

## MEETING MINUTES

<b>Meeting/Project Name:</b>	Noise Stakeholder Meeting #3		
<b>Date of Meeting:</b>	10/20/2022	<b>Time:</b>	1800 – 2000
<b>Minutes Prepared By:</b>	Derick Chick	<b>Location:</b>	Bachman Recreation Center

### 1. Meeting Objectives

- Introduction & Greetings
- Facilitator
- HMMH
  - Review feedback and suggested Measures
- Review VNP Status
- Adjourn

### 2. Attendees

1. Bev Wright, Wright Choice Group Facilitator
2. Robert Mentzer, HMMH Consultant
3. Gene Reindel, HMMH Consultant
4. Kris Sweckard, Department of Aviation
5. Sana Drissi, Department of Aviation
6. Isaac Ellison, Department of Aviation
7. Derick Chick, Department of Aviation
8. Rachel Simpson, Department of Aviation
9. Rachel Woodworth, Department of Aviation
10. Deats Beard, Walnut Hill – Observer
11. Linda Blase, West Love
12. Carol Klein, Bordeaux Village
13. Mike Luckock, Mockingbird Park
14. Tim Dickey, Bradford Estates
15. Nancy Kenty, Bluffview Estates
16. Don Word, Bluffview Estates
17. Michael Cintron, Bradford Estates – Observer
18. Andrew Matheny, Friends of Bachman Lake
19. Bill Lindley, Town of Highland Park
20. Holly Russell, Town of Highland Park
21. John Womack, Oaklawn Committee
22. Fred Pratt, Southwest Airline
23. Sheneice Hughes, Department of Aviation – Virtual
24. Marissa Sanchez, Department of Aviation – Virtual
25. Charlie Dankert, City of Dallas – Virtual

3. Agenda and Notes, Decisions, Issues	
Topic	Discussion
Southwest Airlines Participation	Representatives from Southwest Airlines (SWA) attempted to join the meeting virtually, but there was an error made with the virtual meeting link and as a result, they were unable to attend the meeting virtually.
Voluntary Noise Curfew Agreement	<p>Mike Luckock questioned what actions the Department of Aviation (DOA) would take after discovering the 6 scheduled arrival flights after 11pm within the Voluntary Noise Program (VNP). Tim Dickey added this issue should be fixed as they have found the violation, but no actions were taken. He asked what can be done to make sure that DOA will take action instead of just talking about it. Kris Sweckard explained the process of the noise stakeholder meetings by reminding stakeholders the goal is to produce suggestions and recommendations. No actions will be taken yet.</p> <p>Robert Mentzer informed stakeholders that the voluntary curfew agreement is a contract agreement with Southwest Airlines and not a measure listed within the VNP. A suggestion would be to include the voluntary noise curfew agreement in the VNP as a measure to present to Council.</p>
Frequency of Noise Stakeholder Meetings	<p>Stakeholders all agree that there is no need to rush the noise stakeholder meetings and they want to ensure that any outcome will not make things worse. In addition, stakeholders also felt that they were left in the dark in the process as they had to conduct their own research on topics such as the Noise Abatement Departure Profile (NADP) procedures. They agreed to be informed of the final recommendation list before presented to Council.</p> <p>Kris Sweckard explained the timeframes of the meetings; there are no set deadlines, and more meetings can be held if stakeholders request. Bev ensured that DOA is doing everything they can with the available resources so that stakeholders' voices are heard.</p>

<p>NADP (Noise Abatement Departure Procedures)</p>	<p>Robert Mentzer reminded stakeholders that the NADP-2 is utilized at Dallas Love Field Airport (DAL). Gene Reindel added that the Federal Aviation Administration (FAA) recommends only allowing one NADP to be utilized per airport; even when shown that a particular runway would benefit from one when another runway would benefit from the other. Robert Mentzer also mentioned that NADPs are applicable to both ends of runways. Pat White asked if there are any airports that utilize both NADP 1 &amp; 2? Gene stated that LaGuardia Airport has proposed utilizing different NADPs for different runways, however, it is still under review by the FAA. Gene pointed out that, to his knowledge, the FAA has not approved the use of multiple NADPs at an airport.</p> <p>Andrew Matheny suggests conducting a study to identify which profile would be the most beneficial to recommend.</p>
<p>Part 150 Airport Noise Compatibility Planning</p>	<p>Gene Reindel explained the main reason an airport conducts a Part 150 study is to access federal funds to implement their noise program. As part of FAA process, they recommend noise abatement measures be reviewed first as they tend to reduce the number of people exposed to 65 DNL and higher aircraft noise levels; and then noise mitigation measures to address those remaining incompatible land uses. The goal of noise abatement is to reduce residents in incompatible land-uses by measures such as pilots utilizing either NADP-1 or -2. The remaining residents that reside within the 65 DNL contour would then be managed via noise mitigation measures such as land purchasing or sound insulation.</p> <p>Mike Luckock asked if Passenger Facility Charges (PFC) can be utilized for noise mitigation without conducting a Part 150 study? He suggested checking into homes' eligibility for sound insulation as a measure to present to Council. Gene Reindel said that nothing is prohibiting Mike's suggestions and that PFCs must be use for aviation purposes. However, the FAA's regulations and guidelines for such measures would apply.</p>

<p>Nighttime Preferential Runway Measure</p>	<p>Robert Mentzer explained the goal of the Nighttime Preferential Runway measure is to encourage the use of TRINITY Departure. Mike Luckock asked if Runway 13R/31L (parallel to Denton Dr.) is longer and would it cause less noise for homes closer to the runway because an aircraft would be at a higher altitude at the end of the runway. Robert Mentzer said that an aircraft of the same type would take-off at the same point regardless of runway length.</p> <p>Mike Luckock said removing the measure would result in an uneven runway utilization. Isaac Ellison explained that commercial operations are about 50/50 on both runways, but general aviation (GA) operations are highly favoring 13L/31R (Parallel to Lemmon Ave.). Mike Luckock said that since GA operations also produce noise, the measure should stay to ensure that neighborhoods on both sides are protected. In addition, he also explained the history of the measure was to ensure balance as SWA flights would favor 13L/31R. Bill Lindley also asked how DOA is communicating with Flight Based Operators (FBOs) to encourage their participation? Isaac said that communications have not stopped and will be more transparent with residents regarding outreach.</p> <p>Gene Reindel clarified that stakeholders do not want to sunset the preferential runway measure, but to re-evaluate the goals and benefits by modification or replacement. He also reminded them that even if the measure was to be sunsetted, it can always be reinstated once the issue of the TRINITY Departure is resolved. Pat White asked how long would it take for the TRINITY Departure to be converted into an Area Navigation (RNAV) procedure? Gene said it now takes the FAA about 18 months to 2 years because they are currently backlogged.</p> <p>Michael Cintron asked if Runway 13L/31R would be closed for reconstruction soon? Kris said assessments were done to assess the damage after heavy utilization during the Runway 13R/31L reconstruction project. Marissa Sanchez reported the results of the assessment and that reconstruction for 13L/31R will not be needed.</p>
--	---

<p><b>4. Highlighted Items</b></p>	
<p>1</p>	<p>Bev Wright suggests stakeholders to find the right people to contact to encourage Southwest Airline and FAA attendance in these and any future meetings. Tim Dickey agrees that some pressure is needed to ensure their attendance through Council, Congress, or other forms.</p>
<p>2</p>	<p>Mike Luckock suggests a new measure to check homes within the 65 DNL Contour to determine eligibility for noise mitigation programs.</p>
<p>3</p>	<p>Andrew Matheny suggests retaining the Nighttime Preferential Runway measure until the FAA provides more information on whether the TRINITY can or cannot be converted into RNAV procedure. Sunsetting the measure now may show the FAA that residents are no longer concerned about the issue which may in turn drop the urgency of the matter.</p>

4	Andrew Matheny suggests recommending an in-depth study on which NADP procedure would be the most beneficial to recommend at Dallas Love Field.
5	Linda Blase suggests the possibility of building noise barriers between the neighborhood by Denton Ave and the airport to help with mitigation as it is a cheaper option. Robert Mentzer said it is a possibility and a study can be done to assess the effectiveness of noise barriers.
6	Charlie Dankert suggests including the consideration of a Part 150 study as a measure to present to Council following tonight's discussion on the topic. In addition, Tim Dickey suggest having an independent noise mitigation program and plan in the meantime.
7	Michael Cintron asked if the taxiways were designed to provide easy access for aircraft to either runway. Isaac says the DOA could look into this suggestion. Gene also said modelling could be done to assess taxiway designs.
8	Stakeholders question the 6 arrival flights that are scheduled after 11 p.m. and actions that have been taken to address them. Kris Sweckard mentions that since the agreement is not a part of the Voluntary Noise Program, it can be suggested to include it as a measure in the Voluntary Noise Program. Stakeholders agree to add the voluntary curfew agreement as a measure.
9	Stakeholders agree that another meeting should be held before presenting the final recommendations to City Council. The next Love Field Environmental Advisory Committee (LFEAC) meeting on January 12 <sup>th</sup> will serve as the 4 <sup>th</sup> noise stakeholder meeting to finalize recommendations with stakeholders.
10	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.