Washington Reagan National Airport Aircraft Noise Community Working Group

Federation of Civic Associations
June 28, 2017
Unique Conditions in DC Impact Aircraft Noise

Reagan National (DCA) and Dulles (IAD) Airports
- Only 2 US airports owned by federal government,
- Operated by Metropolitan Washington Airports Authority
  - Flights allowable: 24-hour/7-days

Key Background
- Congressional control
  - Number of slots (arrivals and departures per hour) \rightarrow “slot rule”
  - Distance aircraft can fly from DCA (aircraft type) \rightarrow “perimeter rule”
  - Flights 10PM-7AM subject to type, engine, weight \rightarrow “night time noise rule”
- FAA regulates aircraft procedures (flight paths, altitudes)
- No entity regulates noise output of aircraft in flight
- National Security = only ‘no fly’ zones in DC airspace
About the Working Group

Mission: Identify and implement noise-mitigation solutions for National Airport Airplane Traffic over surrounding communities

Established: October 2015 with 15 voting members
2016/17: 2 additional reps, one each for Prince Georges and Montgomery Counties

Focus Areas
- Flight paths (more time over water, less time over land)
- Noise Abatement
- Altitude: arriving departing flights
- Airport Hours of Operation
- Roles/Responsibilities of Airport/Airlines/FAA
- Emerging Aircraft Technologies
- DCA Night time Noise Rule (limitations and enforcement)
- Moving Flights from National to Dulles
Focus Areas for Alexandria

• Increased air traffic at night (10PM – 7 AM)
• Concentration of flight path of departing aircraft over the west bank of the Potomac River
• Deviation from the official flight path through Air Traffic Control diversions allowing aircraft to turn right before the Wilson Bridge.
Reagan National Airport: Recent Changes

Increased Demand: Air Travel 10 PM-7 AM
- Flight Slots once available but not used → now used
- Majority of modern aircraft now comply with night time noise rule
- Airport Noise and Capacity Act of 1990 limits U.S. airports from imposing new noise-based operational restrictions on stage 3 aircraft,

Next Generation Air Transportation System (NextGen)
- Intended to improve airspace safety and efficiency
- Modified procedures in the D.C. airspace (D.C. Metroplex)
- Flight paths concentrated over certain communities
- Procedure changes resulted in increased complaints from residents living below flight corridor changes
DCA – Arrivals & Departures Only
South Flow
NextGen Procedural Changes
2012 (Pre) versus 2015 (Post)

Pre-NextGen: June 28, 2012
Post-NextGen: Sept. 8, 2015
Progress

FAA/Working Group
- Increased air traffic control vigilance against diversions over Alexandria
- Recommendation to FAA to modify south flow departures from western shore of Potomac River to:
  - River center and
  - Extend the turning point 3.9 miles south of current turn at Wilson Bridge.
- FAA Rulemaking process will began in August 2017
  - Technical Evaluation: 12-18 months

Airlines
- American: eliminate MD-80 service at DCA
- Delta: eliminate scheduled MD-80 operations at DCA after 3 p.m.
Thank you!
Questions?

Contacts:

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Airport: Mike Jeck, Noise Office
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703-417-1204

Online complaint form:
https://complaints.bksv.com/dca

WebTrak:
http://webtrak5.bksv.com/dca