



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

December 19, 2020

Subject: Airplane Noise Reduction Efforts--- Approved by the MVCCA General Council Dec. 16, 2020

The Mount Vernon Council of Citizens' Associations (MVCCA) and the residents of the Mount Vernon District strongly urge that Fairfax County in partnership with the City of Alexandria and Prince George's County (PG County), Maryland to pursue the contracting of flight procedure and aircraft noise technical experts similar to the contract Arlington County, VA and Montgomery County, MD completed to help define new flight procedures south of the DCA airport that will help mitigate aircraft noise from Reagan National Airport. The technical experts will study and develop flight procedures, consult residents, and propose to the Federal Aviation Administration the best alternatives to reduce noise pollution.

Arlington County Board Chair Libby Garvey has stated "Airplane noise has bedeviled both of our communities for a really long time, we are aiming to get a holistic approach to the procedure design, reducing aircraft noise wherever we can and sharing the impacts where necessary." The \$250,000 cost for the technical support is being split between the two counties of Arlington County, VA and Montgomery County, MD.

Mike Rioux, MVCCA Transportation Committee member and Fairfax County, Mount Vernon District representative to the Metropolitan Washington Airports Authority (MWAA) Community Noise Working Group has advised that the Federal Aviation Administration (FAA) is pleased to be working with the Arlington/Montgomery County consultants and that they are making great progress. Mike has been trying hard to coordinate our efforts with the FAA, but with the extra challenges of the pandemic, progress is very slow.

Our concern is that Arlington and Montgomery Counties have clearly pushed this issue to a higher level and have committed resources to find solutions in the near-term. Since we are not part of their effort, the solutions that they come up will get FAA priority and further delay progress on implementing new south of DCA departure and arrival procedures.

We propose a two-step approach:

1. Convene a virtual meeting with your office and representatives from the City of Alexandria and Prince George's County to discuss a proposal to jointly contract technical experts.
2. Based on the results of the meeting, present to the Fairfax County Board of Supervisors (BOS), a proposal to fund a request for proposal and contracting technical consultants, which can be done jointly with Alexandria and PG County or independently.

Thank you for your support on this matter. We look forward to your thoughts.

Katherine Ward

Katherine Ward

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MVCCA

Attached: Previous Resolution and correspondence

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Supervisor Dan Storck
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Alexandria, VA 22306

January 28, 2018

Dear Supervisor Storck

Ref: Mount Vernon Council of Citizen's Associations (MVCCA-Transportation) Resolution 2018-01- Supporting Full Implementation of the MWAA- WG recommendations #8 and #11 for Reducing Noise Impact of Reagan National Airport Departing and Arriving Flights South of the Airport

The MVCCA is requesting your support, the support of the entire Fairfax County Board of Supervisors, our State and Federal legislative representatives and the FAA on the matter of the noise reduction of south arriving and departing aircraft.

Our resolution approved by General Council membership is attached.

Thank you for your support

Katherine Ward

Katherine Ward
Co-Chair
MVCCA

Enclosed: MVCCA Resolution (Trans.) 2018-01- Supporting Full Implementation of the MWAA- WG recommendations #8 and #11 for Reducing Noise Impact of Reagan National Airport Departing and Arriving Flights South of the Airport

**MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATION (MVCCA)
RESOLUTION (TRANS) 2018-1 SUPPORTING THE FULL
IMPLEMENTATION OF THE METROPOLITAN WASHINGTON AIRPORT
AUTHORITY NOISE WORKING GROUP (MWAA WG)
RECOMMENDATION #8 AND RECOMMENDATION #11 FOR REDUCING
THE NOISE IMPACT OF REAGAN NATIONAL AIRPORT DEPARTING AND
ARRIVING FLIGHTS SOUTH OF THE AIRPORT.**

1. Whereas: Federal Aviation Administration (FAA) implementation of the Next Gen (NG) air traffic control system have caused complaints about airplane noise generated by both inbound and outbound flights from Reagan National to increase dramatically.
2. Whereas: The fortuitous alignment of the main runway at Reagan National Airport with the Potomac River creates the opportunity to maintain safe and efficient flight operations of arriving and departing aircraft by keeping them over the river and away from residential communities while maneuvering at low altitudes.
3. Whereas: The Metropolitan Washington Airport Authority Noise Working Group has recognized the opportunity to reduce noise impact on communities south of the airport and has developed specific air traffic procedure proposals to implement these improvements contained in Noise Working Group RECOMMENDATION #8, July 27, 2017 - "Position on South Flow Departures and North flow Arrivals" and RECOMMENDATION #11, November 30, 2017 - "Position on arrivals to Runway 01".
4. Whereas: The MVCCA is a 501 (C) 4 recognized by the State of Virginia and represents community associations geographically located within the Mount Vernon Magisterial District of Fairfax County, Commonwealth of Virginia.
5. Whereas: The MWAA WG, the South Flow Alliance (SFA), and residents of the Mount Vernon District of Fairfax County recognize that Washington Reagan National Airport is a federally owned and operated airport, and it will take the support of the FAA to reduce the airplane noise in the Mount Vernon District.

Therefore, be it resolved: The MVCCA supports the full implementation of the Metropolitan Washington Airport Authority Noise Working Group's RECOMMENDATION #8 as approved on July 27, 2017 and RECOMMENDATION #11 as approved on November 30, 2017.

Therefore, be it further resolved: That the Federal Aviation Administration (FAA) continue to participate in all Metropolitan Washington Airport Authority Noise Working Group (MWAA WG) meetings and implement RECOMMENDATION #8 and RECOMMENDATION #11 by June 2019 and June 2020 respectively.

Therefore, be it further resolved: The MVCCA strongly recommends the Fairfax County Board of Supervisors, our Virginia State representatives, and our representation in the U.S. Congress to support the full implementation of RECOMMENDATIONS #8 and #11 (Copies attached) by June 2019 and June 2020 respectively.

APPROVED BY THE MVCCA GENERAL COUNCIL JAN. 24, 2018

**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

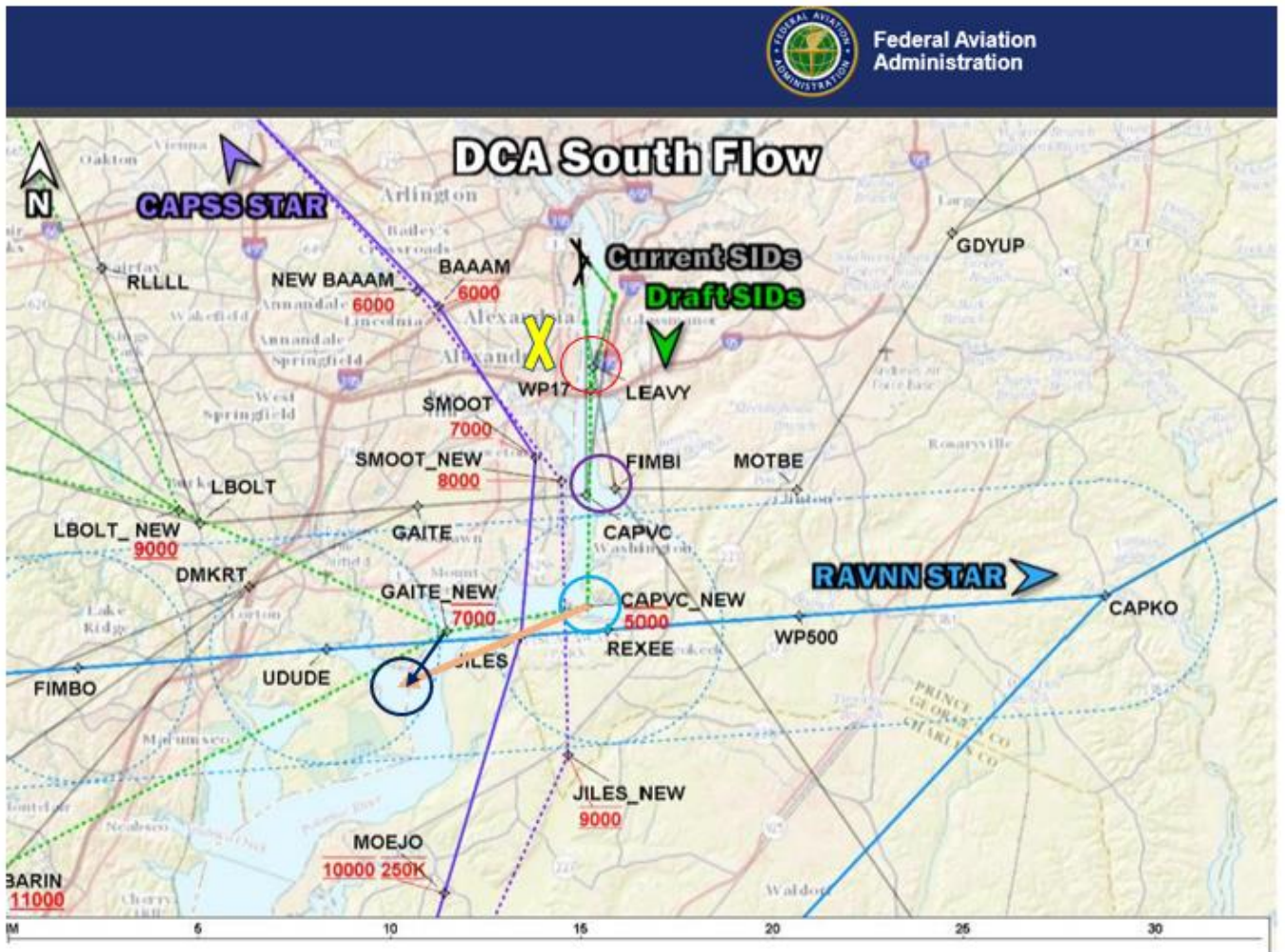
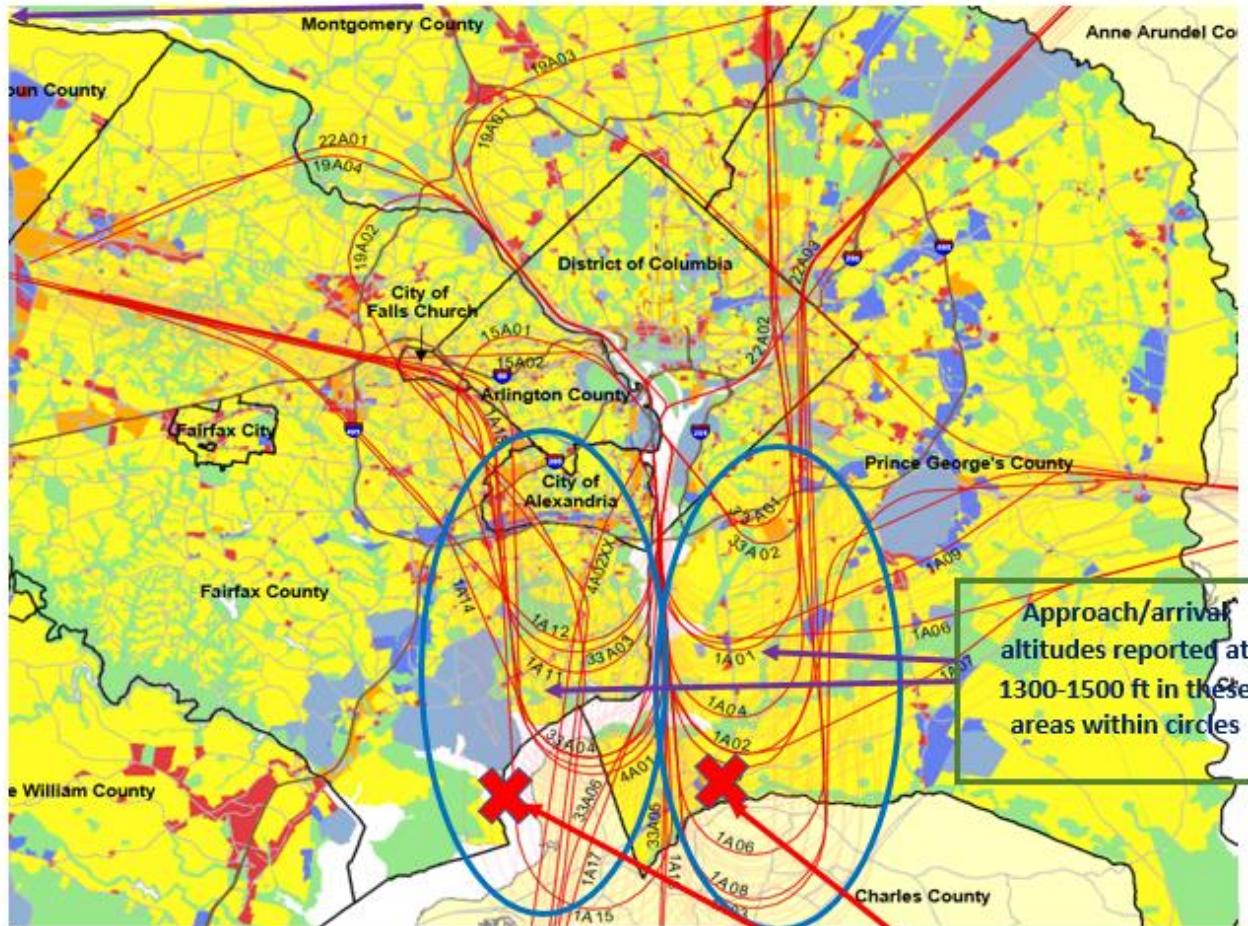


Figure 2



Approach/arrival altitudes reported at 1300-1500 ft in these areas within circles

Approach entry WPs for north flow arrivals in VA and MD at 5-7000 ft; enter WP and start descent over Potomac River

**Reagan National Airport
Community Working Group
Recommendation # 11
(Approved November 30, 2017)**

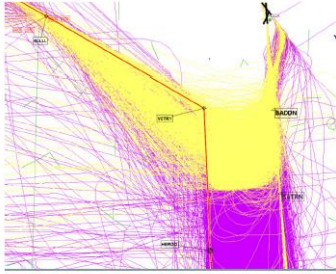
The Reagan National Airport Community Working Group recommends that:

1. FAA be advised that it is important to the community south of the airport that North Flow arrivals are addressed.
2. FAA provide justification of their November 16, 2017 response (Attachment #1), including an altitude analysis of North Flow arrivals, at the January 2018 Noise Working Group meeting.
3. FAA consider raising the minimum altitudes for North Flow arrivals; one suggestion for doing so is attached (Attachment #2).

Attachment #1: DCA North Flow Arrivals: FAA Response dated November 16, 2017

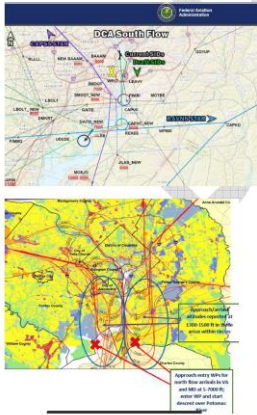
Capital Meeting with co-leads Bill Wise and Matthew Cathcart
November 16, 2017

Only 1801 were based north of KATRN. Base leg is in yellow for the same time period 9/1-10/31/2017.



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.

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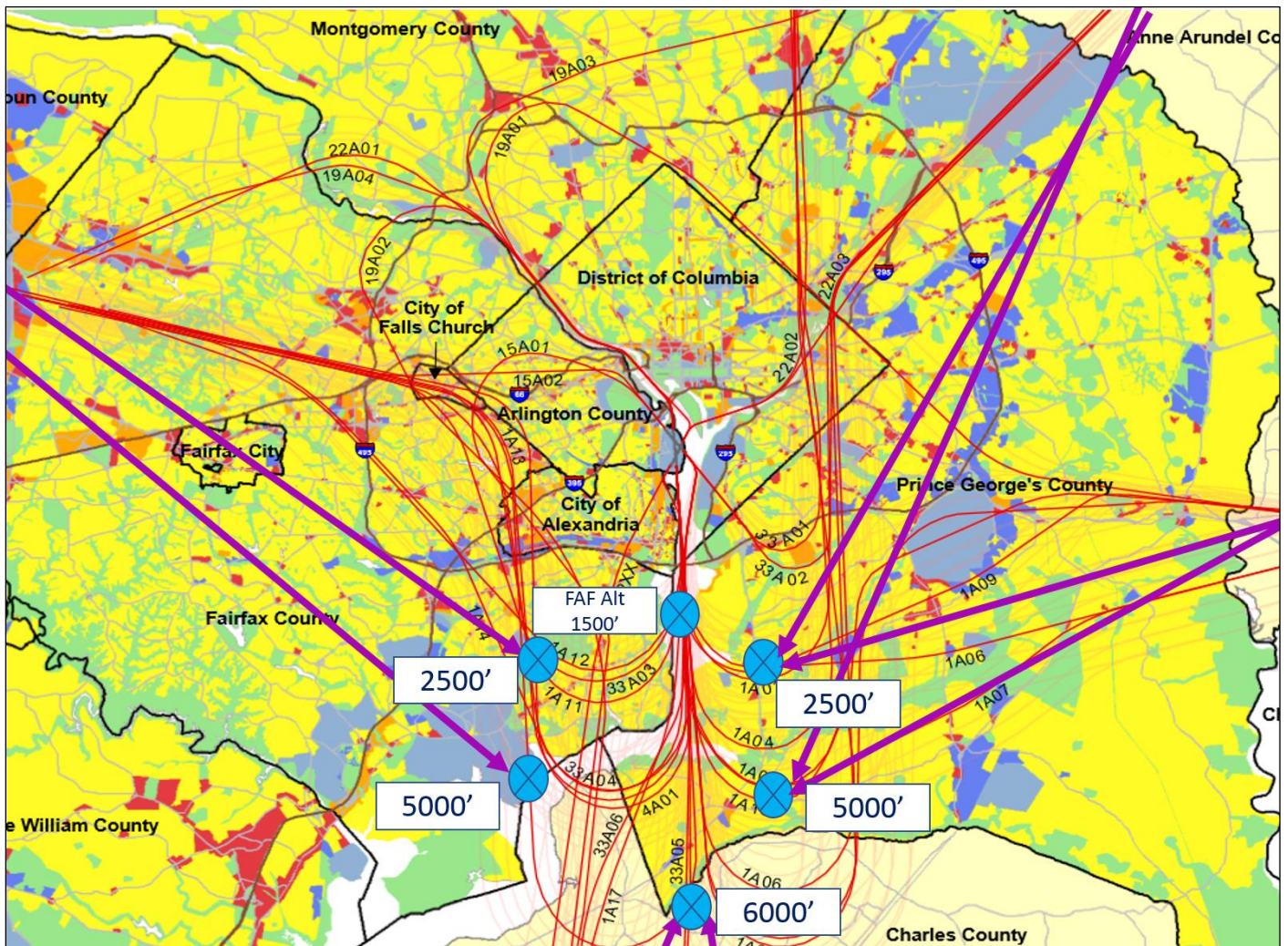
Capital Meeting with co-leads Bill Wise and Matthew Cathcart
November 16, 2017

Response:

1. We reviewed the statement that arrivals were between 1300 to 2000 ft. over Mt. Vernon and Accokeek and found that the overwhelming majority of the aircraft were actually at 1700 ft. and above until over the river. The track data used was from traffic analysis from Sept 1 – Oct 31, 2017 provided to us by ATAC. The track data was filtered starting at 1300 ft. to 2000 ft. and 100 ft. increments were removed from the upper limits of the filter on each successive slide to gain a better understanding of the volume of tracks by altitude. Data analysis concluded that there is no need to recommend operational changes at this time.
2. We isolated West arrival tracks from Sept 1 – Oct 31, 2017 resulting in a total of 6,411 arrivals. We then isolated West arrival tracks that based north of KATRN resulting in a total of 1801 arrivals. That is 28 % of total arrivals from the west. Data analysis recommends that there is no need for operational changes at this time.

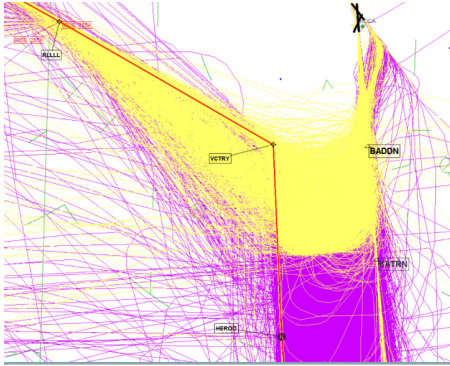
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Attachment #2: DCA North Flow Arrivals: Working Group's Suggested Altitude Minimums



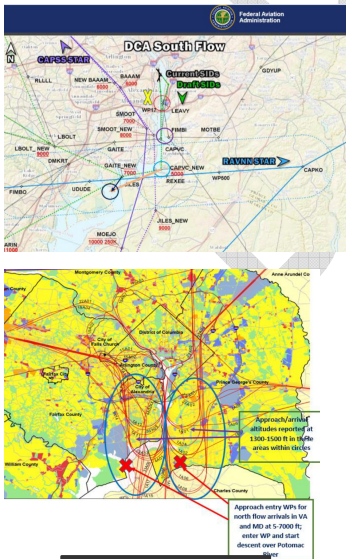
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