

**REAGAN NATIONAL COMMUNITY WORKING GROUP
REGULAR MEETING (48) SUMMARY**

**Thursday, April 28, 2022
6:00 P.M. – 8:00 P.M.**

On-Line/Virtual Meeting

Working Group Members Present:

District of Columbia:

Jacqueline Kinlow	Primary	District of Columbia – Ward 8
Ken Buckley	Primary	District of Columbia – Ward 3

Maryland:

Ken Hartman	Primary	Montgomery County
John Mitchell	Primary	Prince George’s County – Accokeek
William Noonan	Primary	Montgomery County
Janelle Wright	Primary	Montgomery County
Bill Parker	Alternate	Prince George’s County – Accokeek

Virginia:

Stephen Thayer	Primary	Alexandria
Michael Rioux	Primary	Fairfax County – Mount Vernon
Richard Roisman	Alternate	Arlington County
Robert Meier	Alternate	Fairfax County
Shari Merrill	Primary	Arlington County
Steve Geiger	Primary	Arlington County
Carol Hawn	Alternate	Fairfax County

Airlines:

Tracy Montross	Primary	American Airlines
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I. Welcome and Updates

MWAA

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

a. IT System Check/MWAA Statement

- No IT issues.

b. Approval of January Meeting Summary

- The January 2022 meeting summary has been approved via electronic vote and is posted on the website.

c. Next Meeting (July 28, 2022)

- WG subcommittees may, and often do, meet between quarterly meetings.

d. MWAAs Updates – David Mould

- Air service recovery continues as we move through a very busy spring break season. Airports were busy with leisure travel, business travel still lags though. Every weekend since mid-March DCA has exceeded 100k passengers Fri – Sun. Still not to the 2019 pre-pandemic levels, as international travel restrictions and spikes in COVID variants continue. We are averaging 80% of 2019 levels.
- A few building height updates near DCA flight paths:
 - The Amazon Helix building in Pentagon City has been of interest to the airport, and how it could influence air traffic movement. The Helix building has been approved by the FAA, and Arlington County approved the building plan, so that matter appears to be settled.
 - As part of the Amazon HQ2 transformation, there are other structures in Crystal City that we are looking at, as well as proposed structures as part of the proposed Virginia Tech campus in Potomac Yard. There are 5-6 buildings in Virginia Tech’s Potomac Yard proposal that appear to rise too far into the airspace, protruding between 47’ – 90’ into airspace by the airport’s measurements. In addition, buildings are on the centerline of runway 22; these buildings would not allow departures from that runway. We are submitting comments to the FAA on those building height concerns.
 - **Ken Buckley** expressed interest and concern in FAA previous comments about mitigating building height issues by shifting flight paths further east, especially in holding patterns. **Mould** reiterated that discussions are on-going and building heights are ultimately the City of Alexandria’s decision in their area.
 - **Mike Rioux** asked if 74-60-1 applications have been submitted already and that’s what we’re responding to? **Mould** said that the measurement taking is part of the planning process and unrelated. **Mike Jeck** indicated that sites more than likely complied with the law, but that is beyond the airport’s involvement. 74-60-1 is between the contractor and the FAA and recommends Rioux touch base with Alexandria Planning Dept. **Mould** committed to checking into where they are in the process.

II. FAA Update:

FAA

- A.** Ken requested FAA to respond to a UK study correlating increased heart attack rates in higher noise areas. <https://www.dailymail.co.uk/health/article-10643937/Do-live-flight-path-Study-finds-heart-attack-rates-70-higher-noisiest-areas.html>. FAA will attend the July meeting to provide an update.
- B. Recommendation 21 – Veda Simmons**
- Not able to raise KATRN from 2,500 feet to 3,000 feet due to needing a waiver on CAPS arrival.
 - **Matt Fisher** indicated that there are issues related to the ILS procedure and we need to get on the schedule to hold a meeting and pursue changes in the FAA 41 process.
 - **John Mitchell** expressed frustration that this was FAA’s idea since flights continue to be under 2,000 feet. The underlying complaint is the noise from the current approaches, and raising KATRN doesn’t necessarily change that. Asked if there was anything else that can be done with the CAPS arrivals.
 - **Bob Meier** asked what CAPS STAR is and why it has priority over other flight paths. **Fisher** indicated that CAPS STAR is the standard arrival from DCA to the south. CAPS terminates at KATRN. Altitude has to match where arrival paths meet so aircraft aren’t flying into each other. Reminded that it’s ok to go

as low as 1700 feet in that area, but will encourage others to try to be a better neighbor. Unfortunately, not a lot of great options. Has been doing the current route/altitude since 1993.

- **Mitchell** asked for 1993 flight patterns to be reinstated. **Fisher** reminded them that aircraft has changed at the airport significantly since 1993 – more props back then, louder jets, pre-9/11 operations. Not a direct comparison.
- **Meier** expressed concern that most flights are at 2,000 feet not at 2,500 foot recommendation. **Fisher** said that all aircraft can go as low as 1600-1700 feet, especially when the weather is poor. Is not able to take enforcement action on violations of this. **Jeck** and **Fisher** discussed where ILS is picked up, at what altitude and what waypoint.

b. Recommendation 22

- **Fisher:** Meeting with designer happened. There is a final product which has been blessed this week and will be shared with the working group shortly. Once FAA has all their information on the provision, will provide an update on FRDMM and TRUPS arrival and implementation plan. Bill **Noonan** asked about STARS waivers. **Fisher** asked for waivers to continue, despite that leadership wants waivers to end. Will have additional conversations regarding CAPS.
- **Buckley** asked about localizer. **Fisher** said localizer will remain intact. A special will not be publicized so it is a public procedure for any operator. For operations with no GPS or RNAV, the approach will not happen. The GPS approach should take care of 98% of operations (recently 4 departures in 2 months who requested NATIONAL departure procedure (no GPS)).
- **Ken Hartman** thanked FAA for their work on it and tracking of who is using what approach. Asked about ATC compliance. **Fisher** said he is not tracking compliance. The initial briefing was issued and they encouraged controllers to use it. Based on observation by Janelle, seems like they using the TAA concept. **Janelle Wright** indicated **Jeck** has been tracking this and that in Q1 2022 was 16-17% outside the goal cone; does not seem to be an improvement over pre-2021. Is there something we can do to encourage adoption? **Fisher** indicated that from 12pm – 9pm, it's extremely busy (2/3rd of volume) and difficult to have flexibility to deploy alternative ways of approach. Indicated the only thing that would change would be if airlines changed schedule. Committed to periodic awareness briefing to remind ATC that this alternative exists.

c. Recommendation 8/ Runway 1/19 Departure Headings

- This will need to come as a separate request. Vote on Recommendation 8 and any refinement needs to be a separate request, will be separate from South Flow SIDS.
- **Simmons** indicated that an expert would be back in January, but expert is not able to join today. Understand that the desire is to reduce noise over Old Town, which didn't occur, but noise did reduce over Groveton. FAA leadership asks if the group would like to move forward with recommendation 8, which would require an entire group vote.
- **Stephen Thayer** indicated that reducing noise over Old Town has been a long-term project. Looking for clarification on whether FAA sees any options on reducing noise in Old Town. **Fisher** indicates that based on noise modeling that there is nothing that can be done through modeling that indicates noise can be reduced in Old Town. FAA is willing to move forward with recommendation 8 but admits it does not help Old Town. **Thayer** disappointed that the FAA will not proactively come up with other options. **Fisher** indicated that would have to be a separate formal request from Recommendation 8 and leadership recommends a technical solution beyond "move the plane eastward" because FAA cannot provide technical support. Reiterated that there are many FAA projects which are six or seven years delayed between COVID and government shutdowns.
- **Meier** expressed concern that west bound flights have not been considered to move to the east side of the river and proposed a formal recommendation to do that. **Fisher** encouraged that something be on paper and voted on for FAA leadership consideration. **Rioux** indicated that the South of the Airport Committee will meet and take it as an action item.

- **Fisher** indicated that the group needs to determine what they would like to do with Recommendation 8.

III. General Working Group Discussion

Working Group

A. Arlington/Montgomery County Consultant Update

- **Ken Hartman:** ABCx2 Component 2 Report was displayed on screen. The North of Airport Committee has met, had a design workshop, had a public meeting. Discussed the benefits ABCx2 has brought to the group and will present their recommendations tonight. Recognized you can move things laterally and have benefits that are not noticeable to the human ear; there is a push and pull between a procedure with no benefit for folks on the ground.
- **Jim Allerdice:** Presented alternatives to mitigate noise:
 - Lateral movement:
 - Turning AMEEE SID off Rwy 1 – not operationally feasible
 - Moving SIDs over highways and over compatible land – thought was that perhaps there would be more ambient noise by doing this. When looking at actual shift in noise, there was no benefit because it impacts new communities.
 - Splitting SIDs into inner and outer – track variability so that one community was not impacted; however, creates a lot of new negative impact for currently unimpacted communities
 - Removing COVTO waypoint – changes the geometry for the turn of the aircraft going east and moved noise further east, so that doesn't work
 - Concluded moving lateral paths has minimal improvement or shifts noise to new populations, so decided not to move forward with lateral paths.
 - Vertical movement:
 - Vertical path changes were analyzed - changing the climb profile requesting that jets use NADP1 vs NADP2.
 - NADP1 gives relief closer to the airport, but not further away.
 - NADP 2 gives relief further from the airport, but not closer.
 - NADP1 climb saw fairly significant benefit close to the airport, but no negative for those not at the airport. Explained NADP1 benefits and draw backs (areas negatively impacted should not be perceptible to the ear, but those who are positively impacted will have significant benefit).
 - <INSERT GRAPHIC ON PAGE 20>
 - <INSERT GRAPHIC on PAGE 25>
 - <INSERT GRAPHIC on PAGE 28>
 - <INSERT GRAPHIC on PAGE 29>
 - Recommendation is to use NADP1 climb profile as the preferred climb profile for jets departing north out of the airport. People most negatively impacted by the new P56A procedure will be most positively impacted by the NADP1 procedure.
- **Hartman:** As a result of this process, the committee has a recommendation for the group. Summary of the action:

Recommendation 23: The CWG recommends that MWAA and FAA add NADP-1 as the preferred noise abatement climb profile for Runway 1 departures to the NOISE section of the Airport/Facility Director for DCA. Additionally, the CWG recommends that this and other recommended noise abatement measures be address through periodic, direct engagement with the air carriers operating at DCA to ensure airline awareness.

 - **Rioux:** Do you need to clarify if this is only Rwy 1 or all runways? **Hartman** indicated we only looked at north of the airport Rwy 1. **Rioux** suggested editing it. *(Edited above to reflect)*

- **Rioux** expressed concern that airline pilots may fly their own NADP and not follow this, since they're already doing their own thing. **Jeck** clarified that we will need to investigate getting information inserted into AFD noise procedure. **Fisher** explained that there was a P56 meeting in early 2019 with all operators at DCA and at the time encouraged NADP1. Operators at that meeting confirmed they did already use it, but operators do not have to comply and may not share what they do. **Tracy Montross** indicated that American does not have concerns about using NADP1, but will take it internally to continue exploring, in addition to understanding other airline positions. Confirmed that AA is using NADP2 at the majority of airports, including DCA, as NADP1 results in more noise. **Allerdice** confirmed that this would be preferred, not required.
- **Fisher** said that he would add it to AFD if he is legally able and that at the next P56 meeting with DCA operators he will encourage them to use it.
- **Jeck** encouraged conversation with **Dick DeiTos** to learn if other operators may not use it and why. **Allerdice** confirmed that part of the recommendation would be direct MWA engagement with airline tech and chief pilot groups.
- Voting:
 - *Recommendation 23 on NADP1 – Aye: Rioux, Thayer, Buckley, Hartman, Wright, Geiger, Hawn, Montross, Kinlow, Mitchell, Merrill; Nay: none. Motion carries.*
- **Hartman:**
 - *Recommendation 24: The Working Group recommends adding a crossing restriction to ALEEX of at or above 5,000 feet to ensure aircraft are as high as possible when crossing ALEEX*
- **Fisher** indicated that this change may not be challenging long term, but it may not be a fast change because it will not make a quick impact on the operation.
- **Wright** asked if there has been more south flow so far this year and why. **Jeck** indicated that warmer months tend to have more south flow than colder months. **Meier** recommends a FOIA request for flight tracks.
- **Carol Hawn** indicated that Fairfax County Board of Supervisors will be holding a vote to allow residential in more Dulles flight contours and she is very concerned. **Mould** seconded the concern and said he often recommends to elected officials that they should contact the working group for aircraft noise-related issues. **Rioux** suggested that perhaps Dulles-area groups should look at some of the tactics that have worked for them near Mt. Vernon to make an impact on noise.
- **Voting:**
 - *Recommendation 24 on ALEEX Altitude – Aye: Rioux, Thayer, Buckley, Hartman, Wright, Geiger, Hawn, Montross, Kinlow, Mitchell, Merrill; Nay: none. Motion carries.*
- Adjourned at 8:04pm.