

LOVE FIELD ENVIRONMENTAL ADVISORY COMMITTEE QUARTERLY REPORT

October – December
2016



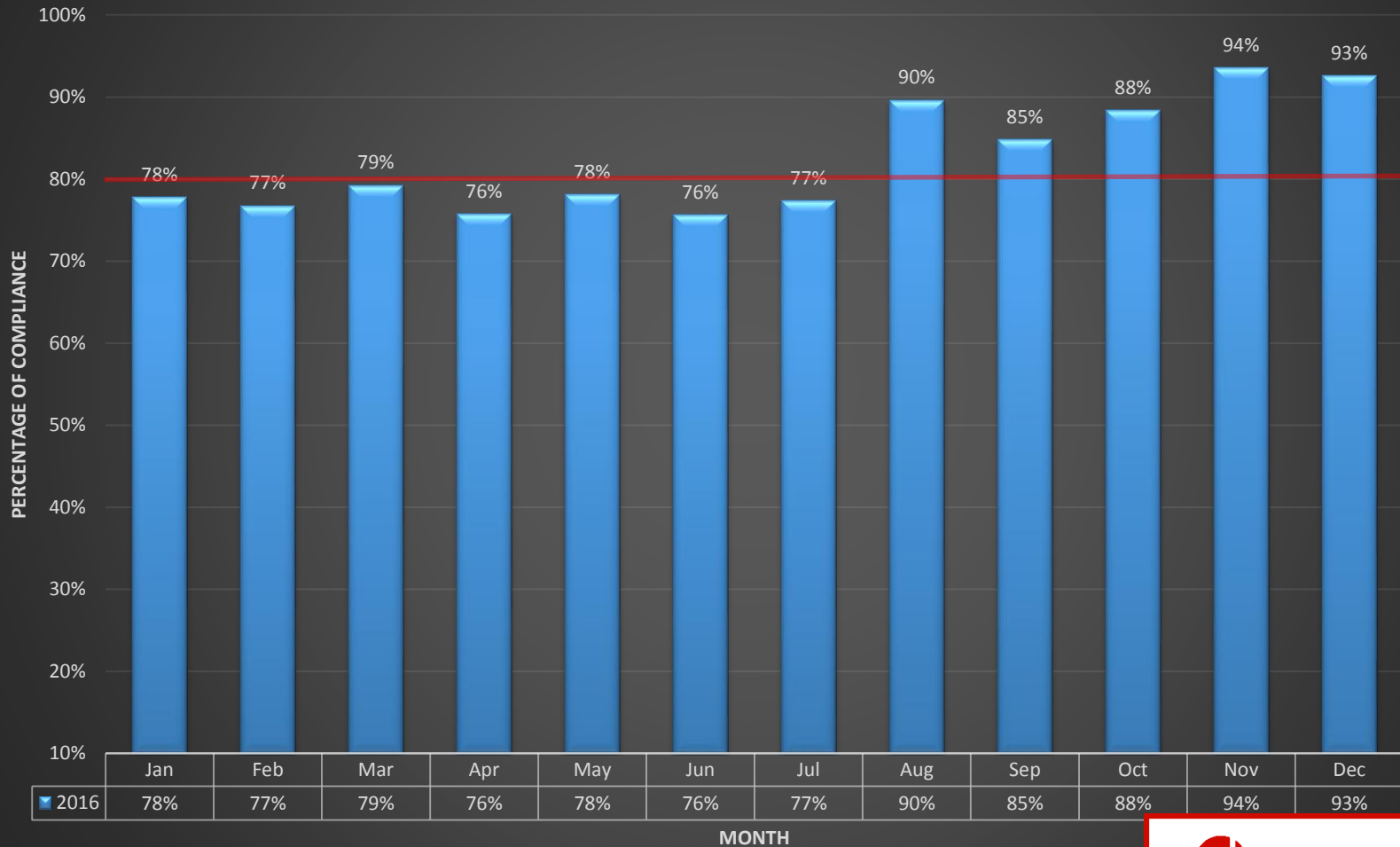
Dallas Love Field

VOLUNTARY NOISE CONTROL PROGRAM COMPLIANCE DURING PREFERENTIAL HOURS

2100 – 0600

(JAN–SEP 2016)

Preferential Runway Program Performance Measure (For operations between 9PM and 6AM)

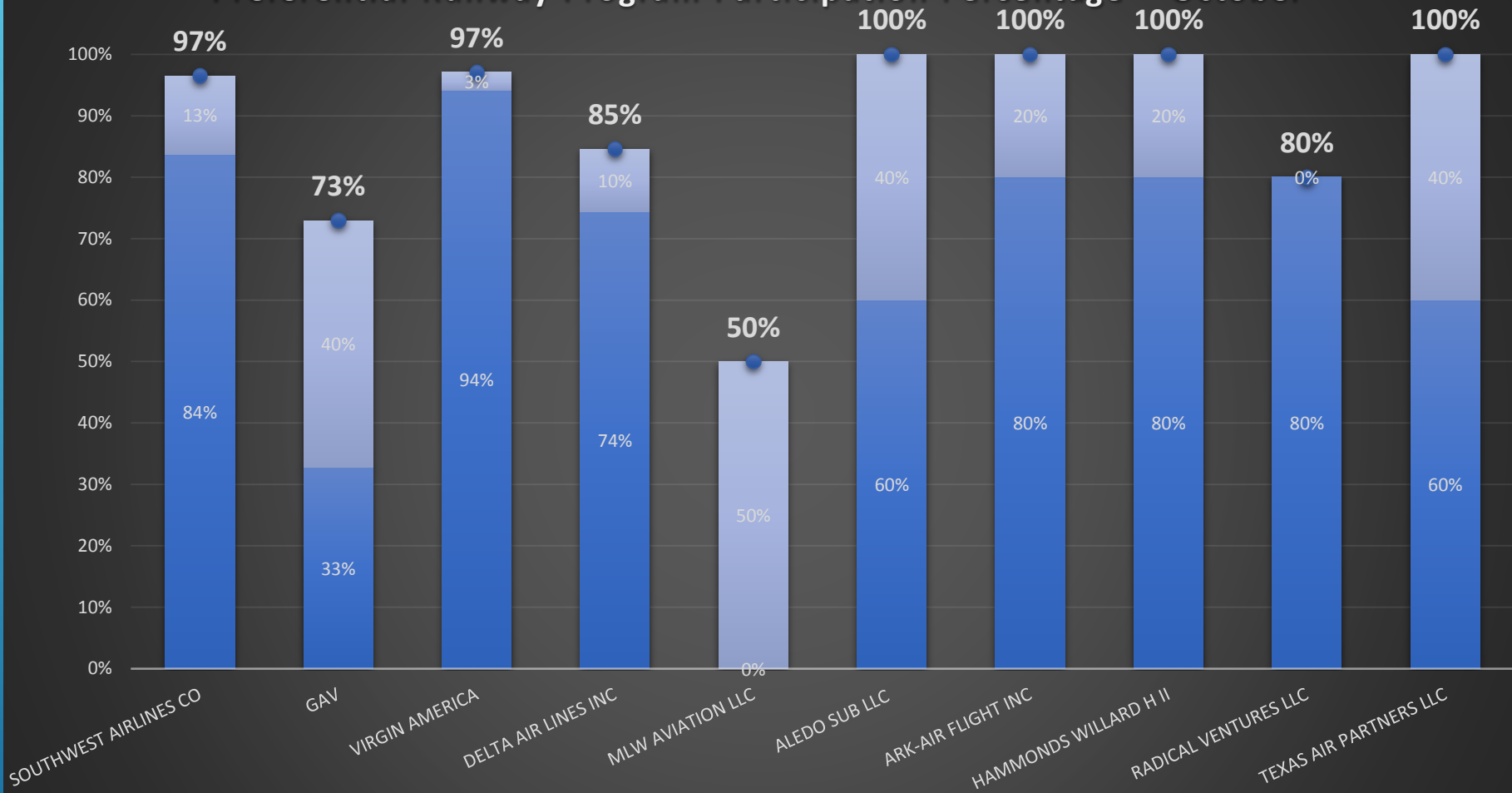


OPERATORS DURING PREFERENTIAL HOURS

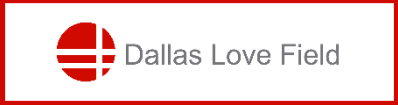
2100 – 0600

(OCT–DEC 2016)

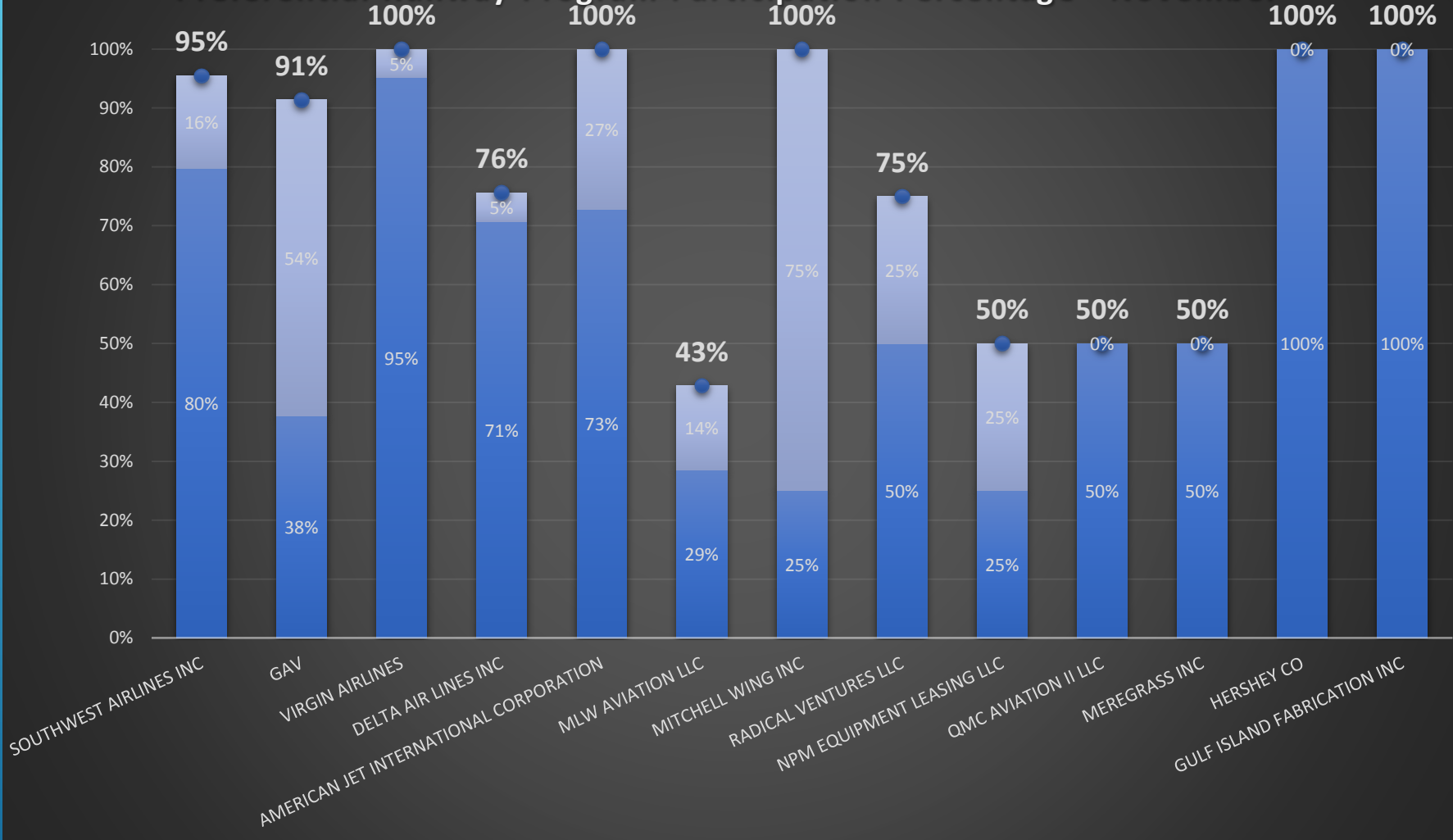
Preferential Runway Program Participation Percentage - October



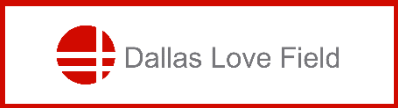
OCTOBER 2016



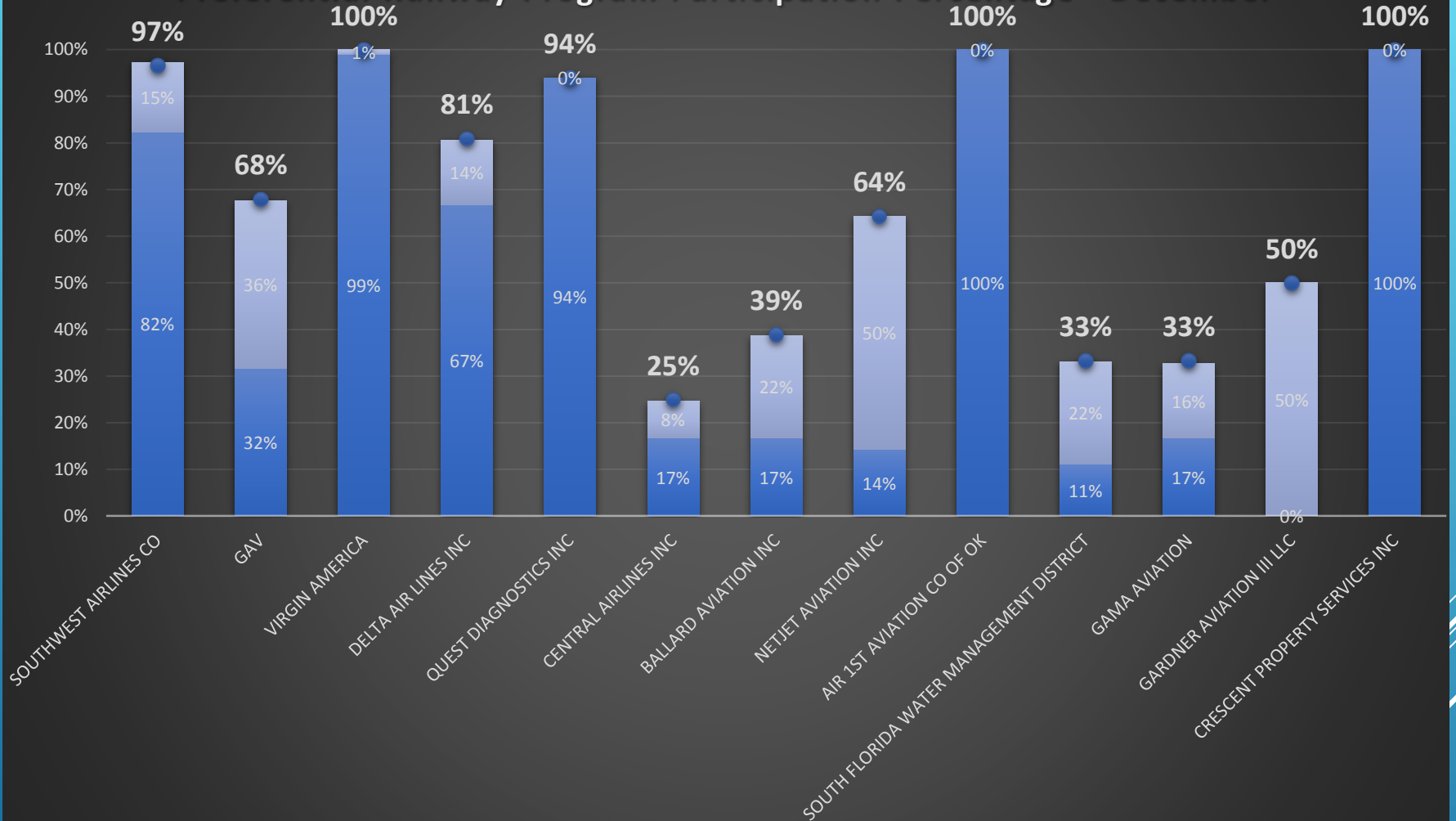
Preferential Runway Program Participation Percentage - November



NOVEMBER 2016



Preferential Runway Program Participation Percentage - December



DECEMBER 2016



Harris Statement

The Symphony NextGen data is being provided to the DAL Noise office as the flight track surveillance input into EnvironmentalVue – DAL's primary flight track analysis and noise management application. EnvironmentalVue is designed to increase understanding and provide complete transparency about DAL aircraft operations and their overflights in the vicinity of the airport. It does this by employing comprehensive analytics and display capabilities of the historic NextGen flight surveillance data that is collected by the system.

Tracking aircraft is an intricate, intensive and, unfortunately, imperfect process. The performance and accuracy is a function of many things including the airports' surveillance system/sensors, its tracking software, what type target is being tracked, and where it is being tracked. As with all surveillance systems, it is important to recognize that there are inherent limitations. Some of these limitations include interference of signals which can lead to a reduction in the accuracy of reported aircraft locations. There may also be "ghost" aircraft, which can be caused by interference from weather, transponder reflections from tall buildings, poor signals from the aircraft, or an aircraft's position in relation to the surveillance source. In addition, not all aircraft have identification information and some are occasionally misidentified based on the track quality, the aircraft type, and operator of the aircraft. In summary, flight tracking anomalies do happen due to factors that are often very hard to mitigate. But these anomalies are more the exception, than the norm with the EnvironmentalVue system and NextGen data.

▶ Action Items

- ▶ Discuss with FAA initial heading of 135 for RNAV to DRSET
 - ▶ Submitted to FAA for consideration - Closed
- ▶ Request HMMH answer community member questions.
 - ▶ No questions submitted - CLOSED
- ▶ Request that DAL meet with Chief Pilot of Med Flight to discuss PRP
 - ▶ Companies informed of PRP - CLOSED
- ▶ Provide a graph depicting raw data regarding runway utilization.
 - ▶ Part of this presentation – CLOSED
- ▶ Request information regarding airline schedule demands between 2100-2200.
 - ▶ Part of this presentation - CLOSED
- ▶ Investigate the accuracy of flight tracking.
 - ▶ Statement from Harris - CLOSED

▶ Action Items

- ▶ Provide report on the noise monitors to determine their accuracy.
 - ▶ Monitors are calibrated annually by Harris, Investigation into accuracy ongoing - Ongoing
- ▶ Provide report on traffic Lemmon vs. Denton from January 1 to present.
 - ▶ Part of presentation - CLOSED
- ▶ Post LFEAC presentation on the DAL website.
 - ▶ Submitted to Webgroup - Closed
- ▶ Give tour of the airport.
 - ▶ – CLOSED

WILDLIFE MANAGEMENT

- ▶ Bachman Lake
 - ▶ Please do not feed the birds along Bachman Lake
- ▶ Great Tailed Grackles
 - ▶ Grackles have been nesting in trees along Herb Kelleher.
 - ▶ Falconry
- ▶ Rock Doves
 - ▶ Live trapping program