

Dallas Love Field

IATA/ICAO CODE: DAL/KDAL  
CITY: Dallas  
STATE: TX  
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

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Airport Web Site: [www.dallas-lovefield.com](http://www.dallas-lovefield.com)

ELEVATION: 487 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
13R/31L	8800	13R/490	13R/3 deg 31L/3.08 deg	150
13L/31R	7752	-	13L/3 deg 31R/3 deg	150
18/36	6147	-	-	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

NOISE ABATEMENT PROCEDURES

Introduction

Dallas Love Field is located within a noise sensitive area of the City of Dallas and is bound on nearly all sides by residential neighborhoods. In an effort to be responsive to the concern of our neighbors and to continue to provide an excellent facility for your use, a noise control program has been developed with the participation of the Love Field Operators, neighborhood representatives, the Federal Aviation Administration and the City of Dallas. The purpose of this program is to minimize the impact of aircraft operations at Love Field on the surrounding neighborhoods without unduly restricting the use of the airport.

AT NO TIME IS OPERATIONAL SAFETY TO BE COMPROMISED

## **OBSERVE ALL ATC INSTRUCTIONS**

### **I. TAKE-OFF AND DEPARTURE PROCEDURES**

(Turbojet and aircraft weighing over 12,500 lbs.)

A. **IFR** - Via TRINITY (current) departure/or appropriate SID.

B. **VFR** - After departure, turn right, heading 160, intercept and proceed via the COWBOY (CVE) 139 radial until leaving 3000' MSL before proceeding on course.

NOTE: To fly this procedure, aircraft must be able to climb at a rate of 240' per nautical mile.

**This procedure is in effect 2100-0600 hours local when departing on Runway 13R.**

C. **Noise Abatement Profiles** - Utilize manufacturer's noise abatement profile when possible, otherwise use FAA profile (depicted), or NBAA profile.

1. Take-off and climb at an airspeed of  $V_2 + 10$  to 20kts until reaching 1000' above airport elevation (AAE).

2. Upon attaining 1000' AAE, accelerate to "zero flap minimum safe maneuvering speed" ( $V_{zf}$ ) while retracting flaps on schedule and reduce thrust. Thrust should not be reduced below the minimum thrust at which compliance has been shown with the required final take-off climb performance gradient with one engine inoperative under para 25.121 (c) or Part 25 ("final take-off engine out climb gradient"). Thrust should be reduced consistent with the following:

**Thrust for airplanes with:**

(a) **high bypass ratio engines:** should be reduced to normal climb thrust.

(b) **low bypass ratio engines:** should be reduced below normal climb thrust but in no case lower than necessary to maintain the final take-off engine out climb gradient.

(c) **slow flap retraction rates:** should be reduced at an intermediate flap setting.

3. Continue climb at an airspeed not greater than  $V_{zf} + 10$  kts at the reduced thrust to an altitude of not less than 3000 feet AAE, whereupon, the pilot should smoothly initiate a normal climb profile. However, the reapplication of power can be delayed if that event would occur over a noise sensitive area.

4. Notwithstanding paragraph "b" above, airplanes not using wing flaps for take-off should reduce thrust before attaining 1000' AAE but not before attaining 500' AAE.

D. **Rolling Take-Offs** - Preferred, when practicable.

### **II. Approach and Landing (turbojets)**

## **A. Track 13R & 13L**

1. Fly base leg over Interstate 635 (LBJ Freeway) until intercepting the final approach course to Runway 13L or 13R.
2. Maintain 3000' MSL or above, as long as possible, consistent with a safe approach landing.
3. When approaching from the south, plan and request a right downwind to Runway 13R. Avoid penetrating the TCA.

## **B. Profile**

1. Maintain gear up and approach flap setting above 2500 MSL.
2. Start gear extension and final flap setting in order to be in landing configuration, not more than four miles from runway threshold, or less than 1500' MSL.
3. Use minimum reverse thrust, consistent with safe operation.

III. **Propeller Aircraft** between 2100-0600(L) maintain runway heading to 2000' MSL before proceeding on course.

## **IV. Helicopter Operations**

Love Field has specific and detailed helicopter arrival and departure procedures and tracks, copies of which are available from the Department of Aviation and fixed base operators. If unfamiliar with these tracks, request specific arrival instructions from Love tower before entering the airport traffic areas. **Maintain at least 1200' MSL outside ATA.**

## **V. Runway Restrictions**

Runway 18/36, under normal conditions, is restricted to aircraft of 60,000 lbs or less.

Between 2100-0500(L) Runway 13R/31L is the designated runway for turbojet departures/arrivals and aircraft weighing over 12,500 lbs.

## **VI. Maintenance Run-ups**

Engine maintenance run-ups are prohibited between the hour of midnight and 0600(L). Maintenance run-ups will be permitted only in the designated area near the center of airfield. Contact Airport Operations (670-6156) prior to use for permission and heading assignment. Pilots are to monitor 121.75 MHZ while in the maintenance run-up area.

## **VII. Touch-and-Go Traffic**

Aircraft requesting a series of touch-and-go landings will make right traffic for runway 13R or left traffic for 31L.

## **VIII. Training Flights**

Training flights will not be allowed between 2200 and 0700(L).

A. This ban will apply to all aircraft, except those departing or arriving, with training being conducted away from Dallas Love Field.

B. This ban will include aircraft desiring practice instrument approaches unless this approach is to a full stop in conjunction with the termination of the flight. (No full stops and taxi backs.)

**For further information contact: The Department of Aviation, 214-670-6610 or 214-670-6156**



**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS**

Between 2100 and 0600, runway 13R/31L is the designated for turbojet and aircraft

weighing more than 12,500 lbs, arrivals and departures.

PREFERENTIAL RUNWAYS

Runway 18/36 is restricted for aircraft less than 60,000 lbs.

Runway 13R/31L is the preferred runway for all turbojet aircraft weighing more than 125,000 lbs., arrivals and departures between the hours of 2100 and 0600 local time.

OPERATING QUOTA

The "Wright Amendment" limits service at Dallas Love Field to flights within Texas and states contiguous to it to use only airplanes that have a capacity of 56 passengers or fewer. A recent modification to this amendment is as follows:

Section 337 of H.R. 2169 (Department of Transport Related Agencies Appropriations Act of 1998

SEC. 337.(a) In General - For purposes of the exception set forth in section 29

(a)(2) of the International Air Transportation Competition Act of 1979 (Public Law 96-192; 94 Stat. 48), the term "passenger capacity of 56 persons or less" includes any aircraft, except aircraft exceeding gross aircraft weight of 300,000 pounds, reconfigured to accommodate 56 or fewer passengers if the total number of passenger seats installed on the aircraft does not exceed 56.

(b) Inclusion of Certain States in Exemption - The first sentence of section 29(c) of the International Transportation Competition Act or 1979 (Public Law 96-192; 94 Stat. 48 et seq.) is amended by inserting "Kansas, Alabama, Mississippi," before "and Texas".

(c) Safety Assurance - The Administrator of the Federal Aviation Administration shall monitor the safety of flight operations in the Dallas-Fort Worth metropolitan area and take such actions as may be necessary to ensure safe aviation operations. If the Administrator must restrict aviation operations in the Dallas-Fort Worth area to ensure safety, the Administrator shall notify the House and Senate Committees on Appropriations as soon as possible that an unsafe airspace management situation existed requiring the restrictions.

ENGINE RUN-UP RESTRICTIONS

Not permitted 2400-0600 and also daytime location restrictions.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

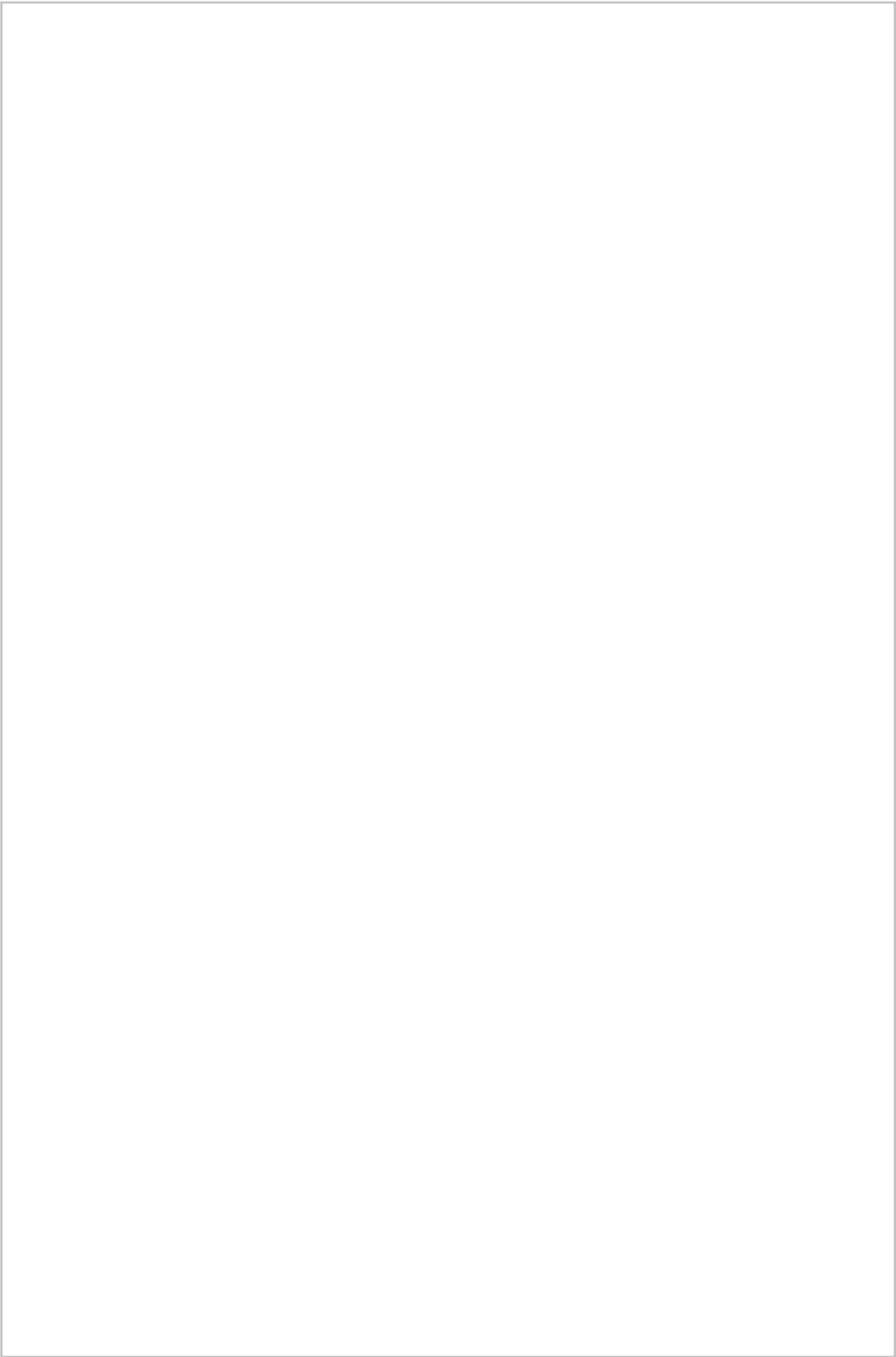
NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-

Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM



The installation of a permanent Noise Monitoring and Flight Tracking System was completed in August 1998 by TRACOR. The system consists of thirteen noise monitoring locations.

**FLIGHT TRACK MONITORING SYSTEM**

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

#### STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

#### STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)