

DCA Community Working Group

Recommendation 22

EXECUTIVE SUMMARY

This recommendation as described in detail in the section that follows was developed over the past year with the assistance of an aviation consultant, ABCx2. Details of this collaborative process can be reviewed in the [ABCx2 Narrative report](#). Detailed procedure designs can be reviewed in the [ABCx2 Technical Report](#). TARGETS files will be forwarded to the FAA from ABCx2.

The overriding goal of the recommendation is noise mitigation for communities along the entire south flow approach corridor including areas under the final segments of the Standard Terminal Arrival Routes (STARs). The proposal also provides safety and efficiency enhancements for the FAA, Potomac Consolidated TRACON (PCT) and the airlines.

This DCA Community Noise Working Group (CWG) recommendation should be implemented in its entirety, as all elements of the recommendation are interrelated and work together to maximize benefits for all aviation stakeholders, including communities. Given that the PCT practice of shortcutting aircraft off of the FRDMM and TRUPS STARs early is a vital component to mitigating flight concentration over inland residential areas, the CWG requests that the FAA and PCT promote and expand this aspect of the Terminal Arrival Area (TAA) Concept¹ as much as is safely possible. The CWG also asks for the FAA's commitment to both monitor and report TAA Concept usage to the CWG and for the FAA's continuing engagement with the North of the Airport (NoA) committee and the CWG during the design, publication and post-implementation of notional and modified procedures.

Recommendation Highlights

- Move waypoint DARIC approximately .44NM from its current location near Glen Echo, MD to a location near the Central Intelligence Agency (CIA) in Langley, VA
- Notional DARIC (also called DARIC-ABCX2) to become the Initial Approach Fix (IAF) for all approach procedures

¹ The Terminal Arrival Area (TAA) Concept is an airspace management practice whereby air traffic controllers assign randomized direct routing to the IAF by directing aircraft off of the arrival procedures (STARs) early

- Disconnect the FRDMM and TRUPS STARs from the IAF and end these STARs on a Vector-to-Manual leg at waypoint STAND
- Amend the RNAV (RNP) and River Visual procedures to overlay the notional RNAV (GPS) procedure as closely as possible
- Promote and expand use of the TAA Concept

Benefits to Community Stakeholders

- Expected decrease in the use of the LDA-Z procedure which overflies noise sensitive residential areas along the entire south flow approach corridor
- North of DARIC-ABCX2: Noise mitigation by introducing track variability over noise sensitive residential neighborhoods
- South of DARIC-ABCX2: Noise mitigation by concentrating air traffic over compatible areas

Benefits to PCT

- Common IAF for all 4 Runway 19 approach procedures
- Better visual reference for controllers to utilize DARIC-ABCX2 for turn on to the final approach course during inclement weather
- Standardized phraseology for approach clearances
- Flexibility for spacing and sequencing
- No increase in workload

Benefits to the Airlines

- Lateral and vertical guidance from the notional RNAV (GPS) RWY 19 procedure
- Decrease in track miles when shortcut off the downwind and base legs of the STARs

Benefit to the FAA

- STARs will be in compliance with flight procedure design criteria