DCA SoA Committee Design Team Meeting #2

Summary

- **Design philosophy for a project.** 3:49
  - Jim Allerdice seeks input on design process before starting, while Bob Meier shares their own design philosophy comparison table.
- **Design philosophy for industrial areas.** 5:43
  - Bob Meier struggles to send an attachment to the group, while Jason Schwartz offers to incorporate it into the whiteboard.
  - Jim Allerdice asks Jason to grab the attachments and put them in the chat room.
  - Speaker 4 explains the design philosophy for industrial areas, highlighting the importance of keeping residential areas separate from industrial areas.
  - The committee discusses the meaning of certain terms, such as "River Corridor," and how they apply to the North York port committee.
- **Flight procedures and noise impact in Virginia.** 12:01
  - Mike Rioux mentions the FAA's review of the Vianair proposal, highlighting the potential for historical properties to be considered in the flight path.
  - Bill Parker raises concerns about adding historical locations to the flight path, citing potential issues with flying over them.
  - Residents near Potomac River want fair distribution of noise from flight departures.
  - Speakers discuss various approaches to aircraft landing, including a new idea for avoiding overpopulated areas at night.
- **Flight path priorities for new airport design.** 20:20
  - Bob Meier expresses concern about changing flight patterns affecting home values.
  - Jason Schwartz consolidated common priorities from 3 submissions into 6.6 points for design philosophy discussion.
  - Jason Schwartz's summary prioritized maximizing flight over river, but allowed for adjustments based on group input.
- **Aircraft noise reduction strategies for a airport.** 26:28
  - Jason Schwartz emphasizes the importance of avoiding overflights of historical areas, while consolidating or removing redundant points related to historical preservation.
  - Jason Schwartz suggests leaving historical preservation out of the design philosophy, while Bill Parker wants to include it to minimize overflight of noise sensitive areas and historical sites in the second bullet. Bob Meier concurs.
  - Mike Rioux questions whether the design philosophy should include CDA and terminal airport arrival area, while Jason Schwartz notes that track variability and maximizing altitude are addressed in the transcript.
- **Air traffic noise management in MD.** 31:59
  - Bob Meier suggests dividing issues into three buckets: city of Alexandria, Fairfax County Mount Vernon district, and Prince George's County.
  - Bill agrees with Bob's approach, highlighting the importance of addressing arrivals in Prince George's County.

- Jason Schwartz: Design Philosophy states Maximize overflight of river, regardless if aircraft are arrivals or departures, desired to minimize noise impact over your houses.
- Mike Rioux: Early turns could still occur despite river overflight, addressing city's concern but not fully resolving issue. Keeping aircraft further east is preferable with mostly commercial/industrial areas to the east side of the river in closer to the airport.

- **Noise abatement departure procedures for runway 19.** 40:30
  - Mike Rioux discuss standardizing departure procedures to maximize altitude, with a focus on NADP-1 vs. NADP-2.
  - Jim Allerdice emphasizes the importance of analyzing and implementing the best noise abatement departure profile for Runway 19 departures.
  - Travis Ludwig Concurs.
  - Mike Rioux is more focused on implementation and recommends analyzing and implementing the best approach.
  - Jim Allerdice concurs.
- **Prioritizing design principles for airport layout.** 45:52
  - Committee has general agreement on design philosophy.
  - Jim asked if they want to shift priority of any bullets.
  - Committee debates prioritizing flight paths to minimize impact on communities, schools, and hospitals.
  - Jim Allerdice emphasizes the importance of balancing priorities, and offers perspective on how outcomes should be able to be explained by referring back to the Design Philosophy.
- **Noise pollution and flight paths in Maryland.** 53:32
  - Speakers discuss potential impact of new highway on noise sensitive areas in Accokeek, Maryland.
  - Mike Rioux emphasizes arrivals affecting Accokeek and Washington, while Bob Meier highlights southern Mount Vernon's concerns about trombone flight paths.
- **Noise impact on communities and airports.** 57:51
  - Jim asks whether population density should be considered. The committee discussed this at length and decided to leave it our of the Design Philosophy as it had no real meaning due to the dense population virtually everywhere within the study area.
  - Bill expresses concern about disproportionate impact on rural areas, emphasizing need to avoid burdening single entities.
  - Jason cautions against using noise complaints as a sole data point for analysis, as they can be distorted and not accurately represent noise exposure levels.
- **Flight path design philosophy for noise reduction.** 1:03:19
  - The design philosophy prioritizes minimizing overflight of noise-sensitive areas and communities, while also considering altitude and optimized profile descent to reduce noise.
  - Committee discussed adding track variability to reduce concentration of overflights over specific communities.
  - The group prioritizes increasing altitude of airplanes to minimize noise impact on noise-sensitive areas.
  - Jim Allerdice suggests sending a draft of the Design Philosophy to the group for feedback.

- **Airport noise monitoring and flight tracks.** 1:15:11
  - Homework assignment involved identifying specific noise monitor locations for airport arrivals and departures in two counties.
  - Discussion of specific locations to monitor noise levels in a city, including schools, hospitals, and parks.
  - Mike Rioux questions the effectiveness of spreading virtual monitors further apart to capture flight approaches, while Jim Allerdice suggests it may provide a better overall view of airspace.
  - Mike agrees that both the large grid and small grid should provide adequate coverage and suggests forwarding the proposed grids to the group for further evaluation. (Grids Attached)
- **Noise monitoring and analysis for aircraft tracks.** 1:21:44
  - Mike Rioux explains the importance of dispersion and altitude in aviation.
  - Jim explains how the noise data will be presented in a report, including the number of times the noise exceeded 65 decibels at each monitor location.
  - Jim explains Vianair calculates the number of times a noise monitor exceeded 65 decibels in a given period.
- **Airport noise impact analysis.** 1:29:06
  - Garry Hill shows a week's worth of flight tracks and shows a sample of noise data to illustrate what to expect from a noise analysis report.
  - Jim Allerdice: Discusses noise grids in a sample report for a Florida airport where communities are experiencing loud noise, especially during takeoffs and landings near the airport.
  - Speakers discuss comparing flight tracks and departure procedures, comparing old and new routes to assess impact on noise levels.
  - Vianair will provide a monthly report of airport noise to the committee for evaluation during the contract period. Reports will show NA55, NA65, NA75 at each monitor and a monthly DNL contour map.
  - Vianair will provide a report before the next Design Team Meeting.