



**The Mount Vernon Council of Citizens Associations, Inc.**

P.O. Box 203, Mount Vernon, VA 22121-9998

<http://www.mvcca.org>

Supervisor Dan Storck  
2511 Parkers Lane  
Alexandria, VA 22306

Ref: Excessive Aircraft Noise in the Residential Areas of Mount Vernon District

Dear Supervisor Storck

June 23, 2016

The attached approved resolution is forwarded for your immediate action and support. It along with the proposed FAA south flow map were unanimously approved at the MVCCA's General Council Membership on June 22, 2016. There will be a FAA public meeting on this issue June 27, 2016 that was organized by Congressman Beyer.

It is imperative that you and the entire Fairfax County Board of Supervisors support the request of the Mount Vernon Citizen's regarding this matter as explained in the attached resolution.

Sincerely

*Katherine Ward*

Katherine Ward  
Co-Chair MVCCA

Enclosed: MVCCA (Tran) Resolution 2016-01 Excessive Aircraft Noise in Residential Communities in the Mount Vernon District and FAA DCA South Flow

CC: Chairman of the BOS of Fairfax County

***Transportation 2016-01***  
***Excessive Aircraft Noise in Mount Vernon District Residential  
Communities during South Flow Departures from Reagan Washington  
National Airport (DCA)***

**WHEREAS<sup>1</sup>:** Residents of Bell Haven, Villamay, Marlan Forest, Mason Hill, Hollin Hills, Wellington Heights, and other nearby communities of the Mount Vernon District of Fairfax County have been subjected to continuous high noise levels since April 2015, created by aircraft departing DCA and turning west five miles south of the airport (the CAPVC waypoint) to pass overhead in climb power at altitudes between 2200-3500 feet and;

**WHEREAS<sup>2</sup>:** The concentration of aircraft making the west turn at the same point is directly attributable to the implementation of “NextGen” Area Navigation (RNAV) technology and air traffic control procedures;

**WHEREAS<sup>3</sup>:** The 2012 FAA Modernization and Reform Act, Title II NextGen, Section 213 stipulated that given navigation performance, and other efficiencies including measurable reductions in noise, implementation of NextGen shall be presumed to have no significant effect on the quality of the human environment requiring the Administrator to issue a categorical exclusion for the new procedure without public comment;

**WHEREAS<sup>4</sup>:** DCA operates flights 24 hours a day, and the flights generating the increased noise exposure are taking place earlier in the morning and later at night due to increased DCA flight operations as passenger demand and Congressionally-approved transcontinental flights have increased;

**WHEREAS<sup>5</sup>:** The Metropolitan Washington Airports Authority (MWAA) established the Reagan National Airport Community Working Group (Working Group) in response to increasing community concerns regarding aircraft noise throughout the National Capital-Area;

**WHEREAS<sup>6</sup>:** The Working Group, is chartered to inject broad-based community input into noise-related discussions, and to move the noise discussion beyond the airing of individual and neighborhood complaints toward a cooperative effort to identify practical solutions and recommend those solutions to the MWAA for submission to the Federal Aviation Administration for consideration and action;

**WHEREAS<sup>7</sup>:** Noise complaints of Arlington County and the District of Columbia as affected by flight operations north of DCA have resulted in two Working Group recommendations that the FAA revise the current north flow departure procedure waypoints to maximize the time aircraft spend flying directly over the Potomac River and minimizing the time aircraft spend flying over adjacent communities;

**WHEREAS<sup>8</sup>:** The Potomac River south of Reagan Washington National Airport is aligned with the runway axis and is far wider than the river north of the airport, and bends to the west and widens to the east at Piscataway Creek just over ten miles from the airport thereby allowing the turn point (CAPVC waypoint) to be extended further south over the Potomac River and enabling aircraft to climb to an altitude of 5,000 feet, but preferably higher, before making the turn west, still over water until reaching the new GAITE waypoint east of Fort Belvoir at an altitude of 7,000 feet, but preferably higher, thereby greatly reducing the noise impact to residential communities;

**WHEREAS<sup>9</sup>:** The citizens of the Mount Vernon district expect that the DCA South Flow revised SID maintain a flight track to the CAPVC\_NEW waypoint and to the GAITE New waypoint over the Potomac river as shown on the Attached chart;

**WHEREAS<sup>10</sup>:** The citizens of the Mount Vernon district recognize that safe, efficient and convenient airline operations at DCA are essential to the residents of the National Capital Region and the United States Government but there are noise mitigation solutions that should be considered and can be implemented in a timely manner that would help address the overall noise footprint for DCA flight operations;

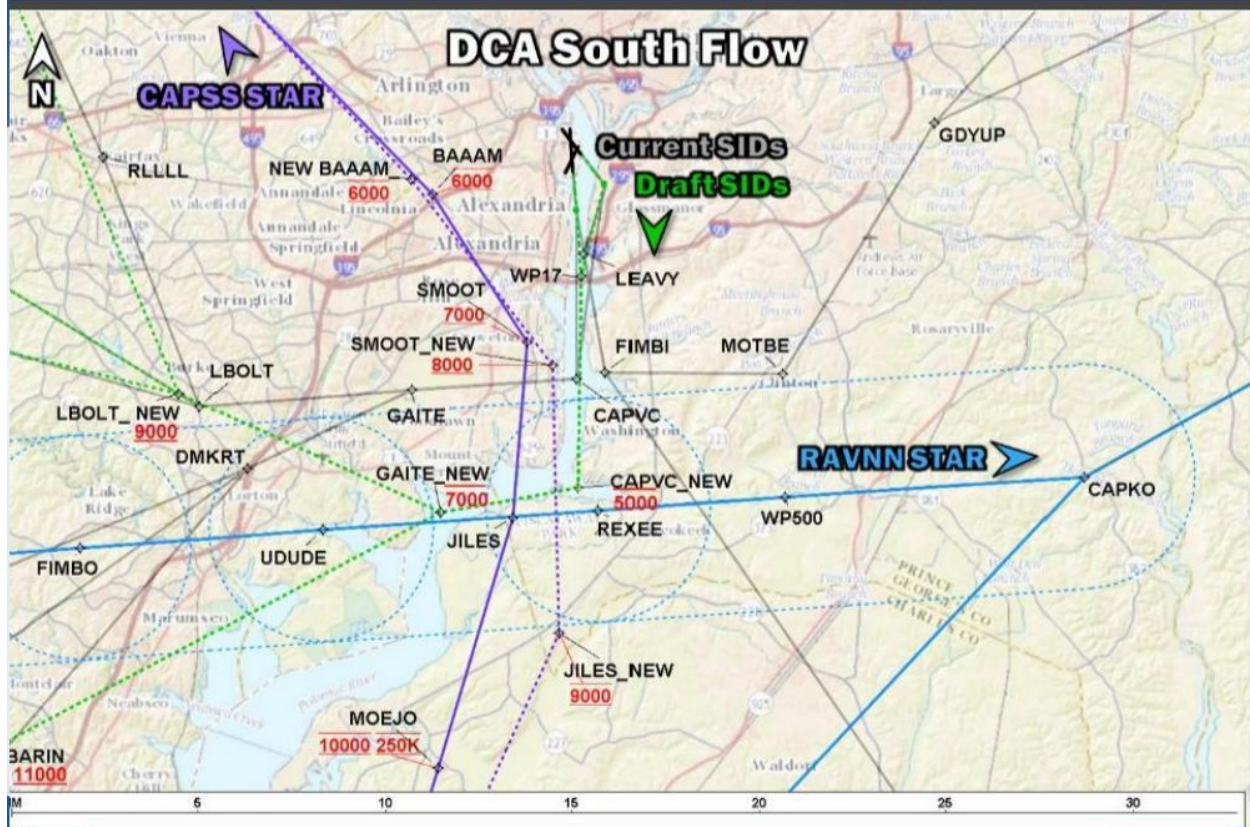
**WHEREAS<sup>11</sup>:** The significance of this issue merits the attention of the entire Mount Vernon community, action by our elected representatives and, procedural changes by the FAA, airline and air traffic officials to revise the current pattern of south flow departures and for MWAA to encourage operators to take action;

**WHEREAS<sup>12</sup>:** The objective of this resolution is to make specific recommendations for MWAA and FAA consideration to reduce the excessive noise concentrated on affected communities and not to simply move the problem to other communities both within and beyond the Mount Vernon district.

**THEREFORE BE IT RESOLVED<sup>1</sup>:** That the MVCCA request that the Fairfax County Board of Supervisors endorse the Working Group's recommendation that the FAA, in the most expeditious timeframe feasible, develop, assess and implement a new DCA south flow departure procedure that moves the turn point (The CAPVC\_NEW waypoint) further south an additional 2.92 NM on the Potomac River and increase the altitude at that waypoint to 5000 ft., but preferably as high as safety factors permit, before making the westerly transition turn to the GAITE\_NEW waypoint.

**BE IT FURTHER RESOLVED<sup>2</sup>:** That the Board of Supervisors recommend:

- That the MWAA implement a DCA Fly Quiet Program
- That the MWAA establish a permanent MWAA Noise Advisory Working Group, after the current Working Group completes its work
- That the MWAA continues to address noise issues of outgoing as well as incoming aircraft
- That the MWAA Noise Advisory Working Group make further recommendations to the MWAA and the FAA
- That the MWAA Noise Advisory Working Group return for consultation with the Mount Vernon Council of Citizen Associations if the recommended flight path is modified



Approved Resolution by the MVCCA General Council Membership at their June 22, 2016 Meeting