

Dallas Airport System Voluntary Noise Program

Date: 2/8/2024

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



City of Dallas



AGENDA

01 Greetings & Introductions

02 Voluntary Noise Program
Update Overview

03 Approved VNP Recommendations

04 VNP Project Timeline

05 Q&A

06 Adjourn

Voluntary Noise Program Update Overview



- **April 13, 2022** – DOA briefed City of Dallas' Environmental Commission
- **May 2, 2022** – DOA briefed the Environmental & Sustainability Council Committee
- The Department of Aviation hosted a series of 6 noise stakeholder meetings
- Neighborhood stakeholders were identified based on several benchmarks

Voluntary Noise Program Update Overview Continued



- **October 11, 2023** – DOA briefed the City of Dallas' Environmental Commission
- **November 1, 2023** – DOA briefed Dallas City Council on stakeholders' 14 recommended VNP updates
 - City Council approved 13 of the 14 recommendations. Recommendation #7 Part 150 Study was not approved.
 - DOA will brief City Council on progress in future meetings.
 - Feasibility for some recommendations may be dependent on a study/assessment

Approved Recommendation 1



Include voluntary noise curfew at Love Field precluding scheduling passenger airline flights between 11 p.m. and 6 a.m. into the VNP

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- Currently the voluntary curfew agreement is contained in the Five Party Agreement and Love Field Use and Lease Agreement
 - Would be applied (voluntarily) to all aircraft operating at the airport
 - **FAA review: Required**

Approved Recommendation 2



The Department of Aviation will communicate on a regular basis to remind operators of the VNP

- Outreach efforts may include but not limited to:
 - Hosting Quarterly Love Field Environmental Advisory Committee (LFEAC) meeting
 - Attending the Love Field Pilots Association (LFPA) and Good Neighbor Program (GNP) meeting
 - Disseminating Noise Brochures at all Fixed Based Operators (FBO)
 - WhisperTrack (pilot and aircraft operator planning resource)
- **FAA review: Not required**

Approved Recommendation 3



The Department of Aviation will improve communications with stakeholders

- Stakeholders were not satisfied with previous communications
- **Staff comments:**
 - Will enhance our public-facing website for updates on ongoing projects and matters related to the VNP
 - For example, Department of Aviation will proactively participate in discussions regarding air mobility services and other technologies on a local, state and federal level
- **FAA review: Not required**

Approved Recommendation 4



TRINITY Departure to be converted into an Area-Navigation (RNAV) departure procedure by the FAA

- **Staff Comments:**
 - DOA is in discussion with FAA to determine departure procedure conversion feasibility
 - FAA has engaged a group of subject matter experts who will provide additional context
 - Any updates or progress will be shared with stakeholders (including Air Carriers SME's)
- **FAA review: Required**

Approved Recommendation 5



Dallas Airport System

Establish a departure procedure similar to the TRINITY Departure for Runway 13L/31R (Parallel to Lemmon)

- **Staff Comments:**

- Requires a study by consultants to design and propose a departure procedure to FAA
- Air Carriers and Aircraft Operators will be consulted with the FAA
- A feasibility study for the design can also be conducted by the FAA through a request

- **FAA review: Required**



City of Dallas

Approved Recommendation 6



Dallas Airport System

Conduct study to identify the most beneficial Noise Abatement Departure Profile (NADP)

- **Staff Comments:**

- A study would need to be conducted to determine the feasibility for this suggestion
- Air Carriers will have to determine during the process if it is a safe operating procedure for their operations
- A study would also be conducted to evaluate implementation of an Optimized Profile Descent

- **FAA review: Required**



City of Dallas

Approved Recommendation 8



Establish a City resource for a sound insulation program

- This recommendation does not include initial testing of potential homes to see if they would qualify based on the interior DNL for sound Insulation (See Recommendation #9)
- **Staff Comments:**
 - Alternative to Part 150 to develop a DOA Program
 - Saves time and resources
 - More control of the process
 - Funding is eligible through the Passenger Facility Charges (PFCs) or the FAA Airport Improvement Program, but safety and security projects take priority
- **FAA review: Not required**

Approved Recommendation 9



Conduct detailed study to determine sound insulation program eligibility for residential, educational, health, and religious structures at or above the 65 DNL noise contour

- Completed after establishment of a DOA sound insulation program
- **FAA review: Not required**

Approved Recommendation 10



Dallas Airport System

Conduct a study assessment for constructing a noise barrier between Denton Ave. and Dallas Love Field to determine effectiveness

- **FAA review: Not required**



Approved Recommendation 11



Develop new DNL (Day-Night Average Sound Level) contours using 2023 data

- **Staff comments:**
 - DNL contour reports were not conducted from 2020 – 2022 due to Covid-19 impacts
 - HMMH would conduct report every two years
- **FAA review: Not required**

Approved Recommendation 12



Add provisional limitation on the use of reverse thrust dependent on weather and safety conditions

- **Staff comments:**

- Safe application of reverse thrust is often included in the Standard Operating Procedures (SOP) and recommended by insurance companies
- A discussion with aircraft operators is needed to determine feasibility because it concerns aircraft safety in certain operational conditions

- **FAA review: Required**

Approved Recommendation 13



Communicate with Air Carriers and Aircraft Operators to operate quieter aircraft models (i.e., Boeing's MAXs or Airbus' NEOs) during quiet hours

- **Staff Comments:**

- Dependent on fleet management
- Air Carriers are unable to preferentially route aircraft, but fleets continue to convert to new generation aircraft

- **FAA review: Not required**

Approved Recommendation 14



Improve the current Noise & Operations Monitor System (NOMS) that would add additional technology/software and reporting capabilities

- **Staff Comments:**

- DOA is exploring implementation of a noise office
- DOA would share updates with the noise stakeholders for feedback during the procurement process for a new NOMS

- **FAA review: Not required**

Love Field VNP Update Tracker



Recommendation #	Project (Short Term/Long Term)	Required Stakeholder	Estimated Start	Completion %	Estimated Finish	Estimated Duration (in months)	Estimated Cost	Actual Finish	Updates	Comments
1	(Long) Include voluntary noise curfew at Love Field	FAA	5/1/2024	0%	TBD	TBD	N/A			
2	(Short) Communicate with operators about VNP	Operators	2/1/2024	N/A	Ongoing	Ongoing	N/A	N/A	2/7/2024 Information updated on WhisperTrack	
3	(Short) Improve communications	N/A	1/1/2024	N/A	Ongoing	Ongoing	N/A	N/A	12/12/2023 Working with Casper to make improvements to NOMS	Updating Love Field website Reviewing and updating FAQs on NoiseLab Improving the content of monthly Newsletter
4	(Long) TRINITY conversion to RNAV	FAA, Airlines	12/6/2023	5%	TBD	TBD	N/A		2/7/2024 Submitted TRINITY departure changes to FAA's Information Gateway	
5	(Long) Establish Lemmon departure similar to TRINITY	FAA, HMMH, Airlines	7/1/2024	5%	TBD	TBD	\$60,000		1/16/2024 Received HMMH's proposal and submitted to initiate procurement process	
6	(Long) NADP Study	HMMH, Airlines	4/1/2024	5%	9/30/2024	6	\$65,000		1/16/2024 Received HMMH's proposal and submitted to initiate procurement process	
8	(Long) Establish City resource for sound insulation	City Council	10/1/2024	0%	4/1/2025	6	\$20,000			
9	(Long) Sound insulation eligibility study	HMMH	4/1/2024	5%	10/31/2024	6	\$125,000		1/16/2024 Received HMMH's proposal and submitted to initiate procurement process	
10	(Long) Denton noise barrier study	HMMH	4/1/2024	5%	1/1/2025	9	\$100,000		1/16/2024 Received HMMH's proposal and submitted to initiate procurement process	
11	(Short) 2023 65 DNL Contour	HMMH	1/1/2024	25%	3/31/2024	3	N/A		1/11/24 Working with HMMH on the data retrieval process	
12	(Long) Provisional limitation on reverse thrust	FAA, Operators	7/1/2024	0%	TBD	TBD	N/A			
13	(Short) Communicate with operators to operate quieter aircraft models	Operators	2/7/2024	N/A	Ongoing	Ongoing	N/A	N/A	2/7/2024 Working on email draft of updates to operators	
14	(Long) Improve NOMS with additional features	To be solicited	11/1/2023	25%	TBD	TBD	N/A		2/2/2024 Currently reviewing Request for Competitive Sealed Proposal	



Short term projects requires less than 6 months.
Long term projects require 6 months or more.

Dallas Executive VNP Update Tracker



DEA	(Short) Communicate with City of Lancaster Airport regarding training flights	City of Lancaster	2/26/2024	0%	4/1/2024	1.5	N/A			Discuss the impacts of training flights with the City of Lancaster to reduce noise for DEA neighbors. Flight schools would later be included in discussions.
DEA	(Short) Communicate with CAF and community at (RBD) to see if an event coordination plan can be developed	Commemorative Air Force RBD Staff RBD Community	3/1/2024	0%	Ongoing	Ongoing	N/A			Community members have complained of low CAF flyovers at community functions. Coordination with CAF could prevent these noise disturbances.
DEA	(Short) Ensure DEA website reflects accurate and current noise information	Internal staff	2/26/2024	0%	Ongoing	Ongoing	N/A			Develop DEA specific VNP measures

Q&A