

Summary
Reagan National Airport Community Working Group
Regular Meeting (3) – February 25, 2016

Date: February 25, 2016
Time: 6:00 P.M. – 8:00 P.M.
Location: Metropolitan Washington Airports Authority (MWAA)
Corporate Office Building, Conference Room 1C
Agenda: New Member Introductions, FAA Presentations, Airline Fleet Mix, Hours of Operation

Working Group Members Present:

Dick DeiTos	MWAC
Stephen Geiger	Arlington County
Ken Hartman	Montgomery County
Tracy Montross	American Airlines
Joe Pelton	Arlington County
Jim Phelps	Fairfax County – Dranesville
Andrea Ramirez	District of Columbia Ward 3
Mike Rioux	Fairfax County – Mount Vernon
Stephen Thayer	City of Alexandria
Bob vom Eigen	District of Columbia Ward 2

Alternates:

Carol Hawn	Fairfax County – At-Large Alternate
Don Minnis	Fairfax County – Mount Vernon Alternate
Dominic Patella	District of Columbia Ward 3 – Alternate

Agenda Item 1 – Welcome & Agenda Discussion:

Margaret McKeough, MWAA Chief Operating Officer

- Welcomed committee and introduced Tracy Montross (American Airlines) and Ken Hartman (Montgomery County).
- Thanked everyone who participated in the Agenda Survey. Four topics dominated the results and became the framework for tonight’s agenda. Consequently, the FAA was invited to present and facilitate a discussion on South Flow operations and Direction of Flow.
- Fielded a brief discussion regarding Joe Pelton’s email regarding the formation of the Roundtable. The proposed recommendation is found at the bottom of this summary.

Agenda Item 2 – South Flow Flight Paths:

2.1) FAA Presentation: *DCA South Flow Operations*

Ed Donaldson, Capital District Manager (Acting) and Bennie Hutto, Vice President, Potomac Consolidated Tracon National Air Traffic Controllers Association

- There are five STARs (Standard Arrival) and six SIDs (Standard Instrument Departure) procedures implemented in South Flow
- Reagan National South flow STARs and SIDs are designed to sequence with other routes associated with operations at Dulles International (IAD), Baltimore-Washington International (BWI), Andrews Air Force Base (ADW), Ft. Belvoir-Davison Army Airfield (DAA) and Quantico Marine Corps Airfield (NYG).
- Airspace is sectorized, vertically and laterally. All routes are tied together and sector sequencing is the key to separation and efficiency, i.e. - safety. It's similar to trying to pour a bunch of marbles through a funnel into a bottle. If you pour them all at once, flow is restricted. If you sequence each individual marble through the funnel, a steady flow is achieved.
- On-board aircraft Flight Management Systems (FMS) anticipate each satellite-based navigational way-point. FMS eliminates ATC-Cockpit communication delays resulting in procedures that are executed with a high level of consistency.
- In South Flow, the goal is to depart aircraft on heading 185 (deg), then turn them at 5 miles to allow aircraft to climb unimpeded by other sector flows. Current flight time is 12 sec/flight over VA, 18 sec/flight over DC and Maryland, and 97 sec/flight over the Potomac River.
- Any delay in vectoring traffic off the river at 5 miles, will cause cascading sequence problems as aircraft continue to climb.

Discussion/Comments:

- **Mike Rioux:**
 - In South Flow, the FMS departure turn at 5 miles is a problem for Holland Hills residents.
 - Do approaches from the south go over Ft. Belvoir and Quantico?
- **Andrea Ramirez:**
 - On WebTrak, there are IAD flights over Quantico at 4,000 ft.
- **Bennie Hutto:**
 - DCA arrivals from NY, line up below those IAD arrivals.
- **Ed Donaldson:**
 - If DCA South Flow departures are dispersed between 5-10 miles, it limits ATC's ability to turn and climb aircraft.
- **Don Minnis:**
 - Ft. Hunt homeowners are very discontented from being bombarded by South Flow departures.
 - *Can FAA extend South Flow departures along the Potomac River, currently turning southwest at 5 miles over VA, to turn southeast at 10 miles over an uninhabited MD park (Piscataway Park)?*
- **Mike Jeck:/MWAA Noise Office:**
 - Accokeek, MD is located ~10 south of DCA. MWAA currently receives a lot of noise complaints from that area.
- **Bennie Hutto:**
 - Recommendations need to be formally submitted: Working Group to MWAA to FAA.
 - South Flow departures must remain below other routes until they are turned off the river.
- **Mike Rioux:**
 - Ideally, we would like all departures to continue farther south, but willing to compromise, e.g. 50%.
- **Stephen Thayer:**
 - Southbound departures have been seen 2 to 4 streets inland, over City Hall, in Old Town, Alexandria. Those flights violate the rule to stay over the middle of the river and interfere with the quiet enjoyment of Old Town.

- Also appears that planes are allowed to fly farther west during IMC weather conditions.
- **Bennie Hutto:**
 - FMS uses a heading of 185 deg in south departure. FMS is continuously self-correcting, so 95% of the time, the aircraft is within 1 mile of programmed heading.
 - ATC can issue an alternate heading of 190 or 170 deg.
 - Some early turns could be prop aircraft that are turned sooner due to the performance differences between propeller and jet aircraft.
- **Andrea Ramirez:**
 - *Previous request, why did American Airlines flight depart directly south over Old Town on a Sunday morning at 5:15a.*
- **Ed Donaldson:**
 - If aircraft are too close, ATC may send one around as a missed approach.
- **Stephen Thayer:**
 - Aircraft are turning west over Old Town for extended 1 -1.5 hour durations.
- **Bennie Hutto/Ed Donaldson:**
 - Please provide dates and FAA will look into it.
- **Carol Hawn:**
 - Southbound departures separate into eastbound or westbound routes at a way-point that is abreast of Old Town, several miles north of the Woodrow Wilson Bridge.
 - *Can FAA keep aircraft over the center of the Potomac River until the 5 mile way-point, then separate into eastbound or westbound routes?*
- **Bennie Hutto:**
 - FAA can look at that possibility.
- **Don Minnis:**
 - North Flow arrivals currently que up 10-20 miles south of DCA and fly over Piscataway Park at lower altitudes.
- **Ed Donaldson:**
 - Arrival altitudes in that area are ~2,500 ft.
- **Don Minnis:**
 - Given that arrivals already fly over Piscataway Park located 10 miles to the south, at 2,500 ft, use the reverse procedure for departures.
- **Stephen Thayer:**
 - During North Flow, there are no aircraft over Old Town. Reverse the procedure so South Flow departures are on the same route as North Flow arrivals.
- **Ed Donaldson:**
 - North Flow doesn't have the same competition for airspace sequencing.
- **Dominic Patella:**
 - Is that why the FAA defaults to North Flow when there's zero wind?
- **Ed Donaldson:**
 - FAA evaluates weather along the route, not just the airfield.
- **Dominic Patella:**
 - *Request for North/South Flow percentages pre/post NextGen.*
- **Ed Donaldson:**
 - We will pull available data.
 - Deciding (direction) factor is prevailing wind.
- **Andrea Ramirez:**

- *Previous request, information on the development of a South Flow RNAV procedure in IMC conditions.*
- Only 30% of fleet are equipped to fly the RNP 19.
- **John Belk/FAA:**
 - Need formal request from Working Group, via MWAA, to direct and prioritize resources.
 - RNP Runway 19 requires special certifications which limit the number of aircraft that can fly that procedure.
 - FAA is holding discussions with industry stakeholders on how to design a procedure that emulates RNP 19 to increase the number of aircraft that can fly it.
- **Dick DeiTos:**
 - Airlines would also like to see the implementation of an RNAV Approach to Runway 19.
- **Jody McCarthy/FAA:**
 - FAA can come back with an update regarding FAA's discussion about the development of a RNAV Approach to Runway 19.
- **Margaret McKeough:**
 - Asked Working Group for clarity on a formal motion?
- **Andrea Ramirez:**
 - ***MOTION:** DCA Community Working Group directs MWAA to ask FAA to develop a feasibility plan, and associated implementation plan, for an RNAV Approach Procedure to Runway 19.*
 - Working Group Voting Member Results:
 - **Yay:** Dick DeiTos, Stephen Geiger, Ken Hartman, Tracy Montross, Joe Pelton, Jim Phelps, Andrea Ramirez, Mike Rioux, Stephen Thayer, Bob vom Eigen; Alternates - Don Minnis, Dominic Patella
 - **Nay:** None
 - **Abstain:** Alternate - Carol Hawn
 - **Motion is attached at the bottom of the summary**

2.2) Runway 4/22 Re-Opened:

- **Margaret McKeough:**
 - Runway 4/22 update: Re-opened following ~2 year closure for federally mandated Runway Safety Area (RSA) construction.
 - **Bob vom Eigen:**
 - Will larger aircraft operate on Runway 4/22?
 - **Bennie Hutto/Dick DeiTos:**
 - Runway 4/22 will be primarily used as it was historically, i.e. - regional jets.
 - Approved for an A319; If runway available, airlines may request a Runway 4 departure.
 - Runway 4 is not available for arrivals.
 - RSA improvements will not increase the number of DCA operations/airline slots.
 - **Dominic Patella:**
 - *Request MWAA send letters to local jurisdictions notifying them of operational changes at DCA; specifically, send a letter to DC elected officials notifying them that Runway 4/22 is operational.*
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Agenda Item 3 – Direction of Flow:

- **Margaret McKeough:**
 - FAA decides the direction of flow based on weather conditions (wind).
 - **Ed Donaldson:**
 - Cloud deck altitude (800 ft) is also a key variable in directional flow. Cloud deck information is acquired from ATC visuals, pilot reports and National Weather Service (primary/default source).
 - **Dominic Patella:**
 - *Request detailed North/South Flow departure statistics for the past 10 years, on a month-by-month basis.*
 - *Previous request, directional flow comparison based on pre/post Performance-Based Navigational procedure changes.*
 - **Joe Pelton:**
 - *Request data regarding the total volume of annual aircraft operations at DCA, IAD and BWI; how totals have changes over the past 10 years.*
 - **Margaret McKeough:**
 - Addressed questions about the difference in activity between Dulles and Reagan National. Airline sector has shifted business from Dulles to Reagan; Dulles activity has declined while Reagan has experienced record growth; BWI has also grown.
 - MWWA is actively pursuing strategies to reduce Dulles airline operating costs and limit Reagan additional growth.
 - Dulles has infrastructure to support future growth up to 50 million passengers.
 - **Stephen Thayer:**
 - *Request DCA hourly arrival/departure data for the past 2 years during the nighttime hours 10p – 7a.*
 - **Margaret McKeough:**
 - Individual airlines purchase/own a slot.
 - Airlines use their slots based on demand, consequently, not every slot has been used in the past.
 - Data will show that slots, which were previously unused throughout the day, are now being maximized.
 - Committee will discuss slots in Item 5.
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Agenda Item 4 – Fleet Mix / Nighttime Noise Rule:

4.1) MWAC Presentation: *Airline Fleet Mix*

Dick DeiTos, Metropolitan Washington Airlines Committee

- Presented chart: Aircraft type vs Total Operations in 2005/2010/est. 2015.
- Airlines are able to invest in newer, quieter, cost-efficient aircraft.
- Since 2013, top 10 domestic carriers have invested \$1B/month on new, quieter aircraft.
- At DCA, 50-60% of mainline (jet) fleet is RNP equipped, and over 90% of fleet is RNAV equipped.
- Airlines believe it's a quieter solution to implement an RNAV procedure.

Discussion/Comments:

- **Dominic Patella:**
 - MD-90 is one of the noisiest aircraft in the sky, why has its operation gone up ~300% at DCA?

- **Dick DeiTos:**
 - *Will investigate and report on MD-90 counts on the chart.*
 - *Will also break out the seating capacities of aircraft on the chart.*
- **Andrea Ramirez:**
 - Previously, Lynn Ray/FAA stated that the current fleet is only 30% RNP equipped and FAA cannot advance the RNP until 60% of the fleet is equipped.
- **Dick DeiTos**
 - Chart statistics are for mainline operations, not commuter (regional) operations.
 - Will verify if smaller (regional) aircraft are RNP equipped.
 - *Will investigate and report on clarified RNP statistics.*
- **Andrea Ramirez:**
 - Is there a way to remind the airlines to request the RNP?
- **Dick DeiTos:**
 - Reminder has already been issued to airlines.
- **Andrea Ramirez:**
 - B757s are on the increase at DCA.
 - Working Group can submit a request that airlines only operate quietest aircraft.
- **Jody McCarthy:**
 - Many other nation-wide airports have made that same request of airlines operating at their facility.
- **Margaret McKeough:**
 - MWAA has already contacted the airlines regarding the use of quieter aircraft, specifically the reduction of MD-80 operations.
 - Letter also informed the airlines about the DCA Community Working Group and the fly neighborly request.
 - Delta Air Lines replied with a commitment to remove MD-80s after 3 pm from its DCA rotation.
- **Joe Pelton:**
 - Other airports have instituted a National Competition to identify which airlines operate the quietest fleet.

4.2) Nighttime Noise Rule:

- **David Mould/MWAA VP of Communications:**
 - Nighttime Noise Rule (NNR), Slot Rule and Perimeter Rule all work independently but have a cumulative benefit in the reduction of aircraft noise.
 - There has never been a curfew on flight operations at DCA. It has always operated as a 24-7 facility.
 - NNR was instituted in the 1980s and identified compliant/non-compliant aircraft types.
 - The rule was grandfathered when the Transfer Act created the Metropolitan Washington Airports Authority in 1987.
 - At the time the NNR was established, certain aircraft were deemed non-complaint between 10p – 7a. Those older, louder aircraft have been retired, and most of today's fleet is considered compliant.
 - There are still a handful of aircraft that are considered non-compliant based on their weight, engine type or operation (arrival/departure).
 - There are 3 formal ways to restrict noise at an airport:
 - Airline Agreement
 - Act of Congress

- Complete an FAA Part 161 Study. The Part 161 is a complicated, lengthy and costly process. Over 20 major airports have attempted a Part 161, but no major commercial airport has successfully satisfied all 6 requirements. LAX began their Part 161 in 2001 and submitted it in 2014. LAX did not meet the 6 requirements and it was declined by FAA.
 - **David Mould:**
 - Slot and Perimeter Rules may not be intended to be noise abatement rules, but they do help limit aircraft noise.
 - Congress has slowly chipped away at these rules.
 - Over the years, 20+ airline Slots have been added at DCA and the Perimeter Rule has slowly been expanded:
 - 1960s: 650 statute miles
 - 1981: 1000 statute miles
 - 1987: 1250 statute miles
 - Proposed 2016: 1425 statute miles
 - A 2016 congressional proposal to expand the Perimeter Rule to San Antonio, TX was ultimately withdrawn.
 - MWAA is concerned about the negative impact on IAD operations if another expansion of the DCA Perimeter Rule was passed. IAD business model is to provide long distance service for the region. That model would be disrupted if long distance service is unrestricted from DCA.
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Agenda Item 5 – Hours of Operation:

- **Andrea Ramirez:**
 - How does a flight get scheduled between 10p – 7a without a slot, specifically, an American Airlines flight to Chicago at 5:15a?
- **Tracy Montross:**
 - A flight can be added if the aircraft is compliant with the NNR.
 - Chicago flight is well supported by consumers and American Airlines is meeting that demand. The 5:15a departure is achieving a 90% load factor.
- **Margaret McKeough:**
 - MWAA cannot limit operations during those hours.
 - History suggests that tinkering with the NNR or airport hours of operation will likely lead to a more negative outcome.
- **Dick DeiTos:**
 - Any attempt to modify the NNR or hours of operation would open Pandora’s Box. Airlines would lobby Congress for the elimination of the Slot and Perimeter Rules.
- **Ken Hartman:**
 - Working Group could ask MWAA to carry the ball with legislators.
- **Joe Pelton:**
 - MWAA needs to increase the NNR Civil Penalty, i.e. - \$5,000 to \$50,000.
 - Fine increase has a greater chance of passing than a change to the NNR.
- **Margaret McKeough:**
 - Civil penalty fines are in the statutes.
 - MWAA levied more than 30 fines in 2015.

Agenda Item 6 – Other Business:

- **Margaret McKeough:**
 - MWAA has spoken and written to the airlines. Bottom line is that everything comes down to an “Airline Ask”.
- **Andrea Ramirez:**
 - What about the principles of quiet flight? MWAA needs technical experts to model noise for various “fly quiet” options, such as a throttle reduction after takeoff.
- **Mike Jeck:**
 - Today’s aircraft are highly efficient. A cutback would keep the aircraft lower for a longer period which may not necessarily be better overall.
- **Margaret McKeough:**
 - We could propose a “fly quiet” program, but it would only be an “Ask”.
- **Dominic Patella:**
 - WebTrak is buggy and slow; not i-device/mobile compatible.
 - Complaint apps being used at other airports.
- **Carol Hawn:**
 - *Before we look at Joe’s recommendation to form a Round Table of Elected Officials, can someone provide a background of what happened to previous noise committees, CONAANDA (APC)?*
- **David Mould:**
 - MWAA can provide the noise committee history.
- **Dominic Patella/Andrea Ramirez:**
 - *Previous request, comparison of environmental data between the Lazir RNAV and the Nat3.*
- **Becky Cointin/FAA:**
 - Will check on data request.
- **Margaret McKeough:**
 - Next meeting (4th Thursday): March 24th.
 - Will poll everyone to confirm.

Action Items – Prior to Next Meeting or During Next Meeting:

FAA:

1. ***MOTION:*** *DCA Community Working Group directs MWAA to ask FAA to develop a feasibility plan, and associated implementation plan, for an RNAV Approach Procedure to Runway 19.*
2. *Can FAA extend South Flow departures along the Potomac River, currently turning southwest at 5 miles over VA, to turn southeast at 10 miles over an uninhabited MD park (Piscataway Park)?*
3. *Previous request, why did American Airlines flight depart directly south over Old Town on a Sunday morning at 5:15 am.*
4. *In South Flow, can FAA keep aircraft over the center of the Potomac River until the 5 mile way-point, then separate into eastbound or westbound routes?*
5. *Request for North/South Flow percentages pre/post NextGen.*

6. *Previous request, information on the development of a South Flow RNAV procedure in IMC conditions.*
7. *Request detailed North/South Flow departure statistics for the past 10 years, on a month-by-month basis.*
8. *Previous request, directional flow comparison based on pre/post Performance-Based Navigational procedure changes.*
9. *Previous request, comparison of environmental data between the Lazi RNAV and the Nat3.*

MWAA:

1. *Request MWAA send letters to local jurisdictions notifying them of operational changes at DCA; specifically, send a letter to DC elected officials notifying them that Runway 4/22 is operational.*
2. *Request data regarding the total volume of annual aircraft operations at DCA, IAD and BWI; how totals have changes over the past 10 years.*
3. *Request DCA hourly arrival/departure data for the past 2 years during the nighttime hours 10p – 7a.*
4. *Provide background on what happened to previous noise committees, CONAANDA (APC)?*

MWAC:

1. *Investigate and report on MD-90 counts on the chart.*
2. *Break out the seating capacities of aircraft on the chart.*
3. *Investigate and report clarified RNP statistics.*

**Arlington VA Member Joseph Pelton submitted the following for the Working Group’s consideration
(email dated 2/25/16)**

Proposed Reagan National Noise Working Group Recommendation

Propose for vote February 25, 2016

The Working Group believes that an on-going forum to address cooperatively community noise issues and impacts related to aircraft operations at Ronald Reagan National Airport (DCA) is important to enhancing the partnership between the Metropolitan Washington Airports Authority (MWAA) and the communities surrounding DCA. These forums, such as the San Francisco International Airport Community Roundtable, the O'Hare Noise Compatibility Commission, and the Oakland Airport-Community Noise Management Forum

The Working Group therefore recommends that MWAA enter into a Memorandum of Understanding (MOU) with the governing bodies of the District of Columbia, Arlington County, Fairfax County, the City of Alexandria, Montgomery County and Prince George’s County; representatives of the Federal Aviation Administration (FAA) and representatives of the airlines operating out of DCA to establish a

Ronald Reagan National Airport Community Roundtable to continue this important work and dialogue following the completion of work of this Working Group. Given the experience of the Metropolitan Washington Council of Governments (COG) with the former Aviation Policy Group, the Working Group believes COG would be an appropriate convener of the Roundtable.

Reagan National Noise Working Group Recommendation # 2

(Approved February 25, 2016)

The Reagan National Airport Community Working Group, through the Metropolitan Washington Airports Authority, recognizes that a number of factors must be considered in mitigating the impact of aircraft noise on communities along the Potomac River. These factors include, but are not limited to, flight paths, airline fleet mix, the process of determining north or south flow operations, and hours of departure and arrival operations.

The Working Group requests FAA to develop a feasibility plan, and an associated implementation plan, for a new, Area Navigation (RNAV) Approach Procedure to Runway 19 at Ronald Reagan National Airport with the goal of maximizing the time aircraft spend flying directly over the Potomac River and minimizing the time aircraft spend flying over land. The new RNAV Arrival to Runway 19 would be used by aircraft and flight crews that are not equipped or certified to fly the RNP AR Procedure to Runway 19 in both visual or instrument meteorological weather conditions.