

Dallas Love Field Voluntary Noise Program

**Noise Stakeholder Meeting
Date: 09/29/2022**

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



Meeting Agenda

- Introduction & Greetings
- Facilitator
- HMMH
 - Review existing Dallas Love Field (DAL) Voluntary Noise Program (VNP)
- Break into Working Groups
 - Solicit stakeholder ideas and feedback on the current or suggested measures
 - Discuss possible modifications to the VNP
- 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?



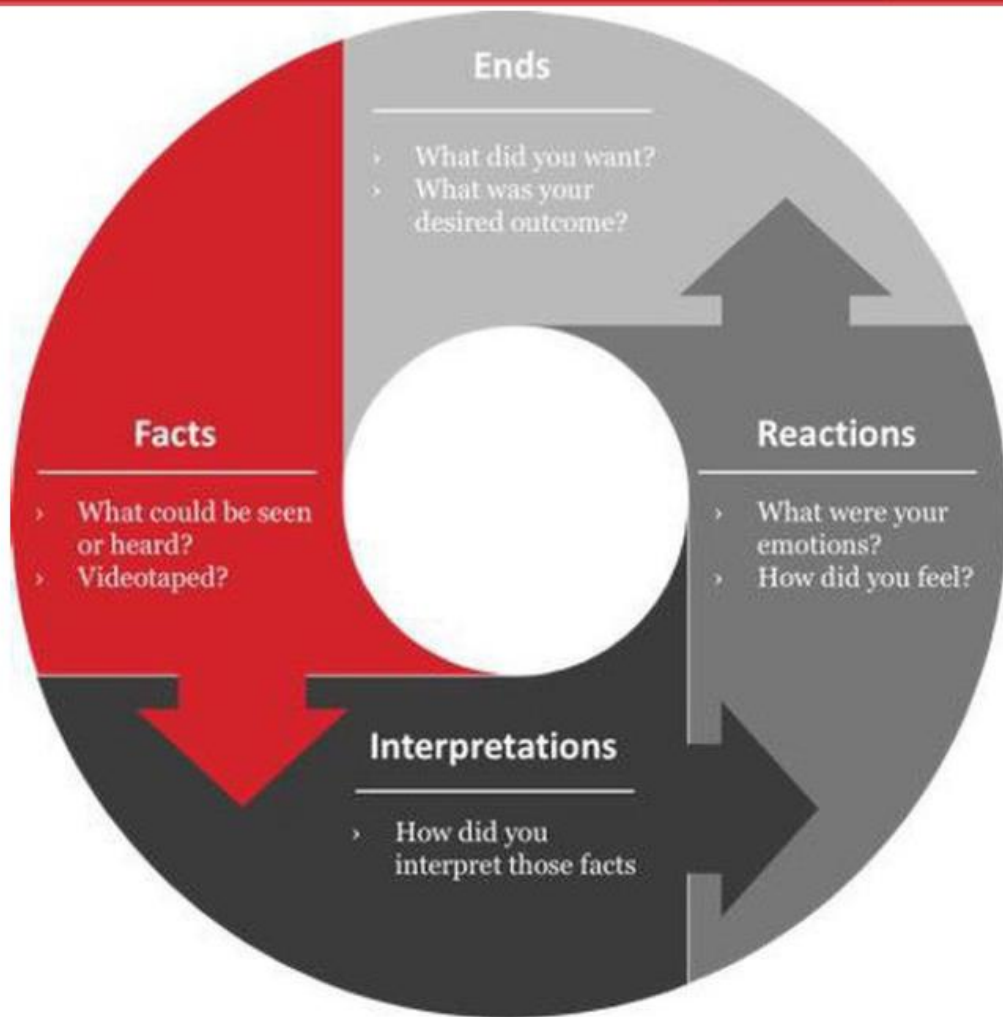
Options

- 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?

Facts | Interpretations | Reactions | Ends



F.I.R.E.

Dallas Love Field Voluntary Noise Program Update

September 29, 2022

Purpose / Goal

- The Department of Aviation (DOA) is hosting a series of stakeholder meetings to review the Voluntary Noise Program (VNP).
- Future meetings will:
 - Continue to solicit stakeholder ideas and feedback on the current VNP
 - Provide initial analysis of potential modifications to the VNP
 - Coordinate with FAA before presenting to City Council
- The final recommendations will be presented to City Council for approval before submitting to FAA

Love Field Existing Voluntary Noise Program

- City Council Approved the program in 1981
- Program implemented in 1982
- Decisions for Existing measures
 1. Retain – no changes
 2. Retain – with modifications
 3. Sunset
- Any new or retained measures should be able to be monitored by the Department of Aviation



Existing Voluntary Noise Program

- **Measure 1- Nighttime Preferential Runway:** Use runway 13R/31L rather than runway 13L/31R between 9:00 p.m. and 6:00 a.m.
 - Unless flight safety requires otherwise
 - Applies to all turbojet aircraft and any aircraft weighing over 12,500 pounds
 - Caveats
 - Pilots can request any runway
 - Ultimately air traffic controllers make the decision about which runway to assign
- **Potential Decision: Sunset**
 - Need to have departures use Runway 13R at night no longer a benefit without Trinity procedure

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

Existing Voluntary Noise Program

- **Measure 2 - Trinity Departure:** Departure route over the Trinity River, which is adjacent to less densely populated areas
 - Southbound night departures on runway 13R
 - Applies to all turbojet aircraft and any aircraft weighing over 12,500 lbs.
- **Potential Decision: Sunset**
 - As a conventional procedure, this measure cannot be flown by most aircraft as the pilot must fly the RNAV departure if available.
- **Measure 3 – Channelization of Helicopter Tracks:** Four prescribed helicopter flight tracks, and altitude restrictions.
- **Potential Decision: Retain – with modifications**
 - City measure no longer needed as the FAA has defined helicopter routes for the Dallas area
 - Department of Aviation will disseminate FAA helicopter routes for the Dallas area to helicopter operators

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

Existing Voluntary Noise Program

- **Measure 4 – Establish Ban on All Training Flights at Night and Restrict Touch-and-Go Activity During Busy Periods**
- **Potential Decision: Retain – no changes**

- **Measure 5 - Optimization of Jet Aircraft Orientation and Restrictions on Engine 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
- **Potential Decision: Retain – no changes**

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

Existing Voluntary Noise Program

- **Measure 6 - Optimal Take-Off Profile:** Use of a flight departure profile designed to reduce noise.
- **Potential Decision: Retain – with modifications**
 - Airlines and Pilots typically fly the optimal profile available for each departure procedure especially with RNAV off the ground departure procedures.
 - The City will continue to recommend that pilots follow Noise Abatement Departure Profile (NADP) procedures as much as possible.
 - Because the Department of Aviation is unable to monitor compliance with this measure, it request airlines' acknowledgement via memo on a bi-yearly frequency.
- **Measure 7 – Construct High-Speed Exit for Runway 13R/31L:**
 - Not implemented because further noise analysis indicated no noise reduction would result.
- **Potential Decision: Sunset**

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

Existing Voluntary Noise Program

- **Measure 8 - Continuation of Five Pre-Existing Voluntary Procedures**

- 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 60,000lbs. or less,
 - v. Regulation of touch-and-go traffic.

- **Potential Decision: Sunset**

- Runway 18/36 closed, Departure and Approach procedures no longer apply to RNAV/RNP routes, Touch and go traffic no longer occurs at DAL

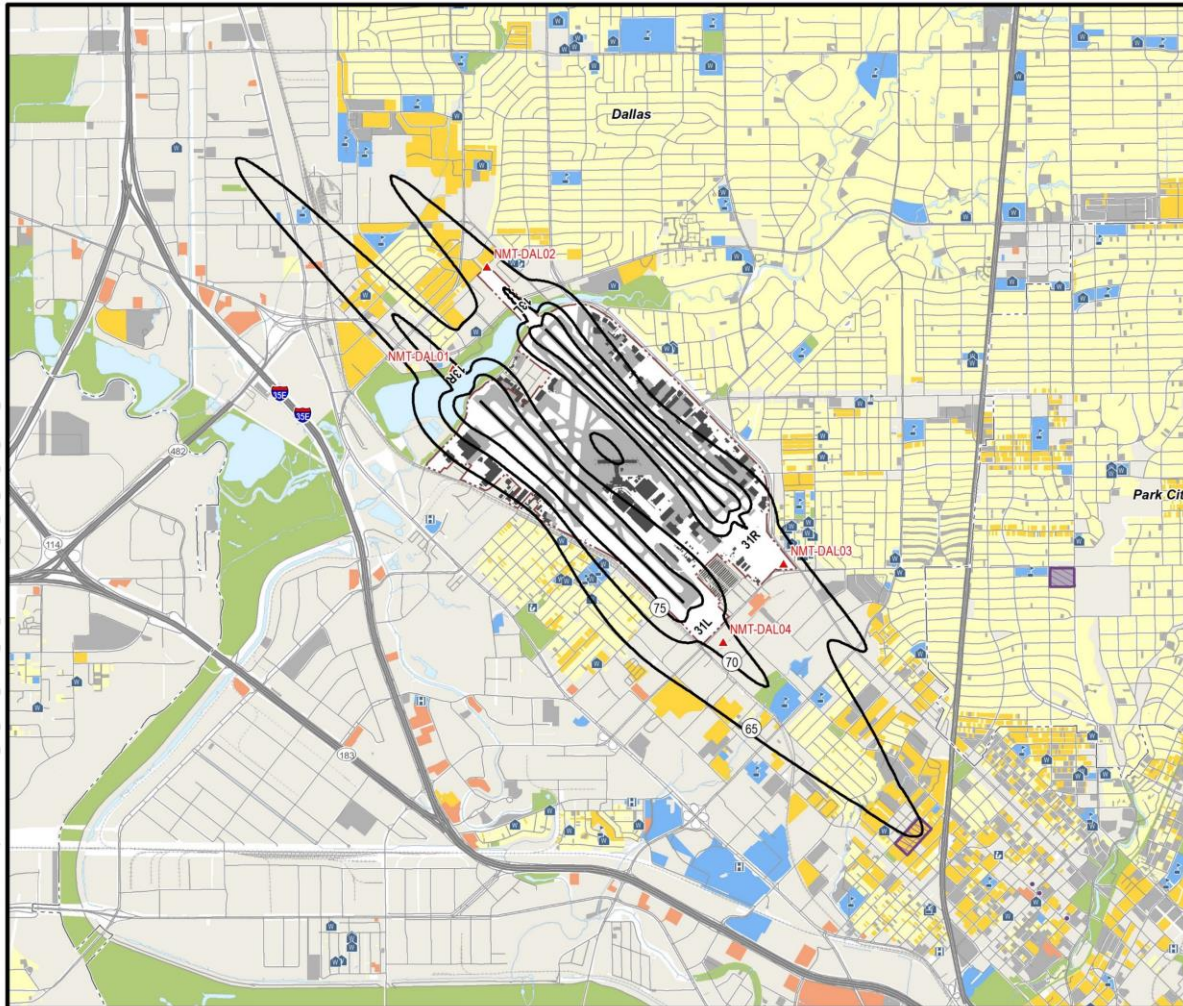
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Existing Voluntary Noise Program

- **Measure 9 - Establishment of a system to monitor and manage the noise abatement program**
- **Potential Decision: Retain – with modifications**
 - Continue:
 - Airport Noise Team
 - Noise and Flight Tracking System
 - Noise complaint reporting system
 - Ongoing Public Outreach such as LFEAC Meetings
 - Zoning Reviews
 - Potentially Revise - DNL Noise Reporting frequency
- **Measure 10 – Review Noise Program on a regular basis**
- **Potential Decision: Retain – with modifications**
 - Evaluate program every five years
 - Report evaluating measures and public meeting

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

DAL 2019 DNL Contours



2019 DNL Contours

- 2019 DNL Noise Contour
- Noise Monitor Location
- Airport Boundary
- Airport Runway / Taxiway
- Airport Buildings
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Transient Lodging
- Public Use
- Open Space / Recreation
- Agricultural
- Water
- Vacant / Undefined
- Non-Residential
- City Limit
- Interstate
- Highways
- Schools
- Place of Worship
- National Register Historic Place
- National Register Historic District
- Hospital
- Libraries
- Major / Local Roads
- Railroad



Break out to Working Groups (45mins)

- **INSTRUCTIONS**

- Please assign a Spokesperson and a Notetaker for each table.
- Technical experts will walk around as a resource

Discussion

Adjourn

**Next Meeting
on
Date: 10/20/2022**

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

For noise inquires email
AVINoise@dallascityhall.com

