircraft down. He also explained that this is often included in the Standard Operating Procedures (SOP) and recommended by insurance companies for aircraft to use reverse thrust because it results in safer operations. However, Seattle-Tacoma International Airport does have a recent updated program that encourages the use of reverse thrust only when necessary.</p> <p>Mike Luckock asked if the DOA can get the discussion for this going as it could take a long time going through the entire process. Patrick Carreno said that this could be added into the VNP as Seattle-Tacoma International Airport has adopted it but would need to have a discussion with aircraft operators to see if this could be incorporate into the VNP because it concerns with aircraft safety.</p>
New Contour Data Study	<p>Steve Klein asked if there would be a timeframe for a new noise contour study? The last stable contour study was back in 2019 and a new data is important as it serves as a foundation for new suggestions being made. He notes that stakeholder suggestion measure 8 and 10 in the presentation slides are contingent on the noise contours. Bob Mentzer responded that the timeframe for the next noise contour would be early 2024 as data from 2023 is needed to develop the noise contour. Steve Klein also brought up that the program review timeframe of 5 years is too long and suggested having the program reviewed every 3 years. Isaac Ellison suggests keeping it 5 years or if needed due to any major changes that may trigger a review of the program. Five years is inline with FAA recommendations for noise contour reviews unless there is significant changes at an airport.</p>
Engine Run-up area Reconfiguration	<p>Bill Cohn asked the status of engine run-up area construction project. Patrick Carreno said that the current taxiway project had temporary impacted the run-up area. The use of the area will also be reconfigured on how it will be used regarding aircraft orientation in the area. The DOA will provide more information at a later date. Patrick Carreno adds that it is still being utilized and there will be no changes to the engine run-up procedures that are in place.</p>

<p>TRINITY Departure and Noise Abatement Departure Profile (NADP)</p>	<p>Bill Cohn asked if the runways at DAL are considered as a single runway due to distance between the 2 parallel runways. If it is, can the TRINITY Departure be implemented for runway 13R/31L (Parallel to Denton) when converted into RNAV. Dominique Bindon (FAA) confirms that the runways are considered a single runway. Bob Mentzer adds that aircrafts from Runway 13L/31R (Lemmon) would then be passing over residential areas south of the airport to utilize the TRINITY Departure. He suggests looking for an alternative procedure that is similar to the TRINITY Departure for runway 13L/31R.</p> <p>Steve Klein then asked if the NADP-1 would be beneficial for this scenario? Isaac Ellison says a study will have to be done to determine that.</p>
<p>Fewer Meetings</p>	<p>Mike Luckock suggests having only 1 meeting to cover all airport topics and discussions going forward instead of having multiple meetings that covers multiple parts. Kris asked if Mike was suggesting combining the LFEAC meeting with the Good Neighbor Meeting (GNP)? Mike confirmed and said that stakeholders are concerned with various items at the airport. Patrick Carreno said that discussions and meetings should be valuable to the community and the DOA will re-evaluate all the meetings after the series of Noise Stakeholder Meetings.</p>
<p><b>4. Highlighted Items</b></p>	
<p>1</p>	<p>Chad Jackson suggests including limitations on the use of reverse thrust into the VNP</p>
<p>2</p>	<p>Bob Mentzer suggests modifying the Nighttime Preferential Runway measure to recommend a balanced (50/50) runway utilization until the TRINITY Departure is converted into a RNAV departure.</p>
<p>3</p>	<p>Stakeholders agree that another meeting should be held to review final recommendations that will be presented to City Council. Next meeting will be scheduled for February 2023.</p>
<p>4</p>	<p>DOA will send out a revised recommendation list with potential decisions to stakeholders before next meeting's date, so they have time to review.</p>
<p>5</p>	<p>Michael Cintron suggests the DOA to communicate and incentivize SWA to operate their newer and quieter model aircraft during quiet hours such as the B737 MAX</p>
<p>6</p>	<p>DOA to conduct a noise contour study review every 5 years or if needed for any major changes that will trigger an early review.</p>
<p>7</p>	<p>To ensure open communication, all questions, concerns, and suggestions can be sent to <a href="mailto:AVINoise@dallas.gov">AVINoise@dallas.gov</a>. The Department of Aviation will continue to accept recommendations from stakeholders throughout the series of meetings. DOA will share any definitive information received from FAA or SWA with Stakeholders.</p>