Environmental Assessment for North Texas
Optimization of Airspace and Procedures in the
Metroplex

Aircraft Noise Technical Report

HMMH Report No. 305220.002
September 2013

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1 Introduction

This technical report describes the noise modeling conducted for the Environmental Assessment (EA) for the North Texas Optimization of Airspace and Procedures in the Metroplex (OAPM) project. The following sections describe the criteria used to identify potential noise impacts, the objectives in modeling noise for the North Texas OAPM project, and the results of the noise analysis. Further information on the fundamentals of noise can be found in Appendix E, Basics of Noise, to the EA.

1.1 Noise Impact Criteria

The Federal Aviation Administration (FAA) has considered and identified threshold levels above which aircraft noise causes an adverse impact to people. The agency has determined that a significant impact occurs if a proposed action would result in an increase of Day-Night Average Sound Level$^1$ (DNL) 1.5 dB or higher on noise-sensitive areas exposed to DNL 65 dB or higher levels.

FAA Order 1050.1E requires analysis of aircraft noise using the DNL metric. Table 1 provides the criteria used to assess the changes in aircraft noise exposure attributable to the Proposed Action compared with the No Action Alternative. FAA Order 1050.1E describes a significant impact as a DNL increase of 1.5 dB at a noise sensitive land use location (e.g., residences, schools, etc.) exposed to aircraft noise of DNL 65 dB or higher under the Proposed Action.

Additionally, in response to a recommendation made in 1992 by the Federal Interagency Committee on Noise (FICON), FAA Order 1050.1E recommends that – when DNL increases of 1.5 dB or more occur at noise sensitive locations in areas exposed to aircraft noise of DNL 65 dB and higher – noise increases of DNL 3 dB or more should also be evaluated and disclosed in noise sensitive areas exposed to aircraft noise between DNL 60 dB and 65 dB.

For air traffic actions where the study area is larger than the immediate vicinity of the airport, incorporates more than one airport, or includes actions above 3000 ft. AGL, FAA Order 1050.1E also states that NIRS will be used to produce change-of-exposure tables and maps at population centroids using the following screening criteria: changes of 5.0 dB or greater for DNL 45-60 and changes of 3.0 dB or greater for DNL 60-65.

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$^1$ The DNL metric represents noise as it occurs over a 24-hour period, with one important exception: DNL treats noise occurring at night differently from daytime noise. In determining DNL, the metric assumes that the A-weighted levels occurring at night (defined as 10 p.m. to 7 a.m.) are 10 dB louder than they actually are. This 10 dB increase is applied to account for the fact that there is a greater sensitivity to nighttime noise, and the fact that events at night are often perceived to be more intrusive because nighttime ambient noise is less than daytime ambient noise.
Table 1. Noise Impact Scoring Criteria

<table>
<thead>
<tr>
<th>DNL Noise Exposure with Proposed Action</th>
<th>Increase in DNL with Proposed Action</th>
<th>Aircraft Noise Exposure Change Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>DNL 65 dB and higher</td>
<td>DNL 1.5 dB or greater(^1)</td>
<td>Exceeds Threshold of Significance</td>
</tr>
<tr>
<td>DNL 60 dB to 65 dB</td>
<td>DNL 3.0 dB or greater(^2)</td>
<td>Considered When Evaluating Air Traffic Actions</td>
</tr>
<tr>
<td>DNL 45 dB to 60 dB</td>
<td>DNL 5.0 dB or greater(^3)</td>
<td>Considered When Evaluating Air Traffic Actions</td>
</tr>
</tbody>
</table>

Notes:

3. FAA Order 1050.1E, Appendix A, 14.5e.

Prepared by: HMMH Inc., August 2013

2 North Texas OAPM Noise Analysis Objectives

FAA Order 1050.1E provides criteria on whether an airport in the study area should be modeled. The North Texas OAPM EA presents a detailed exercise in noise modeling for the following Study airports which met the criteria:

- Dallas/Fort Worth International Airport (DFW)
- Dallas Love Field (DAL)
- Fort Worth Meacham International Airport (FTW)
- Addison Airport (ADS)
- Fort Worth Alliance Airport (AFW)
- Collin County Regional Airport At McKinney (TKI)
- Arlington Municipal Airport (GKY)
- Denton Municipal Airport (DTO)
- Dallas Executive Airport (RBD)
- Fort Worth Spinks Airport (FWS)
- Fort Worth NAS Joint Reserve Base/Carswell Field (NFW)

Because of the large size of the General Study Area (GSA), and the high number and variety of aircraft entering and exiting the GSA, nearly 650,000 radar flight tracks were evaluated as part of the noise model input development.

The following sections describe the objectives identified to determine that the noise analysis provided a detailed and accurate assessment of noise exposure throughout the GSA.

2.1 Evaluate Changes in Noise Levels

The FAA has developed specific guidance and requirements for the assessment of aircraft noise in order to comply with National Environmental Policy Act (NEPA). This guidance, specified in FAA Order 1050.1E, requires that aircraft noise be analyzed in terms of the yearly DNL metric. In practice, this requirement means that DNL levels are computed for the Average Annual Day (AAD) of operations for the year of interest. The AAD represents all the aircraft operations for every day in a study year divided by 365, the number of days in a year. The AAD does not reflect a particular day, but is meant to represent a typical day over a period of a year.
Part 150 guidelines and the DNL metric may not be sufficient to address noise at certain Section 4(f) or Historic properties where noise is very low and a quiet setting is a generally recognized attribute of the site’s significance. For those cases the FAA Order 1050.1E allows for supplemental noise analysis on a case-by-case basis with special approvals by the FAA Office of Environment and Energy.

The FAA requires that aircraft noise be evaluated using one of several authorized computer noise models. Specifically, for air traffic actions such as those proposed with the North Texas OAPM project, the Noise Integrated Routing System (NIRS) model was used. See Section 3.1 for a detailed description of the NIRS model.

Noise exposure contours only describe noise impacts in the immediate vicinity of airports (three to five miles). The FAA’s NIRS model provides a more detailed modeling tool to evaluate air traffic actions where the study area is larger than the immediate vicinity of an airport, incorporates more than one airport, or includes actions above 3,000' AGL. For this EA, a detailed analysis of current and future noise from aircraft operating between the surface and 10,000 feet AGL was conducted in the GSA.

FAA Order 1050.1E recommends developing the analysis to represent current conditions and future conditions with and without the alternative(s). The future conditions are typically the year of implementation and five years after implementation. For this EA, the year 2011 represents current conditions, 2014 the year of implementation and 2019 represents five years plus implementation.

The following scenarios were evaluated

1. 2011 Existing Conditions—routes as flown in the 2011 calendar year.
2. 2014 Future No Action—routes as forecasted to be flown in the year 2014 if no Proposed Action airspace changes are implemented.
3. 2014 Future Proposed Action—routes as forecasted to be flown in the year 2014 if the Proposed Action is implemented.
4. 2019 Future No Action—routes as forecasted to be flown in the year 2019 if no Proposed Action airspace changes are implemented.
5. 2019 Future Proposed Action—routes forecasted to be flown in the year 2019 if the Proposed Action is implemented.

The information disclosed in this study includes the maximum potential number of people exposed to DNL changes that meet or exceed the thresholds stated in Table 1 for the scenarios previously listed.

### 2.2 Model Traffic Routes over Entire General Study Area (GSA)

As stated in Section 2, nearly 650,000 radar flight tracks were used to evaluate and model typical flight routes and flows throughout the GSA. Table 2 lists the 11 Study Airports and their associated runways that were included in the noise modeling. The set of radar flight tracks included all Itinerant Instrument Flight Rules (IFR) flights that operated at or below 10,000 feet AGL in the General Study area. Model flight tracks were developed directly from this radar data.

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2 Aircraft operate under two distinct categories of flight rules: Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). These flight rules generally correspond with two categories of weather conditions: Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC). VMC generally exist during fair to good weather with good visibility. IMC occur during periods when visibility falls to less than three statute miles or the ceiling (the distance from the ground to the bottom layer of clouds when the clouds cover more than 50 percent of the sky) drops to lower than 1,000 feet. Under VFR, pilots are able to fly whatever route they choose and are responsible to “see and avoid” other aircraft and obstacles such as terrain to maintain safe separation. Under IFR
2.3 Model Day/Night Noise Levels at Population Centroids

Within the GSA, 98,297 individual population grid points were evaluated representing a total population of 6,745,544 people. These grid points, each of which represents a specific number of people, are referred to as population centroids. Each centroid represents a census block, the smallest geographical unit for which the U.S. Census maintains population data. The smallest centroid has a population of one, and the largest centroid has a population of 6,362. Centroid locations and population counts were drawn by the U.S. Census Bureau based on 2010 U.S. Census data. For each of the five modeling scenarios, AAD DNL values for each scenario were calculated at all population centroids within the GSA.

2.4 Model Day/Night Noise Levels at Department of Transportation Act, Section 4(f) Resources and Historic and Cultural Resources in the General Study Area (GSA)

In order to capture noise levels within potential Section 4(f) resources inside the GSA, a uniformly spaced grid was modeled with an approximately 0.5 NM$^2$ grid (3,000 ft$^2$). In addition, for national parks and national wildlife refuges where air traffic was below 18,000 ft AGL noise levels were modeled using an approximately 1.0 NM$^2$ spaced grid (6,000 ft$^2$).

A grid point analysis was performed to evaluate noise levels at sites or lands potentially protected under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. § 300 et seq.) (herein referred to as Section 4(f) properties or resources.) Section 4(f) resources include publicly owned parks, recreation area, or wildlife and waterfowl refuge of national, State or local significance or historic resources listed or eligible for listing on the National Register of Historic Places under the National Historic Preservation Act of 1966 (16 U.S.C. § 470) The Section 4(f) sites were initially identified as single point locations within the GSA. In some cases, the Section 4(f) properties covered a large area (usually large parks or wilderness areas) that were not well represented by a single analysis point. In these cases, additional points from the uniformly spaced grid of points were used to provide adequate coverage.

2.5 Use Standard Procedure Profiles with Air Traffic Control Altitude Control Points

Aircraft within the North Texas Metroplex operate in accordance with standardized air traffic control procedures. To model existing and proposed procedures, arrival and departure profiles were designed to meet certain altitude restrictions above 3,000 ft AGL as set by air traffic control, and to use standard procedure profile data provided by NIRS below 3,000 ft AGL.

2.6 Identify and Quantify Noise Changes and Causes Thereof

DNL levels were calculated for each centroid and grid point, differences in noise exposure between the Proposed Action and the No Action alternative for each of the future analysis years were quantified, and the causes of change in noise exposure were explained. The criteria set to meet this objective are described in Section 1.1, Noise Impact Criteria.

ATC is responsible for providing separation from other aircraft and terrain and pilots use cockpit instruments and radar to fly routes specified by ATC and to comply with ATC instructions. Pilots must follow IFR during IMC; however, due to various factors such as the general requirement for aircraft to operate under IFR in Class A airspace (i.e., en route airspace between 18,000 feet Mean Sea Level (MSL) and 60,000 feet MSL), the majority of commercial air traffic operates under IFR regardless of weather conditions.
2.7 Produce Easily Interpreted and Informative Tables and Graphics to Report Results

The complexity (number of flight routes, airports, operations, etc.) of the study created challenges in reporting noise modeling results in a useful format for analysis. Tables and graphics were designed to provide data that would be understandable to the general public.
3 Noise Modeling and Analysis

The following sections describe the model used in the analysis, the data required for input into the model, noise model development procedures, and the outputs from the modeling process. Section 5.4 provides the modeling results and analysis of those results.

3.1 Noise Model

The Integrated Noise Model (INM) is the required model for noise analysis within the vicinity of an airport. However, prior to the development of NIRS, limited technology was available to examine noise impacts associated with high-altitude air traffic changes. The FAA-accepted methodology to examine the potential for high altitude noise impacts was published in FAA Notice 7210.360, Noise Screening for Certain Air Traffic Actions Above 3,000 Feet AGL, on September 14, 1990. The process outlined in this notice was subsequently converted to the Air Traffic Noise Screening (ATNS) computer model v.1.0 in 1995. This model was further revised to its current form as version 2.0 in early 1999. However, the ATNS noise screening program was limited in its application because it could examine only one route at a time. The FAA recognized that there was a need to evaluate multiple proposed high-altitude air traffic changes simultaneously, and also to evaluate changes in noise levels due to flights at or below 3,000 feet AGL when more efficient arrival and departure procedures are proposed.

Consequently, the FAA expended considerable time, effort, and expense in combining airspace design criteria and noise modeling technology to examine the cumulative effect of multiple route changes and their effect on noise levels over a large geographical area containing multiple airports. The end product was the NIRS model. NIRS was initially developed in 1995 by the FAA Office of Environment and Energy (AEE-120), in cooperation with FAA’s’s Air Traffic Environmental Programs Division (ATA-300), for assessing potential regional airspace design noise impacts. Its purpose is to assist the FAA in evaluating the environmental noise impacts of airspace routing and procedural alternatives designed to improve system safety and efficiency. It is specifically tailored to evaluate complex air traffic applications involving high-altitude routing (up to 18,000 feet AFE), broad area airspace changes affecting multiple airports, and other airspace modifications in the terminal and en route environments that cannot be assessed using other methods, most notably the ATNS (ATNS-7210.360) and the INM. NIRS evaluates noise impacts by calculating DNL levels for specific locations on the ground, based on population centroids and grid points. NIRS Version 1.0 was released in June 1998 as a prototype model. The version of NIRS which was used for the North Texas OAPM EA is NIRS Version 7.0b, Build 3, the latest version at the time the analysis was completed.

It must be noted that Aviation Environmental Design Tool (AEDT) has presently been adopted for regional airspace environmental analysis, and has recently subsumed NIRS functionality in being identified as the officially endorsed FAA tool for environmental modeling and analysis metrics (Noise, Fuel Burn and Emissions) output for regional airspace redesign/analysis projects. The North Texas OAPM EA is grandfathered to use NIRS as are other projects that fall under the OAPM umbrella that were initiated prior to the official release of AEDT 2a on March, 21, 2012. Testing of AEDT relative to noise and fuel burn metrics have substantiated that the new tool provides environmental metrics output results that are in concert with results that are expected when using the NIRS tool for regional airspace redesign analysis projects. As reported by the FAA, “In 2014, AEDT 2b will also become the next generation aviation environmental consequence tool, further replacing the current public-use aviation air

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3 U.S. Census Bureau, 2010 Census Data, U.S. Census Block Data, April 2010
quality and noise analysis tools such as the INM (single airport noise analysis) and the Emissions and Dispersion Modeling System (EDMS – single airport emissions analysis)\(^5\) as expanded capability of the AEDT tool from the regional airspace environmental analysis functionality in AEDT 2a is implemented.\(^6\)

With respect to NIRS, the tool provides a powerful computational environment and graphical user interface, and provides the following major capabilities:

- Provides automated quantitative comparison of noise impacts across alternative airspace designs.
- Imports and displays track and operation data from airspace models, and population and community data from other sources.
- Enables users to specify air traffic control altitudes, and automatically calculates required aircraft thrusts and speeds necessary for noise using the same up-to-date database used for the INM.\(^7\)
- Calculates predicted noise impacts at all population centroids (or other specially defined points) in large study areas.
- Provides automated means of annualizing noise impact based on different operational configurations and/or runway usage statistics.
- Identifies and maps all areas of change in noise impact.
- Identifies traffic elements that are the principal causes of change in noise impact in each area of change.
- Provides data for quantification of mitigation goals and identification of mitigation opportunities.
- Assembles tables and figures for noise-impact data analysis and report generation.
- Applies multiple layers of data checking and quality control.

NIRS was validated by the FAA’s Office of Environment and Energy (AEE) against the INM tool in 1997. This process involved providing both models with identical inputs, and performing a detailed comparison of the resulting outputs for representative jet, turboprop, and propeller aircraft for both arrival and departure operations. The models were found to give the same results in terms of both final noise values and intermediate aircraft state parameters (position, altitude, thrust, and speed). An on-going program ensures the continued compatibility of the two models. Based on these results and on technical oversight of the NIRS development process, the FAA AEE approved the use of NIRS for evaluating airspace applications.

The NIRS noise assessment methodology, interpretation guidelines, and population-impact results have been briefed at several levels throughout the FAA and the U.S. Environmental Protection Agency (U.S. EPA). In addition, within the FAA, the Environmental Policy Team, within the Airspace Policy & ATC Procedures Group, Mission Support Services (AJV) and the AEE assure that model integrity is maintained in terms of noise standards and equations, consistency with airport methodology, and reliability of use. NIRS has historically been the best available tool to model noise exposure changes for a

\(^5\) U.S. Department of Transportation, Federal Aviation Administration, AEDT FAA Web Page, Second Paragraph; (http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/aedt/).

\(^6\) Per the AEE-400 memo dated March 21, 2012, “Guidance on Using AEDT 2a to Conduct Environmental modeling for FAA Air Traffic Airspace and Procedure Actions,” AEDT 2a replaces NIRS as the required model for aircraft noise, fuel burn and emissions modeling for FAA air traffic airspace and procedure actions. There is an exemption for projects whose environmental analysis began before March 1, 2012 hence the DC OAPM EA used the latest version of NIRS.

\(^7\) NIRS v.7.0b utilizes the INM 7.0b version database.
study of this magnitude and meet FAA’s environmental responsibilities in an accurate and cost-effective manner until the recent release of the AEDT, as previously mentioned.

### 3.2 Input Requirements

Noise modeling requires several types of input data, including: airport/runway locations, operational levels, day/night distributions, fleet mix, runway usage, noise-power-distance relationships, climb/descent profiles, aircraft weights, flight tracks, track dispersion information, population and grid point locations, and boundaries of local jurisdictions. Details of the NIRS input data for the North Texas OAPM project EA are discussed below.

#### 3.2.1 Airport and Runway Data

Table 2 identifies the airports and runways modeled for this analysis. In total, eleven airports within the GSA were evaluated. All runways at these airports were assumed to be available for traffic assignments in NIRS.

<table>
<thead>
<tr>
<th>Major Airports</th>
<th>Airport Code</th>
<th>Location</th>
<th>Runways</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas Love Field Airport</td>
<td>DAL</td>
<td>Dallas, TX</td>
<td>13L, 31R, 13R, 31L</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Satellite Airports</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Addison Airport</td>
<td>ADS</td>
<td>Addison, TX</td>
<td>15, 33</td>
</tr>
<tr>
<td>Fort Worth Alliance Airport</td>
<td>AFW</td>
<td>Fort Worth, TX</td>
<td>16L, 34R, 16R, 34L</td>
</tr>
<tr>
<td>Fort Worth Meacham International Airport</td>
<td>FTW</td>
<td>Fort Worth, TX</td>
<td>09, 27, 16, 34, 17, 35</td>
</tr>
<tr>
<td>Denton Municipal Airport</td>
<td>DTO</td>
<td>Denton, TX</td>
<td>18, 36</td>
</tr>
<tr>
<td>Collin County Regional Airport</td>
<td>TKI</td>
<td>McKinney, TX</td>
<td>18, 36</td>
</tr>
<tr>
<td>Arlington Municipal Airport</td>
<td>GKY</td>
<td>Arlington, TX</td>
<td>16, 34</td>
</tr>
<tr>
<td>Dallas Executive Airport</td>
<td>RBD</td>
<td>Dallas, TX</td>
<td>13, 17, 31, 35</td>
</tr>
<tr>
<td>Fort Worth Spinks Airport</td>
<td>FWS</td>
<td>Fort Worth, TX</td>
<td>17L, 35R, 17R, 35L</td>
</tr>
<tr>
<td>Fort Worth Naval Air Station JRB / Carswell Field</td>
<td>NFW</td>
<td>Fort Worth, TX</td>
<td>17, 35</td>
</tr>
</tbody>
</table>

Notes:
A runway can be used in both directions, but are named in each direction separately. Runway number is based on the magnetic direction of the runway (e.g., Runway 09 points to the east direction). The two numbers on either side always differ by 180 degrees. If there is more than one runway pointing in the same direction, each runway number includes an ‘L’, ‘C’ or ‘R’ at the end. This is based on which side a runway is next to another one in the same direction.

Accessed: September 27, 2012
Prepared by: HMMH, March 2013

#### 3.2.2 Local Environment Variables

To calculate noise levels specific to the conditions in the GSA, the NIRS model uses several local environmental variables. These include temperature, atmospheric pressure, humidity, airport average headwind, airport elevation, and terrain. For this analysis, annual average weather conditions were used in the GSA.

Table 3 summarizes the weather data used for the NIRS analysis.
Table 3. Environmental Variables - Weather

<table>
<thead>
<tr>
<th>Variable</th>
<th>Annual Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temperature (F)</td>
<td>67.1</td>
</tr>
<tr>
<td>Barometric Pressure (in-Hg)</td>
<td>29.99</td>
</tr>
<tr>
<td>Relative Humidity (%)</td>
<td>60.8</td>
</tr>
</tbody>
</table>

Source: National Climatic Data Center

Accessed: May 12, 2012
Prepared by: HMMH, March 2013

The airport elevation for Dallas Fort Worth International Airport (DFW) at 607 feet above mean sea level (MSL) was selected as the NIRS study elevation for the analysis. Detailed terrain data for the entire GSA was incorporated from the United States Geological Survey (USGS) 1-degree Digital Elevation Model (DEM) database for the United States. The database provides elevation data at ground points separated by three arc-seconds (approximately 75 m east-west and 75 m north-south in the area). The elevation values for each point are provided at a 1-meter resolution.

3.2.3 Operation Levels and Day/Night Distribution

IFR operation levels for each Study Airport were based on radar data and Aviation Activity Forecasts developed for this analysis. The forecasts are presented in a separate technical report, available via the project website. The information contained in these forecasts, which is necessary for noise modeling, includes the type of aircraft, origin and destination airport, daytime or nighttime operation time, and the average number of daily operations. The detailed operation tables which comprise the forecast were developed for the forecast years 2014 and 2019. For this analysis, each forecast represents the average day (annual/365) of traffic for the year of interest. Table 4 presents the IFR operation totals modeled for the North Texas OAPM EA.

Table 4. Modeled Average Annual Day IFR Operation Totals

<table>
<thead>
<tr>
<th>Airport</th>
<th>2011</th>
<th>2014</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>DFW</td>
<td>1766.1</td>
<td>1829.2</td>
<td>1997.9</td>
</tr>
<tr>
<td>DAL</td>
<td>452.6</td>
<td>480.5</td>
<td>600.9</td>
</tr>
<tr>
<td>ADS</td>
<td>89.6</td>
<td>91.4</td>
<td>91.7</td>
</tr>
<tr>
<td>AFW</td>
<td>81.1</td>
<td>87.4</td>
<td>90.5</td>
</tr>
<tr>
<td>FTW</td>
<td>75.8</td>
<td>76.3</td>
<td>84.0</td>
</tr>
<tr>
<td>DTO</td>
<td>23.6</td>
<td>27.5</td>
<td>28.6</td>
</tr>
<tr>
<td>TKI</td>
<td>20.7</td>
<td>21.0</td>
<td>21.9</td>
</tr>
<tr>
<td>GKY</td>
<td>19.0</td>
<td>18.8</td>
<td>18.9</td>
</tr>
<tr>
<td>RBD</td>
<td>14.9</td>
<td>15.2</td>
<td>15.3</td>
</tr>
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<td>FWS</td>
<td>7.7</td>
<td>8.1</td>
<td>8.2</td>
</tr>
<tr>
<td>NFW</td>
<td>9.8</td>
<td>10.0</td>
<td>10.3</td>
</tr>
</tbody>
</table>

Prepared by: HMMH, March 2013

3.2.4 Runway Use

Generally, the primary factors determining runway use at an airport are the weather and prevailing wind conditions at the time of a flight. Additionally, several key secondary factors also have a strong influence on runway selection. These factors include runway safety issues (taxiing aircraft crossing active runways

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or Land and Hold Short-LAHSO rules), the current composition of the traffic (many arrivals or many departures), and even the flight origin or destination. This latter factor is also based on safety from the standpoint that traffic is easier to sort on the ground (taxi for direction) than it is in the air.

Typically, arriving and departing aircraft are assigned to a specific fix. These fixes, in turn, may have a preferred arrival or departure runway assignment and a secondary arrival or departure runway assignment. As controllers attempt to balance delay and runway utilization by time of delay based on the demand, there are times when arriving and departing aircraft are diverted to a secondary runway. This is especially true when an airport has multiple parallel runways. This allows the airfield to operate in the most efficient and safest manner.

Table 5 presents the airport runway operating configuration usage based on analysis of 2011 radar data (note runway arrival/departure detail by configuration in Table 5.) The runway operating configuration refers to the direction a runway is used for arrivals and departures, which can vary based on the direction of prevailing winds. For the North Texas OAPM Study Airports, the runway use for the future conditions was developed primarily based on analysis of the available archived radar data which was accurate enough to determine runway use based on operation type, aircraft category, time of day, and origin/destination. The radar sample archive which met these criteria was collected between January 1, 2011 and December 31, 2011. The runway operating configuration usage remains the same for 2014 and 2019 as for 2011.

Table 5. Runway Operating Configuration Usage – Major Study Airports (2011, 2014, and 2019)

<table>
<thead>
<tr>
<th>Operating Configuration</th>
<th>Arrival Runways</th>
<th>Departure Runways</th>
<th>Day</th>
<th>Night</th>
</tr>
</thead>
<tbody>
<tr>
<td>DFW</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Accessed: September 27, 2012
Prepared by: HMMH, March 2013

Tables 6 through 16 present summaries of the modeled airport runway use percentages for the Study Airport arrivals and departures respectively by daytime and nighttime for the No Action and Proposed Action. The future runway use was based on the forecast operations and city pairs developed from the existing data set. The proposed air traffic procedures do not notably change runway use; therefore, the distribution of operations was held almost constant between No Action and Proposed Action. It is important to note that future runway use at an airport is, at best, an estimate. Changes in airport layout or tenant needs can have an effect on actual runway use in the future.

As shown in Table 5, the average annual runway operating configuration use for the Major Study Airports under 2011, 2014, and 2019 conditions, reflects average runway usage as sampled over 282 days in 2011 from January 1, 2011 through December 31, 2011 providing a representative statistical sampling of existing conditions runway usage. The remaining 83 days of data for 2011 was either unavailable due

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9 See North Texas OAPM Draft EA Chapter 4, Section 4.3.1.1 Noise Modeling Methodology.
to radar equipment anomalies, operational outages, or extreme weather events that made the data unreliable. The average annual runway use for the Study Airports is presented in Tables 6 through 16 for the 2014 and 2019 No Action scenarios, which is based on historical runway use over a period from January 1, 2011 through December 31, 2011.
Table 6. DFW Runway Use Percentages – Proposed Action and No Action Alternative (1 of 2)

<table>
<thead>
<tr>
<th>Runway</th>
<th>2014</th>
<th>2019</th>
<th>2014</th>
<th>2019</th>
</tr>
</thead>
<tbody>
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<td>Jets</td>
<td>Small Jets</td>
<td>Turbo-prop</td>
</tr>
<tr>
<td>13R</td>
<td>10%</td>
<td>0%</td>
<td>14%</td>
<td>2%</td>
</tr>
<tr>
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<td>9%</td>
<td>13%</td>
<td>32%</td>
<td>30%</td>
</tr>
<tr>
<td>17L</td>
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<td>0%</td>
<td>5%</td>
<td>1%</td>
</tr>
<tr>
<td>17R</td>
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<td>11%</td>
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<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Notes:
Daytime operations arrive or depart between 7:00 a.m. and 9:59 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 06:59 a.m.
Totals may not add up to 100% due to rounding
Prepared by: HMMH, March 2013
## Table 6. DFW Runway Use Percentages – Proposed Action and No Action Alternative (2 of 2)

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<th>Props</th>
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<th>Jets</th>
<th>Small Jets</th>
<th>Turbo-prop</th>
<th>Props</th>
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</table>

### Notes:
- Daytime operations arrive or depart between 7:00 a.m. and 9:59 p.m.; nighttime operations arrive or depart between 10:00 p.m. and 06:59 a.m.
- Totals may not add up to 100% due to rounding.

Prepared by: HMMH, March 2013
Table 7. DAL Runway Use Percentages – Proposed Action and No Action Alternative

Source: PDARS Data (2011), HMMH June 2013

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<th>No Action Arrivals</th>
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<tr>
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<td>1%</td>
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<th>2019</th>
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</tbody>
</table>
**Table 8. ADS Runway Use Percentages – Proposed Action and No Action Alternative**

Source: PDARS Data (2011), HMMH June 2013

<table>
<thead>
<tr>
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<th>Small Jets</th>
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<th>Props</th>
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<th>Jets</th>
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<th>Props</th>
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<td>100% 100%</td>
</tr>
</tbody>
</table>

**Notes:**
- ADS Runway Use Percentages reflect the proportion of total runways available for specific types of aircraft based on the time of day and operational mode (arrivals and departures).
- Data is sourced from PDARS (Performance Based Navigation and Runway Assessment System) data from 2011, with updates as of June 2013 by HMMH.
### Table 9. AFW Runway Use Percentages – Proposed Action and No Action Alternative

Source: PDARS Data (2011), HMMH June 2013

<table>
<thead>
<tr>
<th>AFW Runway</th>
<th>Heavy Jet</th>
<th>Jets</th>
<th>Small Jets</th>
<th>Turbo-prop</th>
<th>Props</th>
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HARRIS MILLER MILLER & HANSON INC.
Table 10. FTW Runway Use Percentages – Proposed Action and No Action Alternative

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### Table 11. DTO Runway Use Percentages – Proposed Action and No Action Alternative

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# Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

## Table 12. TKI Runway Use Percentages – Proposed Action and No Action Alternative

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Source: PDARS Data (2011), HMMH June 2013
### Table 14. RBD Runway Use Percentages – Proposed Action and No Action Alternative

Source: PDARS Data (2011), HMMH June 2013

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<th>Turbo-prop</th>
<th>Props</th>
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<th>Jets</th>
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<td>0%</td>
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<td>48%</td>
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</table>

| No Action Arrivals | 13 | 0% 0% 77% 67% 32% 43% 12% 20% 0% 0% 70% 42% 31% 44% 3% 12% 20% |
|                   | 17 | 0% 0% 0% 0% 0% 0% 35% 8% 70% 42% 0% 0% 0% 0% 0% 0% 34% 8% 70% |
|                   | 31 | 0% 0% 23% 33% 22% 68% 22% 89% 18% 38% 0% 0% 0% 30% 58% 22% 69% |
| Total             |   | 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% |

| Proposed Action Arrivals | 13 | 0% 0% 8% 0% 63% 52% 48% 53% 30% 54% 0% 0% 14% 0% 63% 52% 48% 52% 30% 54% |
|                         | 17 | 0% 0% 3% 0% 0% 0% 17% 22% 35% 21% 0% 0% 5% 0% 0% 0% 0% 17% 22% 35% 21% |
|                         | 31 | 0% 0% 89% 100% 37% 48% 35% 25% 35% 25% 0% 0% 81% 100% 37% 48% 35% 25% 36% 25% |
| Total                  |   | 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% |

| No Action Departures   | 13 | 0% 0% 77% 67% 32% 43% 12% 20% 0% 0% 70% 42% 31% 44% 3% 12% 20% |
|                        | 17 | 0% 0% 0% 0% 0% 0% 35% 8% 70% 42% 0% 0% 0% 0% 0% 0% 34% 8% 70% |
|                        | 31 | 0% 0% 23% 33% 22% 68% 22% 89% 18% 38% 0% 0% 0% 30% 58% 22% 69% |
| Total                  |   | 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% |

| Proposed Action Departures | 13 | 0% 0% 77% 67% 32% 43% 12% 14% 0% 0% 70% 42% 31% 44% 3% 12% 14% |
|                           | 17 | 0% 0% 0% 0% 0% 0% 35% 8% 70% 45% 0% 0% 0% 0% 0% 0% 17% 22% 35% 21% |
|                           | 31 | 0% 0% 89% 100% 37% 48% 35% 25% 35% 25% 0% 0% 81% 100% 37% 48% 35% 25% 36% 25% |
| Total                    |   | 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% |

Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex
Table 15. FWS Runway Use Percentages – Proposed Action and No Action Alternative

Source: PDARS Data (2011), HMMH June 2013

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Table 16. NFW Runway Use Percentages – Proposed Action and No Action Alternative
Source: PDARS Data (2011), HMMH June 2013

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3.2.5 Aircraft Fleet Mix

Fleet mix assumptions were developed for the North Texas OAPM EA as part of the forecasting effort. Tables 17 and 18 presents the forecasted NIRS model fleet mixes for 2014 and 2019 for operations at the Study Airports for both the No Action and Proposed Action alternatives. The tables present the aircraft types as used in the NIRS model. Not all specific aircraft types that were present in the forecast are available aircraft types in the NIRS model. For those cases, FAA-approved substitutions provided in NIRS were chosen. Those not listed in NIRS as approved substitutions, a proposed NIRS aircraft type based on similar operating and noise characteristics was chosen and approved by FAA. The letter to the FAA requesting approval of these substitutions and the response from the FAA is included with this technical report as Appendix 1. There are no differences between the fleet mixes of the No Action and Proposed Action alternatives for a given model year (2014 or 2019).

### Table 17. Forecast Fleet Mix for Noise Modeling –Study Airports 2014 (1 of 3)

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Source: FAA, 5010 Database, PDARS Data (2011)

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### Turbo-props

|       | 1900D     | 0.00%| 0.00%| 0.00%| 0.00%| 0.00%| 0.00%| 0.00%| 0.00%|
|       | CNA208    | 2.85%| 2.85%| 1.50%| 1.50%| 4.25%| 4.24%| 8.54%| 8.54%|
|       | CNA441    | 11.26%| 11.25%| 16.80%| 16.79%| 40.82%| 40.86%| 5.04%| 5.12%|
|       | DHC6      | 0.01%| 0.01%| 0.13%| 0.13%| 0.16%| 0.16%| 0.05%| 0.05%|
|       | DHC8      | 2.95%| 2.96%| 0.00%| 0.00%| 0.06%| 0.06%| 0.00%| 0.00%|
|       | DHC830    | 0.00%| 0.00%| 0.08%| 0.08%| 0.00%| 0.00%| 0.00%| 0.00%|
|       | DO228     | 0.13%| 0.13%| 1.21%| 1.21%| 0.20%| 0.20%| 0.50%| 0.50%|
|       | DO328     | 1.70%| 1.70%| 0.00%| 0.00%| 0.00%| 0.00%| 0.00%| 0.00%|
|       | EMB120    | 0.04%| 0.04%| 0.00%| 0.00%| 0.00%| 0.00%| 0.00%| 0.00%|
|       | HS748A    | 0.31%| 0.31%| 0.03%| 0.03%| 0.00%| 0.00%| 0.00%| 0.00%|
|       | PA42      | 0.00%| 0.00%| 0.09%| 0.09%| 0.10%| 0.10%| 0.21%| 0.21%|
|       | SD330     | 0.23%| 0.24%| 0.91%| 0.92%| 4.94%| 4.96%| 0.57%| 0.57%|
|       | SF340     | 0.00%| 0.00%| 0.00%| 0.00%| 0.00%| 0.00%| 0.00%| 0.00%|
### Table 17. Forecast Fleet Mix for Noise Modeling –Study Airports 2014 (3 of 3)

Source: FAA, 5010 Database, PDARS Data (2011)

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## Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

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Table 18. Forecast Fleet Mix for Noise Modeling –Study Airports 2019 (1 of 3)

Source: PDARS Data (2011), HMMH June 2013

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Table 18. Forecast Fleet Mix for Noise Modeling –Study Airports 2019 (2 of 3)

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Table 18. Forecast Fleet Mix for Noise Modeling –Study Airports 2019 (3 of 3)

Source: PDARS Data (2011), HMMH June 2013

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</tr>
</tbody>
</table>
3.2.6 Aircraft Noise-Power-Distance (NPD) Curves

NIRS uses tables of sound exposure levels for specific aircraft and associated engines that determine how the sound level varies with the power setting of the engines and with the distance from the engine to the observer on the ground. These tables are termed noise-power distance (NPD) curves. The NPD curves developed by the FAA for Release 7.0b.3 of NIRS were used in this analysis.

The NPD curves are accessed during NIRS noise calculations to determine the noise levels at each population and grid location. The contribution of each operation assigned to every flight track is calculated for every location depending on the power setting for each flight segment in each track, and upon the distance to the aircraft on each segment. The total noise exposure at each location is determined by aggregating the effects across all operations.\(^{10,11}\)

3.2.7 Aircraft Climb/Descent Profiles

To accurately model noise exposure, NIRS has the capability to include specified altitude restrictions incorporated in the flight track and operations data. The modeled aircraft trajectory in NIRS will reflect altitude information provided by the air traffic procedure design, rather than following a standard procedure profile, as is ordinarily done in INM studies. NIRS automatically generates profiles for each aircraft operation on each flight track that are consistent both with the specified altitudes and the NIRS aircraft-performance database.

The altitude-following capability is only applied above altitudes of 3,000 feet Above Field Elevation (AFE).\(^{12}\) This means, that for all flight tracks, the NIRS standard procedure profile will be used up to 3,000 feet AFE. Above 3,000 feet AFE, the profile will follow the specified air traffic procedure altitude controls design. Four types of altitude control have been encoded in the input files as follows: (1) no altitude control; (2) fly to a specified altitude or higher; (3) fly to a specified altitude; and (4) fly to a specified altitude or lower.

All routes are checked for violations of general profile constraints, such as maximum climb and descent angles. If necessary, the route is flagged for further modification to remedy such violations.

Once each profile meets all constraints, thrust is calculated according to whether the aircraft is climbing or descending along different parts of the route. NIRS climb calculations use maximum climb thrust from 10,000 feet to 18,000 feet AFE for continuous or uninterrupted climbs. If there are level segments, NIRS will apply the appropriate thrust levels during the level segment, then apply maximum climb thrust at the point where the climb continues. NIRS descent calculations use a straight-line geometric descent from higher altitudes (i.e., above 6,000 feet AFE) as specified in the air traffic control design. If there is a level segment, NIRS will apply the appropriate thrust level while the aircraft is on that segment. Below 10,000 feet AFE for departures and below 6,000 feet AFE for arrivals, NIRS uses the appropriate thrust and aircraft configurations available in the NIRS database required to fly the profile specified in the air traffic procedure design. For more information related to available aircraft operating configuration and thrust options, refer to the NIRS User Manual.\(^{13}\)

\(^{12}\) U.S. Department of Transportation, Federal Aviation Administration, FAA Notice 7210.360, Noise Screening Procedures for Certain Air Traffic Actions Above 3,000 Feet AGL, September 14, 1990
Routes that have no altitudes higher than 3,000 feet AFE are treated as special “low altitude route” cases. They are processed as follows:

- **Procedure 1**: The highest altitude on a particular flight track is identified.
- **Procedure 2**: For departures, the standard-procedure profile is used until reaching the track distance associated with that highest altitude. Altitude controls after that point are followed in order to maintain the subsequent descent.
- **Procedure 3**: For arrivals, altitude controls prior to the track distance associated with the highest altitude are followed (in order to maintain an initial climb, for example). The standard procedure profile is followed from the highest altitude to the runway.

For the North Texas OAPM EA, there were no routes that stayed at or were lower than 3,000 feet AFE.

### 3.2.8 Aircraft Stage Length

Stage length is the term used in NIRS to refer to the length of the trip planned for each departure operation from origin to destination. The trip length is needed in noise calculations because it influences the take-off weight of the aircraft, which is greater for longer trips, and lesser for shorter trips. The great-circle distance is used to calculate a stage length for each aircraft operation. For purposes of this noise analysis, arrival and departure airport pairs were input into the NIRS model, which automatically assigned the appropriate stage length.

### 3.2.9 Flight Track Definitions

To determine projected noise levels on the ground, it is necessary to determine not only how many aircraft are present, but also where they fly. Therefore, flight route information is a key element of the NIRS input data. In order to ensure that the NIRS modeling accurately reflects local conditions in the North Texas Metroplex it is necessary to develop noise modeling tracks from a sample of detailed radar data. The radar data sample described in Section 3.2.4 was also used to develop the model flight tracks. This detailed information allowed for the development of a sufficiently rigorous database of flight tracks for the noise modeling effort representing AAD conditions.

Proprietary software was utilized for the detailed analysis of radar data for each North Texas OAPM EA Study Airport. The data was separated first by airport and operation type (i.e. arrival, departure). Spatial analysis, via proprietary software, was conducted to develop bundles (a grouping of tracks representing a traffic flow) of radar tracks based on runway, aircraft category (i.e. jet, prop), and route similarity. The radar bundling process also included a review of the 3-dimensional aspect of each group of radar tracks. Bundles were split as necessary to isolate groups of tracks with restricted climb or descent profiles. Such groups generally represent flights operating along specific ATC climb or descent procedures or via ATC instructions. Once the radar track bundles were complete, the development of noise modeling input tracks was initiated.

Automated special analysis calculations were applied to the bundles to calculate primary, or backbone, flight tracks for each radar track bundle. The proprietary software also allows for the simultaneous computation of sub-tracks that are located adjacent to the backbone track. These sub-tracks account for the dispersion of actual flights about the primary flight corridor based on the distribution of radar tracks within each bundle. The spatial analysis process computes the appropriate number of sub-tracks and distributional factors in combination with the statistical lateral distribution of the radar tracks at many

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14 The great-circle distance is the distance calculated from the origin airport reference point to the destination airport reference point in nautical miles.
locations along the flight corridor to determine the appropriate spacing between the sub-tracks at each location. The number of sub-tracks and the distributional factor associated with each model track are chosen based on the number of radar tracks in the bundle and their general spread throughout the traffic flow.

The radar data analysis resulted in the development of 6,352 unique departure tracks or NIRS model input (backbones and sub-tracks). **Exhibit 1** presents an overview of the North Texas Metroplex NIRS departure tracks used in the modeling of 2011 Existing Conditions. The analysis also resulted in the development of 7,325 unique arrival tracks that were developed for NIRS model input (backbones and sub-tracks). **Exhibit 2** presents the resulting North Texas Metroplex NIRS arrival tracks used in the modeling of 2011 Existing Conditions.

For the most part, the routing for No Action airspace procedures in 2014 and 2019 is anticipated to be exactly the same as for 2011 Existing Conditions, excluding the addition of previously developed procedures identified as having independent utility and were separately analyzed for environmental effects (see Table 5-8, *Past, Present, and Reasonably Foreseeable Future Actions* in Section 5.11 of the EA.) In this light, the model backbones and sub-tracks created from current condition radar data including these procedures and were used directly in the modeling of No Action scenarios.
Exhibit 1. North Texas OAPM NIRS Departure Tracks – Existing Conditions
Exhibit 2. North Texas OAPM NIRS Arrival Tracks – Existing Conditions
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3.2.10 Flight Track Assignments

The final step in developing the flight track input data for the NIRS model is the assignment of aircraft to specific flight tracks. The radar data sample acquired for the flight track analysis was used as a basis for this analysis. The flight data associated with the bundle of radar data used to make the NIRS backbone track was retained as an attribute of each backbone track. This data included aircraft type, time-of-day (day or night), and flight origin or destination.

The flights at each Study Airport modeled for 2014 and 2019 were provided as part of the forecasts. These forecasts included aircraft type, time-of-day, and origin/destination data. Each of the flights in the design-day schedule was parsed into fractions of operations assigned to a specific runway based on the aforementioned runway use percentages. Once parsed by runway, the flights were then further parsed to each NIRS backbone based on the proportion of radar tracks that match the aircraft category (jet, turboprop, prop), time-of-day (day or night) and the airspace fix predominately used by the origin/destination of the scheduled flight. Thus the weighting of the flight tracks and routes was closely tied to the real-world radar data from the North Texas Metroplex area. The process of track assignments continued until all forecasted operations for each Study Airport had been assigned. Once assigned to a specific backbone, the operations are further parsed to make the proportional assignments to the sub tracks associated with each backbone.

3.2.11 Population Data

Population locations were extracted from 2010 U.S. Census data for the entire GSA. The Census data were incorporated into the analysis using census blocks, the smallest area within the Census database that includes defined population data. Geographically, census blocks vary in size but tend to represent city blocks in urban areas and larger areas in rural regions. Each census block includes a centralized point known as a centroid which was used for noise computation. Of the 168,297 census block centroids identified in the GSA, 70,000 were devoid of population and excluded from the analysis. Exhibit 3 depicts the GSA and extracted population centroids.
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4 Noise Modeling Procedures

NIRS processes flight-track and operation data following several major steps: data integration and quality control, calculation of flight dynamics (i.e., thrust and speed), noise exposure computation, annualization of noise exposures, change of exposure analysis, and report generation. Key aspects of this process are discussed below.

4.1 Model Input

The input for the NIRS modeling effort was developed in accordance with the data, sources, and methodologies presented in the previous sections. The input representing the AAD of operations for the No Action Alternative was fed to the NIRS model unchanged from the results described in the earlier sections. The input files for the Proposed Action and No Action Alternative vary due to the differences in procedures under each alternative.

4.2 Data Integrity Checks

Before noise calculations are carried out, the NIRS pre-processor is run on all data components that contribute to noise for a given annualized scenario. The resulting operation counts are checked against expected counts, and modeled fleet mix tables are reviewed for consistency with the noise modeling assumptions. Profiles and operations were checked during the same pre-noise calculations, and profiles that violate the following rules were flagged:

<table>
<thead>
<tr>
<th>Flag Type</th>
<th>Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Climb/Descent</td>
<td>No angles greater than 30 degrees</td>
</tr>
<tr>
<td>Altitude Controls</td>
<td>There must be at least one altitude set above ground level</td>
</tr>
<tr>
<td>Aircraft</td>
<td>There must be an INM profile aircraft type</td>
</tr>
<tr>
<td>Runways</td>
<td>Assigned runways must be longer than aircraft takeoff distance</td>
</tr>
</tbody>
</table>

Track/aircraft combinations with flagged profiles are rejected by NIRS prior to noise calculations. Elements of the input data that failed the above tests or that were not readable due to format errors were reviewed and modified.

4.3 Develop Output Reports for Impact Analysis

After all noise calculations are complete, NIRS is used to determine noise impacts by locating and categorizing changes in noise values between scenarios. Using FAA scoring criteria (significant impact and reportable noise change thresholds described in Section 1.1, Noise Impact Criteria), maps depicting zones of various types of change in annualized DNL noise exposure between scenarios are typically produced within NIRS for the entire GSA.

The FAA scoring criteria is used to compare DNL changes at the population centroids and grid points in the GSA. For each scenario, all population is divided into three categories: (1) those receiving an increase at or above a threshold in noise exposure relative to the baseline (No Action); (2) those receiving a decrease at or below a threshold; and (3) those having no changes that exceed the thresholds.
5 NIRS Analysis

A NIRS model analysis was conducted for each of the five scenarios outlined in Section 2.1. Noise impact results were tabulated based on the potential implementation of the Proposed Action compared to the No Action Alternative at the previously described population centroids and supplemental grid points. The following sections present both a summary of the NIRS input modifications made to model the Proposed Action and the results of the noise analysis for each scenario.

5.1 Existing Conditions and No Action Conditions

The existing conditions for 2011 and the No Action conditions for 2014 and 2019 were modeled in NIRS. For the purposes of this study, the 2014 and 2019 No Action conditions vary slightly from 2011 aircraft flight trajectories in that they include (1) air traffic actions and (2) airport modifications having independent utility that will be implemented after 2011. The one air traffic action is a modification to the DUMPY STAR (DUMPY FOUR) procedure (the change consists of a heading change from 310 degrees to 315 degrees to account for wind drift of existing tracks) which serves DFW, DAL, ADS and TKI. This procedure became part of the No Action baseline for both 2014 and 2019, and is considered as existing procedures when analyzed against the OAPM procedures being assessed as part of this EA. The two airport changes are the shifting of Runway 18-36 at TKI to the east (Completed in 2012) and the extensions of the parallel runways at AFW to the north (to be completed in 2016 and therefore included in the 2019 analysis). The one airspace procedure and the two airport modifications were previously evaluated through separate environmental analysis documentation. The environmental documentation prepared for these changes is discussed further in Section 5.11 of the EA, Cumulative Impacts (see North Texas OAPM EA Table 5-8, Past, Present, and Reasonably Foreseeable Future Actions.)

5.2 No Action Noise Model Input

For the No Action conditions the NIRS input was directly based on the radar data analysis presented in previous sections and adjusted for interim changing conditions. These changing conditions include the one independent utility procedure and two airport modifications discussed in Section 5.1.

Procedures for the optimization of arrivals and departures for the various runway operating configurations that would be in use in 2014 and 2019 were based on input from the North Texas OAPM Design & Implementation Team (D&I Team). Input from the North Texas OAPM D&I Team indicated that runway operating configuration use and specific runway use is not expected to change from that employed in 2011. Excluding 2014 and 2019 operational levels, fleet mix, and city-pairs, the model input for both years remained the not notably different.

5.3 Proposed Action Model Input

The Proposed Action consists of 75 new or modified air traffic procedures as discussed in the EA, Chapter 3, Alternatives. Those modifications were implemented in the noise modeling through adjustments to the flight track routing at the Study Airports, or developed in NIRS as new tracks. The flight track adjustments are further discussed in the following sections. Because the Proposed Action does not involve changes that are considered capacity enhancements or any actions that would induce growth in operations, operation levels, fleet mix and day/night distribution input was the same as for No Action for both 2014 and 2019. Environmental variables (i.e., temperature, humidity, barometric pressure, and headwind) were the same among Existing Conditions, No Action and Proposed Action. The following sections describe changes related to the NIRS tracks developed for the Proposed Action.
Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

Major Study Airports - Arrivals

Exhibit 4 compares the routing flow differentials between the Proposed Action (left) and No Action (right) for arrivals to the major Study Airports under south flow conditions. Similarly, Exhibit 5 depicts the routing flow differentials between the Proposed Action (left) and No Action (right) for arrivals to the major Study Airports under north flow conditions. (No Action arrival corridors are depicted in Exhibits 3-11 and 3-13 in Section 3.2.1 of the EA and Proposed Action arrival corridors are depicted in Exhibits 3-20 and 3-22 in Section 3.2.2 of the EA.) The Proposed Action changes constitute a general trend away from radar vector operational ATC procedures for portions of the arrival trajectory and towards increased use of Area Navigation (RNAV) Standard Terminal Arrival (STAR) procedures. This represents a greater use of standardized procedures that increase routing predictability, flexibility and traffic segregation. The changes between Proposed Action and No Action routing for NIRS arrival tracks to the Study Airports are shown on Exhibit 6. Proposed Action routes are depicted in purple, and No Action routes are depicted in orange. Exhibit 6A displays the same information as Exhibit 6 but highlights the Proposed Action RNAV procedures which are shown in red.

Major Study Airports - Departures

Exhibit 7 compares the routing flow differentials between the Proposed Action (left) and No Action (right) for departures from the major Study Airports under south flow conditions. Similarly, Exhibit 8 depicts the routing flow differentials between the Proposed Action (left) and No Action (right) for departures from the major Study Airports under north flow conditions. (No Action departure corridors are depicted in Exhibits 3-12 and 3-14 in Section 3.2.1 and Proposed Action departure corridors are depicted in Exhibits 3-21 and 3-23 in Section 3.2.2.) The Proposed Action changes constitute a general trend away from radar vector operational ATC procedures for portions of the departure trajectory, towards increased use of RNAV Standard Instrument Departure (SID) procedures. This represents a greater use of standardized procedures that increase routing predictability, flexibility and traffic segregation. The changes between Proposed Action and No Action routing for NIRS departures tracks from the major study airports are presented in Exhibit 9. Noise abatement procedures such as the TRINITY departure procedure (No changes were made to this procedure) were retained in the analysis. The same percentage of traffic at night utilizing this procedure was carried through the 2014 and 2019 modeling. Proposed Action routes are depicted in green and No Action routes are depicted in purple. Exhibit 9A displays the same information as Exhibit 9 but highlights the Proposed Action RNAV procedures which are shown in blue.

Satellite Study Airports - Arrivals

The major routing flow differentials between the Proposed Action (left) and No Action (right) for arrivals to the satellite Study Airports are compared in Exhibit 10. (No Action arrival corridors are depicted in Exhibit 3-15 in Section 3.2.1 and Proposed Action arrival corridors are depicted in Exhibit 3-24 in Section 3.2.2). The Proposed Action changes constitute a general trend away from radar vector operational ATC procedures for portions of the arrival trajectory and towards increased use of RNAV STARs. This represents a greater use of standardized procedures that increase routing predictability, flexibility and traffic segregation. The changes between Proposed Action and No Action routing for NIRS arrival tracks to the study airports are shown on Exhibit 11. Proposed Action routes are depicted in purple and No Action routes are depicted in orange. Exhibit 11A displays the same information as Exhibit 11 but highlights the Proposed Action RNAV procedures which are shown in red.

Satellite Study Airports - Departures

The major routing flow differentials between the Proposed Action (left) and No Action (right) for departures from the satellite Study Airports are compared in Exhibit 12. (No Action departure corridors are depicted in Exhibit 3-16 in Section 3.2.1 and Proposed Action departure corridors are depicted in
Exhibit 3-25 in Section 3.2.2). The Proposed Action changes constitute a general trend away from radar vector operational ATC procedures for portions of the departure trajectory, towards increased use of RNAV Standard Instrument Departure SIDs. This represents a greater use of standardized procedures that increase routing predictability, flexibility and traffic segregation. The changes between Proposed Action and No Action routing for departures from the major study airports are presented in Exhibit 13. Proposed Action routes are depicted in green and No Action routes are depicted in purple. Exhibit 13A displays the same information as Exhibit 13 but highlights the Proposed Action RNAV procedures which are shown in blue.
Exhibit 4. Major Airports – Proposed Action Arrivals (South Flow) vs. No Action Arrivals (South Flow)
Exhibit 5. Major Airports – Proposed Action Arrivals (North Flow) vs. No Action Arrivals (North Flow)
Exhibit 6A. Major Airports – Proposed Action Arrivals vs. No Action Arrivals NIRS Tracks
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Exhibit 8. Major Airports (North Flow) – Proposed Action Departures vs. No Action Departures
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Exhibit 9A. Major Airports – Proposed Action vs. No Action Departures NIRS Tracks
Exhibit 10. Satellite Airports – Proposed Action Arrivals vs. No Action Arrivals
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Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

Exhibit 13A. Satellite Airports – Proposed Action vs. No Action Departures NIRS Tracks
5.4 Proposed Action and No Action Impact Analysis Results

Table 19 presents the results of the noise change analysis under the Proposed Action for 2014 conditions. The analysis indicates that the Proposed Action would not result in a DNL 1.5 dB increase in areas exposed to DNL of 65 dB and higher, nor would it result in a reportable noise increase of DNL 3.0 dB in areas exposed to DNL 60 dB to 65 dB, nor would it result in a reportable noise increase of DNL 5.0 dB in areas exposed to DNL 45 dB to 60 dB.

Table 19. Change in Potential Population Exposed to Aircraft Noise - 2014

<table>
<thead>
<tr>
<th>DNL Noise Exposure with Proposed Action</th>
<th>Increase in DNL with Proposed Action</th>
<th>Population Exposed to Noise that Exceeds the Threshold</th>
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<tbody>
<tr>
<td>DNL 65 dB and higher</td>
<td>DNL 1.5 dB or greater</td>
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</tr>
<tr>
<td>DNL 60 dB to 65 dB</td>
<td>DNL 3.0 dB or greater</td>
<td>0</td>
</tr>
<tr>
<td>DNL 45 dB to 60 dB</td>
<td>DNL 5.0 dB or greater</td>
<td>0</td>
</tr>
</tbody>
</table>

Prepared by: HMMH Inc., August 2013

There were no reportable changes in DNL at Section 4(f) facilities under the Proposed Action compared to the No Action Alternatives for both 2014 and 2019 conditions. Appendix 2 and Appendix 3 provide an inventory of the Section 4(f) properties and historic and cultural resources evaluated as a part of this analysis, respectively.
Appendices to Noise Technical Report
Appendix 1  NIRS Aircraft Substitution Requests and Suggestions

Attach - 080212_To_FAA_North_TX_OAPM_EA_NIRS_SubAcftRqst_signedt.pdf
Attach – Ntexas_OAPM_ACSub_Response.pdf
Attach – AEE_Letter_OAPM_UD_NPD.pdf
Appendix 2  Section 4(f) Resources

Inventory of Section 4(f) Resources

This appendix provides an inventory of potential Department of Transportation Act (DOT Act), Section 4(f) properties identified and evaluated as part of the Environmental Assessment (EA) for the North Texas Optimization of Airspace Procedures in the Metroplex (North Texas OAPM) project.

Inventory

The inventory of potential Section 4(f) properties is intended to include all public-owned parks; recreation areas; wildlife and waterfowl refuges of national, state, or local significance; and properties listed on the National Register of Historic Places (National Register) located within the General Study Area (GSA). Spatial data for these properties was downloaded from federal, state, and local sources, identified in Table 2-1.

Appendix Table 2-1. Types of Section 4(f) Resources Considered in the General Study Area (GSA)

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<td><a href="http://nationalatlas.gov/about.html">http://nationalatlas.gov/about.html</a></td>
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<td>National Park Service</td>
<td>February 07, 2012</td>
<td><a href="https://irma.nps.gov/App/Portal/Topics/Geospatial">https://irma.nps.gov/App/Portal/Topics/Geospatial</a></td>
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<td>National Natural Landmark Sites</td>
<td>May 31, 2013</td>
<td><a href="http://www.nature.nps.gov/nnl/nation.cfm">http://www.nature.nps.gov/nnl/nation.cfm</a></td>
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<tr>
<td>Environmental Systems Research Institute, Inc.</td>
<td>May 03, 2012</td>
<td>CD: ESRI Data &amp; Maps for ArcGIS 10</td>
</tr>
</tbody>
</table>

Source: HMMH August 2013
Noise Exposure at Potential Section 4(f) Properties

Table 2-2 identifies the 1,220 potential Section 4(f) properties identified within the GSA and those for which noise was modeled. The inventory includes the name, state, and geographical coordinates (latitude and longitude) of each potential resource, and presents the calculated noise exposure values under 2011 existing conditions and Proposed Action and No Action conditions for 2014 and 2019.
## Appendix Table 2-2. Department of Transportation Act, Section 4(f) Properties Inventory and Noise Exposure Results

Source: 2010 U.S. Census (population centroid data), HMMH August 2013

<table>
<thead>
<tr>
<th>Type of Resource</th>
<th>Site Name</th>
<th>Grid Point Location ID</th>
<th>Location</th>
<th>State</th>
<th>Area (Acres)</th>
<th>Latitude</th>
<th>Longitude</th>
<th>E.C.</th>
<th>N.A.</th>
<th>P.A.</th>
<th>Change</th>
<th>N.A.</th>
<th>P.A.</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
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<td>A R Schell Park</td>
<td>4f_506_ARSchell</td>
<td>Texas</td>
<td>25.2</td>
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<td>-96.683610</td>
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<td>42.9</td>
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# Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

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Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

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## Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

<p>| Type of Resource | Site Name                          | Grid Point Location ID | Location          | State | Area (Acres) | Latitude   | Longitude | 2011 | 2014 | dB | 2019 |
|------------------|------------------------------------|------------------------|-------------------|-------|--------------|------------|-----------|-------|-------|----|------|-------|-------|
| National Grassland | Lyndon B. Johnson National Grassland | Pri16348               | Texas 116.3       | 33.35553 | -97.580642 | 38.0       | 38.2      | 38.8 | 0.6  | 38.8 | 39.3 | 0.5  |
| National Grasland | Lyndon B. Johnson National Grassland | Pri16349               | Texas 116.3       | 33.363798 | -97.580556 | 37.1       | 37.2      | 37.7 | 0.5  | 37.8 | 38.2 | 0.4  |
| National Grassland | Lyndon B. Johnson National Grassland | Pri16350               | Texas 116.3       | 33.372043 | -97.580470 | 35.8       | 36.0      | 36.2 | 0.2  | 36.6 | 36.7 | 0.1  |
| National Grassland | Lyndon B. Johnson National Grassland | Pri16351               | Texas 116.3       | 33.380289 | -97.580384 | 34.6       | 34.7      | 34.6 | -0.1 | 35.3 | 35.2 | -0.1 |
| National Grassland | Lyndon B. Johnson National Grassland | Pri16352               | Texas 116.3       | 33.388534 | -97.580298 | 33.3       | 33.4      | 33.2 | -0.2 | 34.1 | 33.8 | -0.3 |
| National Grassland | Lyndon B. Johnson National Grassland | Pri16354               | Texas 116.3       | 33.405024 | -97.580125 | 31.1       | 31.2      | 30.8 | -0.4 | 31.8 | 31.4 | -0.4 |
| National Grassland | Lyndon B. Johnson National Grassland | Pri16590               | Texas 116.3       | 33.330745 | -97.571077 | 38.8       | 39.0      | 39.5 | 0.5  | 39.6 | 39.9 | 0.3  |
| National Grassland | Lyndon B. Johnson National Grassland | Pri16595               | Texas 116.3       | 33.371971 | -97.570643 | 34.8       | 35.0      | 35.1 | 0.1  | 35.6 | 35.6 | 0.0  |
| National Grassland | Lyndon B. Johnson National Grassland | Pri16596               | Texas 116.3       | 33.380216 | -97.570556 | 33.5       | 33.7      | 33.5 | -0.2 | 34.3 | 34.2 | -0.1 |
| National Grassland | Lyndon B. Johnson National Grassland | Pri16597               | Texas 116.3       | 33.388461 | -97.570469 | 32.4       | 32.5      | 32.2 | -0.3 | 33.1 | 32.8 | -0.3 |
| National Grassland | Lyndon B. Johnson National Grassland | Pri16842               | Texas 116.3       | 33.388388 | -97.560640 | 31.5       | 31.7      | 31.3 | -0.4 | 32.3 | 31.9 | -0.4 |
| National Grassland | Lyndon B. Johnson National Grassland | Pri17575               | Texas 116.3       | 33.371673 | -97.531336 | 31.5       | 31.6      | 31.1 | -0.5 | 32.2 | 31.7 | -0.5 |
| National Grassland | Lyndon B. Johnson National Grassland | Pri17580               | Texas 116.3       | 33.412898 | -97.530883 | 28.8       | 28.9      | 28.4 | -0.5 | 29.6 | 29.3 | -0.3 |
| National Grassland | Lyndon B. Johnson National Grassland | Pri17825               | Texas 116.3       | 33.412821 | -97.521051 | 28.5       | 28.6      | 28.2 | -0.4 | 29.3 | 29.0 | -0.3 |
| National Grassland | Lyndon B. Johnson National Grassland | Pri18070               | Texas 116.3       | 33.412744 | -97.511220 | 28.2       | 28.2      | 27.9 | -0.3 | 28.9 | 28.8 | -0.1 |
| National Grassland | Lyndon B. Johnson National Grassland | Pri18311               | Texas 116.3       | 33.379686 | -97.501763 | 29.8       | 29.9      | 29.3 | -0.6 | 30.5 | 30.0 | -0.5 |
| National Grassland | Lyndon B. Johnson National Grassland | 4F_5_20_Lyndon         | Texas 116.3       | 33.371620 | -97.624190 | 38.1       | 38.3      | 39.0 | 0.7  | 38.9 | 39.5 | 0.6  |
| Local Park        | Lynn Creek Park                    | Pri29981               | Texas 773         | 32.632975 | -97.042336 | 45.9       | 46.0      | 46.4 | 0.4  | 46.3 | 46.7 | 0.4  |
| Local Park        | Lynn Creek Park                    | Pri30226               | Texas 773         | 32.632860 | -97.032591 | 45.6       | 45.7      | 46.1 | 0.4  | 46.0 | 46.5 | 0.5  |
| Local Park        | Lynn Creek Park                    | 4F_814_LynnCree        | Texas 773         | 32.634980 | -97.033040 | 45.7       | 45.8      | 46.2 | 0.4  | 46.1 | 46.6 | 0.5  |
| Local Park        | M H W Park                         | 4F_815_MHWPark         | Texas 57.5        | 33.116290 | -96.087030 | 40.3       | 40.3      | 41.3 | 1.0  | 40.7 | 41.7 | 1.0  |
| Local Park        | Mack Park                          | 4F_816_MackPark        | Texas 22.5        | 33.215440 | -97.108070 | 41.7       | 41.7      | 41.8 | 0.1  | 41.9 | 42.0 | 0.1  |</p>
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## Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

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Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

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Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

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## Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

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Appendix 3  Historic and Cultural Resources

Inventory of Historic Resources

This appendix provides an inventory of historical resources identified and evaluated as part of the Environmental Assessment (EA) for the North Texas Optimization of Airspace Procedures in the Metroplex (OAPM) project.

Inventory

The inventory of historic resources includes all properties listed on the National Register of Historic Places (National Register) located within the GSA. Spatial data for these properties was downloaded from the National Park Service website (nrhp.focus.nps.gov/natreg/docs/Download.htm) in July 2012. This database was augmented in June 2013 with one additional property which was deemed eligible for listing on the National Register.

Consultation

On May 6, 2013, early notification letters and coordination packages announcing the preparation of an EA for the North Texas OAPM project were distributed to relevant public officials, including the State Historic Preservation Officers (SHPOs) for the states located within the General Study Area and two (2) Native American tribes. Four additional mailings (June 12, 2013, June 14, 2013, June 26, 2013 and July 9, 2013) were sent to additional recipients based on the responses to the first mailing. Recipients were requested to provide information relevant to the project. Responses were received from the following agencies:

- Texas Historical Commission
- National Park Service
- Bureau of Indian Affairs
- U.S. Department of Agriculture

The response letters are included in Appendix A of the EA.

Noise Exposure at Historic Sites

Table 3-1 identifies the 506 historic resources identified within the GSA and for which noise was modeled. The inventory includes the name, address, and geographical coordinates (latitude and longitude) of each historic resource, and presents the calculated noise exposure values under 2011 existing conditions and Proposed Action and No Action conditions for 2014 and 2019.
### Appendix Table 3-1. Historic and Cultural Resources Inventory and Noise Exposure Results

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<td>Building at 500–502 East Main</td>
<td>500–502 E. Main</td>
<td>Ellis</td>
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<td>221 Patrick</td>
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<td>Burrus--Finch House</td>
<td>405 N. Waddill</td>
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<td>Busch Building Busch--Kirby Building</td>
<td>1501–1509 Main St.</td>
<td>Dallas</td>
<td>Texas</td>
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<td>(Boundary Increase)</td>
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<td>H_49_CampWill</td>
<td>Camp, William and Medora, House</td>
<td>2620 Church St.</td>
<td>Hunt</td>
<td>Texas</td>
<td>33.143028</td>
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<td>Cartwright, Matthew, House</td>
<td>505 Griffith Ave.</td>
<td>Kaufman</td>
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<td>32.745778</td>
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<td>Cedar Springs Place</td>
<td>2531 Lucas Dr.</td>
<td>Dallas</td>
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<td>32.814077</td>
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<td>Celina Public School</td>
<td>205 S. Colorado St.</td>
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<td>2611 Wesley St.</td>
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<td>Central Congregational Church</td>
<td>1530 N. Carroll</td>
<td>Dallas</td>
<td>Texas</td>
<td>32.802222</td>
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<td>Central Handley Historic District Roughly bounded by E. Lancaster Ave., Forest Ave., Kerr St., and Handley Dr.</td>
<td>Tarrant</td>
<td>Texas</td>
<td>32.732877</td>
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<td>Central Presbyterian Church Central Roanoke Historic District</td>
<td>402 N. College</td>
<td>Ellis</td>
<td>Texas</td>
<td>32.389083</td>
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<td>H_410_CentralR</td>
<td>Central Roanoke Historic District</td>
<td>100 &amp; 200 blks. of N. Oak St.</td>
<td>Denton</td>
<td>Texas</td>
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<td>Chapman, Oscar H., House, Chevrolet Motor Company</td>
<td>201 Overhill</td>
<td>Ellis</td>
<td>Texas</td>
<td>32.404056</td>
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<td>H_55_Chevrolet</td>
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<td>Chorn, Lester H. and Maybel, Bryant, House</td>
<td>303 E. Broad St.</td>
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<td>Texas</td>
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<td>Clardy, U. P., House</td>
<td>315 Oak</td>
<td>Collin</td>
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<td>Claremont Apartments</td>
<td>4636 Ross Ave.</td>
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<td>32.804917</td>
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<td>Cleburne Carnegie Library</td>
<td>201 N. Caddo St.</td>
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<td>Texas</td>
<td>32.348556</td>
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<td>Clendenen-Carleton House</td>
<td>803 N. Main St.</td>
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<td>Cline--Bass House</td>
<td>804 Tucker</td>
<td>Collin</td>
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<td>Cloud-Stark House</td>
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<td>Coggins, J. R., House</td>
<td>805 Howell</td>
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<td>32.399750</td>
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<td>Cole--Hipp House</td>
<td>309 E. Marvin</td>
<td>Collin</td>
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<td>Collin County Mill and Elevator Company</td>
<td>407 E. Louisiana</td>
<td>Collin</td>
<td>Texas</td>
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<td>H_456_Corsican</td>
<td>Corsicana Commercial Historic District</td>
<td>Bounded by Pennsylvania Ave., I-45, US 75 and Hatcher</td>
<td>Dallas</td>
<td>Texas</td>
<td>32.754610</td>
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<td>Connally, Roy, House</td>
<td>205 E. University</td>
<td>Ellis</td>
<td>Texas</td>
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<td>Continental Gin Company</td>
<td>3301-3333 Elm St., 212 and 232 Trunk Ave.</td>
<td>Dallas</td>
<td>Texas</td>
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<td>Cooke County Courthouse</td>
<td>Cooke</td>
<td>Texas</td>
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<td>Corsicana Commercial Historic District and Corsicana Oil Field Discovery Well</td>
<td>Roughly bounded by 2nd Ave., the Southern Pacific RR tracks, 7th Ave. and Main St.</td>
<td>Navarro</td>
<td>Texas</td>
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<td>Corsicana Oil Field Discovery Well</td>
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<td>Texas</td>
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<td>Location</td>
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<td>State</td>
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<td>H_487_CottonBe</td>
<td>Cotton Belt Railroad Industrial Historic District</td>
<td>Along RR tracks, roughly bounded by Hudgins, Dooley, and Dallas Sts.</td>
<td>Tarrant</td>
<td>Texas</td>
<td>32.933469</td>
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<td>Crouch--Perkins House</td>
<td>205 N. Church</td>
<td>Collin</td>
<td>Texas</td>
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<td>H_74_DallasCo</td>
<td>Dallas County Courthouse</td>
<td>Houston and Commerce Sts.</td>
<td>Dallas</td>
<td>Texas</td>
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<td>5501 Columbia Ave.</td>
<td>Dallas</td>
<td>Texas</td>
<td>32.799111</td>
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<td>Dallas Hall</td>
<td>Southern Methodist University campus</td>
<td>Dallas</td>
<td>Texas</td>
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<td>Dallas High School Historic District</td>
<td>2218 Bryan St.</td>
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<td>Dallas National Bank</td>
<td>1530 Main and 1511 Commerce St.</td>
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<td>Ellis Texas 32.327846 -96.627981 30.2 30.3 28.6 -1.7 30.4 28.8 -1.6</td>
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<td>Approx. 0.5 mi W of Lois Rd., near the Denton Co. line</td>
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<td>Katy Depot</td>
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<td>Texas</td>
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<td>Kessler Park Historic District</td>
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<td>Texas</td>
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<td>Kessler Park Historic District (Boundary Increase)</td>
<td>Bounded by Turner, Colorado, Sylvan and Salmon</td>
<td>Dallas</td>
<td>Texas</td>
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<td>405 W. Louisiana</td>
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<td>King's Highway Historic District</td>
<td>900–1500 Blocks of King's Highway between W. Davis St. and Montclair Ave.</td>
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<td>601 Sycamore</td>
<td>Ellis</td>
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<td>Knights of Pythias Building</td>
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<td>Lake Cliff Historic District</td>
<td>Roughly bounded by E. 6th St., Beckley Ave., Zangs Blvd. and Marsalis Ave.</td>
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<td>Lancaster Avenue Commercial Historic District</td>
<td>Roughly bounded by E. Jefferson Blvd., S. Marsalis, E. 10th St., E. 9th St. and N. Lancaster Ave.</td>
<td>Dallas</td>
<td>Texas</td>
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<td>Langsford, Samuel, House</td>
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<td>Lemmon, Mark and Maybelle, House</td>
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<td>Leuda-May Historic District</td>
<td>301-311 W. Leuda and 805-807 May Sts.</td>
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<td>Levi--Moses House</td>
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<td>1607 Lyte St.</td>
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<td>Man, Ralph Sandiford and Julia Boiseau, House</td>
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<td>Marine Commercial Historic District</td>
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<td>4524 Live Oak</td>
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<td>Masonic Widows and Orphans Home Historic District</td>
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<td>Matthews--Templeton House</td>
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<td>5900 Owney Dr.</td>
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## Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

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<td>400 Cedar</td>
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<td>500 Oldham St.</td>
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<td>S. Waco and W. Elm Sts.</td>
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<td>Texas</td>
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<td>Swiss Avenue Historic District</td>
<td>Swiss Ave. between Fitzhugh and LaVista</td>
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<td>Texas</td>
<td>32.807744</td>
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<td>Tabernacle Baptist Church</td>
<td>1801 Evans Ave.</td>
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<td>Telfair House</td>
<td>209 N. Preston</td>
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<td>208 S. Fifteenth St.</td>
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<td>Tenth Street Historic District</td>
<td>Roughly bounded by E. Clarendon Dr., S. Fleming Ave., I-35E, E. 8th St. and the E end of Church, E. 9th and Plum Sts.</td>
<td>Dallas</td>
<td>Texas</td>
<td>32.748258</td>
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<td>207 N. Frances St.</td>
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<td>Texas</td>
<td>32.740089</td>
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<td>Terrell Times Star Building</td>
<td>108 S. Catherine St.</td>
<td>Kaufman</td>
<td>Texas</td>
<td>32.735972</td>
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<td>Lancaster and Throckmorton Sts.</td>
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<td>Texas Centennial Exposition Buildings (1936–1937)</td>
<td>Bounded by Texas and Pacific RR, Pennsylvania, Second, and Parry Aves.</td>
<td>Dallas</td>
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<td>3111 Old Garden Rd</td>
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<td>Texas Tourist Camp</td>
<td>900–904 S US 81/287</td>
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<td>Thomason-Scott House</td>
<td>Off TX 51 and SR 922</td>
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<td>Trinity English Lutheran Church</td>
<td>3100 Martin Luther King, Jr., Blvd.</td>
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<td>3630 Harry Hines Blvd.</td>
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<td>Texas</td>
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<td>118 S. Waco St.</td>
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<td>Umphress--Taylor House US 281</td>
<td>301 Paris St.</td>
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<td>US 281, 2.2 mi. N of I-20</td>
<td>US 281, 2.2 mi. N of I-20</td>
<td>Palo Pinto</td>
<td>Texas</td>
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<td>4845 Swiss Ave.</td>
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### Environmental Assessment for North Texas Optimization of Airspace and Procedures in the Metroplex

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