

May 17, 2016

Ms. Sharon Bulova
Chairman
County of Fairfax
SUITE 530
12000 Government Center Parkway
Fairfax, Virginia 22035-0071

Dear Ms. Bulova,

As the Fairfax County Mount Vernon District representative (Attachment A) to the Metropolitan Washington Airport Authority (MWAA) Airport Noise Working Group (WG) I wanted to take this opportunity to provide you a report on the progress that has been made since the MWAA Airport Noise WG started its deliberations in October 2015.

The MWAA Noise WG has representatives from Arlington County, the City of Alexandria, Fairfax County (at large, Dranesville and Mount Vernon), DC Wards 2, 3, 4, 5, 6 and 7, Montgomery County, MD, Prince Georges County, MD, MWAA, FAA, Airlines for America and American Airlines.

For the first 5 months the MWAA WG has focused on addressing the concerns associated with Reagan Washington National (DCA) flight departure operations to the north/north west departing from DCA runway 01, which is referred to as north flow operations. As you can see by the north flow operations flight tracks (Attachment B) traffic proceeds northwest over the Potomac River towards the American Legion Bridge before making a transition turn on to the in-route system.

The primary concern associated with north flow operations is the new Area Navigation (RNAV), departure procedure called LAZIR that takes airplanes over portions of southwest Washington DC (Wards 2 and 3). RNAV procedures use satellite based navigation rather than ground based navigation aids and is one of many components associated with the Next Generation (NEXTGEN) air traffic control system implementation.

The MWAA Airport Noise WG developed 2 recommendations (Attachment C) for the FAA that pertain to DCA north flow flight operations. One recommendation was for aircraft departing from runway 01 and one for aircraft that are making approaches down the Potomac and proceeding south/southeast landing on runway 19. In response, the FAA developed a revised LAZIR RNAV Standard Instrument Departure (SID) shown as LAZIR B for aircraft departing runway 01, which is presented in Attachment D. The FAA will continue to review the revised LAZIR procedure assessing the safety, operational, noise and environmental impacts, all of

which may take 12-18 months, depending on the FAA's Air Traffic Control project priorities. The second WG recommendation regarding approaches is still being reviewed by the FAA.

As it pertains to south flow operations for aircraft departing runway 19 at DCA, the MWAA WG did not get into this issue in depth until April 2016. As shown in the sample flight tracks (Attachment E), the RNAV SID to the south has airplanes making transition turns to the west and east at 5.51 NM from DCA. Airplane noise associated with the south RNAV SID and west transition turn became very prevalent over parts of the Fort Hunt Corridor including Villamay, Marlan Forest, Bellhaven, Mason Hill, Hollin Hills, Collinwood and Wellington Heights in April 2015. The airplanes are supposed to be at 3000 ft. when they make the west and east transition turn at the 5.51 NM waypoint called CAPVC. The MWAA WG developed and delivered a recommendation to the FAA pertaining to DCA south flow operations which is provided in Attachment F.

The FAA conducted a preliminary review of the south flow departure air space and produced a 1st draft revised departure procedure which is provided in Attachment G. The draft procedure would shift the 5.51 NM turn waypoint an additional 2.92 NM south/down the Potomac River to the new CAPVC waypoint. The new CAPVC waypoint, which would be at 8.43 NM from DCA, would apply only to airplanes making a west transition turn. Airplanes departing runway 19 and proceeding east would still make their transition turn at the current CAPVC waypoint at 5.51 NM. Airplanes departing south and heading west would also climb to 5000' at the new CAPVC waypoint. After reaching the new CAPVC waypoint the airplanes turning west would climb from 5000' to 7000' and proceed to the waypoint called GAITE (new). Airplanes would be south of Mount Vernon and not fly over Virginia until they are past GAITE. Pushing the new CAPVC waypoint further south to 10 NM, which was requested by some communities, is not feasible due to the RAVNN Standard Terminal Arrival procedure shown on Attachment G which feeds airplanes landing at the BWI airport.

Going forward the MWAA WG will review the draft revised south flow SID at least 1 more time before it is placed in the FAA simulation queue at the FAA facility in Oklahoma City, OK. Based on project priorities it may take the FAA up to 24 months to evaluate, assess, coordinate and implement a new DCA south flow departure procedure that would help alleviate the airplane noise for the communities mentioned above.

There are other actions that both the FAA and MWAA can take to help address airplane noise for all the communities around and near DCA. Attachment H is a summary of recommendations that I made in a memo to the MWAA WG in February 2016. Hopefully, these will be included and addressed in the MWAA WG final report when the MWAA WG concludes its work in Dec 2016.

In addition, I have provided reports and presentations to several community/civic associations including Mason Hill, Hollin Hills, Villamay and the MVCCA Transportation Committee and

offered to provide presentations to other civic/community associations in the Fort Hunt Corridor.

On average there are 4300 flight operations (departures, arrivals, enroute and cross traffic) Attachment I that impact the Washington Metroplex daily making it a very challenging and complex problem for the FAA. What may help one community may create concern for another.

I would be pleased to present this information to you and your staff at your convenience.

Please advise if you would like to receive future reports on the progress of the MWAA WG.

Sincerely,

A handwritten signature in black ink that reads "M. Rioux". The signature is written in a cursive, flowing style.

Mike Rioux
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