

**REAGAN NATIONAL COMMUNITY WORKING GROUP
REGULAR MEETING (50) SUMMARY**

**Thursday, October 27, 2022
6:02 P.M. – 8:16 P.M.**

On-Line/Virtual Meeting

Working Group Members Present:

District of Columbia:

Evie Washington	Primary	District of Columbia – Ward 7
Caroline Burwell	Alternate	District of Columbia – Ward 3
Richard Hinds	Primary	District of Columbia – Ward 2
Ken Buckley	Primary	District of Columbia – Ward 3
Mike Metcalf	Primary	District of Columbia – Ward 6
Jacqueline Kinlow	Primary	District of Columbia – Ward 8

Maryland:

Ken Hartman	Primary	Montgomery County
Paul Janes	Alternate	Montgomery County
John Mitchell	Primary	Prince George's County – Accokeek
William Parker	Alternate	Prince George's County – Accokeek
Eric Woods	Primary	Prince George's County – Ft. Washington
William Noonan	Primary	Montgomery County
Janelle Wright	Primary	Montgomery County

Virginia:

Stephen Thayer	Primary	Alexandria
Steve Geiger	Primary	Arlington County
Ilana Creinin	Alternate	Arlington County
Carol Hawn	Alternate	Fairfax County (At Large)
Mike Rioux	Primary	Fairfax County – Mount Vernon

Airlines:

Tracy Montross	Primary	American Airlines
Dick DeiTos	Primary	Metropolitan Washington Airlines Committee

I. Welcome and Updates

MWAA

- David Mould welcomes group and thanks elected officials and their representatives, as well as MWAA IT staff

a. IT System Check/MWAA Statement

- No issues

b. Approval of July 28, 2022 Meeting Summary

- Approved without additional changes

c. Next Meeting (January 26, 2023)

- Set for January 26, 2023, fourth Thursday of the month. Group's subcommittees may, and often do, meet between quarterly meetings.

d. MWA Updates

David Mould: Flights are running at about 95 percent of pre-pandemic levels of 2019. That translates into a combined total of about 820 takeoffs and landings per day on average. There is strong growth in passenger traffic, especially among leisure travelers. Business travel is still lagging. People are going to vacation destinations and working remotely while they're there. It's an entirely different pattern for parking lots. Could be a new normal. Operations are now close to pre-pandemic levels. Will continue unless there's a major economic event, geopolitical event or another rise in COVID cases. The Authority is keeping an eye on that.

II. FAA Update

a. Recommendations 22, 23 and 24

i. GPS RWY 19 and NADP-1

Matt Fisher (FAA): Discussion started with new proposal for the GPS approach by the FAA that almost matches the RNP. Fisher compared the FAA design of the GPS to the ABCx2 design and they are also similar. DARIC moved back 2,700'. The FAA design is slightly closer to the DC side of the River near Georgetown and Palisades, but also has lower weather minimums which will reduce the use of the LDA procedures, which will be re-designed as part of this process.

Question: What were the criteria in terms of moving closer to the Palisades and the reservoir?

Fisher: Primarily segment length and distance between the waypoints. The length of the segment increases as you increase bank angle and the sharpness of the turn. As you locate that point up and down the river, you can adjust your needs there to make it pass. This was proposed in the October meeting last year. Took almost until June to get a passable product. Flight tracks are going to end up similar between the GPS and RNP. Anywhere from 150-250 flights a day would move over the **river** and away from DC. Not as far over the river as some would like and that's frustrating, but it's a vast improvement.

Question: Why is it harder for flights to make the turn on GPS than it is if they're flying with the RNP?

Fisher: Criteria. Criteria is set by FAA and some airplanes' FMS systems are decades old. Not everybody's RNP is on the cutting edge of technology because it's

cost prohibitive. Those are decisions by private businesses. As the regulatory body, FAA sets criteria based on who might conduct the approach. There are waivers on these procedures. They were flight-simulated to make sure they were safe before being proposed. This is as good a try as possible for trying to improve the tracks.

Question: When you look at proposal, it looks like a fairly straight path coming into RORRK but the proposal is much more towards DC than the RNP.

Fisher: The difference between having a viable procedure and not having a viable procedure is the location of RORRK. This is as good as it's going to get to make a viable procedure.

Question: Is RORRK is a fly-by or a flyover waypoint?

Fisher: Fly-by.

Question: Big compromise because it's going to result in planes flying either over or very close to the reservoir and flying over Georgetown University.

Fisher: The LDAZ goes right over the Palisades and the reservoir. Compared to the status quo, this is a major improvement and over the river, but not over the center of the river.

Question: When aircraft are flying River Visual are they using their instruments?

Fisher: Majority of flight crews are backing up with additional guidance from instruments. They're still looking out the window and they're on the river. To have situational awareness in their FMS system that comes with backing it up with the GPS or RNP is huge benefit to make sure they're where they are supposed to be. Even if they're running the River Visual, the backup if you don't have RNP is the LDA.

Question: What you're showing us here is the design for RNAV GPS. Are you also showing the proposed RNAV RNP at the same time?

Fisher: Yes. RNP is the red track we've been following along.

Question: So that's different from the current RNAV RNP people are flying today?

Fisher: Over Roslyn it is not, but in other sections along the river it is. Pulling 50-60 percent of the fleet mix away from FERGI. The LDA approach will also start at new DARIC, so that'll become the TAA point in that regard.

Question: Five procedures have a date in the IFP gateway of July 11th, 2024 - GPS, RNP, LDAZ, and the FRDMM and TRUPS Stars - but the River Visual has a different date. It has March 21, 2024.

Fisher: Treat dates as placeholder. Assuming environmental review goes as expected, there'll be discussion on the outcome of environmental review. FAA not pushing for a categorical exclusion. If it were to qualify for a categorical exclusion, there is a commitment to revisit chart slots and dates and figure out how to put it sometime in 2023 and get it out of 2024. Six procedures all have to go together in concert because they're changing things that all depend on each other. Hope is it'll qualify for categorical exclusion and get installed as quickly as time will allow.

Question: Have FONVI or GREYZ moved?

Fisher: Have to confirm.

Question: UDERE, that's the new missed approach point?

Fisher: Believe the missed approach is before that because based on the minimums, you're going to be lower than the missed approach point when you finally get to UDERE.

Question: Discussed weather minimums as high as 1000 feet or 1100 feet and now it's down to 700 and something?

Fisher: 760

Question: This proposal has an increase in noise for Georgetown. People are going to wonder how they're able to do this without an EA, which offers an opportunity to complain and make sure they've considered every alternative.

Fisher: In the vicinity of RORRK and the Georgetown Reservoir, they will be north of the track for the turn. Next turn is a right turn. Going to follow that white line to set up the next turn at SLAKR to be on the inside of that turn. Near Georgetown and the waterfront and they're going to be on the line.

Question: By the time the planes get to reservoir they're pretty low. If there are restrictions inside the reservoir, it's definitely worse than today.

Fisher: Would not expect them to be inside of the reservoir there. Would expect them to be over the reservoir or between the reservoir and the river with that turn.

Question: Even worse if they're over the reservoir and by that reservoir is a new proposed high school if the district has bought the Old Georgetown Day School site.

Fisher: Alternative is continue to run the LDA, which goes directly over the populated area. This is an improvement over today.

Question: The planes that we expect to fly the GPS procedure, what would those planes fly today?

Fisher: LDA-Z.

Question: We have no problems with River Visual. Problem we have is with the planes not flying over the river, but flying over Georgetown. When they go to the LDA-Z, that does have an impact, but not on Georgetown because they're leaving the reservoir behind them on that flight path. They're not turning into Georgetown.

Question: Would the lower minimums associated with the proposed GPS procedure affect the north-flow south-flow ratio?

Fisher: No. Not enough of an improvement over today's LDA-Z minimums.

David Mould announces that Nina Weisbroth representing Congressman Jamie Raskin of Maryland has joined the meeting.

Question: How fast are these planes going when they're flying this route?

Fisher: Don't know.

Question: Can we get this information to Jim so he can model it to see what the noise perspective is because right now we really don't have the data in front of us.

Fisher: Want to make sure folks have the questions or information they need to be able to ask Jim informed questions when evaluation takes place. Where specialist set those points may have been to try to get the shortest segment possible to stay as close to over the river as possible without breaking it or forcing a point over land. Jim can pull evaluation together after we get him the targets package.

After a green light and we work our way through environmental, a change request will be submitted. Based on percentages and benefit to the residents, would be better to do the RNP approach, Can have that conversation between now and when paperwork gets submitted. Ask is that we don't wait until the January meeting for approval from the group. After Jim has information, the north airport subcommittee can meet, and when group is happy with the proposal and wants FAA to move forward, to communicate that back so we can start the process.

FAA notes MWAA has suggested groups meet independently outside regular quarterly meetings if necessary.

Question: Other than the change of the start point is the actual track of the LDA-Z going to change. Are you going to change the radial?

Fisher: The radial does not change. FAA is not anticipating any design changes so Jim will do the analysis he's committed to and give you information you need to understand the improvement over the LDA procedure. Final decision will be above my head and I'm not anticipating an opportunity to go back and do a redesign if you're not happy with the answers because we are pushing the limits of technology and criteria. We don't know if it's going to get any better than what we're offering as far as overlay over the ground track. We hit almost all of our goals.

Fisher Recommendation 24. FAA did an analysis of the June 2022 departures off Runway 1 and Runway 33 that flew over ALEEX. A few aircraft were vectored off procedure. Over ALEEX was the area of concern and concentration for exercise. 2,590 tracks were examined. We had six tracks below 4,000 feet, 188 between 4000 and 5000 feet. Bulk of the tracks crossed between 5,000 and 6,000. About 1200 represents about half of the tracks off the north operation that flew over ALEEX for this data poll. Another significant percentage were above 6,000.

Plan would be after confirming no technical concern, submitting an IP gateway request for the next time the procedure's open; can potentially code the above 5,000. Some technical things to work through to see if this is feasible. Want to present the track data to validate that would see some benefit. Will set the expectation to run down some answers with our technical people and have an update in January as to what we found out.

Fisher: Wanted to touch on request to pursue NADP-1 noise abatement departure procedures at DCA. Meeting in August that was informative. NADP-1 is something most of fleet mix is not capable of at DCA. Some airlines fly airframes that they operate internationally and may be able to do NADP-1. American committed to starting NADP-1 and ran that through a good part of the summer. Towards end of the summer there were incidents where an operator not participating with NADP-1 ran down and caught the American departure doing NADP-1 because the air speed is slower. Created a potential safety issue ultimately resolved by controllers involved but may have to change departure interval at the airport. Not tenable for either the airport or FAA at TRACON. At August meeting, most operators spoke about concerns.

To add another variable, the airframes of certain airlines operating at a slower air speed - proved to be more of a challenge than is tenable. Not going to support that request from an FAA standpoint. Not going to pursue the change. Unless 100 percent of operators can do NADP-1, it introduces too much risk.

Question: Very disappointed because we had all kinds of discussions. Spent a lot of money getting ABCx2 modeling all this and did a lot of different scenarios. This is one that really seemed to have an effect. You said you could take the NADP-1 if you could modify the ops spec, but you're not interested in mandating this. Why?

Fisher: Don't know that's the role of the FAA. Don't know there is precedent anywhere else in the country for that. Not a magic bullet.

Question: They don't issue blanket ops specs. Done individually by certificate holders with local flight standards based on airplane's capability. Can't say everybody's going to start changing ops specs. Doesn't work that way.

Fisher: If you operate seven different models of airplanes, everyone needs their own ops specs to do this. Huge ask to get everybody in a position where they could be compliant if FAA was interested in mandating.

Tracy Montross: Airlines prioritize publication for the mainline fleet because they're loudest and would have the best benefit coming from the procedure. Will report back to this group what's learned from regional carriers about their capability and where in timeline we expect to have NADP1.

III. General Working Group Discussion

- 1. Ward 6, 7, and 8 Anacostia River**
- 2. Montgomery County TAA Concept**
- 3. Other Business**

Mike Metcalf: Anacostia route is something airlines used to use. Prior to 9/11, heavy traffic on the route included commercial jets, 727s, commercial props and lots of private props and jets. Post 9/11, traffic disappeared for some time. In last 2-4 years, commercial jets began again using route. At first, only a few per week or a few per month. Now, on some days 25 to 30. Appears general procedure is take off, go straight, and turn to right to avoid the Capitol. Route pays no attention to the river. Possible for them to go south of the river or go up the mouth of the Anacostia. Possible because a number of them do, but rules don't currently call for it. Propose that airplanes take off from Runway 4 and go up the Anacostia River. Some already do it. Some go south of the Anacostia. It's very simple. Proposal has no downsides. There are no losers in this. Unlike the north and south routes, this is a win-win situation. Proposal won't increase or decrease the ops going north and south. Just helps people in Southwest DC and the Navy Yard.

Metcalf asks for vote by Working Group on Recommendation 25: "The working group proposes that the FAA modify Runway 4 departures with the goal of maximizing time over the Anacostia River and minimizing flight time over land."

Comment: Asked for discussion on Recommendation 25, which would modify departures from Runway 4 with the goal of maximizing flight time over the Anacostia River and minimizing flight time over land.

Discussion: None

**Vote is conducted online with a show of hands.
Recommendation 25 passes unanimously 16-0.
Mike Jeck will officially codify Recommendation 25 and send it to the FAA.**

Mould recognizes Janelle Wright, who requested previously to touch on TAA at every meeting.

Janelle Wright: Asked to show information at next meeting because of lateness. Asked to send Fisher an email she could share with the north of the airport committee with questions about some further insights about TAA and different procedures, impact, how much it's happening or not happening, etc.

Fisher: Said yes, send it to Jeck and he will forward.

Question: Suggestion that it be routine when something on the agenda gets crowded out at the end, it would be at the top of the next meeting's agenda.

Mould: Sounds reasonable. No one opposed suggestion.

Wright: Asked if there were any opportunities for community feedback that the FAA was seeking. Something occasionally in the Federal Register that is not widely read. Wanted to know if the FAA is looking for community input.

Veda Simmons (FAA): Not aware of anything.

Wright: Saw an article in August about work rehabilitating two of DCA's three runways. 1-9 is being rehabilitated and 15-33. New center line and touchdown, zone lighting, runway edge light fixtures. Why?

Mould: To keep the runway in good order. Most airport runways are made out of concrete because of wear and tear. DCA is built largely on filler. Concrete runway is not practical because it's always cracking and shifting so runway has to be asphalt.

Wright: Are you looking to add more flights at night by adding these lights or larger aircraft or cargo aircraft?

Mould: No. It's basic maintenance.

Wright: Maybe the January meeting we can get a Fly Quiet Program back on the agenda?

Mould: Confer with the committees. Whatever the committees suggest and recommend.

Wright: Maybe Ken and Mike Rioux will contact in early December and try to get a Fly Quiet Program back on the agenda for January.

Question on adding a CAPTCHA feature to website to heighten security. Jeck responded you have to use the CAPTCHA feature to first register an account. It's not required every time someone files a complaint. It was noted that you need to open up a browser to file a complaint and the process could be made simpler.

Motion to adjourn made, seconded and approved.
Meeting ended at 8:16 p.m.