



Washington Reagan National Airport Aircraft Noise Community Working Group

Federation of Civic Associations

June 28, 2017

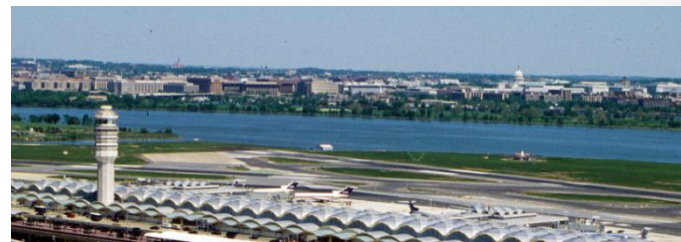
Unique Conditions in DC Impact Aircraft Noise

Reagan National (DCA) and Dulles (IAD) Airports

- Only 2 US airports owned by federal government,
- Operated by Metropolitan Washington Airports Authority
 - Flights allowable: 24-hour/7-days

Key Background

- Congressional control
 - Number of slots (arrivals and departures per hour) → “slot rule”
 - Distance aircraft can fly from DCA (aircraft type) → “perimeter rule”
 - Flights 10PM-7AM subject to type, engine, weight → “night time noise rule”
- FAA regulates aircraft procedures (flight paths, altitudes)
- No entity regulates noise output of aircraft in flight
- National Security = only ‘no fly’ zones in DC airspace





About the Working Group

Mission: Identify and implement noise-mitigation solutions for National Airport Airplane Traffic over surrounding communities

Established: October 2015 with 15 voting members
2016/17: 2 additional reps, one each for Prince Georges and Montgomery Counties

Focus Areas

- Flight paths (more time over water, less time over land)
- Noise Abatement
- Altitude: arriving departing flights
- Airport Hours of Operation
- Roles/Responsibilities of Airport/Airlines/FAA
- Emerging Aircraft Technologies
- DCA Night time Noise Rule (limitations and enforcement)
- Moving Flights from National to Dulles



Focus Areas for Alexandria

- Increased air traffic at night (10PM – 7 AM)
- Concentration of flight path of departing aircraft over the west bank of the Potomac River
- Deviation from the official flight path through Air Traffic Control diversions allowing aircraft to turn right before the Wilson Bridge.



Reagan National Airport: Recent Changes

Increased Demand: Air Travel 10 PM-7 AM

- Flight Slots once available but not used → now used
- Majority of modern aircraft now comply with night time noise rule
- Airport Noise and Capacity Act of 1990 limits U.S. airports from imposing new noise-based operational restrictions on stage 3 aircraft,

Next Generation Air Transportation System (NextGen)

- Intended to improve airspace safety and efficiency
- Modified procedures in the D.C. airspace (D.C. Metroplex)
- Flight paths concentrated over certain communities
- Procedure changes resulted in increased complaints from residents living below flight corridor changes

DCA – Arrivals & Departures Only

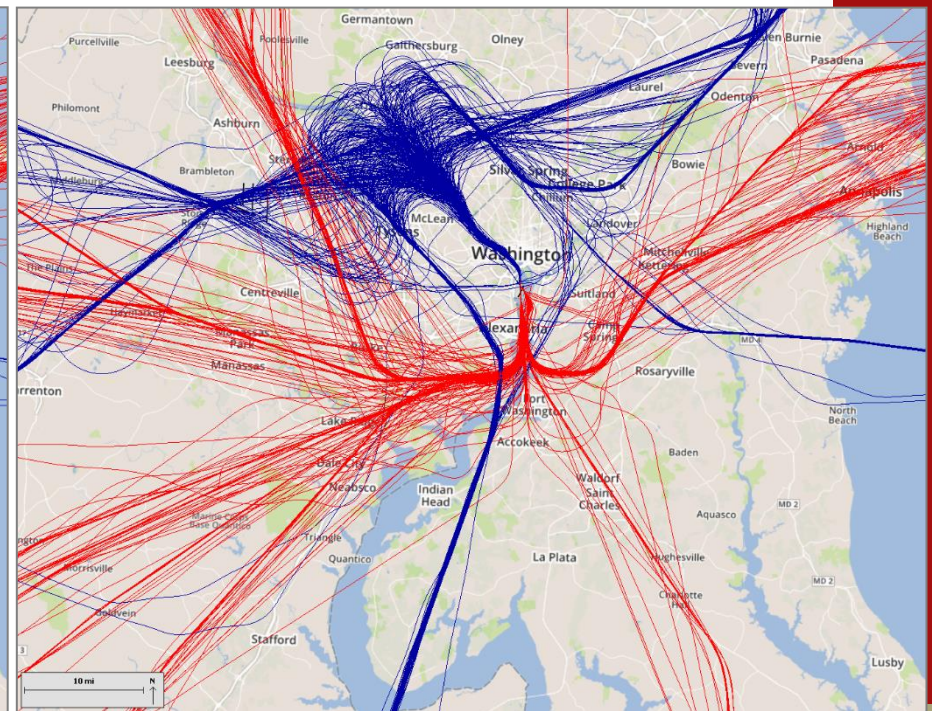
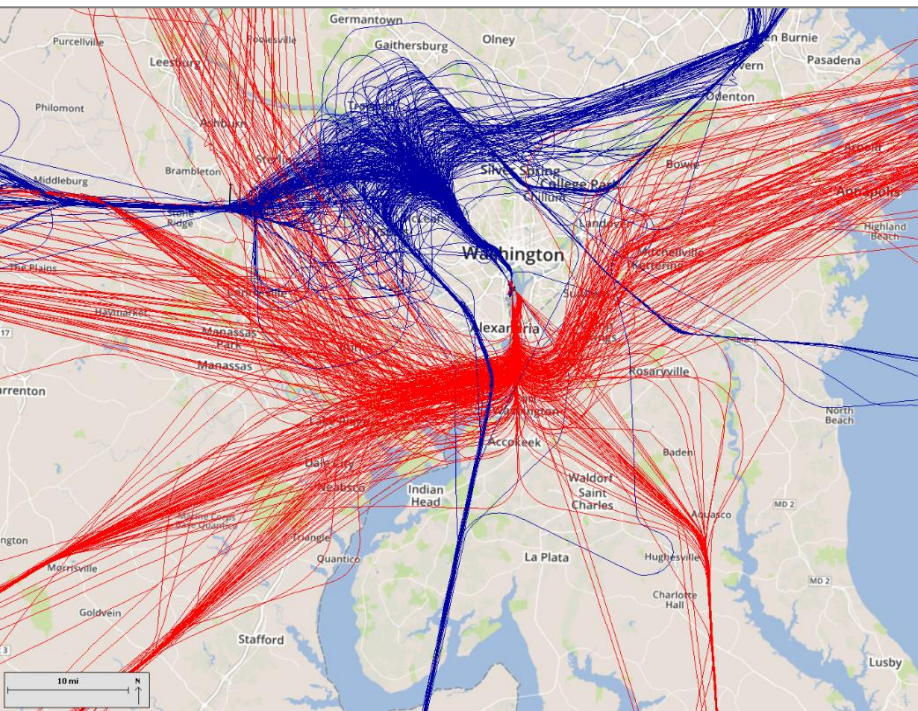
South Flow

NextGen Procedural Changes

2012 (Pre) versus 2015 (Post)

Pre-NextGen: June 28, 2012

Post-NextGen: Sept. 8, 2015





Progress

FAA/Working Group

- Increased air traffic control vigilance against diversions over Alexandria
- Recommendation to FAA to modify south flow departures from western shore of Potomac River to:
 - River center and
 - Extend the turning point 3.9 miles south of current turn at Wilson Bridge.
- FAA Rulemaking process will began in August 2017
 - Technical Evaluation: 12-18 months

Airlines

- American: eliminate MD-80 service at DCA
- Delta: eliminate scheduled MD-80 operations at DCA after 3 p.m.



Thank you! Questions?

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703-417-1204

Online complaint form:
<https://complaints.bksv.com/dca>

WebTrak:
<http://webtrak5.bksv.com/dca>