

Dallas Love Field Voluntary Noise Program

**Noise Stakeholder Meeting
Date: 01/12/2023**

**Welcome, the presentation will
start shortly.
Thank you for joining us!**



Opening Remarks



**Patrick Carreno, Interim Director
Department of Aviation
City of Dallas**



City of Dallas

Meeting Agenda

- 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



Department of Aviation's Current VNP Measures



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Number	Current VNP Measures	Potential Decision
1	Nighttime Preferential Runway.	Sunset
2	Trinity Departure.	Retain*
3	Channelization of Helicopter Tracks: Four prescribed helicopter flight tracks, and altitude restrictions.	Retain – with modifications (Continue but City will disseminate FAA Helicopter routes)
4	Establish Ban on All Training Flights at Night and Restrict Touch-and-Go Activity During Busy Periods.	Retain – no changes
5	Optimize Jet Aircraft Orientation During Engine Maintenance Run-Ups: Aircraft engine maintenance run-ups prohibited between the hours of midnight and 6:00 a.m. Voluntary moratorium between 10:00 p.m. and midnight.	Retain – no changes

* See notes section

Number	Current VNP Measures	Potential Decision
6	Optimal Take-Off Profile: Use of a flight departure profile designed to reduce noise.	Retain – with modifications (Continue to recommend NADP, with bi-annual airline acknowledgement)
7	Construct New High-Speed Exit for Runway 13R/31L.	Sunset
8	<p>Continuation of Five Pre-Existing Voluntary Procedures: This category includes abatement measures that were in effect prior to the 1981 study, including:</p> <ul style="list-style-type: none"> i. Takeoff and departure procedures for all turbine-powered aircraft. ii. Approach and landing procedures for all turbine-powered aircraft. iii. Operational procedures for propeller aircraft, iv. Restriction of Runway 18/36 under normal conditions to aircraft weighing 60,000 lbs. or less, v. Regulation of touch-and-go traffic. 	Sunset
9	Establishment of a system to monitor and manage the noise abatement program: Airport Noise Team, Noise and Flight Tracking System, Noise complaint reporting system, Ongoing Public Outreach such as LFEAC Meetings, Zoning Reviews, and DNL reporting.	Retain – with modifications (Continue all but revise frequency of DNL Noise Reports)
10	Review Noise Program on a regular basis.	Retain – with modifications (Evaluate every Five years and hold a public meeting)*

* See notes section

Feedback on Current Measures



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Stakeholder's Suggestions



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Number	Stakeholder's Suggestions
1	Voluntary restriction on scheduled commercial flights between the hours of 11 p.m. and 6 a.m.
2	The Department of Aviation will communicate on a regular basis to remind operators of the Voluntary Noise Program by outreach efforts. *
3	The Department of Aviation will improve communications With Stakeholders.
4	The Department of Aviation to use WhisperTrack as another VNP outreach tool.
5	TRINITY departure to be converted into non-conventional departure.
6	Establish a departure procedure similar to the Trinity Departure for Runway 13L/31R (Parallel to Lemmon).
7	Conduct study to identify beneficial Noise Abatement Departure Profile (NADP).

* See notes section

Number	Stakeholder's Suggestions
8	Consideration for a Part 150 study.
9	Establish a City resource for a Sound Insulation Program.
10	Conduct study to determine sound insulation program eligibility for homes within 65 DNL.
11	Conduct study assessment for constructing noise barrier between Denton Ave and DAL to determine effectiveness.
12	Develop new DNL (Day-Night Average Sound Level) Contours when operations are stable.
13	Land Use designations will be updated on the contour maps using updated information.

Open Discussion & Feedback



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New Suggested VNP Measures



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Final Comments



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Adjourn

For noise concerns visit
<https://dal.noiselab.casper.aero/>

For noise inquiries email
AVINoise@dallas.gov

