

# **Dallas Love Field Voluntary Noise Program**

**Noise Stakeholder Meeting  
Date: 10/20/2022**

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



# Meeting Agenda

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



# Key G-R-O-W Questions

## Reality

- What is the situation right now?  
What are you basing that on?
- What have you done so far? What is stopping you?

## Goal

- What would you like to achieve?
- What specifically do you want?
- What would you like to focus on?
- How can I support you right now?



## Options

- What could you do to reach your goals?
- What other action could you take?
- What has worked for you already?
- What support do you need?

## Will

- On a scale from 1-10, how committed are you to this action?
- What will you do first
- What might get in your way?
- How will you know when you are done?

# Dallas Love Field Voluntary Noise Program

October 20, 2022

# Purpose / Goal

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- The Department of Aviation (DOA) is hosting a series of stakeholder meetings to review the Voluntary Noise Program (VNP)
  - The DOA does not want to sunset the VNP
  - The goal is to submit a revised VNP which includes measures that may reduce noise and can be tracked by the DOA
- The final recommendations will be presented to City Council for approval before submitting to the Federal Aviation Administration (FAA)

# Acronyms

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- Department of Aviation (DOA)
- Voluntary Noise Program (VNP)
- Federal Aviation Administration (FAA)
- Love Field Environmental Advisory Committee (LFEAC)
- Love Field Pilot Association (LFPA)
- Fixed Based Operator (FBO)
- aRea NAVigation (RNAV)
- General Aviation (GA)
- Noise Abatement Departure Profiles (NADP)
- National Business Aviation Association (NBAA)
- Day-Night Average Sound Level (DNL)

# Review Feedback

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- **Correct Current Issues: Voluntary restriction on scheduled flights between 11pm and 6am, however Southwest currently has 6 arrivals scheduled after 11pm.**
  - The restriction on schedule flights does not pertain to operations delayed into this time period and cannot be enforced by the DOA
  - The DOA will work with Southwest to review their schedule on a periodic basis
- **Restart Communications: DOA should communicate with operators when they do not follow the VNP, and the DOA should communicate on a regular basis to remind users of the VNP.**
  - The DOA currently conducts quarterly Love Field Environmental Advisory Committee (LFEAC) meetings
  - The DOA also provides information at the Love Field Pilot Association (LFPA) meetings
  - Information about the VNP is posted at the Fixed Based Operator (FBO)s and the DOA attends quarterly tenant stakeholder meetings

*Measures are voluntary; the City is unable to enforce these measures.*

# Review Feedback

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- **Reinstate the TRINITY departure:** The TRINITY departure has been and is available for use.
  - Operators do not use it because it is a conventional procedure
  - The DOA will work with operators to understand why they are not using the TRINITY procedure
  - The DOA will work with the airlines and FAA to determine if the FAA can convert the TRINITY into an RNAV procedure to increase use
- **Updated Noise Contours:** The DOA plans to develop a new set of DNL contours for 2023 if operations are stable.
  - 2021 contours were not developed due to the pandemic and runway closure
  - 2022 contours will not be developed due to the runway closure for half the year
  - The next set of contours will be compared to 2019 and the reasons for changes noted

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# Review Feedback

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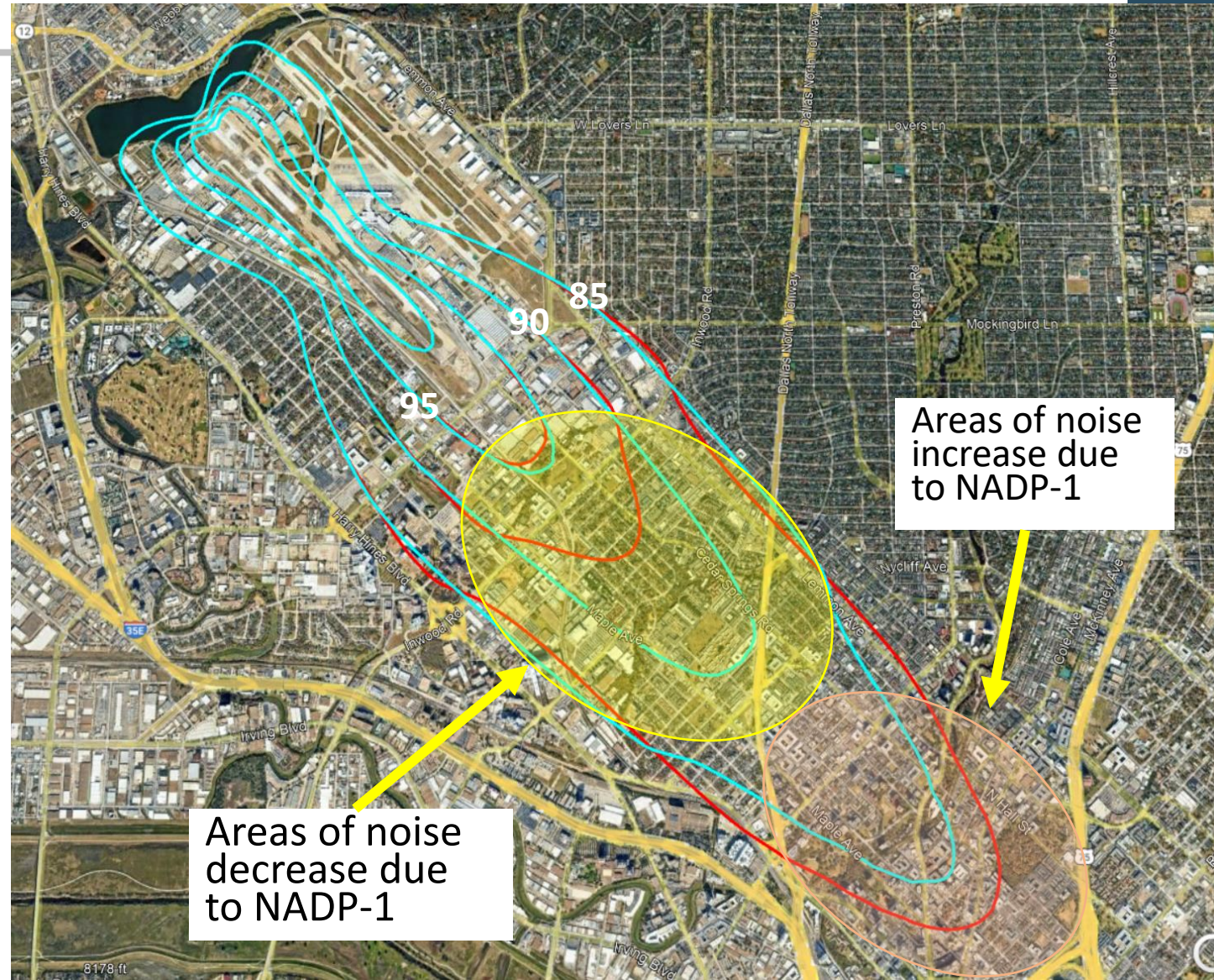
- **Communicate Smarter:** The DOA should use WhisperTrack, send reminders about the noise program and remind pilots with airfield signage.
  - The DOA has contacted other airports and is looking into the feasibility of WhisperTrack which is primarily used by GA operators
  - The DOA will continue to remind pilots and operators about the VNP
  - The airport has existing signage on the airfield about noise
- **Noise Abatement Procedures:** The DOA should review the available Noise Abatement Departure Profiles (NADP).
  - The DOA will review the industry accepted NADP-1 and NADP-2 procedures
  - After additional study and coordination with airlines the DOA will recommend one NADP for Love Field
  - For business jets, the DOA will recommend the National Business Aviation Association (NBAA) NADP

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# 737800 Departure Comparison

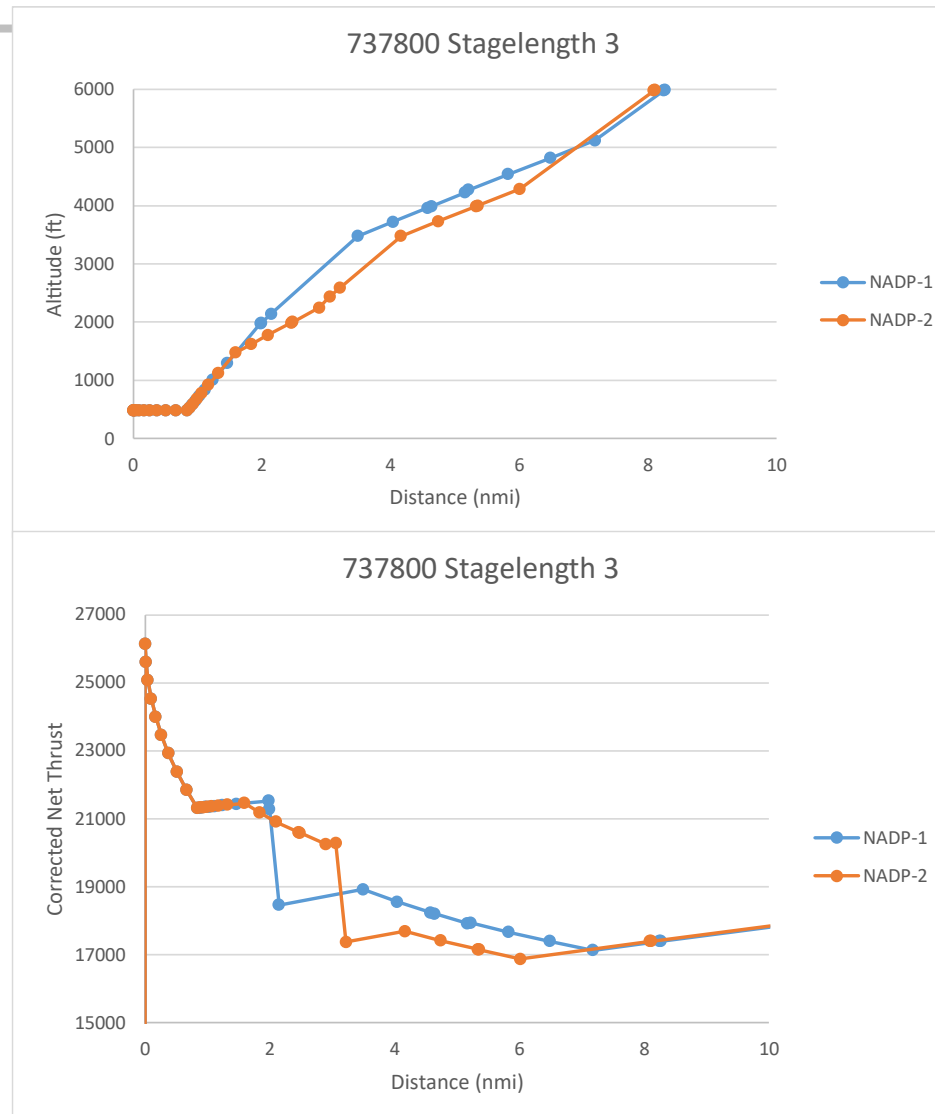
— NADP-1  
— Standard/NADP-2

- Stage Length 3 Departure
- Figure shows changes in noise due to use of NADP-1 compared to Standard/NADP-2
- This is an example using one aircraft type and weight
- Additional studies would be needed to determine if NADP-1 would be beneficial



# 737800 Departure Comparison

- Stage Length 3 Departure
- NADP-2 profile is the same as Standard for this aircraft
- Top figure shows altitude reduction after 1,500 feet due to Standard/NADP-2 departure
- Lower figure shows earlier thrust cutback in the NADP-1 profile
- This is an example using one aircraft type and weight
- Additional studies would be needed to determine if NADP-1 would be beneficial



# Review Feedback

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- **Set Goals and Timelines:** The DOA should establish goals and timelines for the VNP.
  - Make the goals and timeline clear to all parties
  - The DOA will provide updates at meetings and in reports
  - The noise contour report could provide a section reviewing the measures and implementation status
- **Long Term: Petition Congress.**
  - Working with the federal government to change regulations and laws is expected to be driven by the community and outside of the VNP
- **Correct Land Use Designations:** Land Use designations should be updated on the contour maps using updated information.
  - The DOA or HMMH will review and update the land use data as part of the next noise report

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# Review Feedback

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- **Noise Mitigation: Establish a city resource for mitigation options.**
  - The DOA/City can provide information on local building codes to assist with local airport noise mitigation
  - The city could look into a noise mitigation program, however;
    - Cost would be very high and take years
    - Best approach would be Part 150 to access funding (cost approximately \$2 million)
    - Sound insulation implementation is approximately \$75k per single family and \$50k per multi-family unit once program is underway
    - Would take many years to complete as only so many housing units can be completed each year (typically complete 50 to 100 units per year depending on available funding from the FAA)
    - 2019 Housing estimate – 960 single family units and 4,799 multi-family units

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# Review Feedback

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- Eligibility for a potential Residential Sound Insulation Program would include:
  - Parcel within the DNL 65 dB contour
  - Units constructed prior to October 1, 1998
  - Adherence to local building codes
  - Average noise level in habitable rooms at or above DNL 45 dB
  - An aviation easement (or right of overflight in the airspace above a particular property) would be required
- Sound insulation does not change the outdoor noise environment (e.g., backyards, patios, and courtyards)

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# Review Feedback

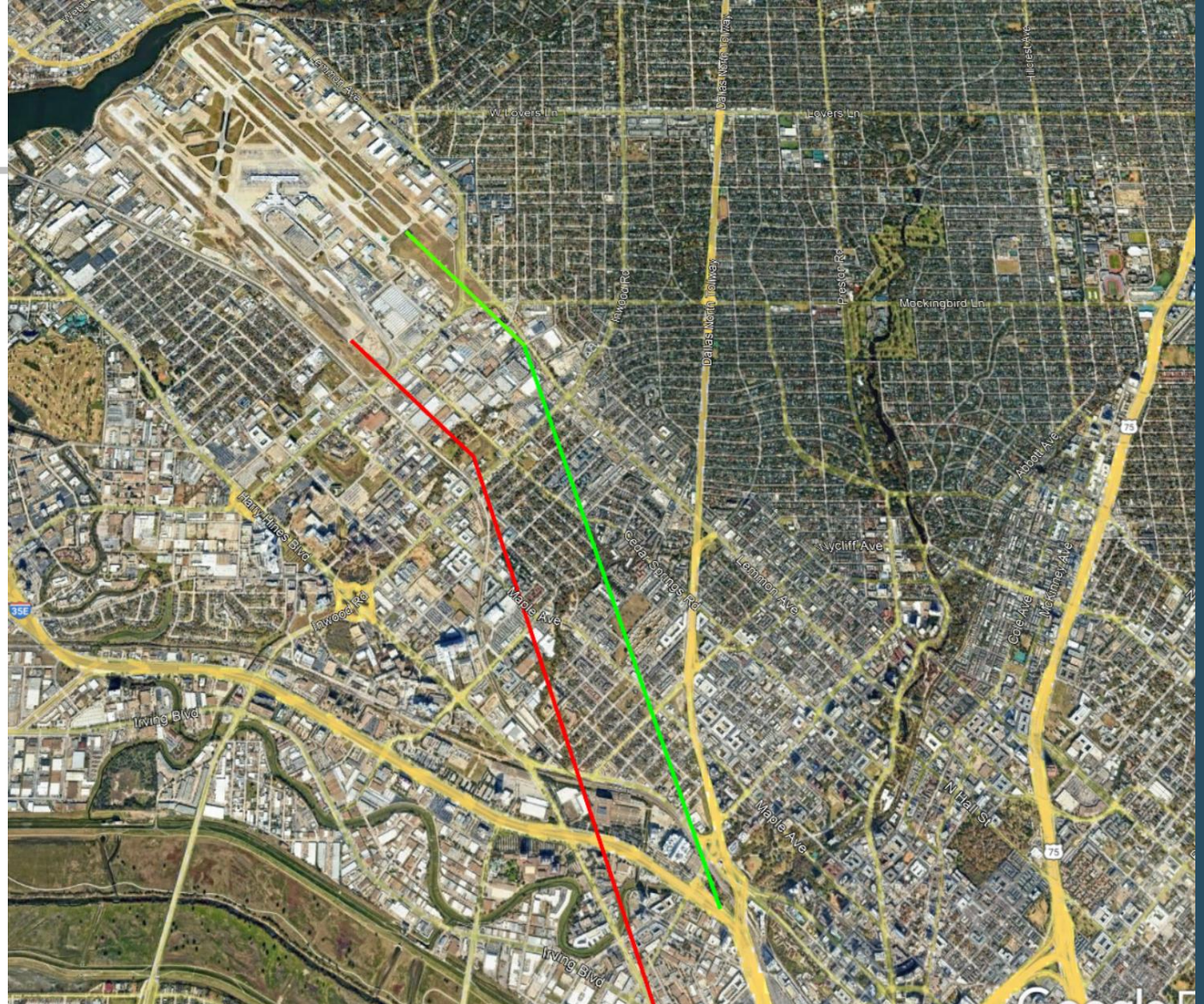
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- **Eliminate Preferential Runway and establish Night Noise Program:**
  - Current recommendation is to sunset the preferential runway
  - Would reassess the preferential runway if FAA is able to convert the procedure to an RNAV
  - The VNP would likely include night mitigation measures
- **More Stakeholder Meetings:**
  - Additional informal meetings maybe held before finalizing the VNP
- **Update the DNL contours and include the 50 and 55 DNL:**
  - The DOA already reports the DNL 60 dB contour beyond what is required by FAA (DNL 65 dB)
  - Model accuracy and data issues increase beyond the DNL 60 dB

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# TRINITY

- **Establish TRINITY for both runways:**
  - TRINITY from Runway 13L would overfly residential areas southeast of the airport
  - Using TRINITY from Runway 13L could present an airspace conflict for missed approaches to Runway 13R
  - Aircraft need sufficient distance to turn to the 163-degree heading





Number	City Council Approved measures	Potential Decision
1	Nighttime Preferential Runway:	Sunset
2	Trinity Departure:	Sunset until viable option
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
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	Continuation of Five Pre-Existing Voluntary Procedures: This category includes abatement measures that were in effect prior to the 1981 study, including: <ul style="list-style-type: none"> <li>i. Takeoff and departure procedures for all turbine-powered aircraft.</li> <li>ii. Approach and landing procedures for all turbine-powered aircraft.</li> <li>iii. Operational procedures for propeller aircraft,</li> <li>iv. Restriction of Runway 18/36 under normal conditions to aircraft weighing 60,000 lbs. or less,</li> <li>v. Regulation of touch-and-go traffic.</li> </ul>	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)

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# Discussion

# Adjourn

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

For noise inquires email  
[AVINoise@dallascityhall.com](mailto:AVINoise@dallascityhall.com)

