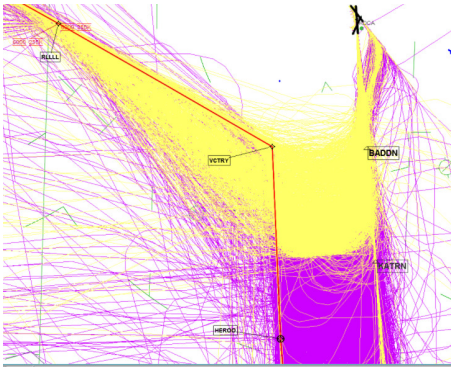
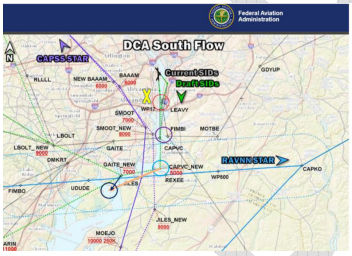
Capital Meeting with co-leads Bill Wise and Matthew Cathcart
November 16, 2017

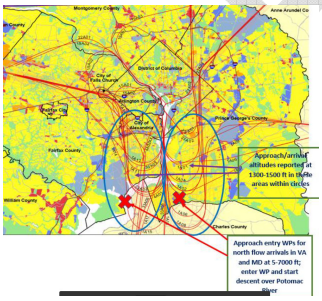
Only 1801 were based north of KATRN. Base leg is in yellow for the same time period 9/1-10/31/2017.



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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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.

DRAFT