

## MEETING MINUTES

<b>Meeting/Project Name:</b>	Noise Stakeholder Meeting #5		
<b>Date of Meeting:</b>	2/28/2023	<b>Time:</b>	1800 – 2000
<b>Minutes Prepared By:</b>	Derick Chick	<b>Location:</b>	Transportation Regulations Building

### 1. Meeting Objectives

- Greetings & Introductions
- VNP Update Process
- Review New VNP Suggestions
- Final Comments
- Adjourn

### 2. Attendees

1. Patrick Carreno, Department of Aviation
2. Kris Sweckard, Department of Aviation
3. Sana Drissi, Department of Aviation
4. Isaac Ellison, Department of Aviation
5. Rachel Simpson, Department of Aviation
6. Derick Chick, Department of Aviation
7. Bob Mentzer, HMMH
8. Fred Pratt, Southwest Airlines
9. Nick James, Southwest Airlines
10. Chris Mainz, Southwest Airlines
11. Pat White, Bluffview Estates
12. Don Word, Bluffview Estates
13. Nancy Kenty, Bluffview Estates
14. Chuck Reeder, Love Field Action Committee
15. Bill Cohn, Love Field Action Committee
16. Kerri Lacher, Briarwood Neighborhood
17. Melissa Aurbach, Safe Shorecrest
18. Mike Luckock, Mockingbird Park
19. Carol Klein, Bordeaux Village
20. Steve Klein, Bordeaux Village
21. Bill Lindley, Town of Highland Park
22. Linda Blase, West Love
23. Michael Cintron, Bradford Estates – Observer
24. Deina Bossa, Love Field Action Committee – Observer
25. Deats Beaird, Walnut Hill – Observer
26. Javier Centeno, Department of Aviation – Virtual
27. Alan Matthew, Department of Aviation – Virtual
28. Holly Russell, Town of Highland Park – Virtual
29. Ashley Kristi, FAA – Virtual
30. Robert Prejean, SW Medical District – Virtual

3. Agenda and Notes, Decisions, Issues	
Topic	Discussion
Background Discussion on ongoing concerns	<p>Bill Cohn voiced his concerns on suggestions that can only be addressed by the FAA and not the Department of Aviation (DOA) won't be moving forward due to the absence of Federal Aviation Administration (FAA) participation. Isaac Ellison said that the discussions will continue in the background via emails and phone conversations with them. Any response received will be shared with stakeholders when available. Kris Sweckard confirmed with stakeholders that the biggest outstanding question is the status of TRINITY departure being converted into Area-Navigation (RNAV) procedure.</p> <p>Bill Lindley asked if Dallas/Fort Worth International Airport (DFW) would be in support of the TRINITY Departure conversion topic? Isaac Ellison states that topic would not concern them as the departure procedure does not impact DFW.</p>
<p><b>Steve Klein presented a letter submitted by the Love Field Citizens Action Committee on February 22,2023 subject: “Department of Aviation VNP Action Items Stakeholder Positions”. The discussion topics below will be in relation to contents in the letter. The letter document will also be included as an attachment.</b></p>	
Engine Maintenance Run-up Facility	<p>When discussing item no.5 in the letter submitted by Love Field Citizens Action Committee (LFCAC), Patrick Carreno informs stakeholders that the engine runup area is still being utilized despite construction. The location of the area will remain the same and changes made are for taxiway access.</p> <p>Bill Cohn notes that a portion of the noise wall will be demolished, and any activity will be more noticeable and louder. Patrick Carreno ensures stakeholders that removing the wall will not increase run-up noise as it served as a barrier between the run-up area and the terminal. The DOA will verify the specifics and disseminate the information to stakeholders.</p> <p>Note: The engine run-up modification project has been completed when the noise stakeholder meeting took place.</p>

<p>Noise Event Reporting, Flight Tracking, and Use of Data</p>	<p>On Item 9b., Isaac Ellison noted that detailed aircraft noise events would be difficult to report because the noise monitors are located on each end of both runways. The results reported will not be accurate unless a threshold or baseline can be established. Mike Luckock clarifies that the reporting would be during nighttime hours and will allow DOA to identify aircraft with high noise levels and send a reminder letter if necessary.</p> <p>Bob Mentzer adds that a threshold could be established by looking at the historical average noise levels for a B-737 departure (as an example) at a specific monitor and adding a few dB levels over to capture any irregularities.</p> <p>Stakeholders recommend DOA report any loud noise events during the preferential runway hours and to notify the responsible operator via letter regarding the VNP. Patrick Carreno explains that issuing a letter will not be effective and tracking the operator is difficult as there are various layers of ownership. Isaac Ellison adds that the DOA partners with the Love Field Pilots Association (LFPA) and Fixed Based Operators (FBO) by attending the LFPA meetings and disseminates VNP brochures at FBO facilities as an effort to reach out to pilots versus tracking the operators and owners.</p> <p>Mike Luckock asks if there are any monitoring that occurs in the background instead of just relying on noise complaints to initiate monitoring. Isaac Ellison said that the preferential runway deviation reports are being monitored and reported in the monthly noise newsletter. Bill Cohn then asked if the current flight tracking system has the capability to alert the airport when a baseline altitude is crossed by an aircraft? Bob Mentzer said that Boston Logan International Airport (BOS) has implemented a gate system that tracks aircraft, but it can only track using a vertically plane and not horizontally. The BOS system reports this data annually. Isaac Ellison said he will check with Casper Airport Solution if dimension tracking (gates) can be added to the current system.</p>
<p>JSX Charter Operations Update</p>	<p>On Additional Love Field Stakeholder Action Items no.6, Patrick Carreno informs stakeholders that situation regarding JSX operations is complicated as they operate under 14CFR part 380 and are approved by the Department of Transportation (DOT). As such, they are subjected to different passenger caps and are able to operate scheduled flights under that certification. The DOA can obtain the language and guidance on how JSX operates from the City Attorney, but they are not within the certification listed in the Five Party Agreement.</p>
<p>Noise Abatement Departure Procedure (NADP)</p>	<p>On Item 6, stakeholders have outline that the NADP-1 will be more effective based on their research. Kris Sweckard clarifies that the recommendation is to confirm the need for a study by a consultant and identify whether NADP 1 or 2 would be more effective for Dallas Love Field (DAL). A specific NADP would not be recommended before a study is conducted.</p>

<p>Language to Address Future Emerging Technology</p>	<p>On item 7c., stakeholders highlighted their concern on emerging transportation technology such as unmanned aircraft system (UAS) and suggested either retain or have new language to address such issue.</p> <p>Kris Sweckard informs stakeholders that the City cannot address the issue by impacting flight paths, however the City's Urban Design group have been in the process of addressing such issues from a land-use perspective. Patrick Carreno adds that DAL is part of the Texas Commercial Airports Association and are being proactive while monitoring the situation. It is hard to provide a timeline given the complexity and controversial nature.</p> <p>Steve Klein asked if there are any FAA regulations at the moment that addresses air mobility. Patrick replies that the FAA is currently in the testing phase; because there are various types of UAS, test cases are being conducted on small airports that are located away from cities.</p> <p>As an update, the Department of Aviation will be appointing new members on the UAS regional Task Force Facilitated by the North Central Texas Council of Governments (NCTCOG).</p>
<p>Additional Stakeholders Meeting</p>	<p>Stakeholders agreed to have an additional meeting for the purpose of reviewing the Council recommendation briefing presentation deck. Isaac Ellison says that the preparation will take some time and suggested that the meeting will be sometime in April.</p>
<p><b>4. Highlighted Items</b></p>	
<p>1</p>	<p>DOA to establish a baseline and report loud noise events during the Nighttime Preferential Runway hours.</p>
<p>2</p>	<p>DOA to continue communications with FAA regarding the TRINITY departure topic and will share any definitive information received from FAA with Stakeholders.</p>
<p>3</p>	<p>Stakeholders agree that another meeting should be held to review the presentation deck for Council briefing. Next meeting will be scheduled for April 2023. More information to follow.</p>
<p>5</p>	<p>DOA will send out the presentation deck for Council briefing to stakeholders before the next meeting's date, so they have time to review.</p>
<p>6</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.</p>