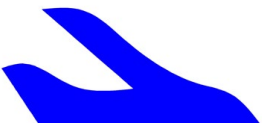


[DCA SoA Committee Design Team Meeting #4](#)

Summary

- **Finalizing meeting summary with edits and comments. [3:11](#)**
 - Jim Allerdice (Jim) reviewed meeting number two summary and edits. With no further edits, Jim suggested moving on to meeting number three.
 - Jim received clarification on "Bill Parker" (Bill P) vs Bill Skrabak(Bill S) with reference to a discussion about Old Town development.
- **Flight path design philosophy and specific points of interest. [7:43](#)**
 - Review of Design philosophy priorities.
 - Jim suggested jumping straight to the draft report and addressing grid points as they go through it.
- **Aircraft noise analysis and reporting. [11:44](#)**
 - Jim explained noise analysis report, highlighting static and dynamic slides.
 - Jim explained North and South flow operations, providing static displays for typical operations.
 - Bob Meier (Bob) suggested using the FAA convention for departures and arrivals: red and blue, respectively. (Jim will check to see if the default colors can be changed.)
- **Airport noise analysis and location descriptions. [19:47](#)**
 - Jim explained airport noise analysis using a grid system.
 - Bill P provided addresses and contact names for the first 10 locations, but Jim could not find the email with the information.
 - Mike Rioux (Mike) raised concerns about the lack of locations listed in the Mount Vernon district. Mike will provide up to 10 more points of interest locations to add to the grid.
- **Noise monitoring and visualization. [25:43](#)**
 - Jim mentioned the name of the monitor and the number of events above 55 are already overlapping with the grid density.
 - Jason clarified that the average daily value is what is usually done, but it wasn't specifically spelled out.
 - Bob suggested using a lighter-colored background map to improve visualization of DNL data. (*NOTE- Jim will explore using an enhanced background map. Include county boundaries.*)
 - Jim explained the number of events above 55 decibels at different points along the departure path, with more events occurring near the airport.
 - Jim highlighted the impact of departures on the west side of the airport, with less events occurring at 65 decibels and above and 75 decibels and above.
- **Airport noise analysis and data visualization. [39:23](#)**
 - Bob suggested filtering grid maps by North and South operations to reveal different patterns.
 - Bob suggested splitting up north and south operations and analyzing them on different days to illustrate the difference in problems.



- Jason recommended selecting one single day for a south flow and one for a north flow to provide a baseline for the report but agrees that doing it monthly is too much work without much payoff.
- Bob believed Alexandria has more noise from departures than arrivals.
- Filipe suggests a smaller, denser grid for noise monitoring.
- *(NOTE- Additional grid points and north vs south operations can be included in a customized report on a subscription basis. Vianair believes the data provided is sufficient to determine the change of noise impacts due to flight procedure design recommendations.)*
- Jim provided an overview of the data tables and DNL contour map.
- **Flight tracking data accuracy and runway assignments.** [47:10](#)
 - Jason Schwartz (Jason) explained that noise modeling is calculated based on flight track data, but runway assignments can be inaccurate due to data anomalies (e.g., missing, or incorrect information).
 - Bob agreed that incomplete or incorrect data can cause problems with determining the actual runway used by an aircraft.
 - The reports contained a “For more information” email address. Jim seeks input on determining who to email regarding the public website. Jason will collect comments and forward action items as appropriate.
- **Air traffic control procedures for departing aircraft.** [52:39](#)
 - Jim discussed altitude restrictions for aircraft approaching Runway 19, including the need to level off at 6000 feet in a certain area due to descending aircraft.
 - A possible solution is to reengineer the star for Runway 19 operations to allow aircraft to descend on an OPD and turn final without crossing the STAR at a low altitude.
 - Jim proposed adjusting flight paths to avoid conflicts, with Mike suggesting a new departure path and Bill P providing feedback.
 - Jim suggested splitting the departure flow will reduce traffic flow by half over Fort Washington.
 - Jim explained how moving a waypoint east will allow departures to climb faster and arrivals to continue descent.
- **Air traffic control and flight paths.** [1:02:38](#)
 - Jim explained how flights were previously on vectors before NEXTGEN, now restricted to a specific flight path.
 - Departure controllers use "look and go" or a prearranged coordination area procedure to avoid conflicting departures with arrival traffic. Deconflicting the SIDs and STARs will reduce the need for “look and go” operations.
 - Airlines prefer NEXTGEN flight procedures because their avionics can provide predictable and repeatable flight paths.
- **Airport noise reduction strategies.** [1:08:37](#)
 - Eric Woods (Eric) explained the effect of the current and proposed flight paths in the vicinity of KATRN.
 - Jim explained that the green line represents the arrival route when landing to the south and would replace the blue line clarifying the initial design concept.
 - Jim proposed extending departures downriver to provide more offshore space for Alexandria.



- Jim recommended keeping departures high and fast, while Bob focused on the 80% of South departures that turn west.
- **Airport departure procedures and route changes. [1:16:27](#)**
 - Bob suggested modifying the east departure path to potentially improve noise impacts for Prince George's County residents.
 - Jim discussed moving the AMEEE SID further east, diverging from the existing track to avoid population density.
- **Improving air traffic flow in the Washington D.C. area. [1:21:11](#)**
 - Jim proposed modifying the CAPSS STAR to go to KATR N then to SMOOT to allow departures to climb and reduce noise by getting airplanes higher faster.
 - Eric, Mike, and Bill P agreed that improving the altitude of flights over Accokeek is important for their constituents.
 - Bill P suggested that showing the existing departure and arrival flights as they are today would help better understand how the proposals will improve existing conditions.
 - Dawn Hawkins-Nixon (Dawn) asked about existing and proposed altitudes of arrivals and departures in the Fort Washington area.
- **Air traffic control procedures and optimization. [1:29:51](#)**
 - Jim explained that the proposed changes would allow higher altitudes for aircraft during climb and descent.
 - Jim discussed a new flight path that would allow a “Climb via” SID and is hoping to improve air traffic flow allow unrestricted climbs and optimized profile descents.
- **Air traffic control procedures for a new runway. [1:34:44](#)**
 - Jim and Eric discussed aircraft altitude and trajectory in relation to Fort Washington Park. They discussed the potential tradeoffs between arrival and departure noise dependent on the direction of operation of the airport.
 - The Committee discussed potential benefits and drawbacks of pursuing the new procedure, weighing population density and noise impacts.
 - Jim discussed the split of aircraft going west and aircraft going southwest, and how they will model the new path proposed for the star.
 - Mike mentioned that they normally do a voice vote for their subcommittee and asked if Travis Ludwig (Travis) was present, with no response provided.
 - Mike conducted a poll of the members present. The SoA members present voted unanimously to pursue the notional designs discussed at the meeting. Jim will send the transcript to Travis for his review and Travis will respond via email to this poll.
 - Jim will continue working on the designs to ensure criteria are met and bring the notional designs to the next meeting.



Attendance

Name	Organization/County	Role
James Allerdice	Vianair	Consultant
Bill Parker	Prince Georges County-Accoceek	SoA Committee
Travis Ludwig (Absent)	Alexandria	SoA Committee
Filipe Ip	Alexandria	Staff
William Skrabak	Alexandria	Staff
Mike Rioux	Fairfax County	SoA Committee
Bob Meier	Fairfax County	SoA Committee
Jason Schwartz	Vianair	Consultant
Joseph Gorney	Fairfax County	Staff
Dawn Hawkins-Nixon	Prince Georges County	Staff
Melissa Atwood	Alexandria	Staff
Eric Woods	Prince Georges County	SoA Committee

