

On the Radar

SPECIAL POINTS OF INTEREST:

- The Love Field Art Program
- The LFEAC Meeting
- Introduction to Sound

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Love Field Art Program

Parking Garage C creates new opportunities for public art at Dallas Love Field. With the Parking Garage C project comes the additional opportunities to expand the Dallas Love Field Public Art collection with (5) new projects. Over 353 qualified artists were reviewed by a selection panel. 17 short-listed artists were contracted to submit site-specific proposals for one of the art locations as determined by the panel. Artists were selected for recommendation on the basis of their qualifications as demonstrated by past work, appropriateness of the proposal to the particular pro-

ject, its probability of successful completion, and practicality of long-term maintenance. Proposals were also



assessed as to how effectively they support the goals of the Love Field Public Art Program and to what degree they created a welcoming

environment for airport travelers. These five projects began in 2016 and are scheduled to be completed in 2018 when the garage is fully completed. These new works will be located in the Spirit of Flight Park, the pedestrian walkway from Parking Garage C, in and around the ticketing hall, and at the entrance of the administrative offices. These works from Danielle Roney, Patrick Marold, Jason Bruges Studio, Simon Donovan and Ben Olmstead, and Shane Albritton and Norman Lee, will welcome passengers to Love Field Airport and the city.








Love Field Environmental Advisory Committee Meeting

Our next Love Field Environmental Advisory Committee (LFEAC) Meeting will be held next Thursday, January 12th at 6:00pm. It will be held in a different location this time than previ-

ous meetings. The meeting will be in conference room L4022, which is located on the 4th floor of the terminal building. If you would like to park in valet parking we will

provide you with a parking voucher. We look forward to seeing you there.

Weather Forecast

| Sat 01/07 | Sun 01/08 | Mon 01/09 | Tue 01/10 | Wed 01/11 | Thu 01/12 | Fri 01/13 |
|---|---|---|--|---|---|---|
| 40° 25° | 47° 35° | 64° 57° | 75° 52° | 71° 63° | 75° 59° | 63° 54° |
|  |  |  |  |  |  |  |
| Clear | Clear | Partly Cloudy | Partly Cloudy | Overcast | Overcast | Chance of a Thunderstorm |
| 0 in | 0 in | 0 in | 0 in | 0 in | 0.2 in | 0.2 in |



Operations Report

All Operations for the Week of December 25th - 31st

| | Runway 13L/31R (Lemmon) | | | | Runway 13R/31L (Denton) | | | |
|-------------------------|-------------------------|-------------------|------------|------------|-------------------------|------------|------------|------------|
| | 13L | 31R | Total | Avg/Day | 13R | 31L | Total | Avg/Day |
| ARRIVALS | 509 | 377 | 886 | 127 | 391 | 522 | 913 | 130 |
| COMMERCIAL | 327 | 163 | 490 | 70 | 316 | 442 | 758 | 108 |
| GENERAL AVIATION | 104 | 143 | 247 | 35 | 47 | 48 | 95 | 14 |
| OTHER | 78 | 71 | 149 | 21 | 27 | 31 | 58 | 8 |
| DEPARTURES | 393 | 532 | 925 | 132 | 576 | 391 | 967 | 138 |
| COMMERCIAL | 200 | 287 | 487 | 70 | 486 | 291 | 777 | 111 |
| GENERAL AVIATION | 113 | 171 | 284 | 41 | 44 | 63 | 107 | 15 |
| OTHER | 80 | 74 | 154 | 22 | 45 | 36 | 81 | 12 |
| | Total Ops Combined | Total Ops Average | | | | | | |
| TOTAL ARRIVALS | 1799 | 257 | | | | | | |
| TOTAL DEPARTURES | 1892 | 270 | | | | | | |
| TOTAL OPERATIONS | 3691 | 527 | | | | | | |

“Dallas Love Field Airport has a history as bright as its future.”

Scheduled Closures

Scheduled Runway and Taxiway Closures

All closures will be coordinated through Airport Operations and will be permitted based on weather and operational impact.

Sat/Jan 7th 1000 – 1200: Runway 13L-31R closed for the FAA conducting NAVAID maintenance.

Sun/Jan 8th 2300 – Mon/Jan 9th 0600: Runway 13R-31L closed for Airfield Maintenance.

Wed/Jan 11th 2300 – Thu/Jan 12th 0600: Runway 13L-31R closed for Airfield Maintenance.

Thursday/Jan 12th: Taxiway A between Runway 18-36 and Taxiway D, including Taxiway N south of the entrance to Business Jet Center for pavement repairs.

Saturday/Jan 14th: Taxiway A between Runway 13L-31R and Runway 18-36 for RIM project.

ONGOING AIRFIELD CLOSURES:

Taxiway J closed indefinitely.

Taxiway L between Taxiway C and C7 closed for pavement repairs.



NOISE MANAGEMENT QUICK FACTS & FAQ

Serving aviation demand while managing aircraft noise within the airport's environs is a challenge for all airports. Annoyance by aircraft noise is a very personal issue. One individual can be greatly bothered an aircraft passing overhead, while another individual may hardly notice the same noise.

The federal government regulates airport operations, airspace, and aircraft.

The Airport is owned and operated by the City of Dallas; however, the Federal Aviation Administration (FAA) regulates virtually all aspects of airport operations.

- The FAA requires that this Airport be open 24 hours a day, seven days a week.
- The City cannot ban any specific type or size of aircraft from operating at the airport, based on noise levels.
- The City cannot establish any type of curfew without FAA approval. No airport curfews have been approved by the FAA in many years.

The FAA also manages the airspace nationwide, controls aircraft in flight, establishes flight patterns, and determines minimum flight altitudes for aircraft. Aircraft taking off and landing use flight paths established by the FAA, and generally must achieve and operate at a minimum altitude of 1,000 ft. for aircraft and 500 ft. for helicopters.

FAQ

Why do planes fly over my house?

The airspace over the Dallas area is very congested, with over a dozen airports in close proximity to our city. The FAA establishes air traffic patterns throughout the Metroplex, to safely separate aircraft, both horizontally and vertically. Aircraft seen overhead can be using DFW (one of the busiest airports in the nation), but could be flying to, or from, Dallas Love Field, Arlington, Grand Prairie, Alliance, Meacham, Spinks, or other smaller airports. Military jets and helicopters generally operate from the Naval Air Station Joint Reserve Base in Fort Worth.

What causes planes to take off in the direction of my home?

The prevailing wind at the runway determines the initial direction of flight. Obstructions such as buildings, fences, and trees will diminish wind effects in the surrounding neighborhoods; however, on the open area of the airport, wind at six knots or more usually make it necessary for aircraft to take off into the wind

How does weather impact aircraft noise?

Just about everything an aircraft does, including the noise it makes, is affected by the weather. Aircraft climb more slowly in warm weather, making operations louder on the ground. On cloudy days, the noise from aircraft rebounds down to the earth's surface from the bottom of the clouds, making it louder. On windy days, aircraft noise carries further at ground level.

Can a loud aircraft be fined?

No, the City does not have the legal authority to levy a fine or otherwise penalize an aircraft operator for the amount of noise an aircraft makes.

Why was I woken up last night by aircraft noise; what's going on at the Airport?

Like most commercial airports in the US, Dallas Love Field operates 24 hours per day 365 days per year. There is no nighttime curfew at Dallas Love Field. However, the City of Dallas, in coordination with the FAA, airport users and community representatives, has developed preferred nighttime aircraft procedures that help mitigate aircraft noise over residential areas. Wind and weather permitting, these procedures are designed to keep aircraft over less populated areas as much as possible.

Who tells the pilots where and when to turn?

Commercial pilots fly prescribed routes and general aviation pilots also fly prescribed routes as well as visual flight procedures (VFR) to and from Dallas Love Field as instructed by air traffic controllers. The FAA is responsible for managing our airspace and for ensuring the safe and expeditious flow of traffic. The City of Dallas is responsible for operating and maintaining airport facilities and for ensuring that runways (and taxiways and other facilities) are in good working conditions, meet FAA regulations and are available for use.

Why can other airports restrict noisy planes and Love Field cannot?

Some airports, such as San Diego International Airport and John Wayne Airport have implemented customized aircraft operating rules and restrictions on certain aircraft activity based on noise. Rules and restrictions that were implemented prior to Congress' approval of the Airport Noise and Capacity Act of 1990 (ANCA) are allowed to be enforced only at the airports that implemented them. Love Field is not one of the airports that had these types of restrictions in place prior to ANCA. Federal Aviation Regulations prohibit airports, such as Love Field, from creating and enforcing rules that are not federally-approved. New noise rules and airport access restrictions must be evaluated and proposed to the Federal Aviation Administration (FAA) in accordance with 14 CFR Part 161—Notice and Approval of Airport Noise and Access Restrictions.

Why can't aircraft follow roadways?

Aircraft arriving to and departing from any airport are under the guidance of the Federal Aviation Administration (FAA) and established aircraft operating procedures. Under certain flight conditions, aircraft are unable to navigate using ground references because of weather or limited visibility, speed of aircraft, and/or other operating environment considerations.

For example, aircraft operating at Love Field are directed by FAA Air Traffic Controllers continuously to ensure maximum safety and efficiency. The combination of fast-moving aircraft and multiple runway options at Love Field and surrounding airports contribute to a complex airspace and airport environment. A system of flight procedures are customized for Love Field to keep aircraft separated from one another in good and poor weather conditions. The Love Field operating environment requires that pilots follow the established flight procedures rather than ground references to ensure a safe and orderly flow of arriving and departing aircraft:

- Arriving aircraft use a long straight-in approach path, known as final approach. An Instrument Landing System (ILS) is used for the final approach at Love Field, which provides lateral and vertical guidance to the runway end. Signals are emitted by ground equipment and received by the aircraft at a precise angle and slope while descending. This is why there is little variation in the approach path.
- Departing aircraft at Love Field are dispersed over a wide area, much like a “fan” in order to maintain safe and efficient use of the airspace. The fanning that takes place is a result of runway assignment, aircraft performance, destination airport and airspace congestion at the moment of departure.

These methods are FAA standards used at airports throughout the national airspace system.

INTRODUCTION TO SOUND

Sound is created by a vibrating source that induces vibrations in the air. The vibration produces alternating bands of relatively dense and sparse particles of air, spreading outward from the source like ripples on a pond. Sound waves dissipate with increasing distance from the source. Sound waves can also be reflected, diffracted, refracted or scattered. When the source stops vibrating, the sound waves disappear almost instantly and the sound ceases.

Sound can be defined in terms of three components:

1. Level (amplitude)

The level of sound is measured by the difference between atmospheric pressure (without the sound) and the total pressure (with the sound). Amplitude of sound is like the relative height of the ripples caused by the stone thrown into the water. Although physicists typically measure pressure using the linear Pascal scale, sound is measured using the logarithmic decibel (dB) scale. By definition, a 10 dB increase in sound is equal to a tenfold (10X) increase in the mean square sound pressure of the reference sound.

2. Pitch (frequency)

The pitch (or frequency) of sound can vary greatly from a low-pitched rumble to a shrill whistle. Consider the analogy of ripples in a pond; high frequency sounds are vibrations with tightly spaced ripples, while low rumbles are vibrations with widely spaced ripples. The rate at which a source vibrates determines the frequency. The rate of vibration is measured in units called hertz (Hz) – the number of cycles, or waves, per second. The ability to hear a sound depends greatly on the frequency composition. Humans hear sounds best at frequencies between 1,000 and 6,000 Hz.

3. Duration (time pattern)

The duration of sounds – the patterns of loudness and pitch over time – can vary greatly. Sounds can be classified as continuous like a waterfall, impulsive like a firecracker, or intermittent like aircraft overflights. Intermittent sounds are produced for relatively short periods, with the instantaneous sound level during the event roughly appearing as a bell-shaped curve. An aircraft noise event is characterized by the period during which it rises above the background sound level, reaches its peak, and then recedes below the background level.



Dallas Love Field

8008 Herb Kelleher Way
Dallas, TX 75235
Phone: 214-670-5683

In an effort to serve you better, Dallas Love Field has opened the Airport Communications Center (ACC) for your use. The ACC is staffed 24 hours a day to direct your airport related concerns. If you are submitting an aircraft noise complaint please call the ACC at **214-670-LOVE (5683)**.

Noise Complaints:

You may submit noise complaints to the Department of Aviation through the PublicVue portal on the Love Field website at www.dallas-lovefield.com and clicking the “Aircraft Noise Complaints” button on the right side of the screen.

