

## Department of Aviation's Current Voluntary Noise Program (VNP) Measures

Number	Current VNP Measures	Potential Decision
1	<b>Nighttime preferential runway:</b> All jet aircraft and any aircraft weighing over 12,500 lbs. between the hours of 9:00 p.m. and 6:00 a.m.	Retain – with modifications*
2	<b>TRINITY Departure:</b> Noise abatement procedure for night operations on runway 13R for all turbojet aircraft and aircraft weighing over 12,500 lbs.	Retain*
3	<b>Channelization of helicopter tracks:</b> 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	<b>Optimize jet aircraft orientation during engine maintenance run-ups:</b> Aircraft engine maintenance run-ups prohibited between the hours of midnight and 6:00 a.m., expanded with a voluntary moratorium between 10:00 p.m. and midnight.	Retain – no changes*
6	<b>Optimal take-off profile:</b> 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	<b>Continuation of five pre-existing voluntary procedures:</b> This category includes abatement measures that were in effect prior to the 1981 study, including: 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	<b>Establishment of a system to monitor and manage the noise abatement program:</b> 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 below

## Notes

**Measure 1: Nighttime preferential runway:** Retain and modify with language to keep equity between both runways at night to promote a balanced (50/50) runway utilization until Federal Aviation Administration's (FAA) decision to convert TRINITY Departure into Area Navigation (RNAV)/non-conventional departure procedure.

**Measure 2: TRINITY Departure:** Retain until FAA's decision to convert into Area Navigation (RNAV)/non-conventional departure procedure. Keeping the measure will ensure urgency from the FAA.

**Measure 5:** Stakeholders requested a revision to extend the prohibition window to 10:00 p.m. and 6 a.m. Current restriction hours are allowed because it was "grandfathered" under ANCA (Airport Noise and Capacity Act). Any new revisions or modifications to the measure would be subjected to the requirements of ANCA 1990.

**Measure 10:** Reviewing Noise program includes:

1. Update/ develop DNL Contours
  - a. Every 5 years or if needed for any major changes that will trigger an early review
2. Review Noise Abatement Departure Profiles (NADP)
3. Review the installation of Noise Barriers
4. Consider establishing a City resource for a Sound Insulation Program
5. Consider establishing a departure procedure similar to the "Trinity Departure" for Runway 13L/31R (Parallel to Lemmon)

## Stakeholders' Recommendations & Suggestions List

Number	Stakeholders' 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 (VNP) 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 RNAV or non-conventional departure.
6	Establish a departure procedure similar to the TRINITY Departure for runway 13L/31R (parallel to Lemmon Ave.). *
7	Conduct study to identify the most beneficial Noise Abatement Departure Profile (NADP).
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 residential, educational, health, and religious structures within the 65 DNL noise contour.
11	Conduct study assessment for constructing a 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. *
14	Include limitations on the use of reverse thrust into the VNP.
15	Communicate and incentivize Southwest Airlines to operate their newer and quieter model aircraft (B737 MAX) during quiet hours.
16	Monitor and report unusual noise events from aircraft during night hours (TBD).
17	Work with the NOMS vendor to add additional capabilities to the system.

\* See Notes below

## Notes

**Suggestion 2:** Outreach efforts includes hosting the Love Field Environmental Advisory Committee (LFEAC) meeting, attending the Love Field Pilots Association (LFPA) meeting, Good Neighbor Program (GNP), disseminating Noise Brochures at all Fixed Based Operators (FBOs) at Dallas Love Field, and using WhisperTrack.

**Suggestion 3:** Open communication from the Department of Aviation on matters related to the VNP.

**Suggestion 4:** The Department of Aviation has begun implementing WhisperTrack at DAL and will be published on the site pending minor correctional changes.

**Suggestion 6:** A study would need to be conducted to determine the feasibility for this suggestion.

**Suggestion 13:** Consultants were notified, and land-use designations are updated on the contour maps.