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 Gaite New WP.
7. Move Gaite 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

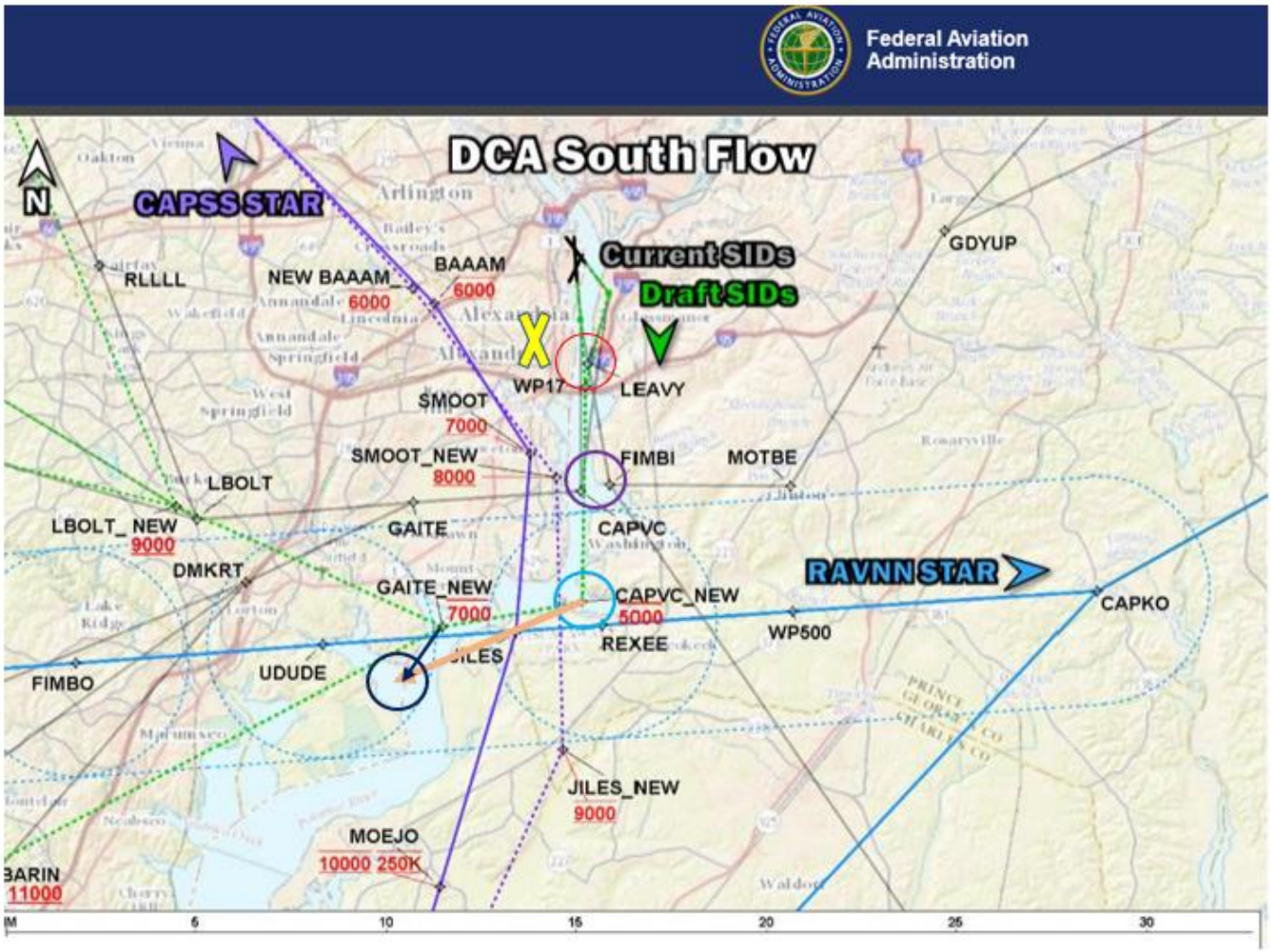
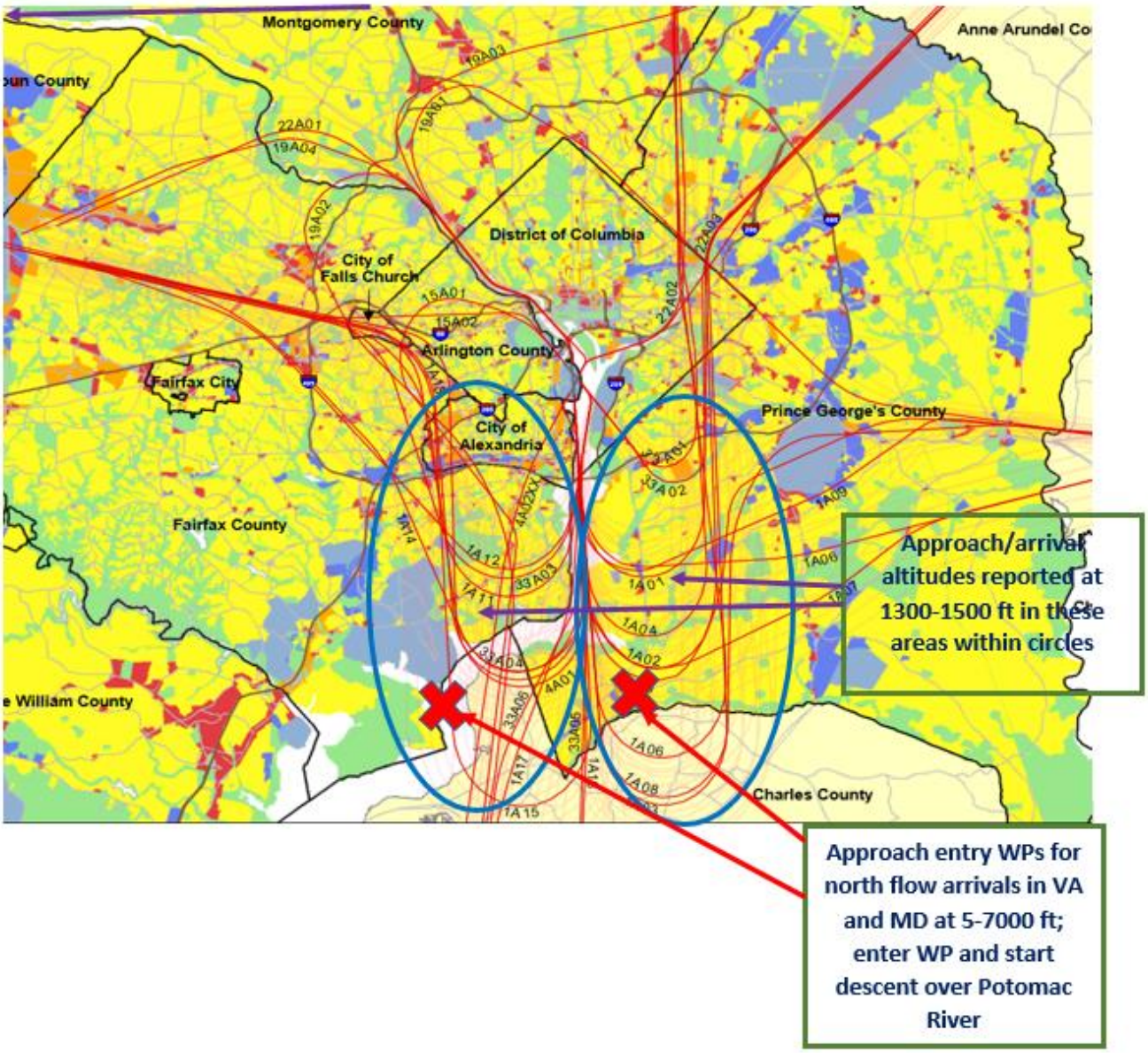


Figure 2


Montgomery County
Anne Arundel Co
District of Columbia
City of Falls Church
Arlington County
Fairfax City
Fairfax County
City of Alexandria
Prince George's County
Charles County
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)

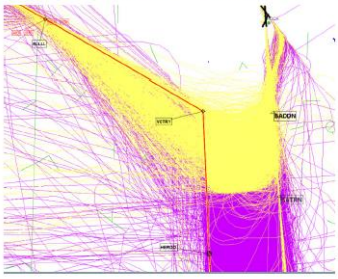
The Reagan National Airport Community Working Group recommends that:

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.



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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

