



Board of Supervisors Land Use Policy Committee

Washington Dulles International Airport
Airport Noise Considerations

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Should Fairfax Adopt New MWAA Noise Contours?

- **MWAA 1993 Contours – Adopted by BOS in 1997**
- **MWAA 2019 Contours – Being considered by BOS in 2020**
 - Contours based on:
 - **Ultimate airport capacity** projections – not airport demand projections
 - Long range planning horizon of **60 to 90 years**
 - **Updated assumptions and data** (fleet mix, flight procedures/times, carrier types, noise abatement technologies)
 - **Evolving aviation environment** (air traffic control systems, radar & satellite technologies, and upgraded inflight avionics)

Should Fairfax Adopt New MWAA Noise Contours?

(cont'd)

- **Airport Capacity v. Demand Considerations:**
 - Dulles **has not reached 1993 capacity projections** due to lack of demand
 - In 2020, Dulles is **@ 40% of 1993 capacity projections**
 - New runway built in 2008 – Rarely used (**0 - 3.2%** of operations in 2017)
- **Airport Capacity methodology**
 - Only used by Dulles and Denver airports
 - Other airports use Demand methodology – 5 to 20 year timeframe
- **Assumptions/contours likely to change**
 - 60 to 90 year timeframe is difficult to predict
 - Factors likely to evolve: new aircraft designs, noise abatement technologies, etc.

Should Fairfax Adopt New MWAA Noise Contours? (cont'd)

- **Loudoun has not adopted MWAA's 2019 contours**
- **Land Use/Economic Development:**
 - **Basing** land use/economic development **decisions** on 60 to 90 year **projections subject to change** can lead to debatable outcomes

Should Fairfax Adopt New MWAA Noise Contours? (cont'd)

OPTIONS:

- **Maintain** the 1993 adopted contours
- Employ the **Loudoun County approach** of keeping the 1993 adopted contours and considering the 2019 contours when evaluating land use proposals and making decisions based on the specific circumstances of the proposal
- **Adopt** the 2019 contours

Permit Residential and other Noise-sensitive Uses in the 60-65 DNL Contour

Recommendation: Amend Comprehensive Plan

- **Balances** land use changes/economic development w/ potential impacts to airport
- **Consistent** with land use policies of **most jurisdictions** with international airports
- **Consistent** with County's **Zoning Ordinance**
- **Include criteria** in Comp Plan Amendment:
 - **Noise impact studies**
 - Noise **abatement & disclosure** provisions
 - Preferred **construction types** for most effective mitigation

Nighttime Activities

- MWAA report and contours predict an increase in nighttime cargo operations
- Uncertain whether Dulles will transition into a significant cargo destination.
- **Recommendation:**
 - **Monitor** nighttime operations
 - **Work with MWAA** on noise abatement procedures and a preferential runway use program if nighttime activities increase

Airport Noise Contour Map

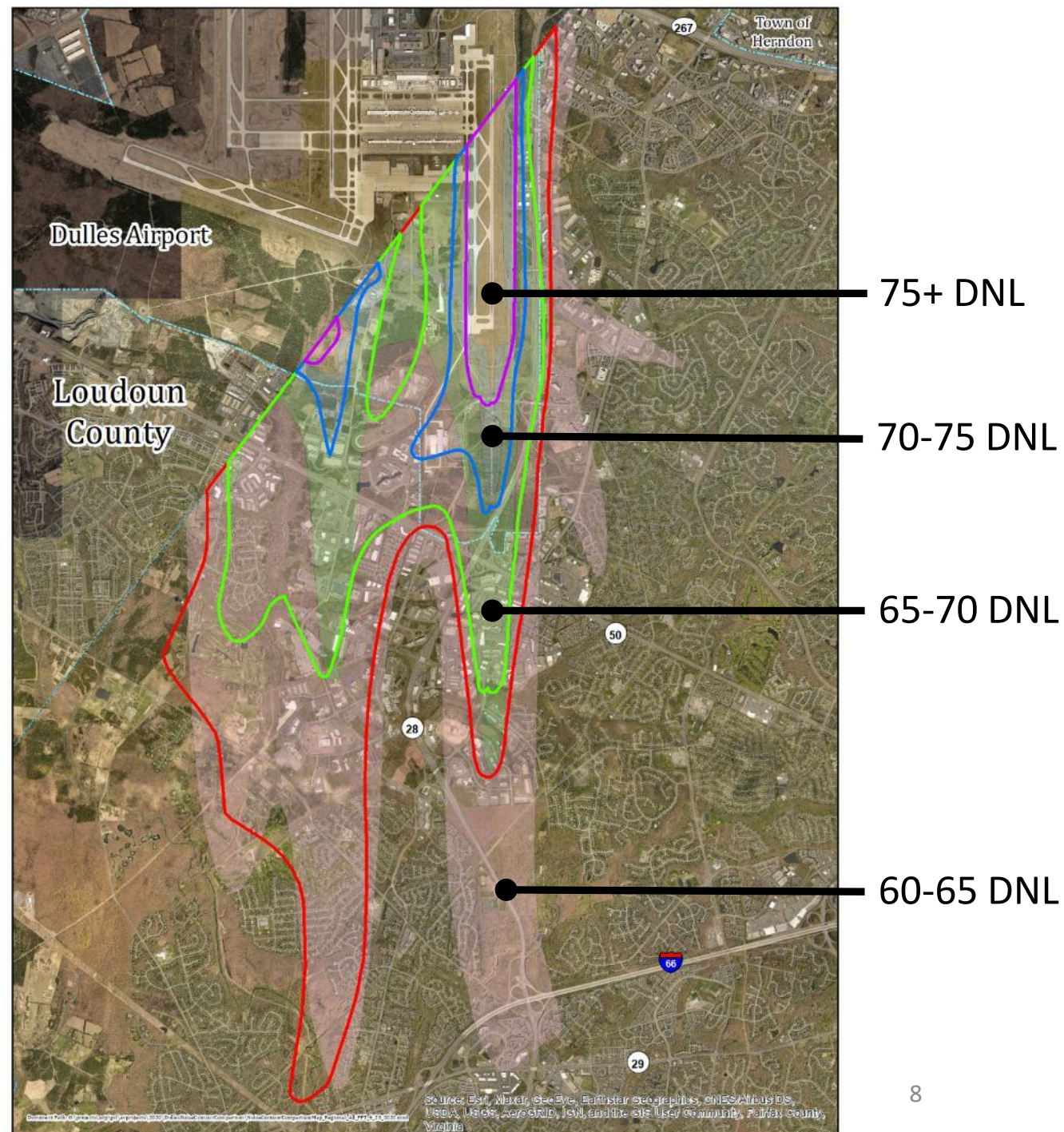
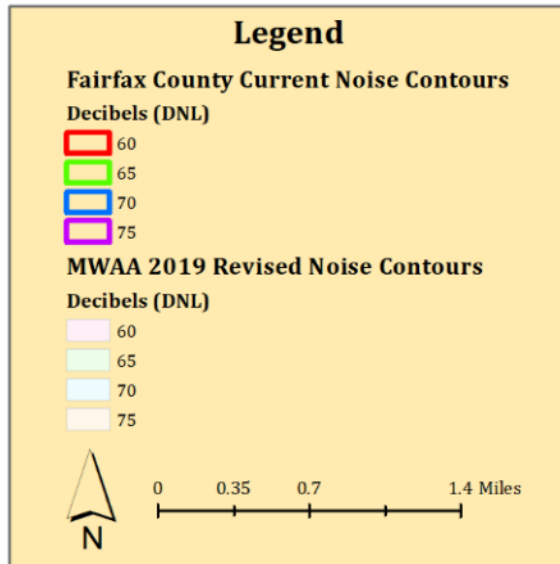
Fairfax County Current Noise Contours & MWA 2019 Revised Noise Contours

(Washington Dulles International Airport)

Created by Fairfax County Department of Planning & Development
June 2020

Source: Metropolitan Washington Airport Authority & Fairfax County Geographic Information System

Contours Comparison



Discussion