

Dallas Love Field Voluntary Noise Program

City Council
November 1, 2023

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Department of Aviation
City of Dallas



City of Dallas

Presentation Overview



- Purpose
- Background/History
- Overview of Noise Stakeholder Meetings
- Department of Aviation's Recommendations
- Stakeholders' Recommendations and Suggestions
- Next Steps



Purpose



- Update Council on Department of Aviation and Stakeholders' recommendations
- Obtain Council direction on recommendations



Roles & Responsibilities



- The Federal Aviation Administration (FAA) controls the National Airspace System in the United States
- FAA's Air Traffic Control (ATC) directs commercial air traffic to and from Dallas Love Field
- To better respond to the concern of our neighbors, the Department of Aviation for the City of Dallas has a Voluntary Noise Program for Dallas Love Field



Roles & Responsibilities Cont'd



- Department of Aviation is responsible for complying with FAA regulations and meets standards
- Through ongoing investment in its workforce and airport facilities, Dallas Love Field continues to successfully accommodate the growing business community while serving as a gateway for residents and visitors
- By supporting commercial and general aviation, the airport produces extensive economic activity for the City of Dallas and its residents
- The total economic contributions from capital expenditures, operations, and related business and traveler spending created by Dallas Love Field is:
 - \$5.6 billion in economic activity
 - Labor income of \$1.7 billion paid through more than 28,000 local jobs
 - Total revenues to the City of Dallas from taxes, fees for licenses and permits, and other revenues exceeds \$47 million



Background/History



- 1980 – The Love Field Citizen’s Action Committee is founded
- 1981 – Voluntary Noise Control Program is adopted by Dallas City Council
- 1982 – Nighttime Preferential Runway measure implemented
- 1986 – Dallas Love Field’s first Noise Program Review
- 1988 – Designated Engine Run-Up area
- 1994 – ISD Public School Soundproofing Program
- 2017 – Casper Solutions is adopted as Department of Aviation’s newest Noise and Operations Monitoring System (NOMS)



1981 Noise Study



- January 1981 – Love Field Environmental Advisory Committee selects consultant to evaluate and make recommendations to improve Voluntary Noise Abatement Program
- 15 noise abatement alternatives were recommended and reviewed by Advisory Committee
- December 16, 1981 – Of the fifteen (15) alternatives, 7 are approved by City Council to be included in the Voluntary Noise Control Program



Voluntary Noise Program Overview



- The nighttime preferential runway measure encourages all jets and aircraft over 12,500 lbs. to use Runway 13R/31L (parallel to Denton Ave.) between 9 p.m. and 6 a.m
- There is a Noise Abatement Departure Procedure for night operations off Runway 13R that routes aircraft over the Trinity River
- Aircraft are prohibited from aircraft engine runups between midnight and 6 a.m. Operators are asked to avoid this activity after 10 p.m. as a voluntary measure



Recent Noise Program Improvements



- Upgraded Noise & Operations Monitoring System (NOMS)
- New features available: Casper Noise Lab, ATC Recording
- Noise Complaint Initiative – FAA
- Zoning change request reviews
- Outreach: Quarterly Love Field Environmental Advisory Committee meetings, outreach events and monthly/weekly newsletters
- Pilot Signage



Audit of the Noise Program



- In November 2019, the City Auditor's Office conducted an audit on the Noise Program to determine whether the Department of Aviation is adhering to the program
- The audit recommended Department of Aviation improve or design controls to effectively monitor and document program participation and performance
- A key issue identified was that the program has not been reviewed and reauthorized by Council since 1986
- Department of Aviation needs to update its program to be consistent with federal regulations and ensure equity in noise exposure (i.e., balanced runway usage)



Current Voluntary Noise Program Measures



Measure	Current VNP Measures	Potential Decision	Staff Comments
1	Nighttime preferential runway: All jet aircraft and any aircraft weighing over 12,500 lbs. between the hours of 9:00 p.m. and 6:00 a.m.	Retain – with modifications (Keep equity between both runways at night to promote a balanced (50/50) runway utilization)	<ul style="list-style-type: none"> Measure was reviewed and approved by the FAA before implementation.
2	TRINITY Departure: Noise abatement procedure for night operations on runway 13R for all turbojet aircraft and aircraft weighing over 12,500 lbs.	Retain	<ul style="list-style-type: none"> DOA has initiated discussions with the FAA. Efforts to convert the current procedure into RNAV may take time. Measure was reviewed and approved by the FAA before implementation.
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	



Current Voluntary Noise Program Measures Cont'd



Measure	Current VNP Measures	Potential Decision	Staff Comments
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., expanded with a voluntary moratorium between 10:00 p.m. and midnight.	Retain – no changes	<ul style="list-style-type: none"> Current restriction hours are allowed because it was “grandfathered” under ANCA (Airport Noise and Capacity Act). Any new revisions or modifications to the measure would be subjected to the requirements of ANCA 1990.
6	Optimal take-off profile: Use of a flight departure profile designed to reduce noise.	Retain – with modifications (Bi-annual written acknowledgement memos from air carriers)	
7	Construct new high-speed exit for runway 13R/31L.	Sunset	<ul style="list-style-type: none"> Subsequent analysis concluded there was no noise benefit to a proposed high-speed taxiway
8	Review noise program on a regular basis.	Retain – with modifications (Review noise program and evaluate every five years or if needed for any major changes that will trigger an early review)	



Current Voluntary Noise Program Measures Cont'd



Measure	Current VNP Measures	Potential Decision	Staff Comments
9	<p>Continuation of five pre-existing voluntary procedures: This category includes abatement measures that were in effect prior to the 1981 study, including:</p> <ul style="list-style-type: none"> 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 60,000 lbs. or less, v. Regulation of touch-and-go traffic. 	Sunset	<ul style="list-style-type: none"> • Measure is outdated and no longer applicable.
10	<p>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 Love Field Environmental Advisory Committee meetings, zoning reviews, and DNL reporting.</p>	Retain – with modifications (Ensure a NOMS is established and up-to-date to manage the VNP)	



Voluntary Noise Programs Comparison



Noise Control Measures		More 2022 Itinerant Operations than DAL					DAL	Fewer 2022 Itinerant Operations than DAL				
		IAD	ANC	AUS	BNA	SNA		BWI	MDW	MEM	TPA	SAN
Operational	Preferential runway use program	X	X	X	X	X	X	X	X	X	X	X
	Runway closures information site		X				X	X		X	X	
	Noise abatement flight tracks				X	X	X		X	X	X	X
	Noise abatement flight procedures		X	X	X	X	X	X		X	X	
	Voluntary operational use restrictions		X ¹	X ²		X ³	X					
	Mandatory operational use restrictions		X			X ^{4^}			X		X ^{7^}	
	Aircraft restrictions		X			X ^{5^}		X ^{6^}			X ^{8^}	
	Ground noise mitigation measures		X	X	X	X	X	X	X	X	X	X
Mitigation and Land Use	Sound insulation/Residential Noise Mitigation Program		X		X	X		X	X	X	X	X
	Land/Property acquisition			X	X			X		X		
	Easements	X	X		X	X		X		X	X	
	Noise overlay zoning	X	X	X			X			X	X	
	Real Estate Disclosures	X	X			X*					X*	
	Revised building codes		X							X		
	Cooperative land use agreements											
	Compatible/comprehensive land use plans	X	X					X		X	X	
Program Management and Innovative Use of Technology	Residential relocation				X							
	Established Noise office	X	X			X	X	X	X	X	X	
	Noise Monitoring system	X		X		X	X	X	X	X	X	
	Operations Monitoring system			X	X		X		X		X	

Airport Codes	
IAD – Dulles International	ANC – Ted Stevens-Anchorage
AUS – Austin-Bergstrom International	BNA – Nashville International
SNA – John Wayne Airport	BWI – Baltimore/Washington International Thurgood Marshall
MDW – Chicago Midway International	MEM – Memphis International
TPA – Tampa International	SAN – San Diego International



Voluntary Noise Programs Comparison Cont'd



Noise Control Measures		More 2022 Itinerant Operations than DAL					DAL	Fewer 2022 Itinerant Operations than DAL				
		IAD	ANC	AUS	BNA	SNA		BWI	MDW	MEM	TPA	SAN
Stakeholder Engagement	Standing noise committee or roundtable						X	X	X		X	X
	Community communications plan/Outreach program								X		X	X
	Public meetings/listening sessions					X	X	X			X	X
	Website	X	X		X	X	X	X	X	X	X	X
	Newsletter (printed or electronic)	X					X	X				
	Online complaint portal	X	X			X	X	X	X		X	X
	Telephone complaint/information hotline	X	X		X	X		X	X	X		X
	Available mobile noise monitoring services				X			X	X		X	X
	Annual Reports	X				X	X					X
	Quarterly Reports					X		X	X			X
	Monthly Reports	X				X	X				X	
	Fly Quiet Program					X			X			X
	Guidance for Homeowner Insulation								X			
	Policy and Research	Part 150/Noise compatibility program (NCP)	1993	2015	2007	1989	--	--	2008	2013	1988	2001
Noise exposure map (NEM)		2019	2015	2007	2020	--	--	2016	2022	2005	2022	2022
Noise ordinance						X						
Noise Abatement Plan						X						

Airport Codes	
IAD – Dulles International	ANC – Ted Stevens-Anchorage
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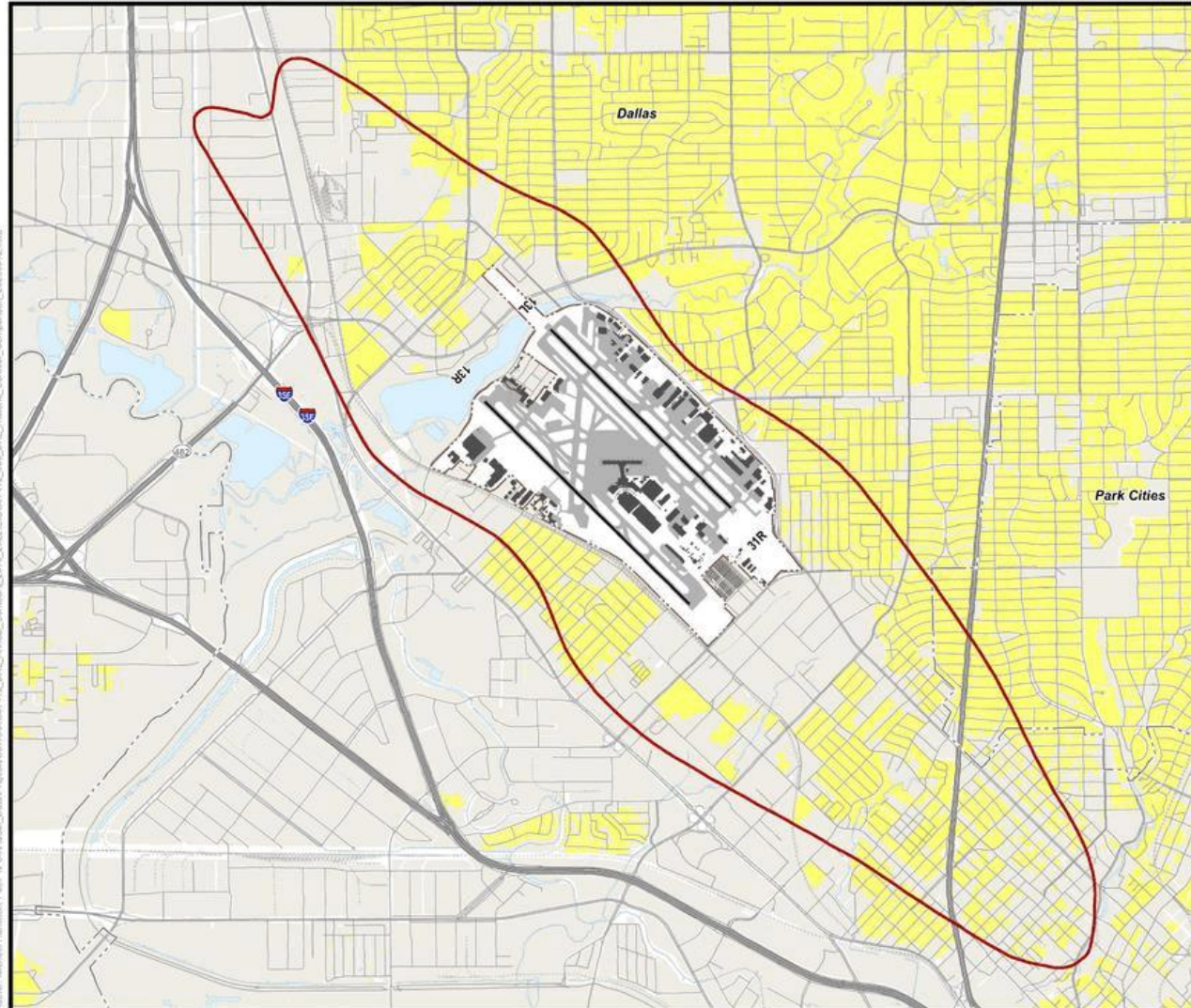
Day-Night Average Sound Level



- Day-Night Average Sound Level (DNL) is used to describe the cumulative noise exposure during an average annual day
- DNL has been accepted as the best available method to describe aircraft noise exposure and is the noise descriptor required by the FAA for use in aircraft noise exposure analyses and noise compatibility planning
- The FAA has defined noise exposure at or above DNL 65 decibels as the “significance threshold” to the population



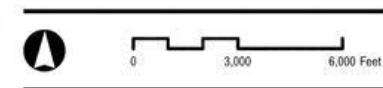
Day-Night Average Sound Level



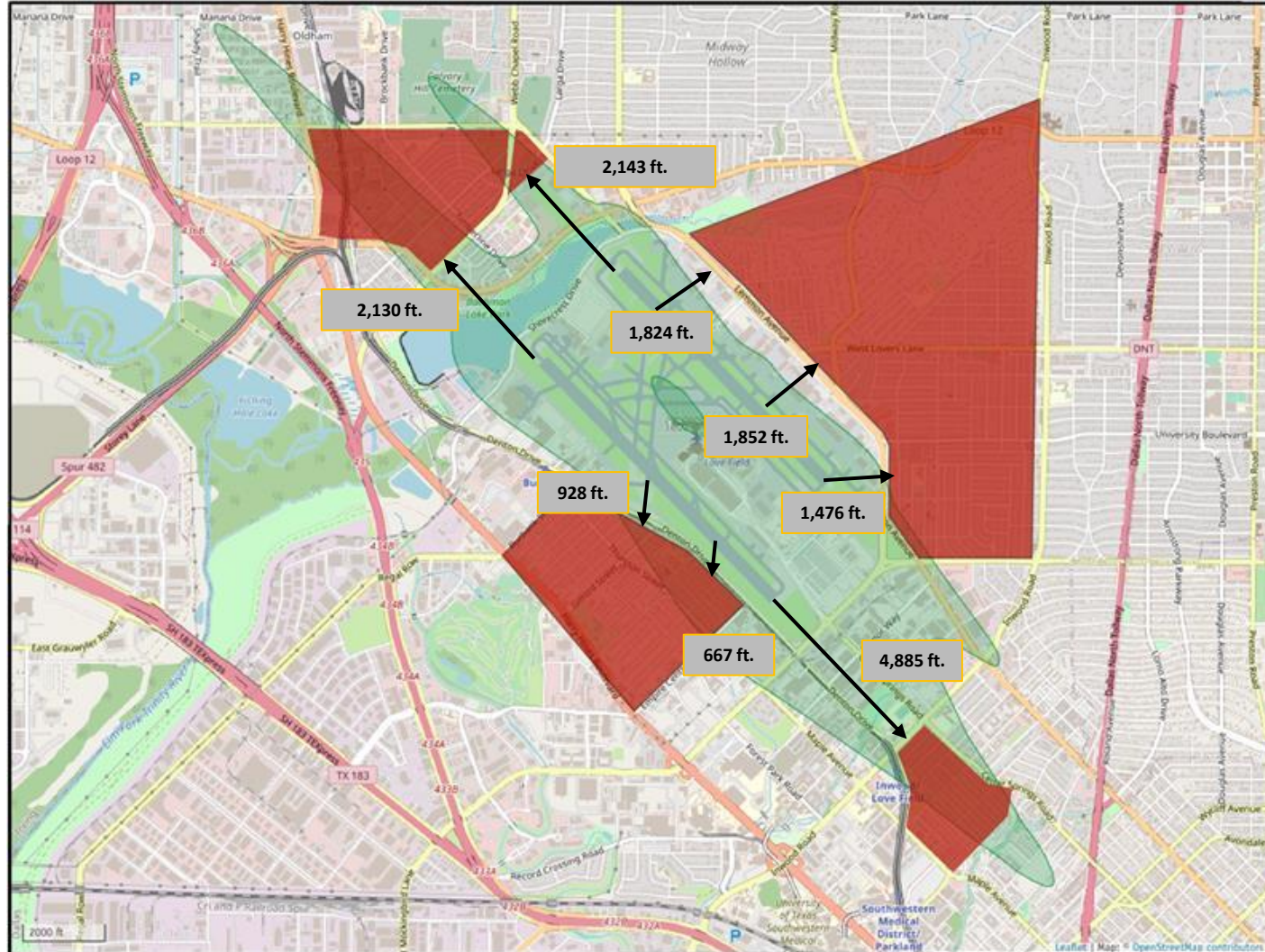
Comparison of 2019, 2013, 2006, 1998, 1989, 1984, and 1981 DNL Noise Contours (65 dB)

- 2019 DNL Noise Contour
- 2013 DNL Noise Contour
- 2006 DNL Noise Contour
- 1998 DNL Noise Contour
- 1989 DNL Noise Contour
- 1984 DNL Noise Contour
- 1981 DNL Noise Contour

- Airport Boundary
- Airport Runway / Taxiway
- Airport Buildings
- Residential
- Non-Residential
- Water
- City Limit
- Interstate
- Highways
- Major / Local Roads
- Railroad



Map of 65 DNL Noise Exposure & Nearest Residential Areas for 2020



Aircraft Sound Exposure Level (SEL)



Boeing 737 SEL Contours over Time

Boeing 737-200

AEDT Type: 737D17

1984 - Stage 2

Boeing 737-200 (HushKit)

AEDT Type: 737N17

1999 - Stage 3 compliant

Boeing 737-300

AEDT Type: 737300

2004 - Stage 3

Boeing 737-700

AEDT Type: 737700

2010 - Stage 4

Boeing 737-800

AEDT Type: 737800

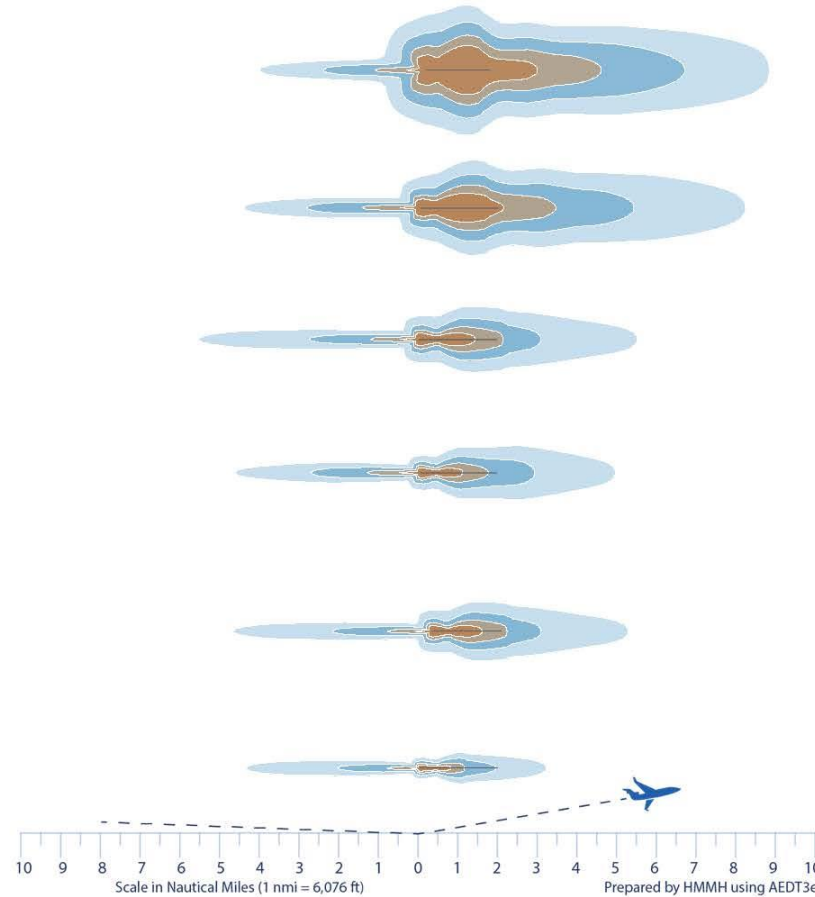
2015 - Stage 4

Boeing 737-8Max

AEDT Type: 7378Max

2023 - Stage 5

Sound Exposure level (dBA)
95 90 85 80



DAL Total Operations



Runway Usage	Aircraft Departures			
	Day		Night	
	13L/31R	13R/31L	13L/31R	13R/31L
2013	49%	51%	40%	60%
2014	66%	34%	54%	46%
2015	52%	48%	43%	57%
2016	50%	50%	40%	60%
2017	41%	59%	28%	72%
2018	46%	54%	34%	66%
2019	37%	63%	28%	72%
2020	50%	50%	41%	59%
2022- 2023	64%	36%	51%	49%

*Runway 13R/31L was closed from April 2021 – June 2022



DAL Operations: July 2022 – June 2023



Aircraft Category	Runway	Arrivals		Departures	
		Day	Night	Day	Night
All Aircraft	13L/31R (Lemmon)	63.25%	48.51%	62.08%	47.62%
	13R/31L (Denton)	35.22%	46.88%	35.24%	46.47%
	Helipad	1.08%	3.31%	1.09%	3.51%
	No Assignment	0.45%	1.29%	1.60%	2.39%
		100.00%	100.00%	100.00%	100.00%
Air Carrier	13L/31R (Lemmon)	52.01%	48.16%	49.98%	45.84%
	13R/31L (Denton)	47.85%	51.39%	48.88%	52.41%
	Helipad	0.00%	0.00%	0.00%	0.00%
	No Assignment	0.14%	0.45%	1.14%	1.75%
		100.00%	100.00%	100.00%	100.00%
Air Taxi	13L/31R (Lemmon)	85.22%	65.56%	85.06%	75.18%
	13R/31L (Denton)	14.29%	31.47%	13.22%	19.65%
	Helipad	0.24%	2.01%	0.35%	2.05%
	No Assignment	0.25%	0.95%	1.37%	3.12%
		100.00%	100.00%	100.00%	100.00%
General Aviation	13L/31R (Lemmon)	73.48%	47.55%	73.21%	48.76%
	13R/31L (Denton)	21.43%	31.61%	20.25%	27.63%
	Helipad	3.86%	16.53%	3.84%	18.56%
	No Assignment	1.24%	4.32%	2.70%	5.04%
		100.00%	100.00%	100.00%	100.00%
Medical	13L/31R (Lemmon)	13.43%	23.28%	1.37%	28.64%
	13R/31L (Denton)	49.53%	72.61%	86.9%	66.47%
	Helipad	31.71%	1.95%	8.33%	3.71%
	No Assignment	5.33%	2.16%	3.39%	1.18%
		100.00%	100.00%	100.00%	100.00%



DAL Scheduled Flights (11 p.m. to 6 a.m.)



Scheduled Air-Carrier Operations	Total Operations 148,345	
	Departures	Arrivals
	74,174	74,171
Percentage of Scheduled Operations Between 6am and 11pm	100%	98.05%

*Time period of data collection is from April 2022 – April 2023



Noise Stakeholder Meetings Overview



- April 13, 2022 – DOA briefed the City of Dallas' Environmental Commission
- May 2, 2022 – DOA briefed the Environment & Sustainability Council Committee
- The Department of Aviation hosted a series of 6 noise stakeholder meetings
- Neighborhood stakeholders were identified based on several benchmarks
- October 11, 2023 - DOA briefed the City of Dallas' Environmental Commission



Noise Stakeholder Meetings Overview Cont'd



- Identified stakeholders consisted of:
 - **Internal**
 - Department of Aviation
 - City Commission & Council members
 - **External**
 - Neighborhood associations
 - Individual residents
 - Third-party facilitator
 - Noise consultant
 - Federal Aviation Administration (FAA)
 - Airlines Representatives
 - Airport tenants
 - School Representatives



Stakeholders' Recommendations



- Stakeholders have provided 14 recommendations to be included in the Voluntary Noise Program
- Feasibility for some recommendations may be dependent on a study/assessment
 - Some recommendations may require significant capital funding





Recommendation 1: DOA Staff Supported

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





Recommendation 2: DOA Staff Supported

- 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





Recommendation 3: DOA Staff Supported

- 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





Recommendation 4: DOA Staff Supported

- 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





Recommendation 5: DOA Staff Supported

- 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



Stakeholders' Recommendations Cont'd



- If directed, our noise consulting firm (HMMH) would perform the following:
 - Evaluate the feasibility of a new departure procedure for Runway 13L/31R (Parallel to Lemmon) and see if it would reduce noise within the DNL 65 over residential land uses.
 - Nominal procedure design will be submitted to FAA to determine next steps.
- HMMH estimates 9 months to complete associated tasks from notice to proceed
- Estimated Budget: \$60,000 (study only)





Recommendation 6: DOA Staff Supported

- 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



Stakeholders' Recommendations Cont'd



- If directed, HMMH would perform the following:
 - Determine whether improvements are possible to the existing NADP's analysis to further reduce noise levels
 - Apply the proposed NADP to a baseline DNL contour run to understand potential changes to the DNL 65 contour
- HMMH estimates 6 months to complete associated tasks from notice to proceed
- Estimated budget \$65,000 (study only)
 - Estimated budget would increase if a study was conducted to evaluate implementation of an Optimized Profile Decent





Recommendation 7: Not DOA Staff Supported

- Consideration for Part 150 study
 - Part 150 is a voluntary FAA-defined process for airport noise studies that consist of two primary elements:
 - Noise Exposure Map (NEM)
 - Noise Compatibility Program (NCP)
 - One of the most significant outcomes of these studies is eligibility for Federal funding for property acquisition and/or Sound Insulation for eligible homes within the DNL 65 contour



Federal Regulations – Part 150 Noise Compatibility Program Measures



- Noise abatement measures:
 - Possibly shrinking noise contours or move them away from noncompatible uses
 - Aircraft operational, airport layout, flight track and runway use, etc. impacts
- Compatible land use measures:
 - To address existing noncompatible uses
 - To prevent introduction of new noncompatible uses
- Program implementation:
 - Required actions, responsible parties, costs
 - NEM and NCP review and update processes





- Staff Comments:

- Part 150 studies are eligible for AIP funding at 80% and 20% local
 - The Airport Improvement Program (AIP) provides grants for planning, development, or noise compatibility projects at airports included in the National Plan of Integrated Airport Systems (NPIAS)
 - Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns
 - The FAA must be able to determine that the projects are justified based on civil aeronautical demand
 - The projects must also meet Federal environmental and procurement requirements



Stakeholders' Recommendations Cont'd



- Updated contours will change program eligibility and alter future cost estimates
 - There is an estimated total 5,759 housing units within the 2019 DNL at or above the 65 noise contour
 - The Residential Sound Insulation Program (RSIP) estimated cost now would be \$369,000,000 (about \$64,000 per house)
 - Depending on predicted funding, 50 to 250 units may be treated each year. At a rate of 200 units per year, the RSIP would take 29 years to complete
- **FAA review:** Required



Stakeholders' Recommendations Cont'd



- If directed, HMMH would perform the following:
 - Prepare a scope for a Part 150 Noise Compatibility Planning Study for Dallas Love Field (DAL)
 - Lead the Part 150 Study at DAL through the Generalized Study Process
- It is anticipated that the study will take approximately 2 years
- Estimated Budget: \$1,550,000 (study only)





Recommendation 8: DOA Staff Supported

- 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



Stakeholders' Recommendations Cont'd



- If directed, HMMH would perform the following:
 - Establish a mapping interface with the latest set of DNL contours
 - Develop information regarding potential sound mitigation treatments that the homeowner could apply
 - Review of City building codes for zoning near the airport
- HMMH estimates 3 months to complete associated task from notice to proceed
- Estimated Budget: \$20,000 (study only)





Recommendation 9: DOA Staff Supported

- 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 the DOA program
- **FAA review:** Not required



Stakeholders' Recommendations Cont'd



- If directed, HMMH would perform the following:
 - Define residential housing categories and non-residential sites at or above the 65 DNL contour
 - Estimate the percentage of dwelling units that would be eligible for sound insulation per FAA guidelines
 - Prepare a technical memorandum describing the methodology used to develop the housing inventory, eligibility factors, and sound insulation costs
- HMMH estimates 6 months to complete associated tasks from notice to proceed
- Estimated budget \$125,000 (study only)
 - Cost only reflects a study to determine eligibility and not the cost of construction
 - Capital cost would be significantly higher





Recommendation 10: DOA Staff Supported

- Conduct a study assessment for constructing a noise barrier between Denton Ave. and Dallas Love Field to determine effectiveness
- **FAA review:** Not required



Stakeholders' Recommendations Cont'd



- If directed, HMMH would perform the following:
 - Conduct an analysis to demonstrate the effectiveness of a potential noise barrier along Denton Drive
 - Recommend potential acoustic measures to enhance the effectiveness of a noise barrier design
- HMMH estimates 9 months to complete associated tasks from notice to proceed
- Estimated budget \$100,000 (study only)
 - Cost only reflects a study to determine effectiveness of a noise barrier and not the cost of construction
 - Capital Cost would be significantly higher





Recommendation 11: DOA Staff Supported

- 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



Stakeholders' Recommendations Cont'd



Recommendation 12: DOA Staff Supported

- 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





Recommendation 13: DOA Staff Supported

- 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





Recommendation 14: DOA Staff Supported

- 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



Next Steps



- Council approval to sunset or modify DOA recommended measures that are no longer relevant in the VNP
- Council direction on stakeholders' recommendations to the VNP
 - Reminder: Some recommended measures will require FAA review before being implemented



Stakeholders' Recommendations



Staff Supports			
Number	Stakeholders' Suggestions	Staff Comments	Cost Estimate
1	Include the voluntary curfew on scheduled commercial flights between the hours of 11 p.m. and 6 a.m. as a VNP measure.		Not applicable
2	The Department of Aviation will communicate on a regular basis to remind operators of the Voluntary Noise Program (VNP) by outreach efforts.		Not applicable
3	The Department of Aviation will improve communications with stakeholders.		Not applicable
4	TRINITY Departure to be converted into RNAV or non-conventional departure.	<ul style="list-style-type: none"> • 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 the Air Carriers SME's) 	Not applicable



Stakeholders' Recommendations Cont'd



Staff Supports			
Number	Stakeholders' Suggestions	Staff Comments	Cost Estimate
5	Establish a departure procedure similar to the TRINITY Departure for runway 13L/31R (parallel to Lemmon Ave).	<ul style="list-style-type: none"> Requires a study by consultants to design and propose a departure procedure to FAA. A feasibility study for the design can also be conducted by the FAA through a request. 	\$60,000 (study only)
6	Conduct study to identify the most beneficial Noise Abatement Departure Profile (NADP)	<ul style="list-style-type: none"> A study would need to be conducted to determine the feasibility for this suggestion. 	\$65,000 (study only)
8	Establish a City resource for a sound insulation program.	<ul style="list-style-type: none"> Alternative to Part 150 study. This recommendation does not include initial testing of potential homes to see if they would qualify based on the interior DNL for sound Insulation. Funding is eligible through the Passenger Facility Charges (PFCs) or the Airport Improvement Program, but safety and security projects take priority 	\$20,000 (study only)



Stakeholders' Recommendations Cont'd



Staff Supports			
Number	Stakeholders' Suggestions	Staff Comments	Cost Estimate
9	Conduct study to determine sound insulation program eligibility for residential, educational, health, and religious structures within the 65 DNL noise contour.		\$125,000 (study only)
10	Conduct study assessment for constructing a noise barrier between Denton Ave. and DAL to determine effectiveness.	<ul style="list-style-type: none"> Cost only reflects a study to determine effectiveness of a noise barrier and not the cost of construction. 	\$100,000 (study only)
11	Develop new DNL (Day-Night Average Sound Level) contours when operations are stable.	<ul style="list-style-type: none"> DNL contour reports were not conducted from 2020 – 2022 due to Covid-19 impacts. Noise consultant to conduct report. 	Not applicable
12	Include limitations on the use of reverse thrust into the VNP.	<ul style="list-style-type: none"> Application of reverse thrust is often included in the Standard Operating Procedures (SOP) and recommended by insurance companies because it results in safer operations. A discussion with aircraft operators is needed to determine feasibility because it concerns aircraft safety. 	Not applicable



Stakeholders' Recommendations Cont'd



Staff Supports			
Number	Stakeholders' Suggestions	Staff Comments	Cost Estimate
13	Communicate and incentivize Air Carriers and Aircraft Operators to operate quieter aircraft models. For Example, Boeing's MAXs or Airbus' NEOs during quiet hours	<ul style="list-style-type: none"> Dependent on Air Carrier fleet management 	Not applicable
14	Improve the current Noise and Operations Monitor System (NOMS) that would add additional technology/software capabilities	<ul style="list-style-type: none"> Explore the implementation of a noise office. Share updates with the noise stakeholders for feedback during the procurement process. 	Not applicable



Stakeholders' Recommendations Cont'd



Staff Does Not Support			
Number	Stakeholders' Suggestions	Staff Comments	Cost Estimate
7	Consideration for a Part 150 study.	<ul style="list-style-type: none">Funding is eligible through the Passenger Facility Charges (PFCs) or the Airport Improvement Program, but safety and security projects take priority	\$1,550,000 (Study only)



Dallas Love Field Voluntary Noise Program

City Council
November 1, 2023

Patrick Carreno, Director
Department of Aviation
City of Dallas



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