

Summary
Reagan National Airport Community Working Group
Regular Meeting (4) – April 14, 2016

Date: April 14, 2016

Time: 6:00 P.M. – 8:00 P.M.

Location: Metropolitan Washington Airports Authority (MWAA)
Corporate Office Building, Conference Room 1C

Agenda: February 25, 2015 Meeting Summary & Updates, FAA South Flow Presentation,
MWAA Past Noise Committee Presentation

Working Group Members Present:

Dick DeiTos	MWAC
Ken Hartman	Montgomery County
Tracy Montross	American Airlines Government Affairs
Mike Metcalf	District of Columbia Ward 6
Jim Phelps	Fairfax County - Dranesville
Mike Rioux	Fairfax County - Mount Vernon
Stephen Thayer	City of Alexandria

Alternates:

Carol Hawn	Fairfax County - At-Large Alternate
Don Minnis	Fairfax County - Mount Vernon Alternate
Dominic Patella	District of Columbia Ward 3 – Alternate
Clarence Tong	City of Alexandria - Alternate

Agenda Item 1 - Welcome & February 25, 2016 Meeting Summary Discussion:

Margaret McKeough, MWAA Chief Operating Officer

- Welcomed and briefed committee on Prince George’s County new Working Group appointee who will attend future meetings, Wayne Tonkins, Sr.
- February 25, 2016 meeting summary was approved with one correction:
 - Ken Hartman requested the reference to his statement on Agenda Item 5 be corrected to: “Recommends that Working Group members coordinate with their federal representatives and not rely solely on MWAA to carry the ball.”

Agenda Item 2 - South Flow Considerations:

FAA Presentation: *DCA South Flow SIDs*

Bennie Hutto, DC Metroplex & PBN Criteria, National Air Traffic Controllers Association

- **Aircraft Over Old Town, Alexandria, VA – Early Departure Turns:**

- Questions were raised during February meeting regarding aircraft turning early from the South Flow Standard Instrument Departure (SID) procedure and flying over Old Town, Alexandria, VA.
- FAA received dates and times submitted by the Working Group, via MWAA, to review early turns.
- After reviewing the submitted dates and time, FAA determined that Air Traffic Control directed those specific aircraft to turn early from the procedure. Reasons for the early turns were not known.
- It was noted that propeller aircraft do not follow the same jet aircraft procedure due to performance differences.
- Review Outcome:
 - Potomac Consolidated TRACON reminded controllers of the South Flow Standard Instrument Departure (SID) procedure with a request to leave aircraft on the procedure and minimize early turns.
 - It is anticipated there will be better procedure compliance, but controllers have the ability to turn aircraft early if it's for operational necessity.

- **Draft South Flow Standard Instrument Departure (SID) Extension for Westbound Turns Only:**

Draft SID – Procedure Changes based on Potomac Consolidated TRACON feasibility:

- Due to safety concerns, there are no proposed changes to the eastbound SID procedure.
- Draft SID extension for westbound turns will require changes in 4 airspace sectors.
- Current CAPVC waypoint is located 5.51 nautical miles south of DCA; aircraft currently turn westbound at altitudes 3,000 – 4,000 ft.
- Draft CAPVC_NEW waypoint will extend the SID an additional 2.92 nautical miles to ~8.5 nautical miles south of DCA; aircraft projected to turn westbound at an altitude of 5,000 ft.
- Draft SID follows the river (southwest) to comply with MWAA's "more time over water and less time over land".
- Draft SID introduces WP17 waypoint, located near the Woodrow Wilson Bridge, to center aircraft over the Potomac River; aircraft will track *runway heading* to 515 feet, then direct to WP17 versus 185 radial.
- Draft SID increases "over water" distance to ~12.5 nautical miles for westbound turn waypoints: DCA – WP17 – CAPVC_NEW – GAITE_NEW

Draft SID – FAA Approval Process:

- Currently, Draft SID has only been evaluated by the Potomac Consolidated TRACON for flyability; stakeholder discussions, testing and evaluations have not been conducted.
- First Step:
 - DCA Community Noise Working Group submit a formal recommendation, via MWAA, to FAA endorsing the concept of the Draft SID procedures.

- Next Steps:
 - An FAA Working Group of stakeholders convenes to begin the safety/analysis/flyability evaluation process.
 - ◆ First milestone: FAA Working Group completes its feasibility “Pencils Down” procedural design. (~ 6 months).
 - ◆ Environmental Assessment / Noise Modeling not conducted until “Pencils Down” phase completed.
 - Typical PBN project timeline is ~24 months from recommendation to publication; publication date determines all other project dates.

Draft SID – Working Group Discussion:

- Timeline Comparison between LAZIR Waypoint vs. Draft South Flow SID:
 - Timeline to implement changes to the northbound departure procedure (LAZIR) was much shorter because the majority of the work had already been conducted by the FAA.
 - LAZIR waypoint only had a lateral position change; Draft South Flow SID introduces new waypoints, altitude changes, and airspace changes.
- Stakeholder Participation:
 - Strong concerns expressed regarding the participation opportunity of the stakeholders that may be negatively impacted by the Draft SID procedure changes associated with new flight path locations and altitudes, i.e. – Airlines, Fairfax County (Ft. Belvoir, Mt. Vernon) and Prince George’s County (Accokeek, Ft. Washington).
 - It was emphasized that moving flight tracks over communities that have not had prior exposure could be a problem.
 - Prince George’s County Voting Member not present and needs to be briefed on Draft SID procedure changes.
 - Airlines abstain from Draft SID endorsement until possible implications have been evaluated.
- **MOTION: Draft Recommendation #3 - Endorse the Concept of Modifying the South Flow Standard Instrument Departure Procedure (Draft SID)**
 - Working Group Voting Member Results – 8 Member Quorum:
 - **Yay:** Ken Hartman, Mike Metcalf, Jim Phelps, Mike Rioux, Stephen Thayer
 - **Nay:** None
 - **Abstain:** Dick DeiTos, Tracy Montross, Dominic Patella (DC Ward 3 Alternate)
 - **Absent During Vote:** Diane Fleming, Steve Geiger, Gregory Hudson, Joe Pelton, Andrea Ramirez, Wayne Tonkins Sr, Bob vom Eigen
 - Draft Recommendation #3 Approved.
 - *‘Draft’ Recommendation #3 language will be emailed to Working Group Voting Members for concurrence prior to submission to FAA.*
 - *MWAA will work with FAA to develop talking points and graphics that accurately convey the changes associated with the draft recommended South Flow SID and provide this to the Working Group Voting Members prior to next meeting.*

- *MWAA will schedule a meeting with the Prince George's County Voting Member to provide a 'Draft' Recommendation #3 procedure briefing.*
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Agenda Item 3 – Overview of Past Noise Committees:

- Item deferred until next meeting when Joe Pelton, who has proposed a related recommendation, is available to attend.

Agenda Item 4 – Group Discussion on Activities-to-Date:

- **FAA Update on:**

Recommendation #2 – DCA Community Working Group directs MWAA to ask FAA to develop a feasibility plan, and associated implementation plan, for an RNAV GPS Approach Procedure to Runway 19

John H. Belk II, Manager, PBN Lead Project Coordinator, FAA

- Challenges:
 - Even though Instrument Approach procedures are designed for inclement weather conditions, there is still a point on final approach that the pilot needs to be in a position to see the runway.
 - Due to RNAV GPS criteria (rules), the closest FAA can get aircraft to Runway 19 is ~4 miles since the aircraft are turning.
 - RNAV GPS procedure requires straight segments.
 - FAA understands the importance of developing this procedure and is working with American Airlines and MITRE Corporation to pursue other options, possibly a waiver.
- Possible Criteria Revisions:
 - It was noted that FAA Flight Standards has approved waivers in the past when it has been demonstrated that the necessary level of safety has been maintained, specifically for turns and segment leg lengths.
- **Montgomery County Noise Complaints in Congressman Chris Van Hollen's District (Montgomery County, MD):**
 - Ken Hartman advised the Working Group of meeting in Congressman Van Hollen's office with residents of two specific communities who have noticed an increase in overhead air traffic:
 - Bethesda/Goldsboro Rd
 - Potomac residents north of David Taylor Model Basin
 - It was agreed that Ken Hartman will forward the complaint info to MWAA.
 - *MWAA will work with FAA to investigate complaints submitted by Congressman Van Hollen's constituents and identify possible operational changes, if any.*
 - *MWAA will develop an Information/Fact Sheet to help elected officials answer general flight operations questions.*

- **Noise Monitor Data Availability and Transparency:**
 - A D.C. member cited that an Arlington resident believes there has been a significant increase in aircraft noise in the Arlington area and the noise data should be readily available.
 - Margaret McKeough acknowledged that MWAA has had several communications with the Arlington resident, including responding to a Freedom of Information request submitted by the resident. She acknowledged that MWAA does respond to requests for information when the information is readily available. MWAA cannot undertake special research assignments.
 - MWAA has addressed all of Arlington County's requests and has provided the Arlington resident with all data requested that is readily available.

 - **Working Group Effectiveness Discussion:**
 - An agenda survey has already been submitted by Working Group Voting Members. Ms. McKeough acknowledged that each meeting agenda was developed in response to issues of concern cited by the Working Group in the recent survey.
 - Other Working Group agenda topics are welcome; goal is to ensure all questions are addressed.
 - Other Future Agenda Suggestions identified are:
 - North Flow Approach
 - Anacostia River operations
 - Possible Potomac Consolidated TRACON tour
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Action Items – Prior to Next Meeting or During Next Meeting:

MWAA:

- *'Draft' Recommendation #3 language will be emailed to Working Group Voting Members for concurrence prior to submission to FAA.*
 - *MWAA will work with FAA to develop talking points and graphics that accurately convey the changes associated with the draft recommended South Flow SID and provide this to the Working Group Voting Members prior to next meeting.*
 - *MWAA will schedule a meeting with the Prince George's County Voting Member to provide a 'Draft' Recommendation #3 procedure briefing.*
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**Reagan National Airport
Noise Working Group
Draft Recommendation # 3
(Approved April 14, 2016)**

The Working Group endorses the concept of the FAA modifying flight paths south of DCA to keep aircraft more centered over the Potomac River on departures, as well as modifying waypoints to move departing aircraft farther down the Potomac River before turning east or west. A vote on a firm recommendation for the FAA to pursue such changes is pending consultation with Working Group members representing communities that would be impacted by these adjustments, as well as consultations with the airlines serving DCA.