

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/27/2013 at 11:54:25 PM by AAL9403. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/5/2013 at 10:44:34 PM by AAL9403. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 3:55:41 AM by AJI9786. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/2/2013 at 4:40:32 AM by AJI9882. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/19/2013 at 5:50:54 AM by ASQ3255. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 5:54:19 AM by ASQ3255. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/5/2013 at 9:35:59 PM by ASQ4091. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/11/2013 at 9:16:54 PM by ASQ4108. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/1/2013 at 9:34:06 PM by ASQ4216. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/21/2013 at 10:15:13 PM by ASQ421T. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

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The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/24/2013 at 9:24:52 PM by ASQ421T. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

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The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/28/2013 at 10:49:00 PM by ASQ421T. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/1/2013 at 9:24:05 PM by ASQ421T. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

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Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/28/2013 at 5:50:58 AM by ASQ4271. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

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The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/7/2013 at 5:54:30 AM by ASQ4271. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/16/2013 at 9:36:33 PM by ASQ4283. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/30/2013 at 9:49:15 PM by ASQ4283. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/1/2013 at 5:52:07 AM by ASQ4305. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/4/2013 at 9:29:28 PM by ASQ434T. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 9:45:48 PM by ASQ4421. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/6/2013 at 11:53:34 PM by ASQ4421. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/28/2013 at 9:20:23 PM by ASQ4424. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/29/2013 at 9:28:43 PM by ASQ4670. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/3/2013 at 5:51:13 AM by ASQ4671. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/2/2013 at 9:50:41 PM by ASQ4980. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/21/2013 at 10:02:51 PM by ASQ5225. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/25/2013 at 10:11:16 PM by ASQ5232. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 9:33:21 PM by ASQ5326. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/27/2013 at 12:10:32 AM by ASQ5326. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/21/2013 at 9:55:46 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 9:51:06 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/26/2013 at 9:45:28 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/30/2013 at 9:39:14 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/13/2013 at 9:40:49 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 9:45:32 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/17/2013 at 10:02:02 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/19/2013 at 11:08:58 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 12:11:19 AM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/22/2013 at 9:38:53 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/23/2013 at 9:42:05 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/24/2013 at 10:21:55 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/26/2013 at 9:38:47 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/28/2013 at 9:46:18 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/29/2013 at 9:44:51 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/30/2013 at 9:38:08 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/31/2013 at 9:42:22 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/3/2013 at 9:50:26 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/10/2013 at 10:44:58 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/11/2013 at 10:26:28 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/12/2013 at 9:39:49 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/14/2013 at 9:42:32 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/19/2013 at 9:50:49 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 9:40:01 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 9:37:05 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/27/2013 at 10:32:16 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/3/2013 at 10:36:31 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/9/2013 at 1:01:06 AM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/9/2013 at 11:00:52 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/12/2013 at 10:57:40 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/14/2013 at 11:47:46 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/15/2013 at 10:10:53 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/28/2013 at 9:42:33 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 9:55:10 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/19/2013 at 9:56:59 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/24/2013 at 9:54:11 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/2/2013 at 9:42:58 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/5/2013 at 9:44:03 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 10:49:10 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/6/2013 at 9:41:08 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/7/2013 at 10:47:05 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/28/2013 at 9:39:42 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/1/2013 at 12:05:56 AM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/1/2013 at 9:38:00 PM by ASQ5368. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/11/2013 at 10:51:40 PM by ASQ5675. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/18/2013 at 9:26:44 PM by ASQ5675. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/25/2013 at 9:42:35 PM by ASQ5675. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/16/2013 at 10:16:16 PM by ASQ6012. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/2/2013 at 9:40:59 PM by ASQ6072. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/17/2013 at 5:52:59 AM by ASQ6144. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/27/2013 at 9:17:24 PM by BJS266. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/29/2013 at 10:31:53 PM by BJS335. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/14/2013 at 9:38:56 PM by BJS336. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 9:32:21 PM by CJZ122. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/17/2013 at 9:48:13 PM by CTL7. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/2/2013 at 2:03:04 AM by CXP8211. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/7/2013 at 9:37:57 PM by DAL1445. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/27/2013 at 9:44:41 PM by DAL2034. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/29/2013 at 9:44:38 PM by DAL762. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 2:39:43 AM by DAL8895. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 10:21:11 PM by DCM6708. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 10:23:40 PM by DCM6708. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/21/2013 at 9:48:21 PM by ECJ58. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/8/2013 at 12:51:08 AM by EJA131. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/23/2013 at 9:04:53 PM by EJA204. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 10:19:28 PM by EJA222. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/13/2013 at 11:21:20 PM by EJA236. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/17/2013 at 11:01:39 PM by EJA258. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 11:48:47 PM by EJA269. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/3/2013 at 9:29:08 PM by EJA290. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/3/2013 at 10:08:59 PM by EJA290. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/6/2013 at 10:48:30 PM by EJA307. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/28/2013 at 9:12:10 PM by EJA315. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/13/2013 at 11:12:50 PM by EJA334. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/14/2013 at 12:17:48 AM by EJA334. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/8/2013 at 12:29:23 AM by EJA338. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/8/2013 at 10:14:42 PM by EJA338. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/12/2013 at 12:05:43 AM by EJA365. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/18/2013 at 12:57:13 AM by EJA365. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/14/2013 at 9:12:38 PM by EJA377. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/14/2013 at 10:23:58 PM by EJA377. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/8/2013 at 12:26:11 AM by EJA382. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/10/2013 at 11:30:12 PM by EJA382. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 10:52:44 PM by EJA566. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 9:50:56 PM by EJA574. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/22/2013 at 12:49:17 AM by EJA577. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/29/2013 at 9:51:48 PM by EJA579. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 10:44:17 PM by EJA579. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/21/2013 at 4:47:29 AM by EJA589. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 11:17:35 PM by EJA592. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/22/2013 at 10:51:28 PM by EJA607. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/22/2013 at 11:24:08 PM by EJA607. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/4/2013 at 10:29:14 PM by EJA612. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 10:20:46 PM by EJA623. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/12/2013 at 9:01:29 PM by EJA627. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 11:15:27 PM by EJA627. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 9:52:47 PM by EJA629. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/15/2013 at 9:53:55 PM by EJA643. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/19/2013 at 11:16:09 PM by EJA644. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 9:33:38 PM by EJA646. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 9:46:56 PM by EJA651. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/16/2013 at 9:39:14 PM by EJA651. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/29/2013 at 10:46:06 PM by EJA659. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/13/2013 at 12:45:06 AM by EJA662. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 10:24:52 PM by EJA667. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/21/2013 at 9:18:14 PM by EJA673. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/29/2013 at 12:28:00 AM by EJA693. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/20/2013 at 9:57:17 PM by EJA695. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/9/2013 at 9:09:01 PM by EJA707. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/28/2013 at 12:25:47 AM by EJA711. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 9:56:48 PM by EJA712. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/27/2013 at 5:11:47 AM by EJA712. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 11:31:41 PM by EJA719. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/21/2013 at 1:05:54 AM by EJA719. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 9:08:44 PM by EJA723. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/28/2013 at 10:16:52 PM by EJA727. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/8/2013 at 11:49:58 PM by EJA737. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/14/2013 at 9:16:32 PM by EJA738. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/18/2013 at 10:35:27 PM by EJA740. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/24/2013 at 10:00:59 PM by EJA749. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/13/2013 at 9:57:31 PM by EJA810. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/16/2013 at 11:39:51 PM by EJA829. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/17/2013 at 12:49:00 AM by EJA829. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/18/2013 at 11:05:14 PM by EJA832. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/23/2013 at 10:19:36 PM by EJA858. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/8/2013 at 1:49:38 AM by EJA881. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/10/2013 at 9:00:58 PM by EJA888. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/30/2013 at 10:31:04 PM by EJA913. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/1/2013 at 11:43:45 PM by EJA914. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/14/2013 at 9:47:48 PM by EJA919. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/23/2013 at 10:52:08 PM by EJA929. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/24/2013 at 4:33:26 AM by EJA929. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/23/2013 at 5:34:20 AM by EJA953. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/1/2013 at 9:50:00 PM by EJA958. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/1/2013 at 10:41:37 PM by EJA958. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/19/2013 at 12:30:01 AM by EJA960. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/13/2013 at 9:03:09 PM by EJA979. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/13/2013 at 11:27:42 PM by EJA998. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/4/2013 at 9:40:23 PM by EJA998. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/23/2013 at 9:10:48 PM by EJM20. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/9/2013 at 9:38:49 PM by EJM36. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/7/2013 at 5:45:04 AM by EJM475. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 9:13:51 PM by EJM475. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/13/2013 at 1:01:00 AM by EJM475. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/30/2013 at 9:15:41 PM by EJM551. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/20/2013 at 9:47:16 PM by EJM880. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/19/2013 at 10:10:16 PM by ELX757. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/13/2013 at 4:30:23 AM by EMD23. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/3/2013 at 9:37:50 PM by EMD23. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/8/2013 at 2:07:03 AM by EMD29. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/22/2013 at 10:45:13 PM by EMD29. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/25/2013 at 5:44:24 AM by EMD29. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/27/2013 at 3:32:42 AM by EMD29. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/27/2013 at 4:36:09 AM by EMD29. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/7/2013 at 4:27:05 AM by EMD29. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/7/2013 at 5:10:21 AM by EMD29. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 9:32:01 PM by FIV556. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 10:42:04 PM by FIV556. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/29/2013 at 3:09:50 AM by FIV571. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/28/2013 at 5:46:23 AM by FIV606. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/22/2013 at 9:23:48 PM by HPJ96. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/11/2013 at 10:28:26 PM by HRC367. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/6/2013 at 2:07:54 AM by JLG798. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/11/2013 at 12:38:02 AM by JPT88. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/6/2013 at 9:43:07 PM by JPT88. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/14/2013 at 12:03:00 AM by JTL100. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/18/2013 at 12:51:38 AM by JUS205. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/25/2013 at 12:48:42 AM by JUS811. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/4/2013 at 6:00:31 AM by KFS916. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/21/2013 at 12:38:45 AM by KOW243. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/1/2013 at 11:02:29 PM by LAK470. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/15/2013 at 5:19:34 AM by LXJ340. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/28/2013 at 9:53:52 PM by MJI44. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/8/2013 at 10:10:58 PM by N100KU. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 9:07:37 PM by N109JC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 11:26:39 PM by N111WB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/27/2013 at 12:03:34 AM by N111WB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/7/2013 at 9:05:02 PM by N111WH. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/10/2013 at 9:14:56 PM by N118GW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/18/2013 at 2:23:33 AM by N118GW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/18/2013 at 10:52:19 PM by N118GW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/28/2013 at 11:41:22 PM by N118SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/30/2013 at 10:09:16 PM by N118SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 10:24:09 PM by N118SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/15/2013 at 11:13:13 PM by N11LN. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 1:04:45 AM by N145MW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/8/2013 at 11:04:12 PM by N150RJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/27/2013 at 9:35:43 PM by N1542. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/15/2013 at 1:32:10 AM by N160GG. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/16/2013 at 5:25:21 AM by N160GG. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 9:35:51 PM by N160QS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/30/2013 at 9:34:42 PM by N161RC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/17/2013 at 1:24:32 AM by N161RC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/14/2013 at 11:15:04 PM by N161RC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/16/2013 at 12:20:36 AM by N161RC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/9/2013 at 9:12:18 PM by N166MC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/11/2013 at 10:53:43 PM by N170TY. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/30/2013 at 9:06:11 PM by N181CR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 9:39:10 PM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/29/2013 at 11:14:58 PM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/26/2013 at 12:51:24 AM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/13/2013 at 11:54:42 PM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 9:10:16 PM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 9:43:37 PM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/21/2013 at 1:43:06 AM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 9:45:19 PM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/19/2013 at 2:07:51 AM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/19/2013 at 9:27:00 PM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/5/2013 at 9:53:59 PM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 10:31:09 PM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/29/2013 at 11:42:16 PM by N183JS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/22/2013 at 11:27:39 PM by N184R. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 10:09:16 PM by N189JW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/28/2013 at 11:44:31 PM by N18CC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/19/2013 at 1:13:19 AM by N18SK. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 9:47:41 PM by N194SA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 9:49:56 PM by N1DC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/16/2013 at 9:11:27 PM by N1DC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/11/2013 at 1:13:27 AM by N1DC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/27/2013 at 10:43:24 PM by N1DC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 9:22:47 PM by N1DC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/23/2013 at 11:46:45 PM by N1DH. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/10/2013 at 11:44:06 PM by N1JC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/11/2013 at 1:57:19 AM by N1JC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/8/2013 at 9:52:22 PM by N1UA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/8/2013 at 10:34:45 PM by N1UA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/27/2013 at 9:59:54 PM by N200CP. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 10:44:47 PM by N204CE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/4/2013 at 3:10:33 AM by N214ML. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/24/2013 at 10:23:52 PM by N225EE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/5/2013 at 10:38:03 PM by N235SV. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/20/2013 at 9:59:21 PM by N24JR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/3/2013 at 10:06:13 PM by N253DV. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/3/2013 at 10:42:59 PM by N253DV. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/9/2013 at 11:28:41 PM by N257PL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/13/2013 at 11:31:37 PM by N258MS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/16/2013 at 10:51:52 PM by N258MS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 9:52:51 PM by N260BS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 11:51:25 PM by N260BS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/23/2013 at 9:45:20 PM by N2615S. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/6/2013 at 12:29:57 AM by N269TA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/23/2013 at 9:09:29 PM by N277RC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/28/2013 at 9:54:51 PM by N28PH. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 9:06:38 PM by N300A. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 1:33:57 AM by N300AJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/14/2013 at 10:20:55 PM by N300EL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/18/2013 at 9:49:33 PM by N300TK. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/31/2013 at 1:16:13 AM by N300TK. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/30/2013 at 9:33:49 PM by N300TK. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/21/2013 at 9:15:09 PM by N322BC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/28/2013 at 1:20:05 AM by N326AZ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/28/2013 at 9:01:06 PM by N326MA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/1/2013 at 10:41:18 PM by N32KM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/10/2013 at 11:07:26 PM by N32KM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 1:04:19 AM by N345MA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 1:43:01 AM by N345MA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 9:31:23 PM by N345PF. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 10:04:00 PM by N345PF. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/27/2013 at 11:48:37 PM by N349MC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/8/2013 at 5:43:38 AM by N350M. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/20/2013 at 9:44:25 PM by N365LP. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 9:21:54 PM by N375CP. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/2/2013 at 11:02:42 PM by N375CP. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/2/2013 at 9:13:29 PM by N375CP. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/23/2013 at 9:22:11 PM by N376RC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/18/2013 at 5:48:42 AM by N378SF. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/26/2013 at 10:01:18 PM by N384BB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/4/2013 at 10:52:13 PM by N387HA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/4/2013 at 11:42:32 PM by N387HA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/5/2013 at 10:27:11 PM by N38MG. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/31/2013 at 3:13:34 AM by N397DR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/31/2013 at 3:25:39 AM by N397DR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/18/2013 at 10:11:31 PM by N39PH. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/19/2013 at 12:00:16 AM by N39PH. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 11:38:09 PM by N400GK. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/23/2013 at 10:33:31 PM by N400KS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/1/2013 at 10:08:54 PM by N401QS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/10/2013 at 5:55:44 AM by N403QS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/21/2013 at 5:45:01 AM by N404HG. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/29/2013 at 11:06:32 PM by N416KC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/10/2013 at 9:17:39 PM by N416RX. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/2/2013 at 10:32:09 PM by N417BA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/15/2013 at 10:09:41 PM by N424XT. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/31/2013 at 11:00:07 PM by N424XT. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 11:31:25 PM by N430BB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/27/2013 at 9:21:02 PM by N430BB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/16/2013 at 9:44:33 PM by N430BB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/19/2013 at 12:43:40 AM by N437LJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/20/2013 at 9:25:50 PM by N437WR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 10:01:15 PM by N438SJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/29/2013 at 9:56:50 PM by N438SJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/29/2013 at 10:28:41 PM by N438SJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/20/2013 at 10:35:16 PM by N44SH. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/27/2013 at 9:33:50 PM by N451BH. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/28/2013 at 9:31:21 PM by N45GA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/28/2013 at 10:01:41 PM by N462MK. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 9:55:59 PM by N46F. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/12/2013 at 11:06:04 PM by N46F. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/14/2013 at 10:39:28 PM by N483AM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/28/2013 at 1:52:38 AM by N484JM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/28/2013 at 10:02:02 PM by N485GM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/4/2013 at 11:57:40 PM by N4884M. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/24/2013 at 10:56:25 PM by N48HF. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/11/2013 at 11:12:54 PM by N499PA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/1/2013 at 11:02:23 PM by N500ZA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/14/2013 at 10:21:38 PM by N501CV. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/22/2013 at 10:54:01 PM by N502JL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/23/2013 at 10:27:50 PM by N502PC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 9:18:40 PM by N506QS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 1:02:15 AM by N508P. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/18/2013 at 12:00:32 AM by N509QS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/28/2013 at 10:36:54 PM by N50MT. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/12/2013 at 11:33:22 PM by N510AB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/3/2013 at 9:51:15 PM by N511RZ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/3/2013 at 11:25:31 PM by N511RZ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/24/2013 at 1:00:01 AM by N520DD. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/16/2013 at 10:21:55 PM by N520SC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/25/2013 at 9:02:33 PM by N522EE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/11/2013 at 9:13:23 PM by N528KW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/11/2013 at 9:48:42 PM by N528KW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/27/2013 at 11:13:01 PM by N528KW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/2/2013 at 1:31:30 AM by N528KW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/3/2013 at 1:20:25 AM by N528KW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 10:13:52 PM by N53FJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 10:52:59 PM by N53FJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 10:01:21 PM by N53FJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/2/2013 at 1:16:20 AM by N53LM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/21/2013 at 2:26:32 AM by N54DD. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/11/2013 at 9:53:47 PM by N550TW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/29/2013 at 1:06:55 AM by N551GR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/29/2013 at 9:36:22 PM by N560PE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/7/2013 at 9:23:05 PM by N561CC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/11/2013 at 11:33:15 PM by N56LN. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/14/2013 at 5:10:39 AM by N579MC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/18/2013 at 10:19:33 PM by N5NR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/21/2013 at 9:02:21 PM by N5NR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/4/2013 at 9:14:58 PM by N600LS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/4/2013 at 9:43:48 PM by N600LS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/22/2013 at 9:49:52 PM by N601CV. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/12/2013 at 10:08:01 PM by N610G. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/22/2013 at 10:48:50 PM by N615SR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/10/2013 at 10:38:14 PM by N624WP. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/10/2013 at 11:18:14 PM by N624WP. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/2/2013 at 10:12:51 PM by N626UT. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/13/2013 at 9:37:51 PM by N628BD. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/13/2013 at 1:50:38 AM by N64CF. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/14/2013 at 1:11:06 AM by N64CF. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/9/2013 at 9:16:11 PM by N64HH. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/31/2013 at 3:44:55 AM by N66MC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/10/2013 at 10:26:14 PM by N66MC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/25/2013 at 9:31:38 PM by N67FT. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/14/2013 at 10:25:37 PM by N680MB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/4/2013 at 9:41:40 PM by N680UT. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/2/2013 at 9:47:45 PM by N68MY. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/20/2013 at 10:32:27 PM by N694PD. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/15/2013 at 4:00:48 AM by N700SR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/18/2013 at 10:03:26 PM by N706RM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/3/2013 at 10:45:25 PM by N706RM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/11/2013 at 11:04:54 PM by N706RM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/7/2013 at 10:43:10 PM by N706RM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/10/2013 at 2:20:18 AM by N706RM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/23/2013 at 9:29:43 PM by N706RM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/25/2013 at 9:09:02 PM by N708JR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/22/2013 at 10:28:10 PM by N710ET. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/3/2013 at 9:22:31 PM by N710ET. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/4/2013 at 11:37:11 PM by N710ET. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/22/2013 at 11:46:20 PM by N710HM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 9:02:53 PM by N710R. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/28/2013 at 9:28:09 PM by N711KE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/2/2013 at 9:26:55 PM by N711KE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 1:43:15 AM by N715CQ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/19/2013 at 10:56:24 PM by N717LA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/23/2013 at 10:10:51 PM by N717VL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/18/2013 at 10:33:20 PM by N718MC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 11:24:57 PM by N71M. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/13/2013 at 12:06:42 AM by N71M. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/29/2013 at 12:26:18 AM by N721FF. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/26/2013 at 10:34:30 PM by N724RM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/8/2013 at 11:23:31 PM by N724RM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/22/2013 at 9:06:26 PM by N729JM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/16/2013 at 11:04:00 PM by N737DX. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 11:40:27 PM by N737DX. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/28/2013 at 10:34:13 PM by N73CL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/31/2013 at 10:11:28 PM by N73CL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/3/2013 at 11:01:52 PM by N73CL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/9/2013 at 10:15:51 PM by N73CL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/13/2013 at 1:10:25 AM by N73CL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/14/2013 at 1:20:22 AM by N73CL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/6/2013 at 10:35:53 PM by N73CL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/23/2013 at 9:26:23 PM by N742F. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/22/2013 at 10:11:37 PM by N750LG. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/4/2013 at 10:45:21 PM by N750LQ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/4/2013 at 11:22:22 PM by N750LQ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 9:12:39 PM by N755LL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/20/2013 at 10:01:48 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/22/2013 at 11:49:27 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/28/2013 at 5:23:40 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/1/2013 at 11:22:34 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/13/2013 at 9:27:07 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 11:21:41 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/20/2013 at 10:41:02 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 1:47:26 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 4:30:34 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/26/2013 at 1:56:59 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/26/2013 at 11:20:57 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/27/2013 at 1:39:09 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/27/2013 at 3:10:04 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/27/2013 at 5:01:17 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/3/2013 at 9:42:29 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/6/2013 at 12:11:25 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/12/2013 at 4:06:03 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/12/2013 at 11:22:29 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/13/2013 at 3:28:58 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/13/2013 at 9:40:07 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 9:48:22 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/21/2013 at 12:10:59 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/23/2013 at 1:52:50 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/23/2013 at 5:12:01 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/25/2013 at 12:25:55 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/6/2013 at 11:09:39 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/7/2013 at 10:46:52 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/8/2013 at 1:02:38 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/8/2013 at 9:34:37 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/9/2013 at 1:40:03 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/9/2013 at 10:09:13 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/11/2013 at 9:14:45 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/12/2013 at 3:27:18 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/14/2013 at 1:23:03 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/15/2013 at 10:21:09 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/17/2013 at 1:03:20 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/25/2013 at 11:35:12 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/26/2013 at 2:33:56 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 10:14:29 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/19/2013 at 4:49:23 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 3:19:53 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/27/2013 at 10:34:58 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/28/2013 at 12:58:34 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/2/2013 at 11:23:38 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/3/2013 at 9:19:44 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/4/2013 at 12:09:23 AM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/5/2013 at 9:04:43 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/5/2013 at 11:40:58 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/10/2013 at 9:33:51 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/11/2013 at 9:13:44 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/11/2013 at 11:24:14 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/6/2013 at 11:14:16 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/17/2013 at 9:39:37 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/29/2013 at 11:46:39 PM by N772SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/4/2013 at 9:36:08 PM by N7777B. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 11:21:00 PM by N784BX. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/18/2013 at 11:48:32 PM by N784BX. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/17/2013 at 1:00:47 AM by N789H. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/24/2013 at 11:06:45 PM by N790SU. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/9/2013 at 10:30:37 PM by N790SU. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/9/2013 at 11:50:36 PM by N790SU. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/8/2013 at 9:41:30 PM by N794SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/27/2013 at 9:24:12 PM by N794SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/30/2013 at 1:08:33 AM by N794XJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/6/2013 at 10:55:11 PM by N797CM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/6/2013 at 11:36:03 PM by N797CM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/21/2013 at 10:12:00 PM by N7DR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/25/2013 at 9:08:53 PM by N800FJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 5:23:13 AM by N800LJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/14/2013 at 12:25:50 AM by N800PL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/1/2013 at 12:44:32 AM by N802Q. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/11/2013 at 4:02:04 AM by N80WM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/12/2013 at 9:07:48 PM by N80WM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 9:35:48 PM by N814BB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 10:14:36 PM by N816CS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/18/2013 at 5:02:06 AM by N818CR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 4:55:32 AM by N818SE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/28/2013 at 9:48:23 PM by N818SE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/24/2013 at 2:21:17 AM by N818SE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/22/2013 at 10:50:24 PM by N820FJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/10/2013 at 9:05:32 PM by N820FJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/17/2013 at 10:35:24 PM by N820FJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 11:34:27 PM by N826LJ. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/10/2013 at 9:28:21 PM by N831WP. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/1/2013 at 11:35:48 PM by N85JM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/16/2013 at 12:22:50 AM by N865LS. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/18/2013 at 11:27:18 PM by N8778. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/30/2013 at 10:24:35 PM by N877AB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/15/2013 at 12:51:34 AM by N877AB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/28/2013 at 9:53:02 PM by N878RG. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/28/2013 at 10:34:03 PM by N878RG. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/23/2013 at 9:07:05 PM by N87CE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/11/2013 at 9:19:08 PM by N87CE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/18/2013 at 9:07:23 PM by N885KT. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/23/2013 at 9:22:55 PM by N885KT. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/9/2013 at 12:05:06 AM by N885KT. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/18/2013 at 10:28:35 PM by N889JC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/30/2013 at 1:30:50 AM by N88CA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/30/2013 at 1:40:42 AM by N88CA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/19/2013 at 9:14:40 PM by N88CA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 9:25:53 PM by N895CC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/13/2013 at 10:15:27 PM by N89888. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/22/2013 at 9:15:14 PM by N898AN. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/29/2013 at 1:16:38 AM by N89CE. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/2/2013 at 2:41:19 AM by N900EM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/4/2013 at 10:51:53 PM by N900H. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/19/2013 at 11:25:55 PM by N900H. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/23/2013 at 9:05:30 PM by N900H. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/24/2013 at 9:07:07 PM by N900KM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 9:41:39 PM by N900MC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/25/2013 at 11:44:29 PM by N901MC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/10/2013 at 11:28:51 PM by N901MC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 10:11:28 PM by N909SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 11:20:37 PM by N909SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/14/2013 at 9:01:09 PM by N90AM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/24/2013 at 10:20:17 PM by N913CL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 11:46:22 PM by N915AM. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/25/2013 at 11:58:43 PM by N916SB. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/23/2013 at 10:43:19 PM by N91NA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/5/2013 at 1:06:01 AM by N924S. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/5/2013 at 1:40:33 AM by N924S. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/19/2013 at 9:19:49 PM by N924S. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/26/2013 at 10:33:58 PM by N926RR. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/15/2013 at 5:51:42 AM by N935JC. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/19/2013 at 9:32:08 PM by N94PL. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/12/2013 at 11:28:34 PM by N953JF. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/23/2013 at 9:03:57 PM by N96UA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/18/2013 at 1:05:25 AM by N973MW. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/2/2013 at 9:17:19 PM by N98HG. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/28/2013 at 9:03:27 PM by N990EA. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/20/2013 at 1:12:13 AM by N991SU. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/20/2013 at 2:13:17 AM by N991SU. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/9/2013 at 4:57:18 AM by OPT427. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/20/2013 at 9:18:06 PM by OPT702. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/23/2013 at 5:28:32 AM by OPT710. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/22/2013 at 2:16:06 AM by OPT710. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/6/2013 at 10:27:25 PM by OPT710. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/26/2013 at 10:25:23 PM by OPT904. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/10/2013 at 12:36:42 AM by OPT910. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/3/2013 at 10:01:33 PM by PEG77. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/22/2013 at 12:43:02 AM by PMM104. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/15/2013 at 1:18:28 AM by PMM129. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/23/2013 at 4:43:09 AM by RAX123. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/25/2013 at 10:58:02 PM by RAX131. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 12:09:42 AM by RAX159. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/25/2013 at 12:52:04 AM by RAX159. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/6/2013 at 10:51:29 PM by RGY188. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/17/2013 at 9:22:11 PM by RJC352. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/20/2013 at 11:17:41 PM by SBE309. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/1/2013 at 12:19:04 AM by SBE605. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/20/2013 at 11:36:37 PM by SIS450. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/3/2013 at 9:44:52 PM by SKW420F. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/22/2013 at 9:19:39 PM by SKW489M. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 4/28/2013 at 9:08:33 PM by SKW5246. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/4/2013 at 6:00:15 AM by SKW5262. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/30/2013 at 5:57:58 AM by SKW6213. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/20/2013 at 9:20:22 PM by SKW6313. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/23/2013 at 9:31:51 PM by SKW6313. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/24/2013 at 11:48:04 PM by SKW6313. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/3/2013 at 9:10:58 PM by SKW6313. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/3/2013 at 12:24:16 AM by SKW6313. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/12/2013 at 9:12:55 PM by SKW6326. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/13/2013 at 9:20:36 PM by SKW6326. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 9:24:28 PM by SKW6326. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/17/2013 at 9:24:15 PM by SKW6326. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/19/2013 at 10:42:44 PM by SKW6326. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/29/2013 at 9:47:21 PM by SKW6326. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/25/2013 at 9:00:04 PM by SWA1029. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/10/2013 at 5:33:31 AM by TMC404. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/2/2013 at 9:11:07 PM by TMC404. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/13/2013 at 9:11:09 PM by TMC440. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/18/2013 at 10:25:02 PM by TMC451. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/19/2013 at 11:23:51 PM by TMC497. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/25/2013 at 12:12:43 AM by TMC830. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/14/2013 at 12:30:18 AM by TMC895. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/5/2013 at 10:37:58 PM by TWY22. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/5/2013 at 11:15:42 PM by TWY22. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/15/2013 at 10:39:52 PM by UJT962. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/19/2013 at 3:42:15 AM by WJM72. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/20/2013 at 12:08:45 AM by XOJ767. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/20/2013 at 1:36:03 AM by XOJ794. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 1:30:20 AM by XSR290. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/21/2013 at 9:38:32 PM by XSR291. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 7/6/2013 at 10:39:44 PM by XSR299. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/17/2013 at 11:10:08 PM by XSR450. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 5/16/2013 at 12:15:34 AM by XSR707. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 6/28/2013 at 12:14:50 AM by XSR910. The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on 12:00:00 AM at 12:00:00 AM by . The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on at by . The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

Dear Sirs:

This letter is to inform you that an aircraft registered to your company arrived and/or departed Dallas Love Field in violation of the airport's Noise Control Program. The incident occurred on at by . The pilot failed to use the Preferential Runway when at the airport.

Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

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Thank you for your anticipated help and cooperation.

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214-670-6673

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Since the early 1980's, Dallas Love Field has employed a Noise Control Program designed to limit aircraft noise exposure to the residential areas surrounding the airport. Over the years the program has proven to be very effective. This success is due primarily to the Department of Aviation's efforts to inform the flying community of the program and the support of pilots' who commit, under a voluntary protocol, to fly neighborly.

One of the key components of the Noise Control Program is utilization of the airport's Preferential Runway (RWY 13R/31L), between the hours of 9:00 p.m. and 6:00 a.m., by all arriving or departing jet aircraft or aircraft weighing more than 12,500 lbs. Compliance with this procedure has both a mitigating effect on noise measurements during nighttime hours, and places the noisiest aircraft over mostly commercial/industrial areas near the airport during the time period when residential areas are most sensitive to aircraft noise.

The Department of Aviation and the neighbors of Dallas Love Field would greatly appreciate all efforts taken by your company to ensure that your pilots are informed of the Dallas Love Field Noise Control Program and encouraged to use the Preferential Runway during the prescribed hours. Your help in this regard will significantly contribute to the ongoing hard work being made to ensure the program's continued success. To assist you, I have enclosed a brochure that details the operational elements of the Dallas Love Field Noise Control Program.

Thank you for your anticipated help and cooperation.

Sincerely,

Courtenay Shorter
Aircraft Noise Coordinator
Dallas Love Field
8008 Cedar Springs Rd, LB16
Dallas, Texas 75235
214-670-6673

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