



COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

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SHARON BULOVA
CHAIRMAN

February 3, 2017

Mr. John E. Potter
President and Chief Executive Officer
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, DC 20001

Dear Mr. Potter:

On behalf of the Fairfax County Board of Supervisors, I am writing in regards to the importance of the Metropolitan Washington Airports Authority (MWAA) Noise Advisory Working Group and the continued efforts to reduce noise impacts at Ronald Reagan Washington National Airport (DCA).

As you are aware, the Federal Aviation Administration (FAA) has been working on the implementation of the Next Generation Air Transportation System (NextGen) throughout the country over the past several years. NextGen, which is designed to improve airspace safety and efficiency, can result in fewer flight delays and less fuel consumption by airplanes, but has also resulted in a higher concentration of flight paths over certain communities. This concentration of flight paths for operations at DCA, including paths for departures to the south of the airport that has resulted in a significant increase in noise over residential areas of Fairfax County.

The Reagan National Community Noise Working Group was established in 2015 to facilitate discussions with citizens, the FAA, and airlines to address noise issues. The Working Group, comprised of community members appointed by elected officials from local jurisdictions, including two members and two alternates representing Fairfax County, and airline representatives, meets to share ideas, discuss potential strategies and evaluate potential solutions to this issue. Recommendations approved and endorsed by the Working Group are forwarded periodically to the FAA for consideration.

On August 11, 2016, the Working Group met and voted to recommend that the FAA modify flight paths and make other modifications, including possible waypoint adjustments, along South Flow departure routes from DCA with the goal of maximizing the time aircraft spend flying directly over the Potomac River and minimizing the time aircraft spend flying over land in communities south of the airport. This is consistent with our Board's discussion at its July 19, 2016, Board Transportation Committee, and the Board subsequently voted to support this recommendation at its July 26, 2016, Board Meeting. Additional recommendations made by the Noise Advisory Working Group in 2015 and 2016 addressed other flight pattern issues impacting citizens around the metropolitan region. The Board believes that this Working Group provides a valuable service to this ongoing issue and believes that the group should be made permanent, to continue to help address noise issues related to both incoming and outgoing aircraft at our regional airports.

Mr. John E. Potter

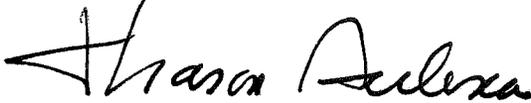
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In addition to the continuation of the Working Group, the Board also supports efforts to implement a DCA Fly Quiet (FQ) Program, which would provide a mechanism for comparisons of noise impacts amongst airlines. The program would provide information on criteria such as Fleet Noise, Noise Abatement, and North and South Flow Departure Quality. The ability to gather data and compare among different airlines should help the continued efforts to address noise impacts at DCA and the surrounding communities.

We believe that these efforts and the continued attention by MWA and our communities are vital to helping address the ongoing noise issues for the citizens throughout our region. We appreciate your consideration of this matter. If you need additional information, please contact Noelle Dominguez with the Fairfax County Department of Transportation at (703) 877-5665 or me at (703) 324-2321.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon Bulova". The signature is fluid and cursive, with a large initial "S" and "B".

Sharon Bulova
Chairman

Cc: Members, Fairfax County Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Catherine Chianese, Assistant County Executive
Tom Biesiadny, Director, Department of Transportation

1. JOINT BOARD MATTER WITH CHAIRMAN SHARON BULOVA AND SUPERVISOR DAN STORCK FOR MWAA FOR Implementation of a DCA Fly Quiet Program & Implementation of a Permanent MWAA Noise Advisory Working Group

Background

Residents in the Bell Haven, Villamay, Marlan Forest, Mason Hill, Hollin Hills, Wellington Heights, and other communities of the Mount Vernon District have been subjected to continuous high noise levels since April 2015, created by aircraft departing DCA and turning west five miles south of the airport to pass overhead in climb power at altitudes between 2200-3500 feet.

The current MWAA working group is chartered to inject broad-based community input into noise-related discussions, and to move the noise discussion beyond the airing of individual and neighborhood complaints toward a cooperative effort to identify practical solutions and recommend those solutions to the MWAA for submission to the Federal Aviation Administration for consideration and action.

To date, noise complaints north of DCA have resulted in two Working Group recommendations that the FAA revise the current north flow departure procedure waypoints to maximize the time aircraft spend flying directly over the Potomac River and minimizing the time aircraft spend flying over adjacent communities.

The Mount Vernon community is asking for the same consideration to be given to the southern part of Fairfax County with recommendations for MWAA and FAA to reduce the excessive noise concentrated on affected communities and not to simply move the problem to other communities both within and beyond the Mount Vernon district. Identifying and rectifying the issues of outgoing and incoming aircraft noise is critical for a complete solution.

In addition, implementation of a DCA Fly Quiet Program provides an opportunity to influence airlines to operate as quietly as possible in the Washington DC Metropolitan Area. A successful Fly Quiet Program should reduce both single event and total noise levels around the airport and along the departure and approach flight paths. Fly Quiet reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being good. This allows for an easy comparison between airlines over time. Individual airline scores are computed and reports are generated each quarter. These quantitative scores allow airline management and flight personnel to measure exactly how they stand compared to other operators and how their proactive involvement can positively reduce noise in the Washington DC Metropolitan Area. Each Program Element described below will be graded on a scale of 0-10 with an average score calculated for all the Elements.

Proposed Action

Therefore, I move the Board authorize staff to write a letter to MWAA indicating the Board of Supervisors support to implement a DCA Fly Quiet Program, and create a permanent MWAA Noise Advisory Working Group, and address noise issues of outgoing as well as incoming aircraft.