

[DCA SoA Committee Design Team Meeting #6](#)

This meeting was held virtually and recorded by Otter.AI on 2/28/2024.

Summary

- **Updating a website with new information.** [00:18](#)
 - Jason and Garry are reviewing the website document and will send it to the group for approval.
- **Airport operations and noise exposure.** [09:19](#)
 - Jim Allerdice: Arrivals on Runway 1 (60%) and Departures on Runway 1 (44%) dominate airport activity.
 - Jim Allerdice discusses aircraft types, runway usage, and noise exposure at 55 decibels.
 - Jim Allerdice identifies points of interest along the river and airport departure path, highlighting areas with high noise levels.
- **Airport noise levels and impact on surrounding areas.** [13:26](#)
 - Jim Allerdice notes loud noise from airport, impacting nearby areas.
 - Jim Allerdice: 50-65 dB noise levels in Alexandria, with highest readings near airport.
- **Airplane flight paths and noise reduction.** [22:47](#)
 - Jim clarifies labeling errors on a spreadsheet, to be corrected.
 - Jim Allerdice discusses design philosophy, maximizing overflight at center of river and compatible areas, while minimizing noise impact on sensitive areas.
 - Jim Allerdice discusses spending quality time with Matt Fisher to understand operational requirements and constraints, including altitude restraints and flight paths.
- **Airport runway design options.** [28:24](#)
 - Jim Allerdice simplifies complex design by visualizing it in Google Earth.
 - Exploring options for runway 15 departures at airport, considering turns and paths.
 - Jim Allerdice discusses two options for a power line easement, one going over less houses but closer to neighborhoods, and the other going over more houses but farther away.
 - Jim Allerdice considers alternative options, including turning departures from Runway 15 and 19 onto the power line easement, providing some dispersion.
- **Potential flight path changes for reduced noise impact.** [35:55](#)
 - Jim Allerdice presents options to move aircraft noise relief to a different area, improving the quality of life for nearby residents.
 - Concerns about introducing new noise paths in National Harbor area without considering existing noise levels.
- **Moving flight paths to reduce noise impact.** [42:42](#)
 - Jim Allerdice discusses potential changes to flight path to meet divergence requirements, impacting same neighborhood.
 - Jim Allerdice suggests adjusting the flight path to alleviate noise for both Fort Washington and Accokeek residents.

- Dawn highlights the potential for new noise sources in the neighborhood due to flight path changes.
- **Route options for aircraft flight path. [48:48](#)**
 - Jim Allerdice is trying to determine the best route for a project while considering noise impacts and meeting criteria.
 - Jim Allerdice and others are discussing options and trying to find the lesser of all evils in terms of noise impacts.
 - Speakers discuss options for routing a flight path near a residential area, considering factors such as density and proximity to neighborhoods.
 - Jim Allerdice explains that the FMS trigger level off is not always possible due to airspace restrictions (5000 feet) and climb gradients.
- **Flight path options for a runway heading leg. [55:00](#)**
 - Jim Allerdice discusses the importance of runway heading and leg length in PBN design.
 - Jim Allerdice discusses potential routes for a flight path, focusing on less densely populated areas to minimize impact.
- **Altitude restrictions and flight paths. [59:10](#)**
 - Jim Allerdice identifies an altitude cap of 8000 feet to ensure procedural separation.
 - The team discusses adjusting air traffic control procedures to improve efficiency and safety.
- **Flight route changes to reduce noise impact. [1:03:56](#)**
 - Jim Allerdice discusses the flight plan for a CAPSS arrival, including the altitude and speed restrictions, and the need to slow down to 250 knots when crossing MOEJO.
 - Garry Hill mentions that the flight path didn't go over much, and they tried to cut through a neighborhood at the skinniest part to minimize impact.
 - Jim Allerdice explains that the new flight plan takes the aircraft further down the river and climbs to avoid airspace restrictions.
 - Jim Allerdice and Garry Hill discuss how the new route provides relief to traffic by dispersing it over the river and into different routes, while still adhering to airspace restrictions.
 - Jim Allerdice mentions a 40% reduction in traffic turning west at the river, with 60% continuing to turn in that direction.
 - Dawn Hawkins-Nixon clarifies that the traffic numbers are not actual, but rather anecdotal, and that the airplane route has been adjusted to stay further offshore.
- **Air traffic control procedures and safety protocols. [1:07:00](#)**
 - Jim Allerdice explains that aircraft climbing above 6,000 feet require procedural separation or altitude separation to ensure safety.
 - The controller must positively identify that the airspace is clear before allowing the aircraft to climb, using paper stops to ensure safety.
 - Jim Allerdice: FAA didn't used to let community liaison subject matter experts design noise friendly SIDs. Now they have unprecedented access for benefits.
 - Jim Allerdice: Descent profile not simulated in aircraft, passes flyability evaluation in software.
- **Flight plan adjustments for safety. [1:11:32](#)**

- Jim Allerdice discusses altitude restrictions for a flight, including crossing REXYY at or above 12,000 and flips below 11,000.
- Jim Allerdice argues that the new flight path is safer than the current one, with less risk of collision with neighborhoods.
- Jim Allerdice plans to send KMZ files for team members to review and make last-minute changes before meeting with Matt.
- **Airport noise analysis and proposal.** [1:29:20](#)
 - Dawn Hawkins-Nixon supports going ahead with vertical noise analysis.
 - Jim Allerdice plans to send KMZ files for the updated SIDS and stars after completing the noise analysis, which will take place in the middle of April.
 - Jim Allerdice questions the approach and suggests sending the KMZ files for review before moving forward with the noise analysis.
 - Plans are made for a meeting on April 17th, with attendees hoping to finalize SIDs and the CAPSS STAR.



Attendance

Name	Organization/County	Role
James Allerdice	Vianair	Consultant
Mark Dillon	Vianair	Consultant
Garry Hill	Vianair	Consultant
Bill Parker	Prince Georges County-Accoek	SoA Committee
Travis Ludwig	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

*Matt Fisher is a Support Specialist at Potomac TRACON (FAA).