

MEETING MINUTES

Meeting/Project	Noise Stakeholder Meeting		
Date of Meeting:	08/25/2022	Time:	6:00 p.m. – 8:30 p.m.
Minutes Prepared	Derick Chick	Location:	Bachman Recreation Lake

1. Meeting Objectives

- Introductions
- Facilitator
- HMMH
 - Aircraft noise regulation in the U.S.
 - Introduction to aircraft noise
 - The existing Dallas Love Field (DAL) voluntary noise control program
 - Historical DNL contours
- Open Discussion
- Adjourn

2. Attendees

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| 1. Beverley Wright, Facilitator | 31. Nick James, Southwest Airlines – Virtual |
| 2. Robert Mentzer, HMMH Consultant | 32. Patrick Carreno, Department of Aviation – Virtual |
| 3. Sarah Yenson, HMMH Consultant | 33. Nora Apolinar, Uplift Triumph Preparatory – Virtual |
| 4. Mark Deubner, Director of Aviation | 34. Charlie Dankert, Environmental Commission – Virtual |
| 5. Arnold Watkins, Department of Aviation | 35. John Womack, Oaklawn Committee– Virtual |
| 6. Sana Drissi, Department of Aviation | 36. Monica Del Rio, Southwest Airlines – Virtual |
| 7. Isaac Ellison, Department of Aviation | 37. Michelle Diaz, Alaska Airlines – Virtual |
| 8. Derick Chick, Department of Aviation | 38. Clint Bradley, Federal Aviation Administration – Virtual |
| 9. Lilia Gonzales, Department of Aviation | 39. Robert Prejean, Southwest Medical Center – Virtual |
| 10. Rachel Simpson, Department of Aviation | 40. Trey Turner, Southwest Airlines – Virtual |
| 11. Rachel Woodworth, Department of Aviation | 41. CM Gay Willis, Councilmember – Virtual |
| 12. Deats Beard, Walnut Hill – Observer | |
| 13. Linda Blase, West Love | |
| 14. Carol Klein, Bordeaux Village | |
| 15. Steve Klein, Bordeaux Village | |
| 16. Mike Luckcock, Mockingbird Park | |
| 17. Tim Dickey, Bradford Estates | |
| 18. Bill Cohn, Love Field Citizens Action Committee | |
| 19. Sylvia Garza, West Love – Observer | |
| 20. Nancy Kenty, Bluffview Estates | |
| 21. Don Word, Bluffview Estates | |
| 22. Charles Cascio, Mockingbird Park – Observer | |
| 23. Matt Thocker, Signature | |
| 24. Holly Russell, Town of Highland Park – Observer | |
| 25. Michael Cintron, Bradford Estates – Observer | |
| 26. Andrew Matheny, Friends of Bachman Lake | |
| 27. Ryan Brown, Friends of Bachman Lake | |
| 28. Rick Dalton, Southwest Airlines | |
| 29. Bill Lindley, Town of Highland Park | |
| 30. Johnathan Maples, Elm Thicket | |

3. Agenda and Notes, Decisions, Issues

Topic	Discussion
Noise Modeling	<p>Questions were brought up on what noise modeling is and how they are measured. Robert Mentzer explained that noise modeling estimates existing and future cumulative noise exposures over a larger area which can be developed into contours. Noise measurements only collect historical data from a limited area. The data development follows all FAA guidelines to ensure an accurate contour is created. The Aviation Environmental Design Tool (AEDT) is peer reviewed (US and International organizations) and includes data for a wide range of aircraft. The latest noise contour report for DAL available is 2020. A 2021 study was not conducted due to various factors affecting operations such as runway construction and Covid-19.</p>
Federal Regulation and Policies	<p>Johnathan Maples observed that the dates of federal regulations and policies listed on slide 13 were enacted about 30- 40 years ago and noted his concerns that they should be periodically updated. Beverley Wright reminded Mr. Maples that HMMH stated that even though federal regulations were enacted 30-40 years ago, they are periodically reviewed.</p> <p>Tim Dickey also asked if these regulations are uniform and applicable across all US airports. Tim Dickey questioned whether if the City of Dallas can phase out the airport over time and repurpose the land for other use. Robert Mentzer replied stating that the regulations are uniform and applies to all airports. He also mentioned that DAL is obligated to remain open because FAA Grants are accepted. Even if grant obligations were met it is very difficult to close an airport in the US.</p>
Restrictions on Flight Operations and Airport Use	<p>A suggestion was made by Johnathan Maples to relieve flight operations from DAL by moving General Aviation operations to Dallas Executive Airport (DEA) while commercial operations remain at DAL. Robert Mentzer explained that this could be considered a flight restriction. Because DAL receives funding from the FAA, the Airport is unable to restrict any flight operations. Restrictions can only be implemented after completing a Part 161 study which is a very expensive and lengthy process. No restrictions on Stage 3 operations have been implemented in the US since the Airport Noise and Capacity Act was put in place in 1990.</p>

<p>Flight delays</p>	<p>Attendees that live under the flight path also brought up the issue of flight delays that occur which cause late departures after the voluntary agreement to minimize scheduled flights between 11 p.m. - 6 a.m. Tim Dickey suggested that it is not enough to have airlines schedule flights before the agreement time because there are always delays and asked if anything can be done.</p> <p>Tim Dickey and Johnathan Maples asked if the Department of Aviation is tracking flight delays and if there are consequences to follow. Aviation staff responded that flights are not being tracked for studies or comparisons.</p>
<p>Engine Maintenance Run-up</p>	<p>On slide 17, Johnathan Maples asked if there are any considerations for citizens who live close to the airport regarding the engine run-up times from 10pm – 7am as it gets loud starting around 6.30am. Robert Mentzer stated the times for the current engine maintenance run-up measure and that extending the times can be suggested in the second meeting. Additionally, Mr. Maples asked where the engine run-up area is located. Isaac Ellison informed that the engine run-up is located in the middle of the airfield.</p> <p>In regard to engine start-up noise, Steve Klein asked if changing the orientation of the aircraft parked at the terminal would make a difference. Robert Mentzer’s response was that it could make a difference, however, the orientation of the aircraft is dependent on how the aircraft is parked at the gate. Robert went on to clarify that prohibition on engine runups are not considered flight operation restrictions.</p> <p>Tim Dickey suggests a vote should be taken to highlight the importance of this topic and to ensure that City Council are aware.</p>
<p>Act of Congress</p>	<p>Several concerns were brought up regarding the purpose of the meeting because any major changes will require an act of Congress. Attendees express the importance of City Council knowing that they are serious about the suggestions made because they will be the ones to sell our ideas to Congress. Robert Mentzer mentioned that measures that require an act of Congress are separate issues from measures the City Council will review from the meeting. He added that there are still various options that the airport can explore through the noise program to address the public’s concerns without the act of Congress. Beverley Wright also mentioned that if their ideas are important, they may need to take it all the way to the Federal level.</p>

4. Highlighted Items

1	Johnathan Maples and Steve Klein suggest discussing the times for the engine maintenance run-up and engine start-ups in the second meeting.
2	Tim Dickey suggests a voting system that would highlight ideas that will need to go to Council for approval.
3	Mike Luckock suggests that the Airport makes the public more aware on the outreach efforts of the Voluntary Noise Program.
4	Participant suggests that Airport engage with airlines and other tenants to encourage them to disseminate NCP information and compliance with the measures
5	Beverley Wright highlights the importance of a unified voice and urged participants not to give up despite restrictions from federal regulations as everyone has a voice for big change. City Council has tasked the Department of Aviation with these meetings, and she believes that ideas and input from stakeholders in these difficult situations are crucial in helping City Council recognize the concerns. The GROW model was presented to the participants as a way to work through issues that keep them on task and will also be included in the shared presentation.
6	Participants will discuss with their neighborhood or association to brainstorm ideas in preparation for the second meeting. To ensure open communication, all questions, concerns, and suggestions can be sent to AVINoise@dallas.gov .