



Presentation for:

**Fairfax County
Board of Supervisors
Transportation Committee**

July 19, 2016



MWAA and Reagan National Airport (DCA)

→ **Background**

- DCA opened in 1941 and has always operated as a commercial airport (24/7)
- DCA and IAD are the only U.S. commercial airports owned by federal government
- MWAA created by regional compact with DC and Virginia to operate, develop airports
- Important to maintain a 'balanced' 2-airport system
- Regulatory decisions and the economy are both contributors to the current operational imbalance between Reagan National and Dulles International airports
- Operational imbalance causes cascading economic problems

→ **Key Regional Economic Driver (Aviation, Toll Road, Rail)**

- MWAA operations account for 4.5 percent of regional GDP
- Provide or support more than 387,000 jobs
- Provide or support more than \$15 billion in labor income
- Provide or support more than \$3 billion in Tax Revenue which includes \$1.92 billion of State and Local taxes
- Provide or support more than \$20 billion in business revenue

(source: 2012 MWAA Economic Impact Study)



Reagan National Airport (DCA) Stakeholder Roles and Responsibilities

- **FAA has exclusive control of airspace and aircraft (flight paths and altitudes)**
 - FAA Regional Operational Restrictions:
 - Federal Prohibited Airspace (P-56): White House, U.S. Naval Observatory and the U.S. National Mall
 - Potomac and Anacostia river corridors have been the recommended flight paths since jets began operating at DCA in 1966
 - Communities near the rivers experience the most aircraft noise

- **Airlines are responsible for managing their individual flight schedules and aircraft fleet mix**

- **Local government jurisdictions are responsible for land-use zoning around airports**

- **MWAA is responsible for airport facility development, maintenance and leasing**
 - Oversees DCA Nighttime Noise Rule:
 - ***DCA Nighttime Noise Rule is not a curfew***
 - MWAA identifies compliant and non-complaint (louder) aircraft based on the FAA's Noise Certification data for each aircraft type, model, engine and weight
 - MWAA levies civil penalties on non-compliant aircraft that operate 10 p.m. - 6:59 a.m.
 - Provides a level playing field for all airline tenants to operate successfully



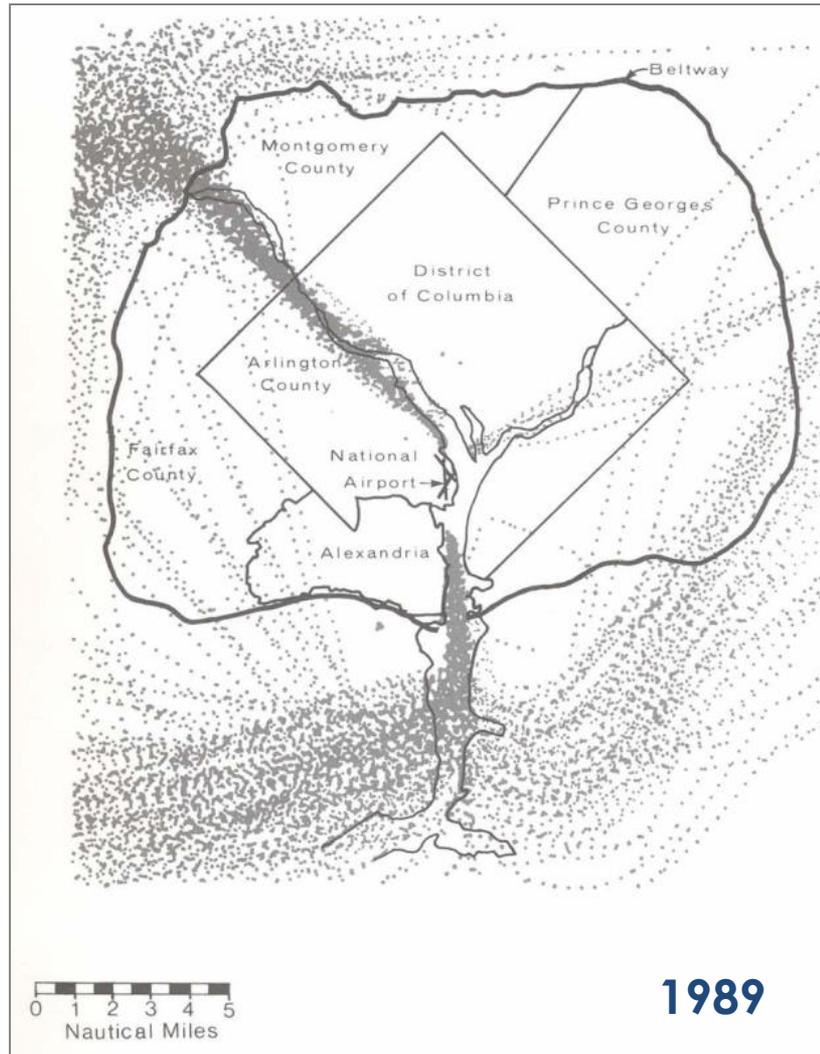
Reagan National Airport (DCA) Recent Changes

- **Growth in demand for air travel between 10 p.m. - 7a.m.**
 - Demand for early morning and late-night travel has resulted in more arrivals and departures between 10 p.m. - 7 a.m.
 - Aviation technology has improved since the DCA Nighttime Noise Rule was implemented in 1981, and the majority of modern aircraft now noise comply with the rule
 - Airport Noise and Capacity Act of 1990 limits U.S. airports from imposing new noise-based operational restrictions on quieter (stage 3) aircraft, including airport hours of operation, number of aircraft operations or aircraft noise levels

- **D.C. Metroplex (NextGen) procedure changes related to FAA airspace re-design**
 - FAA continues the implementation of its Next Generation Air Transportation System program (NextGen) to improve airspace safety and efficiency, including modified departures procedures in the D.C. airspace (D.C. Metroplex)
 - Benefits: Fewer residents are exposed to aircraft noise
 - Benefits: Fewer flight delays, less fuel consumption, less pollution
 - Challenges: Flight paths concentrated over certain communities
 - Procedure changes have resulted in additional complaints from residents living in proximity to flight corridor changes, locally and nationally



Historical Flight Tracks Over Potomac and Anacostia River Corridors



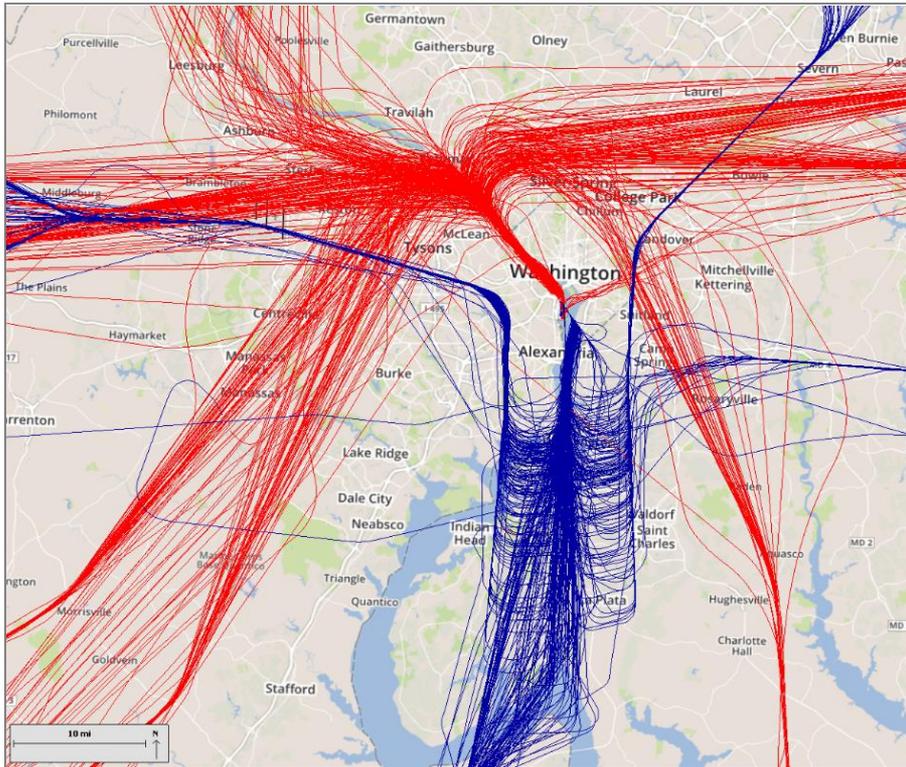
Reagan National (DCA) - North Flow Arrivals and Departures

NextGen Procedure Changes

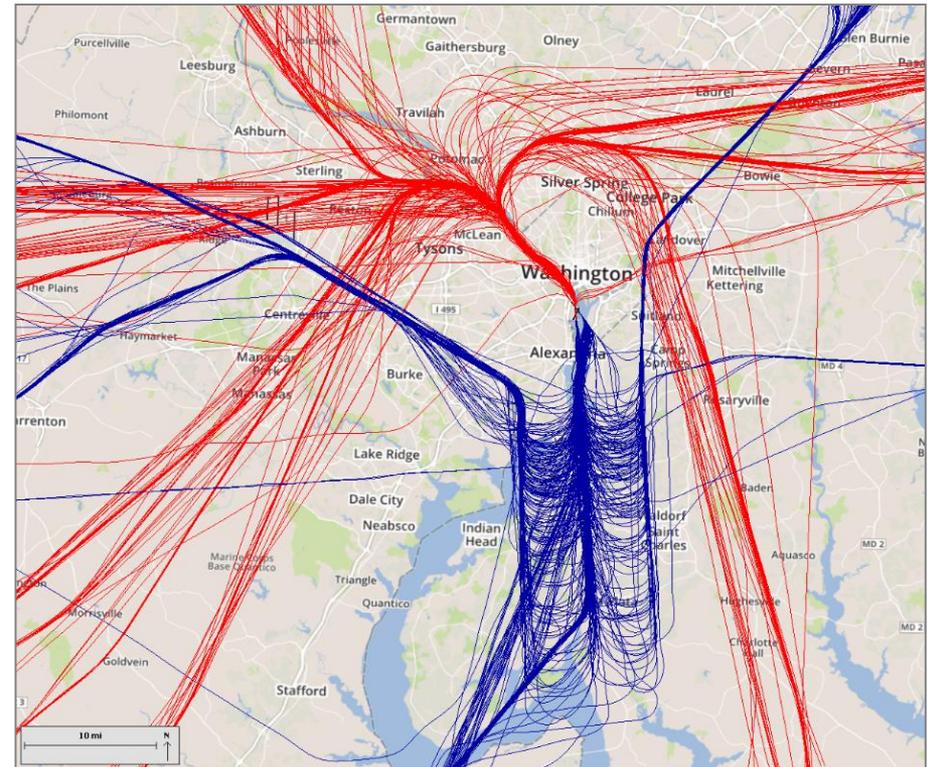
2012 (Pre) versus 2015 (Post)

Arrivals
Departures

Pre-NextGen: June 26, 2012



Post-NextGen: September 14, 2015



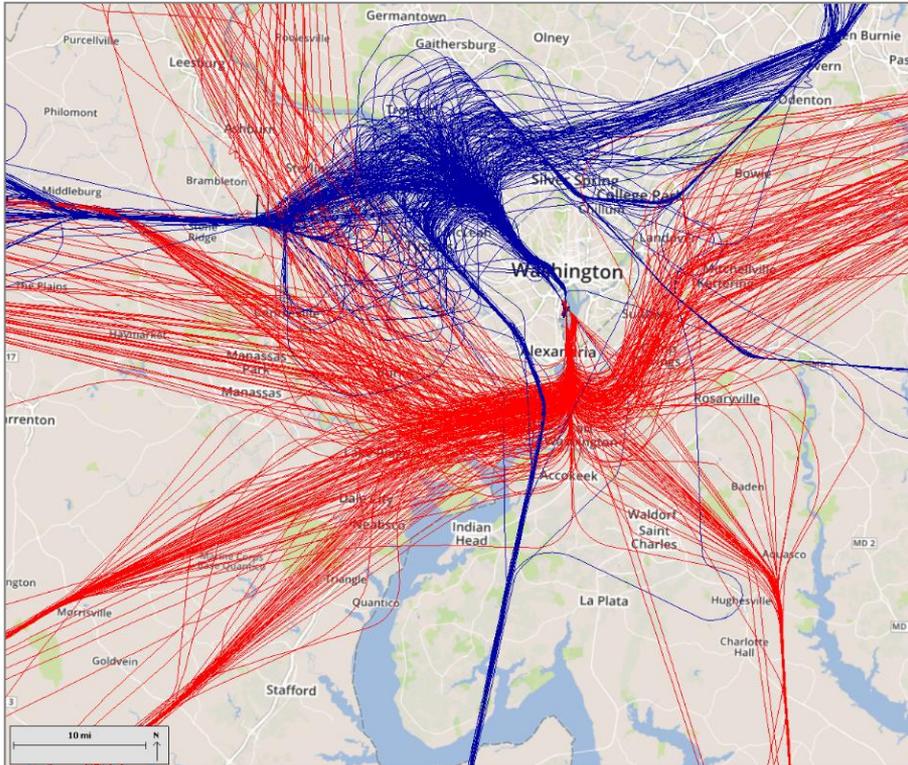
Reagan National (DCA) - South Flow Arrivals and Departures

NextGen Procedure Changes

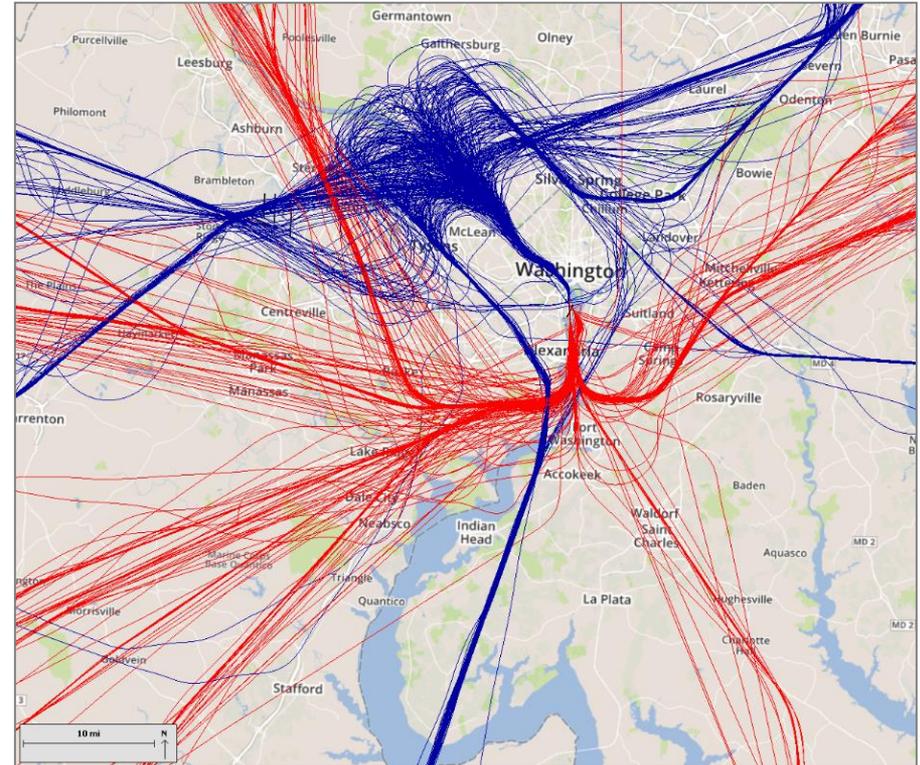
2012 (Pre) versus 2015 (Post)



Pre-NextGen: June 28, 2012



Post-NextGen: September 8, 2015

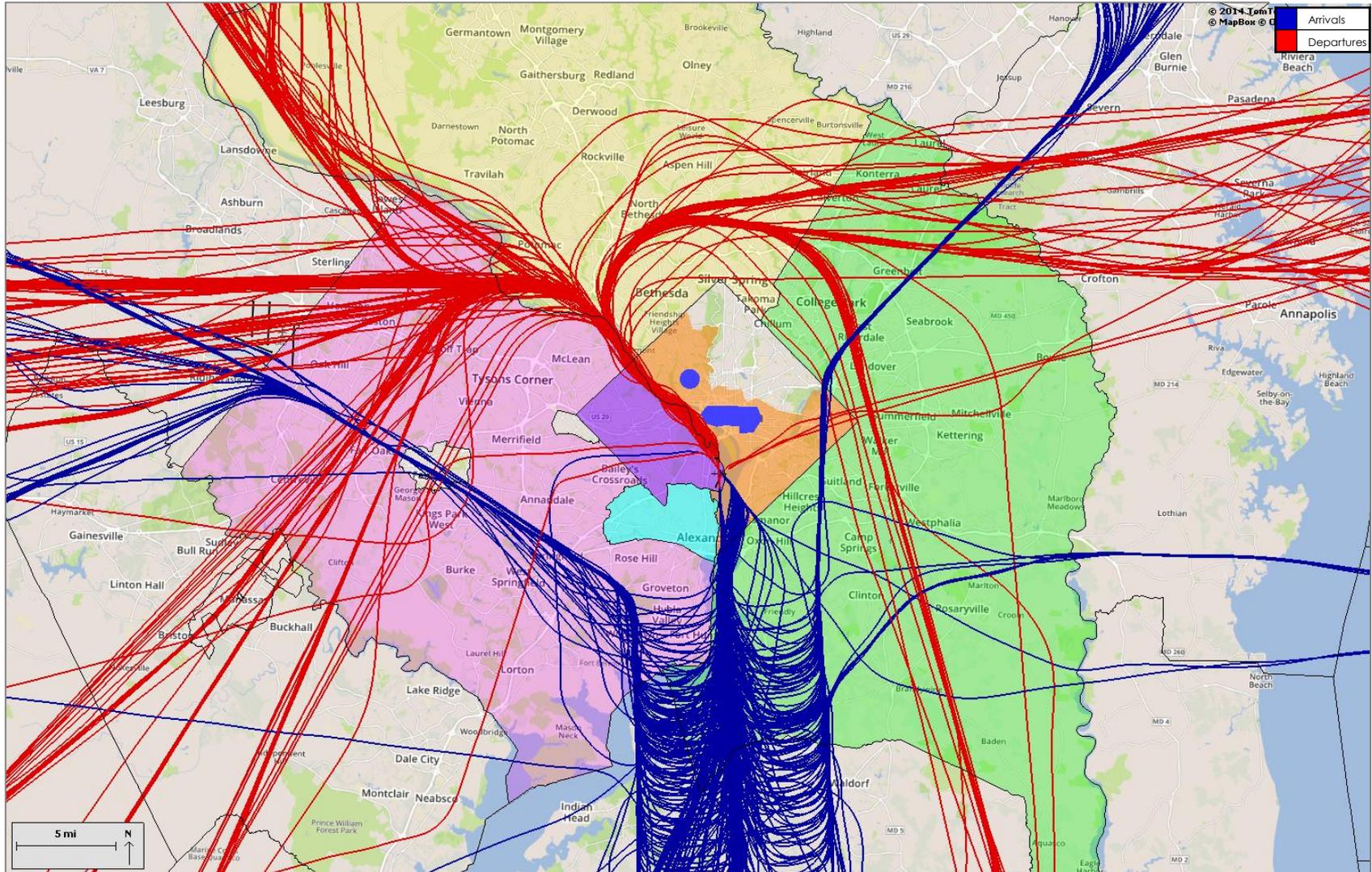


Reagan National (DCA) - Current North Flow Arrivals and Departures

Jurisdiction Boundaries

Current (Post-NextGen): June 9, 2016

- Prohibited Airspace (P-56)
- DC Wards 2, 3, 6, 7 & 8
- City of Alexandria
- Arlington
- Fairfax County
- Montgomery County
- Prince George's County



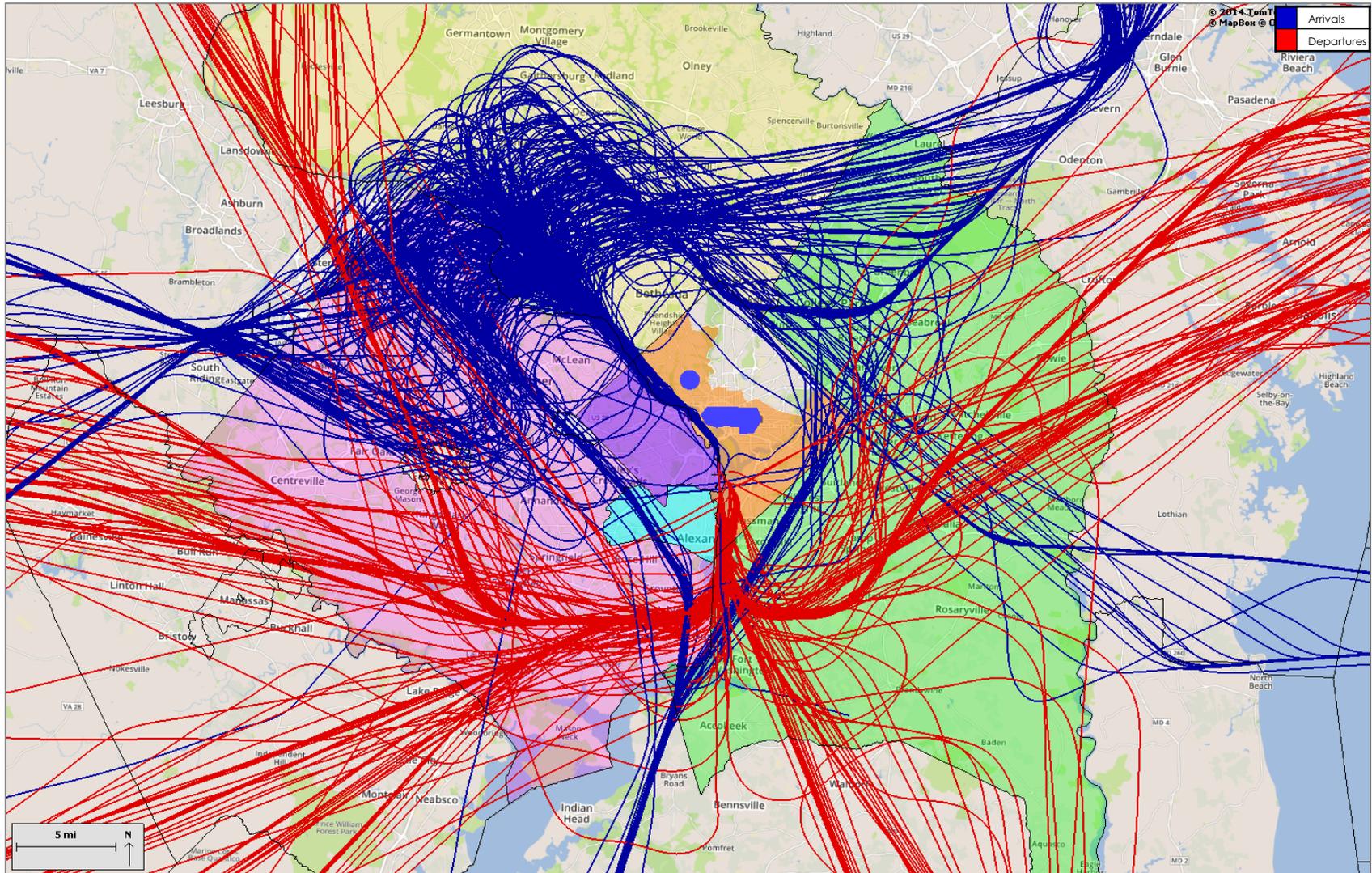
Reagan National (DCA) - Current South Flow Arrivals and Departures

Jurisdiction Boundaries

Current (Post-NextGen): June 2, 2016

- Prohibited Airspace (P-56)
- DC Wards 2, 3, 6, 7 & 8
- City of Alexandria
- Arlington
- Fairfax County
- Montgomery County
- Prince George's County

- Arrivals
- Departures

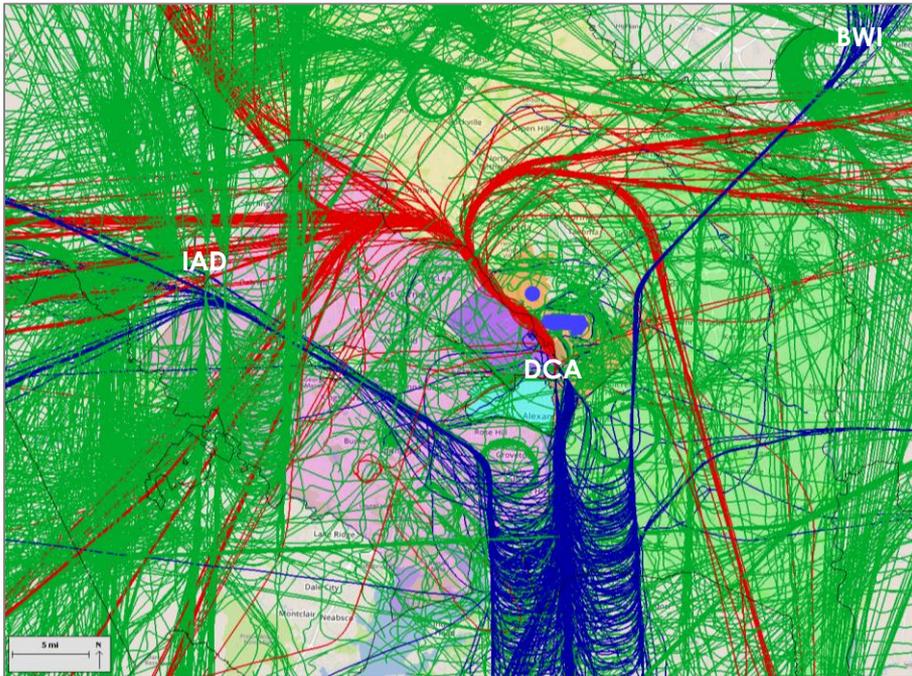


Daily D.C. Regional Airspace - All Operations

Jurisdiction Boundaries

- Prohibited Airspace (P-56)
 - DC Wards 2, 3, 6, 7 & 8
 - City of Alexandria
 - Arlington
 - Fairfax County
 - Montgomery County
 - Prince George's County
- | | |
|--|-------------|
| | Arrivals |
| | Departures |
| | Overflights |

Current North Flow (Post-NextGen): June 9, 2016

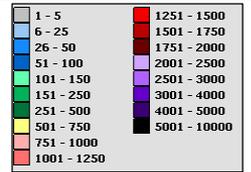


Current South Flow (Post-NextGen): June 2, 2016

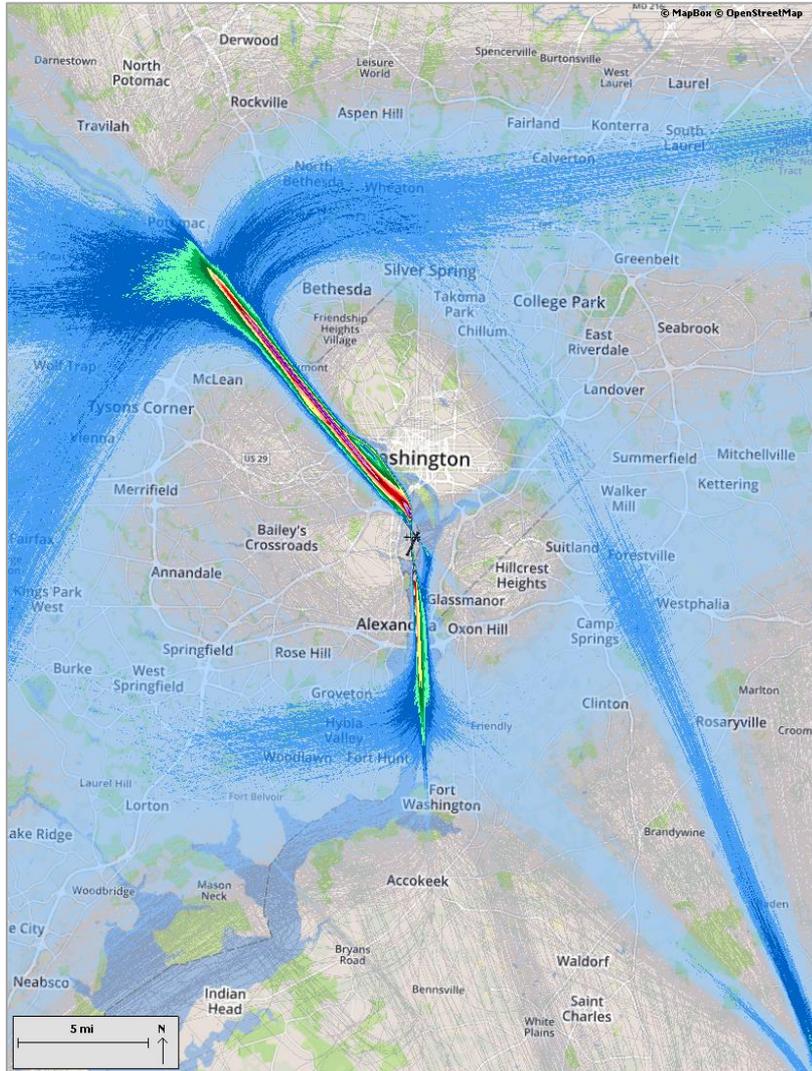


Reagan National (DCA) - 2015 Quarterly Track Density Plots

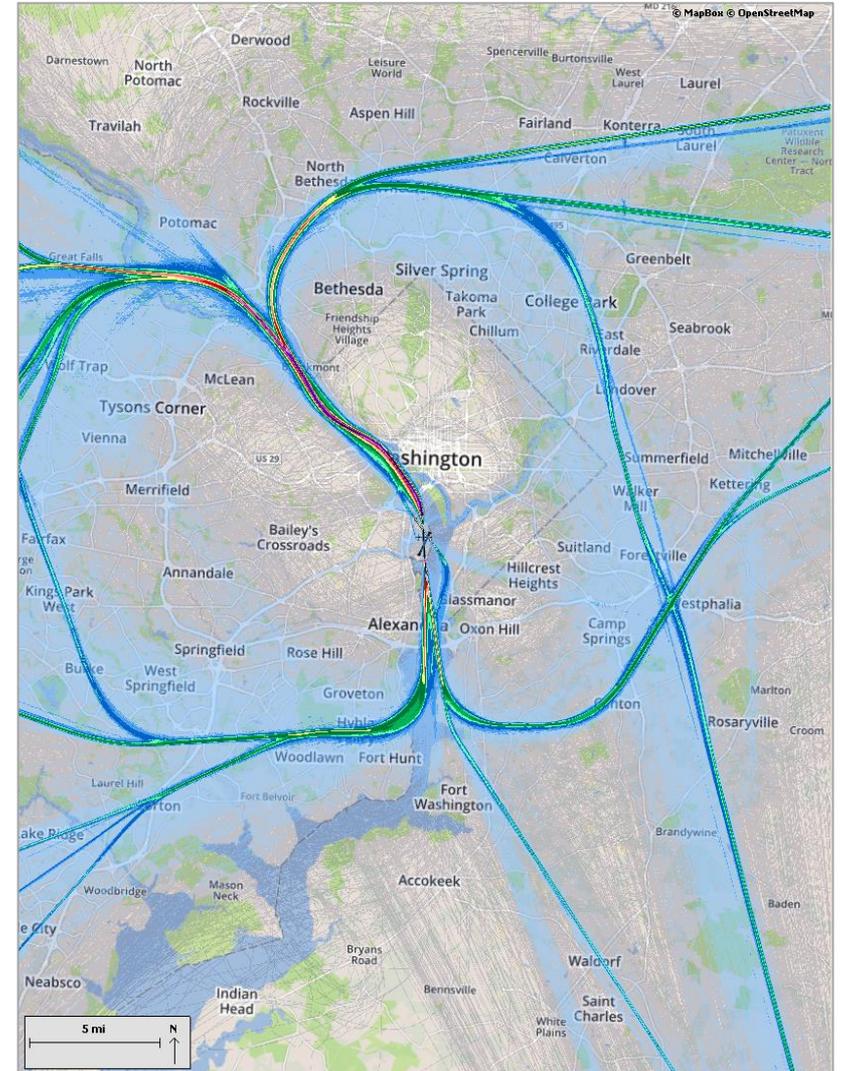
2015 NextGen Departure Procedure Changes



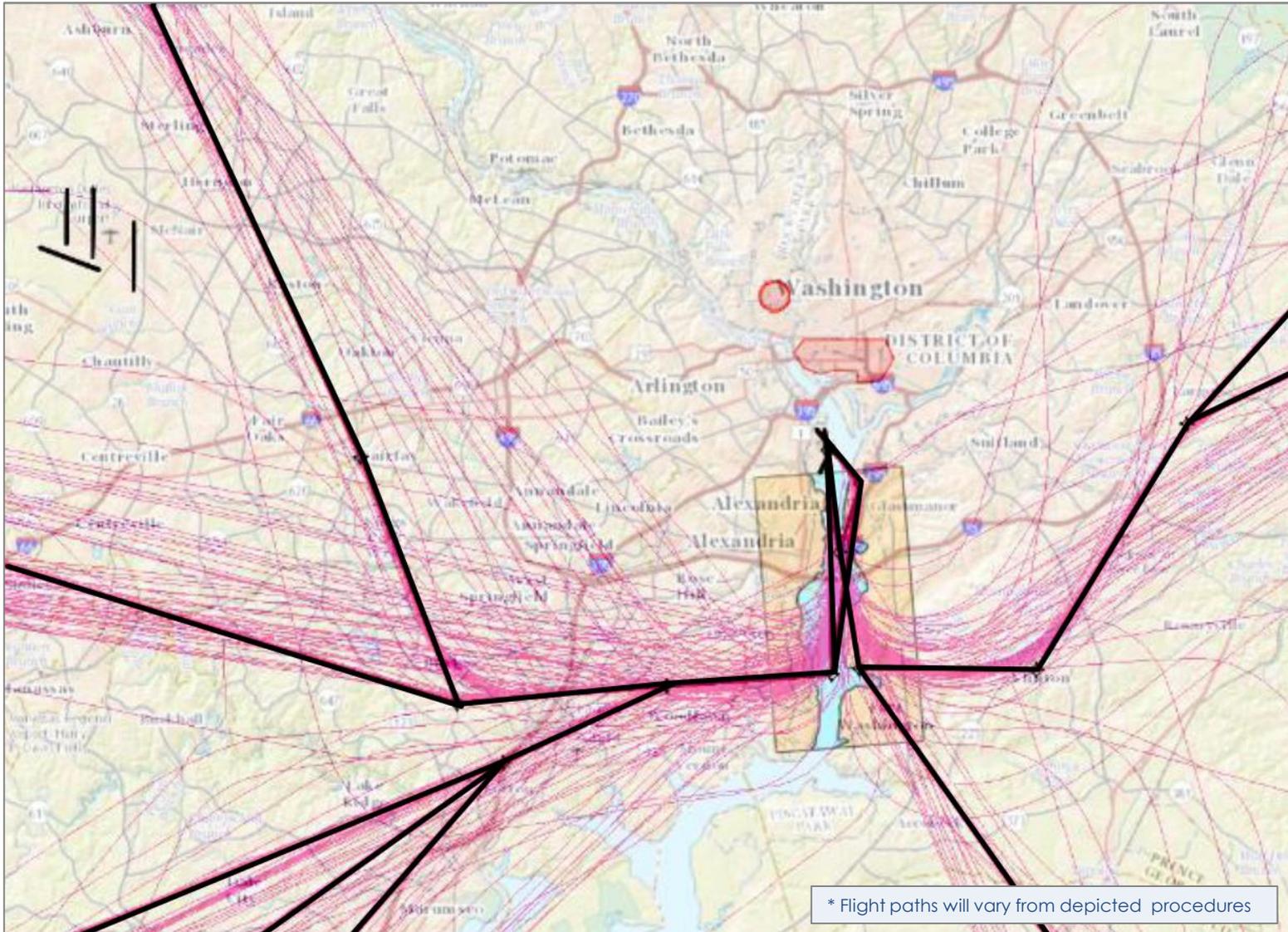
1st Quarter (Pre-NextGen) Departures



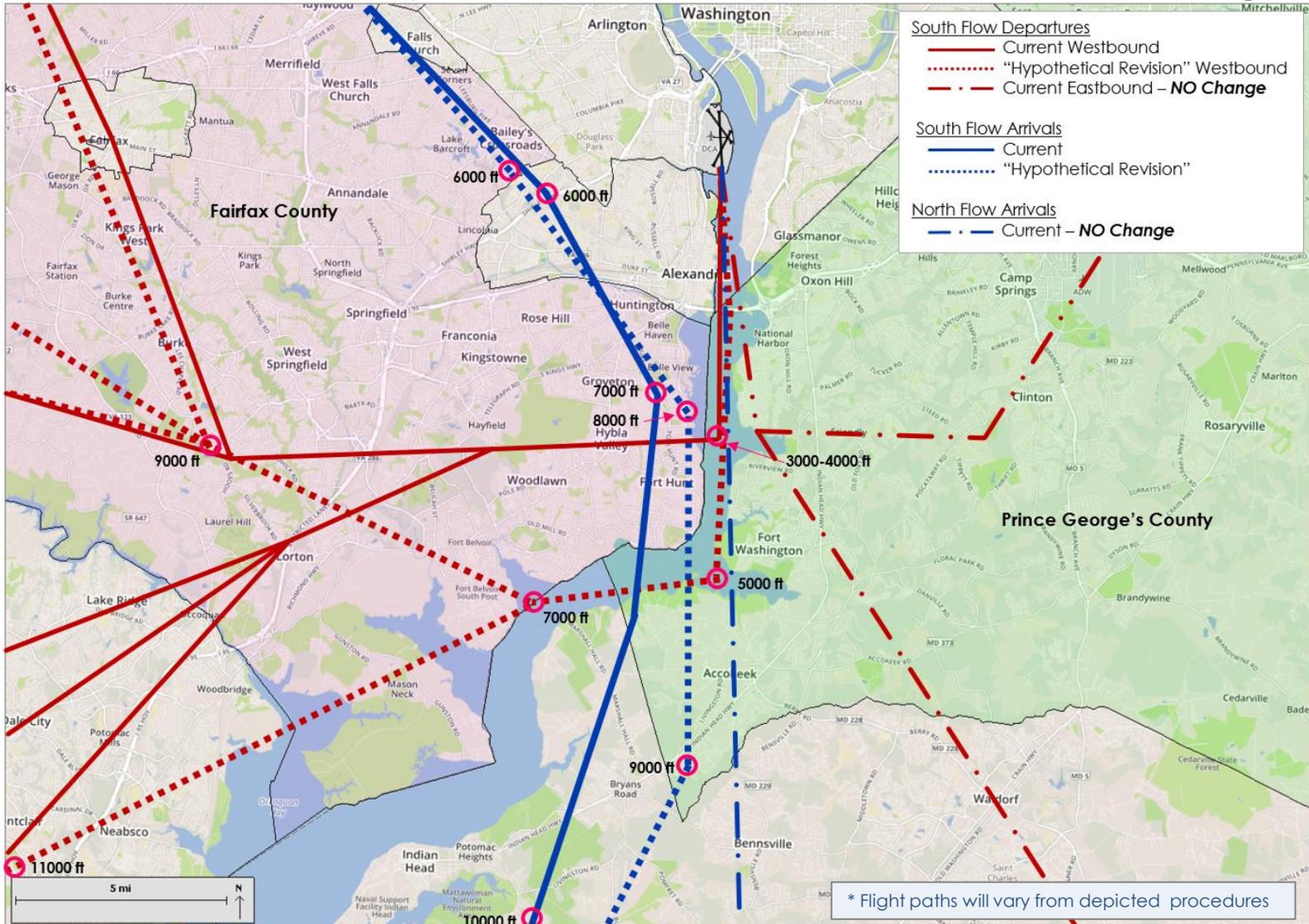
4th Quarter (Post-NextGen) Departures



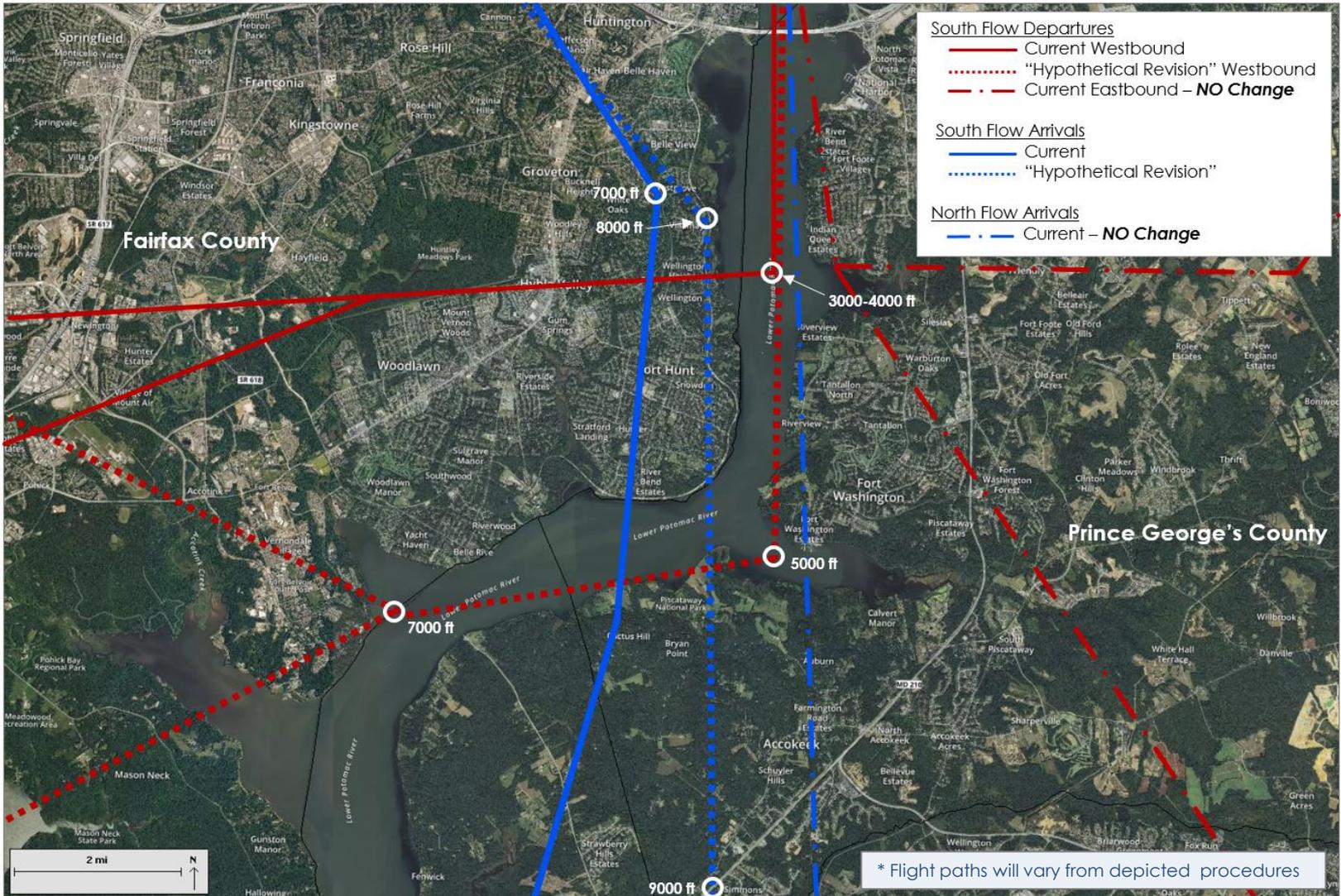
Reagan National (DCA) - Current FAA South Flow Departure Procedures* Current FAA (Post-NextGen) Departure Procedures (black) with Actual Flight Tracks (red)



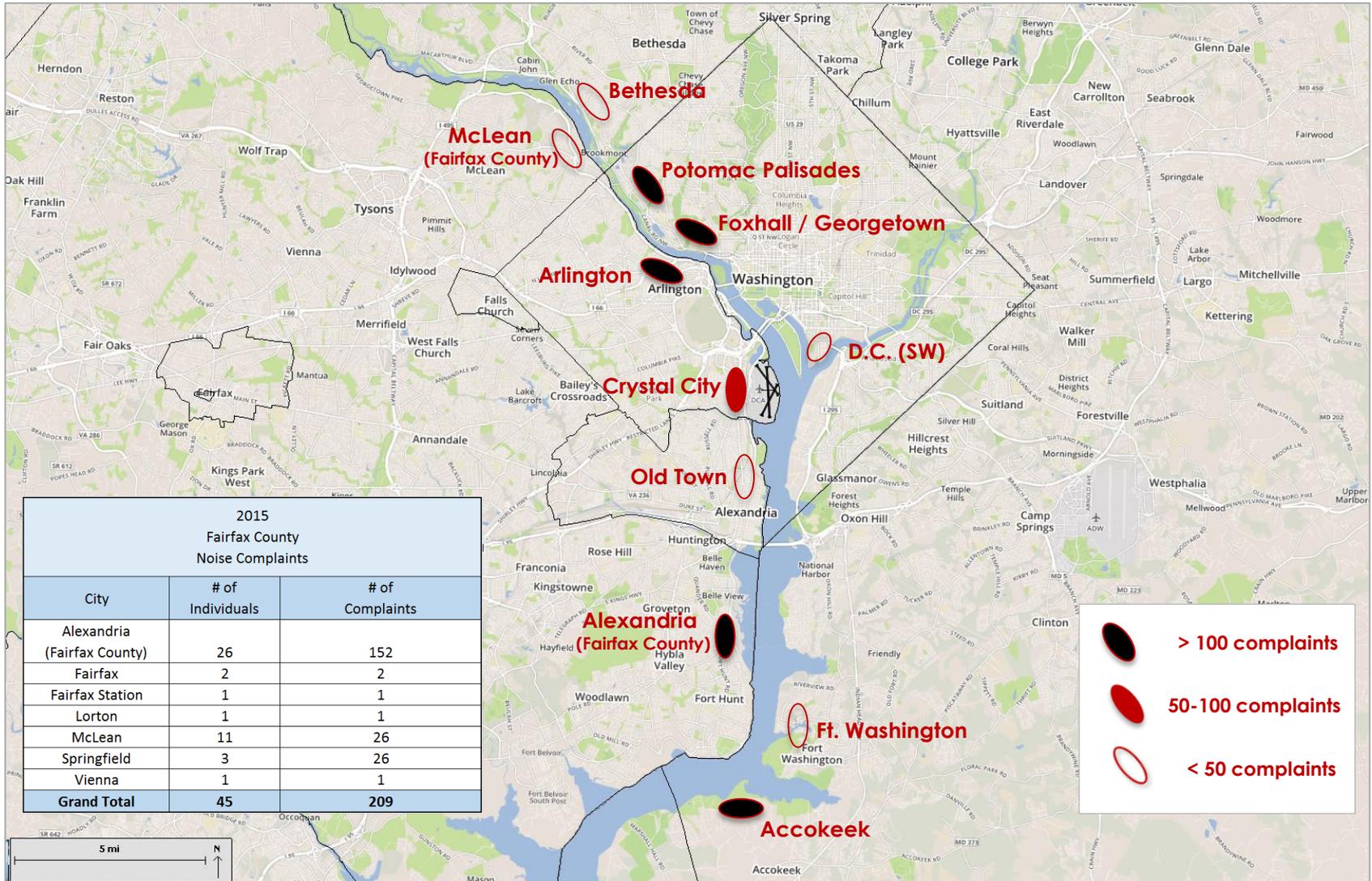
Reagan National (DCA) – Current FAA South Flow Procedures* (Regional) and Hypothetical Revisions under Discussion by DCA Noise Working Group to “Maximize Over Water, Minimize Over Land” Flight Times



Reagan National (DCA) – Current FAA South Flow Procedures* (Close-in) and Hypothetical Revisions under Discussion by DCA Noise Working Group to “Maximize Over Water, Minimize Over Land” Flight Times



2015 Frequent DCA Community Complaint Areas





What is MWA doing About Community Noise Concerns?

→ DCA Community Noise Working Group

- Facilitate discussions with citizens, FAA and airlines to address noise issues
- Forward noise-abatement recommendations to FAA for consideration
- Discuss opportunities to minimize impacts on neighborhoods

→ Airline Engagement

- MWA CEO, Jack Potter, requested corporate airlines to reduce or eliminate louder aircraft operating at Reagan National, as well as the implementation of flight procedures that **“Maximize Over Water, Minimize Over Land”** flight times
- Attend airline Chief Pilot meetings to relay community concerns and discuss noise abatement procedure
- Enforce DCA Nighttime Noise Rule (issued 36 citations in 2015)

→ Congress / Regulatory Agencies

- Oppose any changes in current High Density “Slot” and Perimeter Rules

→ Noise Information Office

- Broker discussions with FAA and airlines regarding potential flight-path modifications
- Meet with individuals and citizen groups to address noise issues
- Provide on-line tools for citizens to track flight paths and altitudes
- Maintain the noise monitor system (for information only)



DCA Community Noise Working Group

→ Mission and Structure

- Mission: Identify potential noise-mitigation solutions for FAA consideration
- Voting Members include 12 community representatives appointed by their local elected official and 2 airline representatives:
 - Airlines: American Airlines, Metropolitan Washington Airlines Committee
 - DC: Wards 2, 3, 6, 7, 8
 - MD: Montgomery County (District 1), Prince George's County (District 8)
 - VA: Arlington County (North & South), City of Alexandria, Fairfax County (Dranesville & Mt Vernon Districts)
- MWAA and FAA serve as non-voting, advisory Working Group members
- MWAA also serves as the facilitator for Working Group meetings and forwards recommendations to the FAA after they have been approved and endorsed by a Working Group majority
- Congressional, local government staff also attend Working Group meetings
- Established in October 2015 and meets monthly thru 2016

→ Focus Areas

- **“Maximize Over Water, Minimize Over Land”** flight times
- Noise-abatement flight procedures
- FAA's use of North versus South Flow procedures
- Altitudes for arriving, departing flights
- Airport hours of operation
- Roles, responsibilities of airport, airlines, FAA
- Emerging aircraft technologies
- DCA Nighttime Noise Rule (limitations and enforcement)
- Noise monitoring systems



Conclusions

- **FAA has exclusive jurisdiction over airspace issues: flight path, altitude, flow direction**
- **Changing flight patterns is a regional issue; Implementing changes over one community can have implications for other communities**
- **MWAA is committed to working with FAA, airlines and communities to identify alternatives for FAA and airlines consideration**



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