

**Reagan National Airport
Community Working Group
Recommendation # 8
(Approved July 27, 2017)**

The Reagan National Airport Community Working Group recommends the following:

Consensus Position for South Flow Departures:

1. Except for turboprop and operational emergencies, eliminate early transition turns to the west over Alexandria City. **See yellow X**
2. Combine Waypoint (WP) 17 and WP Levy and implement 1 WP centered over the Potomac River before crossing the Wilson Bridge. **See red circle on Figure 1**
3. Keep South Flow departures centered over the Potomac River.
4. Move current WP FIMBI west towards the Potomac River closer to where current CAP VC WP is located. Airplanes heading east and northeast will still make east transition turn at FIMBI. **See purple circle on Figure 1.**
5. For airplanes proceeding south and making a west transition keep airplanes centered on the Potomac River and climb to 5,000 ft. or higher, if safety and operational considerations permit, before making additional turns.
6. Move the CAPVC New WP further west over the Potomac River enough to avoid crossing land near Fort Washington. **See light blue circle on Figure 1.** At the CAPVC New WP make a right turn climbing to 7000 ft. or higher towards Gaithe New WP.
7. Move Gaithe New WP further south to a point south of Fort Belvoir, Virginia and north of Mason Neck. **See dark blue circle and arrow on Figure 1.**

Position on North Flow Arrivals:

Background - The biggest noise concern for communities south of DCA that has not been addressed in the MWAA Working Group sessions is the noise associated with approach/arrival tracks that are over Accokeek, Fort Washington on the east side of the Potomac River in Maryland and Mount Vernon and communities west of the Potomac River in Virginia. Airplanes making approach turns over Maryland and Virginia as well as Accokeek and Mount Vernon have been documented at 1300 – 2000'. Airplanes coming from the west paralleling the Potomac River before making the left turn to the centerline of the Potomac River are also of contention by residents that live under those flight paths, with altitudes being reported as low as 1300-1500'.

1. The Working Group requests that the FAA review north flow approach procedures and provide alternative approach flight paths and altitudes so that airplanes are not flying over Maryland and Virginia (see figure 2 circles) at altitudes below 2000 ft. Airplanes approaching DCA RWY 1 should not descend until they are established over the center of the Potomac River.
2. One option would be for approach/arrival traffic to arrive at a new arrival WP (Figure 2 Red X's) and mirror the approach via Cap VC New at 5000 and descending over the Potomac River. A similar entry WP could be established for airplanes coming from East/NE crossing Accokeek at 5000 ft. or higher.

Noise Footprint/Modeling

1. Before any new procedure is implemented, or a variation in altitude or flight path is made, an associated before and after noise footprint should be modeled.
2. Departure noise footprints should be made for Alexandria City using the current departure and modeled again for a co-located WP 17 and Leavy.
3. Develop noise footprint models for the current and future departure procedures at CAPVC, FIMBI, CAPVC New, GAITE, GAITE New as well as over Mount Vernon, Fort Washington and Accokeek.
4. Noise footprints should also be completed for Accokeek, Fort Washington, Mount Vernon and communities that are under the approach flight paths west of the Potomac River with the current approach procedures and after if any approach procedures are changed.

Figure 1

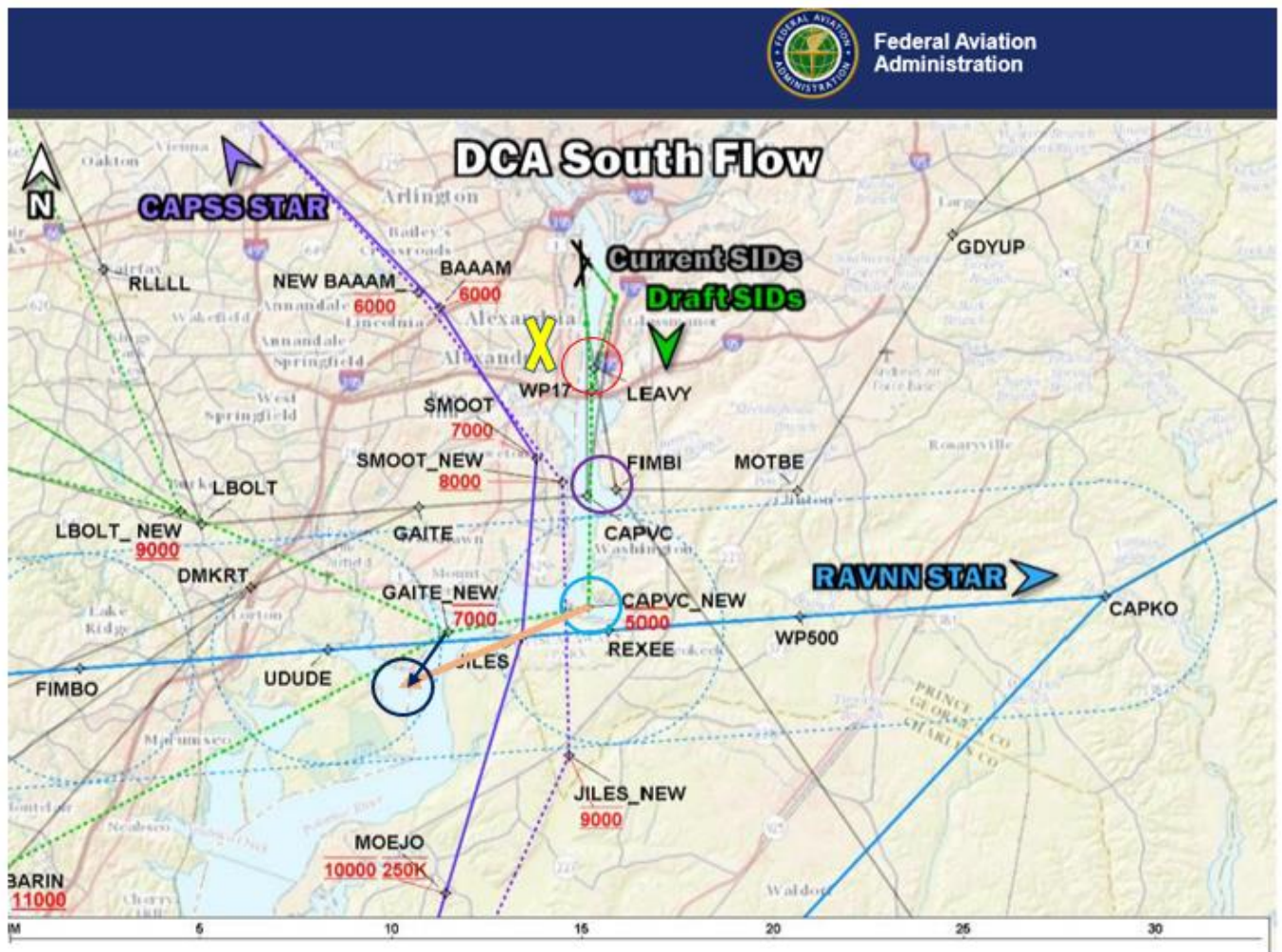


Figure 2

