

Bell Helicopter Keller Town Hall | Follow-Up Questions & Answers

Can you provide two-week snapshot of Bell Helicopter’s training operations?

The following shows the two-week period as a representative example of our training schedule:

	Prior to 8:00 am	Standard Operating Hours (8:00 am to 5:00 pm)	Night Vision Goggle	
Week of August 8 (M-F)	3 (7:30 am)	60	4 (9:00 pm)	5 (11:00 pm)
Week of August 15 (M-F)	0	99	0	

What is the minimum altitude for helicopter operations?

Per FAA Part 135, except when necessary for takeoff and landing, no person may operate under visual flight rules a helicopter over a congested area at an altitude less than 300 feet above the surface. Bell Helicopter flies three to four times the minimum at our 1700 MSL operating altitude.

I heard rumors that the noise would be increasing? Is that true? And, if so, when?

Bell Helicopter customer training is based on demand. At this time, there are no significant changes planned that would increase the volume of our Fort Worth flight training operations.

Can we consider rerouting over I-35, Precinct Line, or FM 1938/Davis?

Discussions continue with the FAA, Alliance Airport and DFW International Airport to assess route and altitude options to reduce the noise impact of our operations in the community. As a result of this ongoing dialogue, we have made the following changes:

- Effective August 15, 2016, approximately 15 percent of our louder twin-engine training helicopter operations are now being rerouted to Arlington and Fort Worth/Meacham airports for training, reducing both the volume and noise of our operations along the current flight path.
- Additionally, on days with low cloud cover which forces our flight operations to lower altitudes, we have reached an agreement to divert up to 50 percent of all training operations to Fort Worth/Meacham and Arlington airports, when the airports are experiencing lower airplane traffic.
- Effective August 29, Bell Helicopter is diverting the majority of our late-evening, night vision goggle training flights to Alliance Airport, following an Interstate 820 and I-35 flight path. Each operation will require a case-by-case approval from Alliance tower. Based on our discussions with Alliance, circumstances that would cause the tower to reject our flight plan would be rare.

Why can't our pilots fly Class B airspace?

Class B airspace exists to protect commercial aircraft traffic. As a safety precaution and to ensure our operations do not tax DFW air traffic control, Bell Helicopter will not repeatedly enter Class B airspace. A longer-term effort would be to secure a carve-out of the secured airspace from the FAA. We are actively pursuing nearer term alternatives in cooperation with the FAA, Alliance Airport and DFW International Airport.

Why can't Bell Helicopter bus their student pilots to Alliance/Justin Field? It would reduce helicopter wear and tear and fuel?

Bell Helicopter's leased training field north of Alliance is designed for touch and go operations and does not house maintenance, storage, fuel, or indoor facilities to accommodate our operations and students.

Can we put markings on bottom of aircraft to help them identify?

We will take this recommendation into consideration, along with other options that may help distinguish our operations from that of emergency medical and energy operators who also fly in the area.

If Bell Helicopter has GPS trackers, why are residents being asked to call and log complaints?

Due to Bell Helicopter's volume of flight operations to Justin Field, most of the complaints received from residents along the Rufe Snow and 377 corridors have matched up to our training aircraft. However, there are many that have not, and hence are operated by other users.

We are currently evaluating the complaints against our flight tracking data since the launch of the Plane Noise system in early August, and we will conduct outreach to residents with our findings over the next few weeks.

Participation in the complaint tracking system ensures your concerns are recorded and taken into consideration as we approach short-term and long-term alternatives to further reduce the noise of our operations on the surrounding community.

I sent videos showing you that your pilots are not flying the routes. Will we even take a look at them or continue to do nothing?

We are currently evaluating the complaints against our flight tracking data since the launch of the Plane Noise system in early August, and we will conduct outreach to residents with our findings over the next few weeks.

Can Bell Helicopter return and provide another Town Hall update?

Yes, we will be glad to coordinate another Town Hall with the City of Keller in the coming months to share updates on our Noise Mitigation efforts and the alternatives we are exploring for our flight operations.