



Voluntary Noise Program

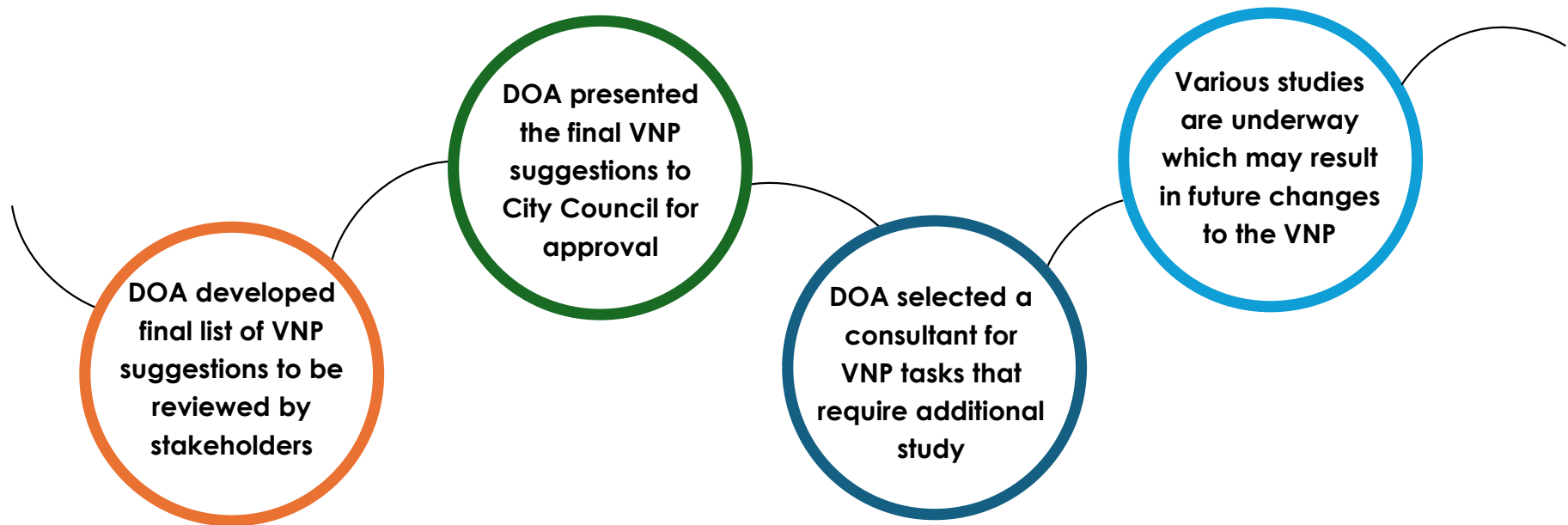
**Noise Stakeholder Meeting
May 19, 2026**

Agenda



- Greetings & Introductions
- VNP Update Process
- Status of Recommendations
 - With Studies
 - Without Studies
- Final Comments
- Adjourn

VNP Update Process





Overview of Project Tasks

Recommendations with Studies

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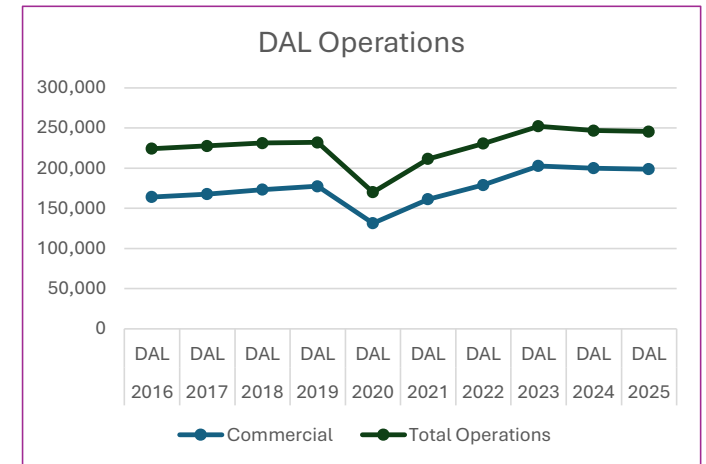


DNL Contour & Report

Task 1 – Develop Two Annual Contour Reports



- Based on Recommendation #11
 - Last report developed for 2023
 - Two Annual Reports – 2025 underway and likely 2028
 - 2nd report year may change based on future runway closures, etc.
- Scope:
 - Annual DNL noise contours
 - Based on the prior year of operations and flight tracks
 - Data tables (Operations & Runway Use)
 - Update on VNP process





DNL Contour & Report

Task 1 – Develop Two Annual Contour Reports



- Status
 - Data collection complete
 - Draft land use map updated
 - 2025 Operations slightly less than 2023
 - Draft DNL contours developed
 - Annual report in development
- The 2025 DNL contours will be used to support other tasks
- Schedule
 - 2025 Report – July 2026
 - 2028 Report – July 2029

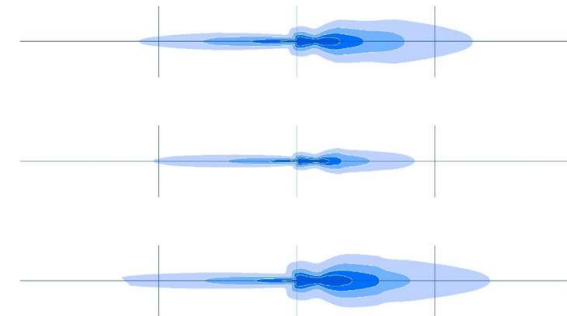
Air Carrier

Boeing 737-700
AEDT Type 737700
25.31%
Share of Operations

Boeing 737-8
AEDT Type 7378MAX
18.67%
Share of Operations

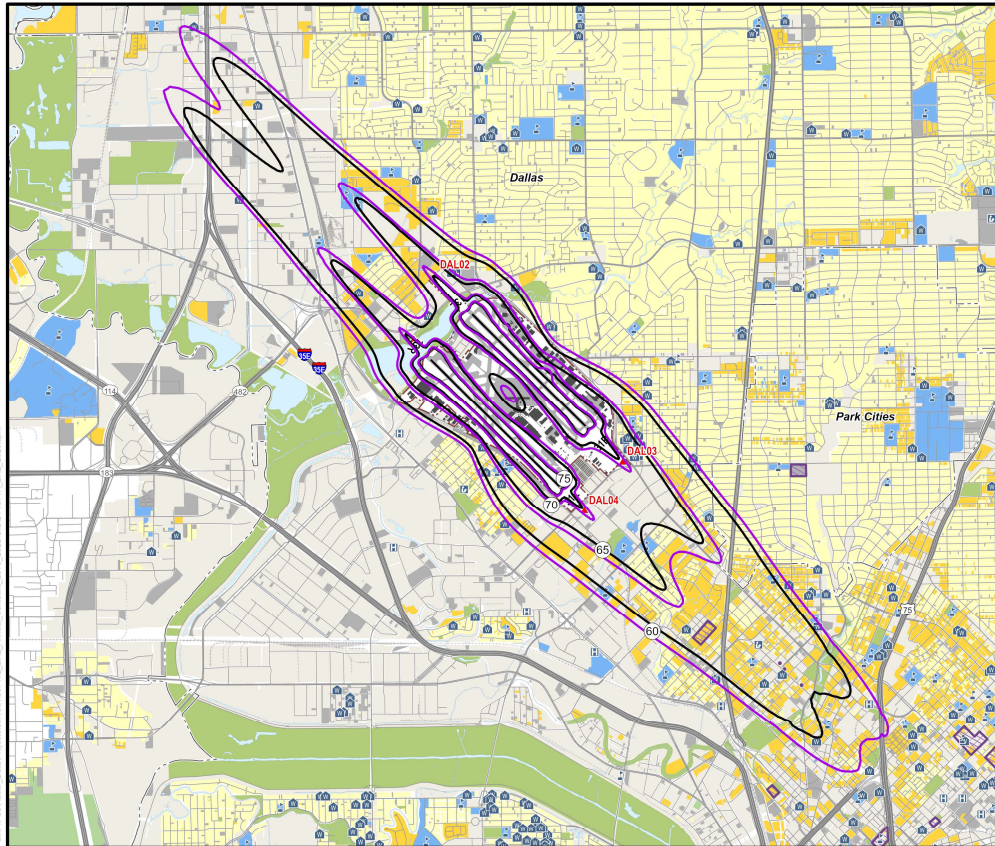
Boeing 737-800
AEDT Type 737800
15.53%
Share of Operations

SOUND EXPOSURE LEVEL (dBA)
■ 95+ ■ 90-95 ■ 85-90 ■ 80-85



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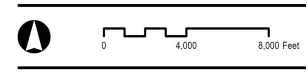
Draft DNL Contours



2025 DNL Contours Compared to 2023 DNL Contours

- 2025 DNL Noise Contours
- 2023 DNL Noise Contours
- ▲ Noise Monitor Location
- ▭ Airport Boundary
- ▬ Airport Runway / Taxiway
- ▭ Airport Buildings
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Public Use
- Non-Residential
- City Limit
- Interstate
- Highways
- Schools
- Place of Worship
- National Register Historic Place
- National Register Historic District
- Open Space / Recreation
- Agricultural
- Water
- Vacant / Undefined
- Major / Local Roads
- Railroad
- Hospital
- Libraries

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2025 DNL contours are smaller than the 2023 DNL contours.

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Departure Procedure Study

Task 2 – Departure Procedure Feasibility Study



- Based on Recommendation #5
 - Evaluate the feasibility of a duplicate departure procedure similar to the TRINITY Departure for Runway 13L/31R (Parallel to Lemmon)
- Scope:
 - Subtask 1
 - Review the existing TRINITY procedure
 - Design a notional procedure for Runway 13L/31R
 - Identify potential dependencies, runway usage, land use or airspace issues
 - Model DNL contours using potential procedure
 - Subtask 2
 - Develop a report and presentation of the results



Departure Procedure Study

Task 2 – Departure Procedure Feasibility Study



- Scope (continued)
 - Subtask 3
 - If the proposed procedure is feasible, discuss the results with FAA and airlines
 - Determine possible implementation process
- Schedule
 - January 2026 – September 2026
- Status
 - Nominal Procedures developed for each Runway 13L & 13R
 - Evaluating feasibility and noise changes



Departure Procedure Study



Task 2 – Departure Procedure Feasibility Study

- Runway 13R – similar to existing Trinity EIGHT, first leg Heading to Altitude allows aircraft to turn upon reaching 500'



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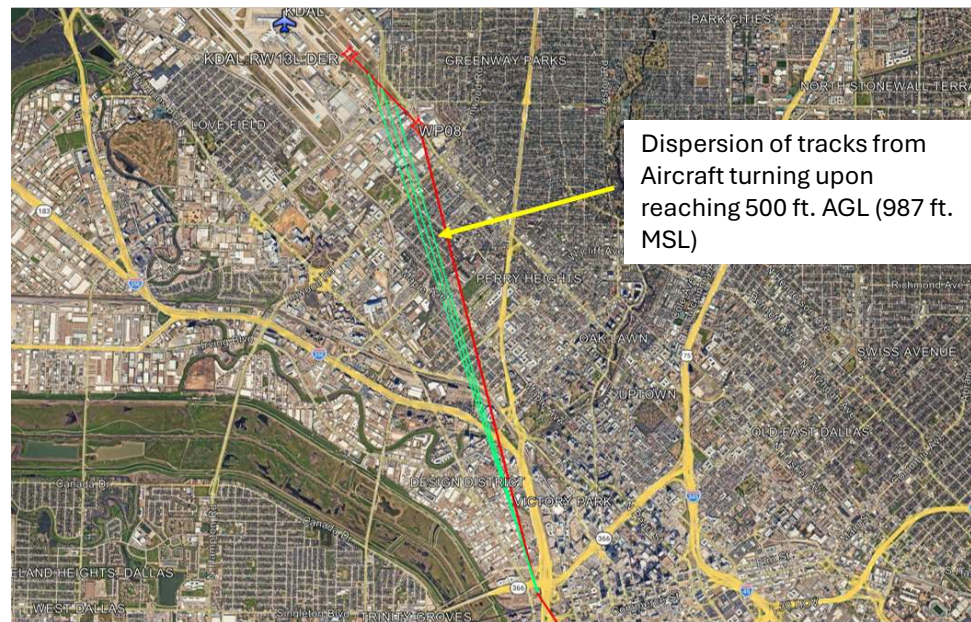


Departure Procedure Study

Task 2 – Departure Procedure Feasibility Study



- Runway 13L – Option (A) similar to existing Trinity EIGHT on 13R, first leg Heading to Altitude allows aircraft to turn upon reaching 500'



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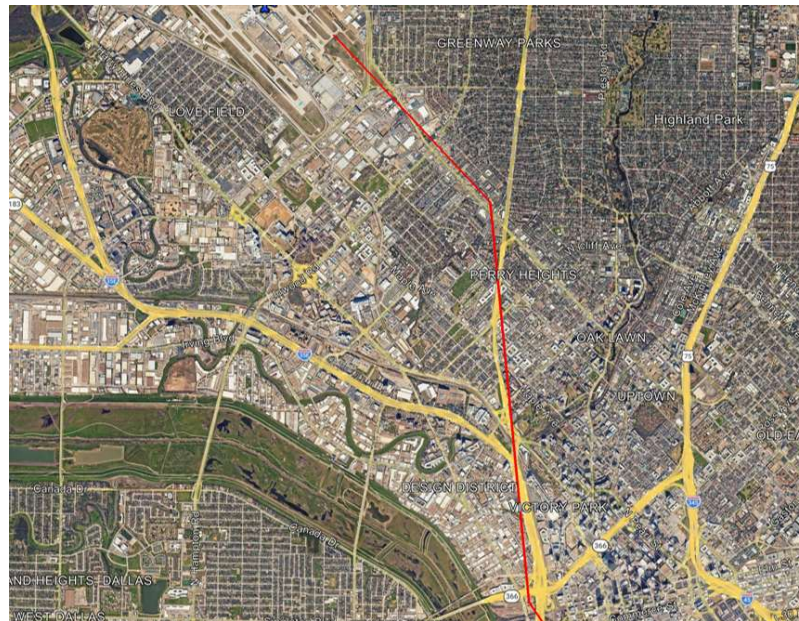


Departure Procedure Study

Task 2 – Departure Procedure Feasibility Study



- Runway 13L – Option (B) remains on runway heading longer, turn to follow Dallas North Tollway, remains over areas with higher ambient noise.

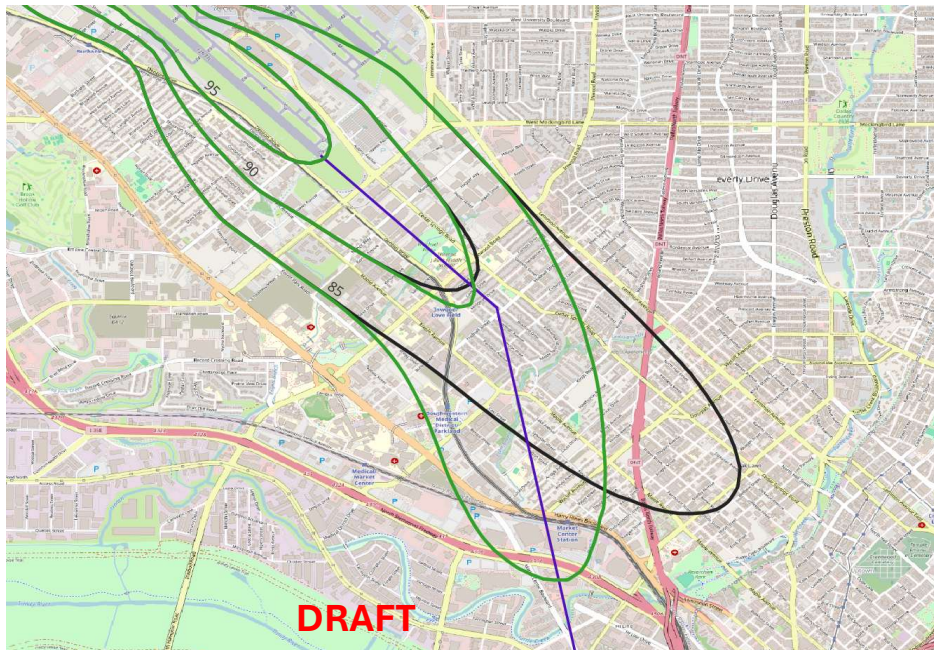


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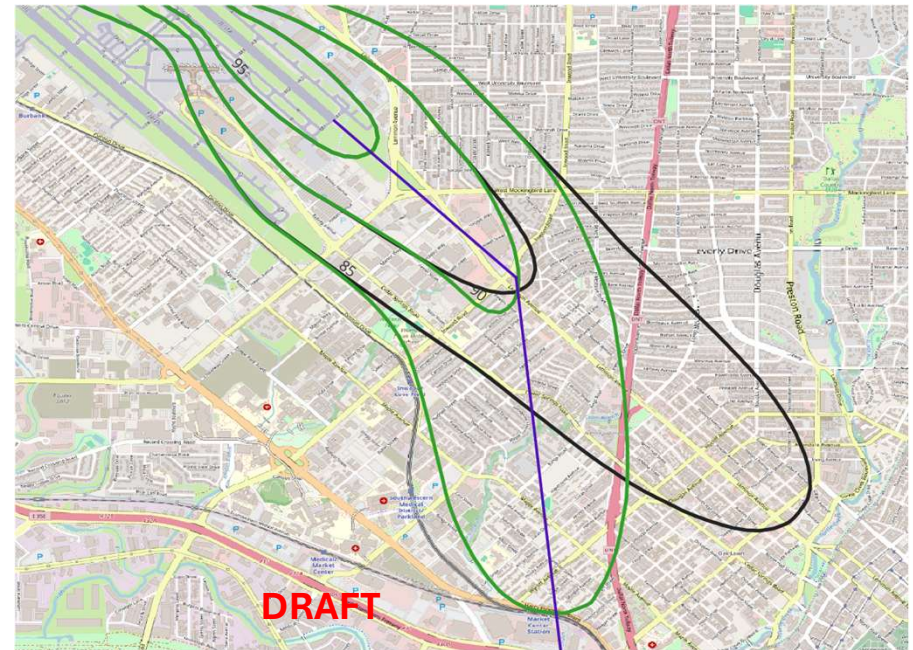





SEL Contour Comparison

Runway 13R



Runway 13L Option (A)



-  Existing Departure SEL Contour
-  Proposed Route SEL Contour
-  Proposed Departure Track

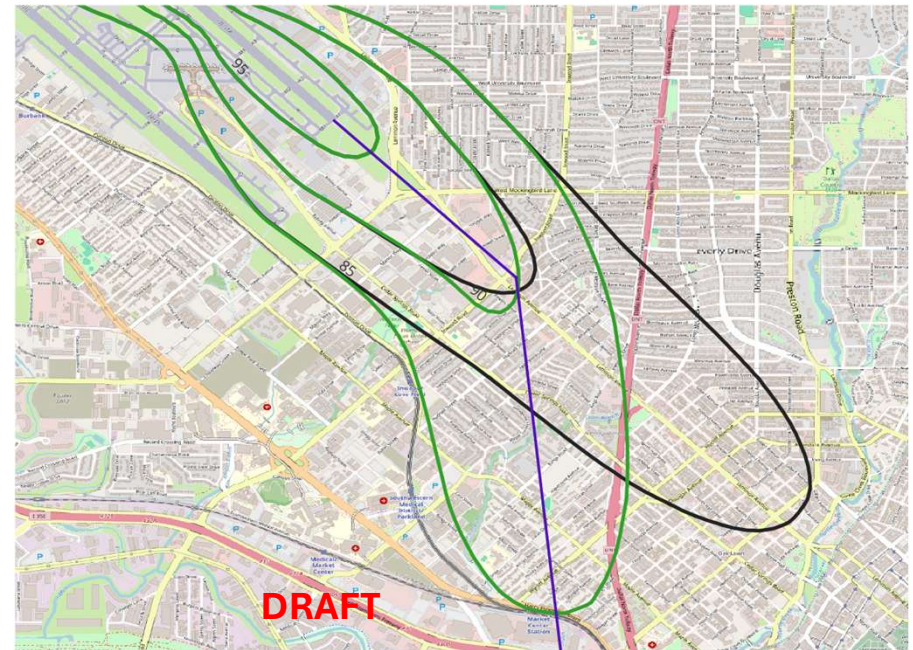
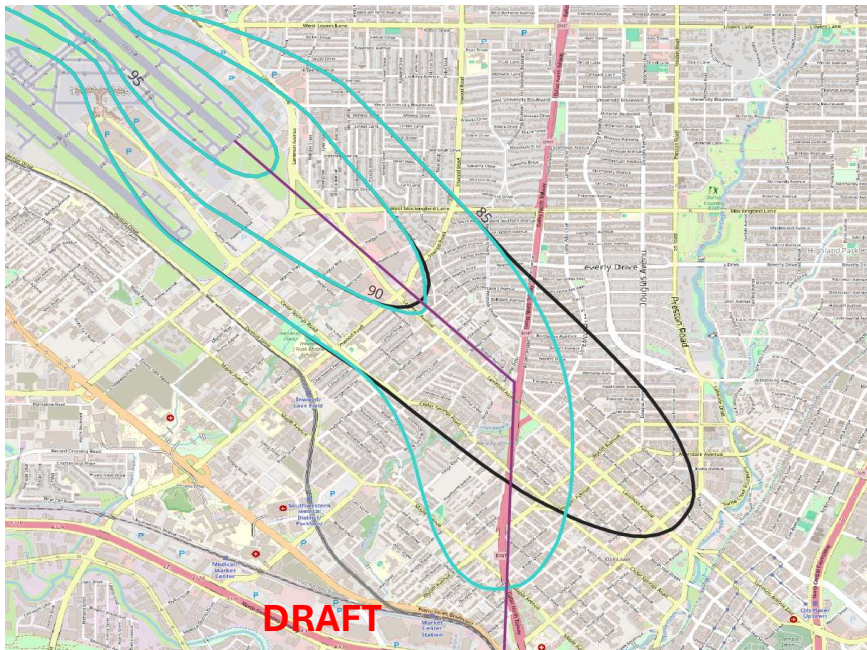
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SEL Contour Comparison






Runway 13L Option (B)

Runway 13L Option (A)



-  Existing Departure SEL Contour
-  Proposed Route SEL Contour
-  Proposed Departure Track

-  Existing Departure SEL Contour
-  Proposed Route SEL Contour
-  Proposed Departure Track

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NADP Evaluation Study

Task 3 – Noise Abatement Departure Profile (NADP) Study



- Based on Recommendation #6
 - Conduct study to identify the most beneficial Noise Abatement Departure Profile (NADP)
- Scope:
 - Subtask 1
 - Evaluate six months of departure flights (Jan-June 2025)
 - Focus on three aircraft types: 737700, 737800, 7378MAX
 - Prepare SEL contours using the latest version of AEDT – Done
 - Map SEL departure procedures for each Runway end – Done
 - Assessed all three types using Stage length 2 Departure weight



NADP Evaluation Study

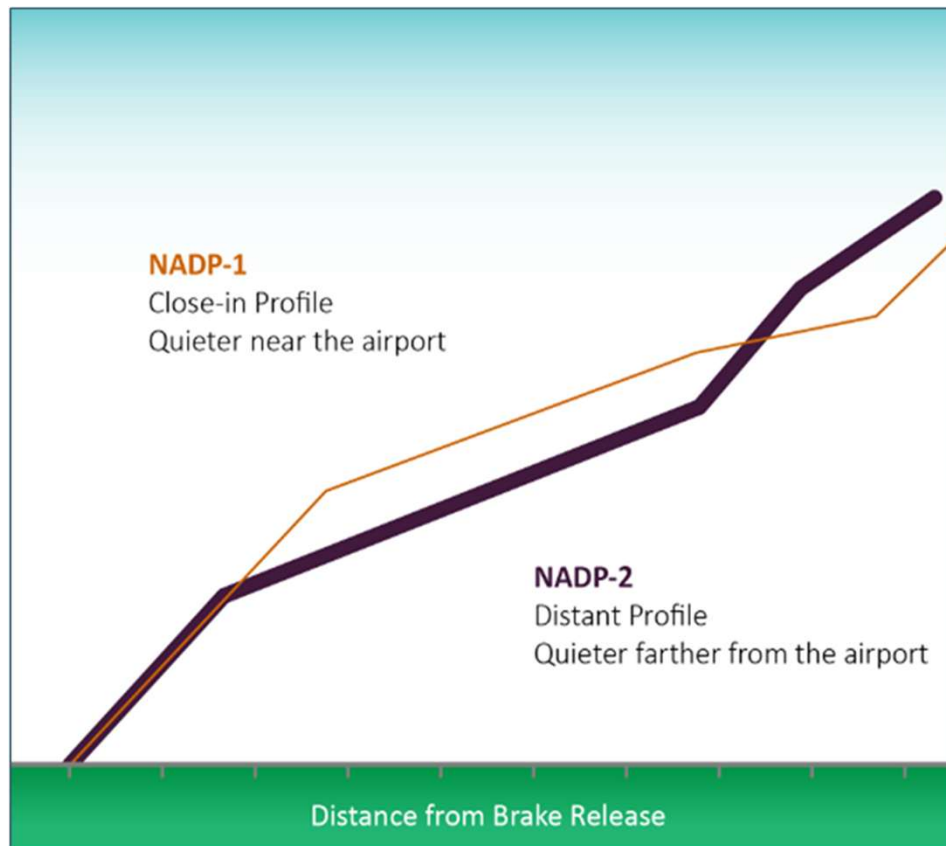
Task 3 – Noise Abatement Departure Profile (NADP) Study

- Scope (continued)
 - Subtask 2
 - Presentation of the results (met with SWA on 3/31/2026 to discuss)
 - SWA reviewing the profiles and may provide some additional data
 - Recommendation if type of NADP should change (next steps)
 - Subtask 3 (next steps)
 - Apply NADP changes to the latest DNL contours
 - Use 2025 Annual Contours
 - Map changes and determine population and housing counts
- Schedule
 - September 2025 – June 2026

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Noise Abatement Departure Profiles

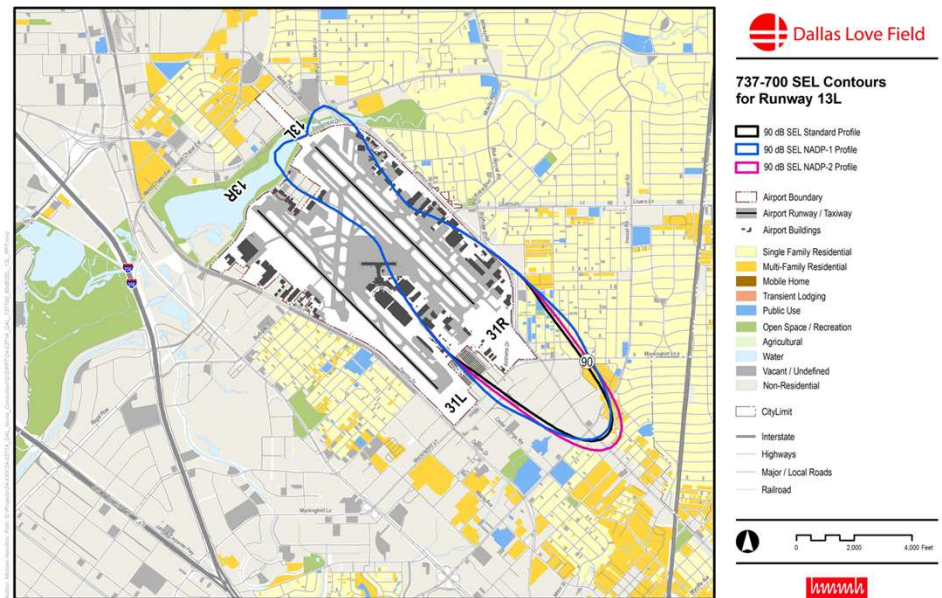
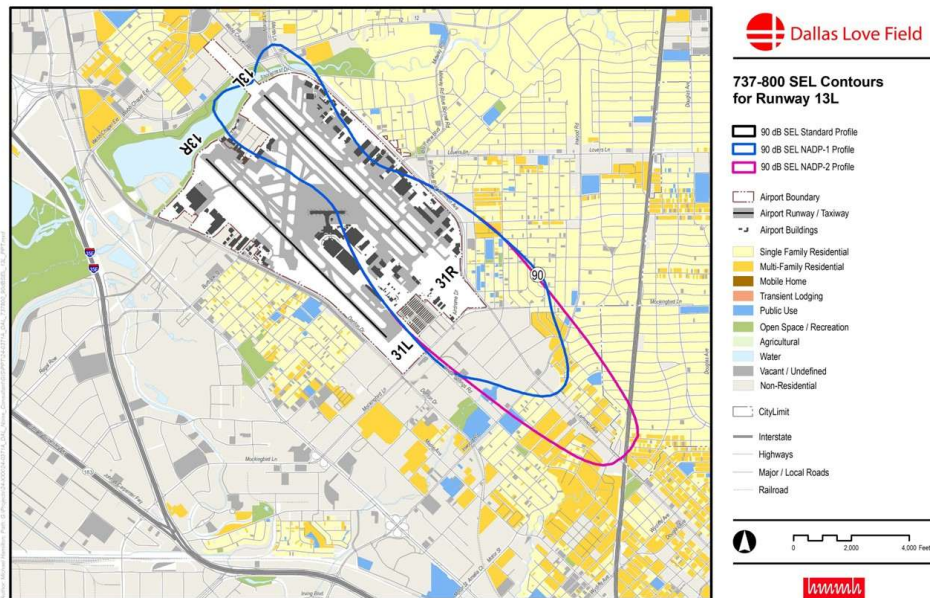


Standard: Typical Departure Procedure in AEDT

- NADP-1 (ICAO A): Close-in Profile
 - 1,500 ft AFE thrust reduction
 - Climb to 3,000 ft AFE
 - Reduce flaps to clean configuration
- NADP-2 (ICAO B): Distant Profile
 - 1,000 ft AFE thrust reduction
 - Reduce flaps to clean configuration
 - Climb to 3,000 ft AFE
- AFE – Above Field Elevation

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Noise Abatement Departure Profiles

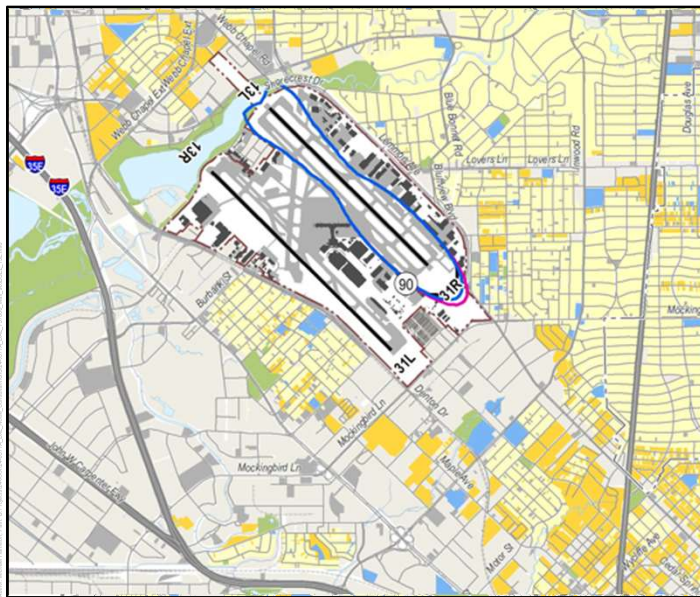


Results vary per aircraft type

- 90 SEL used for analysis
- Profiles available in AEDT – use Max Thrust departures

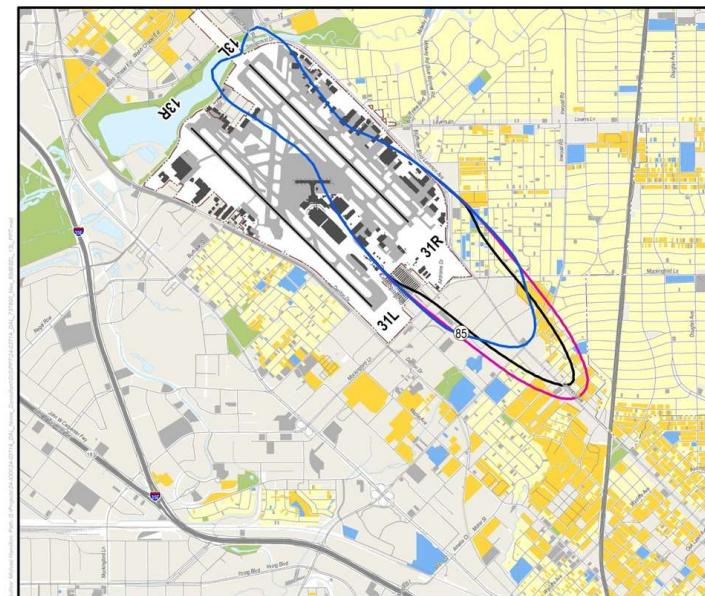
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Noise Abatement Departure Profiles



737-8 MAX SEL Contours for Runway 13L

- 90 dB SEL Standard Profile
- 90 dB SEL ICAD A Profile
- 90 dB SEL ICAD B Profile
- 85 dB SEL Standard Profile
- 85 dB SEL NADP-1 Profile
- 85 dB SEL NADP-2 Profile
- 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
- Major / Local Roads
- Railroad



737-8 MAX SEL Contours for Runway 13L

- 85 dB SEL Standard Profile
- 85 dB SEL NADP-1 Profile
- 85 dB SEL NADP-2 Profile
- 80 dB SEL Standard Profile
- Airport Boundary
- Airport Runway / Taxiway
- Airport Buildings
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Transient Lodging
- Public Use
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Results vary per aircraft type

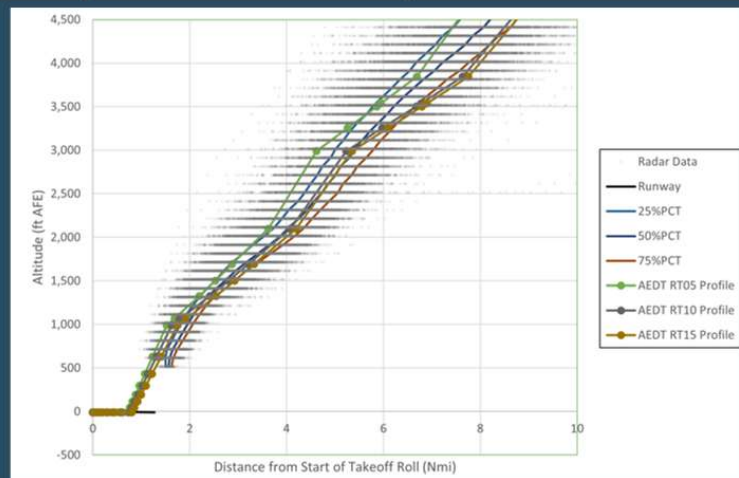
- 737-8 MAX 90 SEL contours too small since the aircraft is ~5 dB less than other types to start with
- Evaluated using 85 SEL

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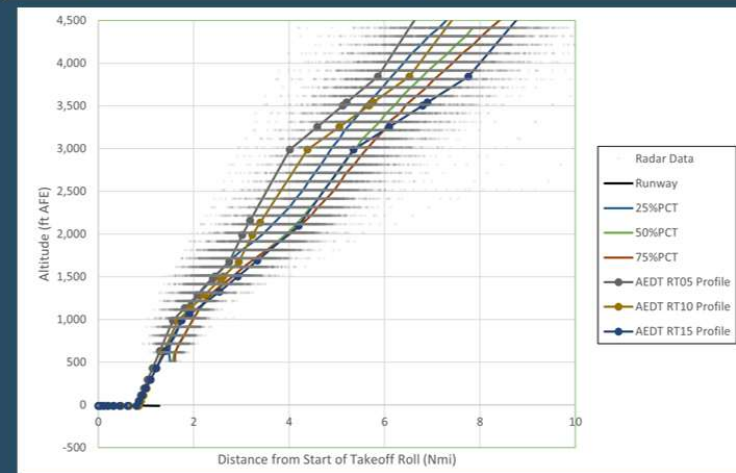
Noise Abatement Departure Profiles



737-8 MAX Reduced Thrust (RT) Departure Comparison on 13L



737-800 Reduced Thrust (RT) Departure Comparison on 13L



Southwest typically uses reduced thrust departure and a procedure close to ICAO-B

- We have shared our data and analysis with Southwest
- We will reevaluate once we confirm procedure steps with Southwest

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Noise Barrier Effectiveness Study

Task 4 – Noise Barrier Effectiveness Study



- Based on Recommendation #10 and #12
- Conduct a study assessment for constructing a noise barrier between Denton Ave. and Dallas Love Field to determine effectiveness
- Add limitation on the use of reverse thrust in the VNP
- Scope:
 - Subtask 1
 - Conduct noise measurements at up to four locations - Done
 - Focus on start of takeoff roll and use of reverse thrust on Runway 31L
 - Subtask 2
 - Develop a three-dimensional ground noise model – On-going
 - Subtask 3
 - Model current noise levels – On-going

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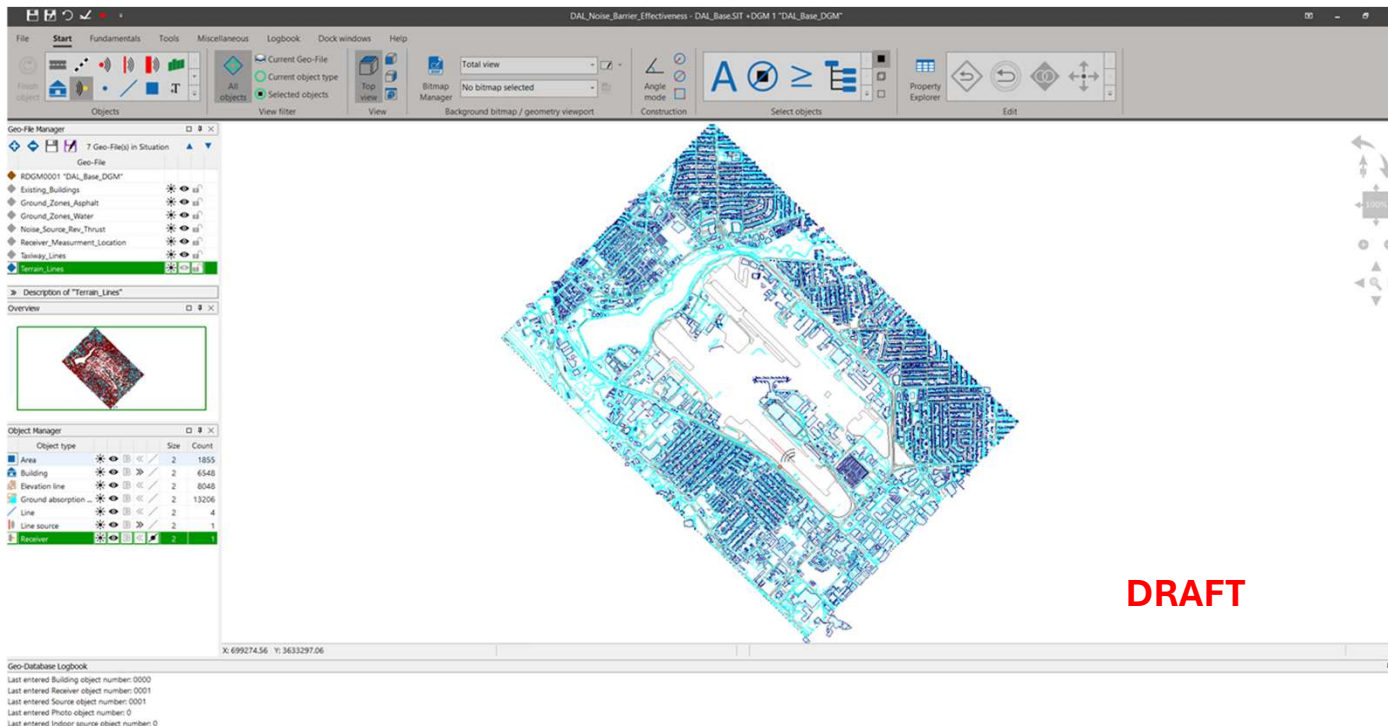
Noise Barrier Effectiveness Study

Task 4 – Noise Barrier Effectiveness Study



- Scope (continued)
 - Compare to measured noise levels
- Subtask 4 (next steps)
 - Model separate noise mitigation alternatives
 - Reduction of reverse thrust on arrivals
 - Potential noise barrier along Denton Dr.
- Subtask 5
 - Noise report of study findings and recommendations
- Schedule
 - January 2026– August 2026

Ground Noise Model Setup



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- Ground Types
- Ground Elevation
- Buildings
- Focus on Start of Takeoff Roll from Runway 31L
- Reverse Thrust on arrivals to Runway 31L

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Noise Measurements



- One location along the edge of the Airfield
- Two locations in the Denton Ave community



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Resource for Sound Insulation

Task 5 – City Resource for Sound Insulation Information

- Based on Recommendation #8
 - Establish a City resource for a sound insulation program
- Scope:
- Subtask 1 (Underway)
 - Establish a mapping interface with the latest set of DNL contours
 - Use 2025 DNL contours for setup and development
- Subtask 2 (Underway)
 - Develop a homeowner's manual
 - Provides information regarding potential sound mitigation treatments that the homeowner could apply on their own



Resource for Sound Insulation

Task 5 – City Resource for Sound Insulation Information

- Scope (continued)
- Subtask 3
 - Review City building codes
 - Focus on zoning near the airport
 - Consideration for an Airport Overlay District
- Schedule
 - May 2026 – Sept 2026



Sound Insulation Eligibility

Task 6 – Determine Sound Insulation Program Eligibility for Residential and Non-Residential Noise-Sensitive Structures

- Based on Recommendation #9
 - Conduct study to determine sound insulation program eligibility for residential, educational, health, and religious structures within the 65 DNL noise contour
 - Use 2025 DNL contours
- Scope: Subtask 1 - Develop database of properties to categorize
- Subtask 2 - Prepare inventory of dwelling unit counts for each category.
- Subtask 3 - Windshield survey to review properties
- Subtask 4 - Estimate the percentage of units and properties that could be eligible for
Sound Insulation
- Subtask 5 - Estimate the cost and potential timeline for Sound Insulation within the DNL
65 dB contour

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Sound Insulation Eligibility



Task 6 – Determine Sound Insulation Program Eligibility for Residential and Non-Residential Noise-Sensitive Structures

- Scope (continued)
- Subtask 6 - Prepare a technical memorandum describing the methodology used to develop the housing inventory, eligibility factors, and sound insulation costs.
- Schedule
 - October 2026 – September 2027



Voluntary Noise Program Updates

Recommendations
without Studies

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NOMS

Recommendation 14 – Improve Noise and Operations Monitoring System (NOMS)

- NOMS contract was approved by City Council: 8/13/25

Scope: Provides flight tracking, aircraft noise monitoring, complainant tracking, and an interactive website for the public.

New Task:

- Task 11 - Portable Noise Monitors (Underway)
 - Test and deliver portable noise monitors
 - Integrate the data into the NOMS and Flight Identification and Tracking System (FITS)



NOMS

Recommendation 14 – Improve Noise and Operations Monitoring System (NOMS)

New Task (continued)

- Task 9 (Multi-Lingual) (Underway)
 - Develop complaint form to display in Spanish and English
 - Translating software for Hotline
- Task 7 (Public Outreach)
 - Create an account within public flight tracking system



Questions



Adjourn



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

For noise inquiries, email
AVINoise@dallas.gov