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April 7, 2017

Michael P. Huerta
Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Dear Administrator Huerta:

I am following up on my August 12, 2016, letter in support of the Reagan National Community Noise Working Group recommendation to modify the DCA south flow departure procedures. The requested modifications include keeping departing aircraft centered over the Potomac River as far south as safety and operational considerations will allow, and increasing the departure altitude profile before making the transition turn to the west.

I understand the FAA is currently in the process of reviewing the Working Group's request and that time will be needed to design, develop and implement a new south flow departure procedure. Our staffs have been in frequent contact throughout this process, and I appreciate you updating me directly on FAA's progress when we spoke in December.

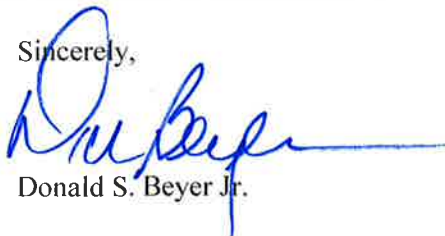
However, I am very concerned that very little action has taken place on a new south flow procedure as it is approaching nearly one year since I sponsored the public meeting at National Airport.

Given the pace of the process to date, a 12-to-18-month timetable to complete the Performance-Based Navigation design work will now be 22-to-28 months, which is contrary to the FAA's previous commitment and will be poorly received by thousands of people near and south of the airport. The NextGen flight path changes at DCA went into effect without public notice or comment, and subsequent efforts for explanation or reconsideration have lacked the transparency rightly expected by those most affected.

Further, discussions taking place around initiating one overall design project for both north and south flow is welcome as long as it does not further delay or threaten the prospect of an expeditious fix for south flow communities. This was an approach I urged months and years ago and still support if the Performance Based Navigation design can be started as soon as possible and if the south flow changes are prioritized.

Thank you for your participation in the Reagan National Community Noise Working Group and your outreach efforts in response to community concerns. I appreciate your commitment to mitigating aircraft noise, and I stand ready to assist you.

Sincerely,



Donald S. Beyer Jr.