



## **DCA SoA Committee Design Team Meeting #8**

This meeting was held virtually and recorded by Otter.AI on 5/15/2024.

### **Summary**

- **Air traffic control and meeting notes. [03:09](#)**
  - New member Norman introduces himself and joins committee.
  - Norman Leader has 37 years of experience in the FAA, including work as an air traffic controller in Las Vegas, Palm Springs, and Chicago.
  - Jim Allerdice has a background in Atlanta, working as a support specialist from 2004 to 2014 and helping with the Metroplex project.
  - Speakers review and approve meeting notes from April 24<sup>th</sup> Design Team Meeting.
- **Public project kickoff meetings, including survey and input opportunities. [08:34](#)**
  - Jim Allerdice explains project kickoff meetings to inform the public on progress and input avenues.
  - Public survey available until two weeks after last meeting, with email for comments on website.
  - Jim Allerdice outlines a plan for a second public meeting to present final product and gather feedback.
  - Jim Allerdice explains the design team's goal of assuring the public that the product is the best possible given current technology, regulations, and operational environment.
  - Bob Meier mentions the Northside community's response to the initial meeting, with no upheaval or dissent, and the committee members going out to answer questions in local meetings.
- **Transportation issues and public survey in Alexandria, VA. [16:21](#)**
  - Mike Rioux mentions a meeting with supervisor Dan Stork and staff person Peyton Smith to discuss transportation issues.
  - Mike Rioux foresees comments from the Mount Vernon Council of Citizens Association on transportation matters.
  - Mike Rioux expresses frustration with lack of information access, suggesting alternative methods for community members to get involved.
  - Jim Allerdice provides updates on the progress of the survey and upcoming public meetings, mentions that Alexandria is the only jurisdiction that has pushed information out so far.
  - Jim Allerdice mentions a community engagement page with a survey link, and clarifies that it's for everyone, not just the city of Alexandria.
  - Norman Leader has issues with the survey format, as it limits the number of responses. (This issue has been fixed.)
- **Noise analysis for aircraft flight path. [17:46](#)**
  - Speakers discuss access to technical material for the design team, with one suggesting a members-only section on the [www.vianair.com](http://www.vianair.com) website.



- Bob Meier questions the accuracy of Jim's noise data, prompting a response from their team in Greece.
  - Jim Allerdice explains differences in noise analysis results due to variations in flight path, monitor location, and aircraft type.
- **Aircraft noise analysis and projection.** [30:13](#)
  - Jim Allerdice seeks clarification on noise monitor location.
  - Bob Meier explains how to project aircraft noise into a community using a simple projection method.
  - Bob Meier explains their noise model is purely empirical and based on the inverse square law.
  - Bob Meier suggests comparing flight paths and waypoints to perform an apples-to-apples comparison.
- **Noise level analysis for aircraft flight paths.** [45:12](#)
  - Bob Meier expresses concern about drawing conclusions from one calculation, despite analyzing years of data.
  - Bob Meier explains how they used noise monitors to analyze flight track differences.
  - Bob and Giota (Vianair, Greece) are analyzing the same data but have different conclusions.
  - Giota wants to compare apples to apples and invites Bob to a meeting to discuss.
- **Flight path optimization for RNAV departures.** [50:46](#)
  - Mark Dillon explains the flight path adjustments for RNAV departures, considering terrain, distance, and turn anticipation.
  - Bill Parker questions the 200-foot distance for the turn, seeking clarification on the new way point.
  - Jim Allerdice shows visual track of aircraft over water, meeting criteria.
  - New waypoint 336A is added, distance from original waypoint is 0.3 nautical miles.
- **Flight paths and altitudes for aircraft arrivals and departures.** [1:00:56](#)
  - Mark Dillon explains flight tracks and altitude restrictions.
  - Mark Dillon explains the altitude restrictions for aircraft departing Reagan National Airport (DCA) including the need to wait until they are east of the airport before climbing above 5000 feet.
  - Bill Parker asks about the consideration of aesthetics in further analysis of flight paths, particularly for jurisdictions on both sides of the Potomac River.
- **Flight procedures and noise impact for Alexandria and Prince George's County residents.** [1:03:03](#)
  - Jim Allerdice: Moving planes closer to the east shore could improve visual impact for Alexandria residents.
  - Jim Allerdice expresses concern about potential noise disturbance for nearby residents due to the airport design.
  - Design philosophy prioritizes maximizing altitude, minimizing overflight over noise-sensitive areas, with hierarchical prioritization.
  - Speakers discuss concerns for arrivals on May 1, DCA in a North operation.



- **Noise from aircraft turns near Mount Vernon. [1:13:45](#)**
  - Residents concerned about aircraft turns near Mount Vernon district.
  - Residents in Mount Vernon experience longer and more intense aircraft noise due to flight path changes.
- **Reducing aircraft noise in the Washington D.C. area through altitude changes and flight path modifications. [1:20:12](#)**
  - Bob Meier suggests turning flight paths earlier to avoid tight turns over rivers.
  - Altitude is the top priority for reducing noise pollution.
- **Air traffic control strategies at DCA. [1:22:44](#)**
  - Jim Allerdice discusses track variability in aircraft navigation, citing example of DARIC Waypoint in the NoA Project.
  - Jim Allerdice explains challenges with sequencing aircraft for landing over KATRN to DCA on a fixed path due to limited technology.
  - Jim Allerdice suggests monitoring live data.
  - Jim Allerdice shows live data of aircraft approaching the DCA airport, showing north flow arrivals including their altitude and direction.
- **Aircraft approaches and sequencing at DCA Airport. [1:31:11](#)**
  - Jim Allerdice comments on the effectiveness of different aircraft sequencing methods for DCA Airport.
  - Jim Allerdice discusses potential approaches to DCA Airport with the group.
- **Altitude restrictions for aircraft approaching DCA. [1:35:11](#)**
  - Jim Allerdice advocates for using 3000 feet as the standard downwind altitude for aircraft approaching the airport from the west downwind.
  - Speakers discuss optimal altitude for aircraft approaching DCA Airport.
- **Air traffic control and aircraft movements at DCA. [1:39:39](#)**
  - Jim Allerdice suggests working on altitude in descent to address FAA concerns.
  - Speakers discuss air traffic control and traffic patterns near Mount Vernon, Virginia.
  - The group discuss air traffic control strategies for departing aircraft.
- **Air traffic control procedures and safety considerations. [1:48:06](#)**
  - Jim Allerdice: River visual approach not possible from the existing downwind due to proximity of the river to the arrival procedure location.
  - Norman Leader: Chartered approach could be adjusted to follow river from southwest.
  - Jim Allerdice observes that aircraft on east downwind tend to stay at 4000 feet more often than those on west downwind which are sequenced at 3000 feet.
  - Jim Allerdice wonders if Matt's objection to sequencing all west downwind aircraft to 3000 feet is due to cultural reasons or a specific issue with training.
- **Air traffic control strategies near IAD Airport. [1:52:09](#)**
  - Mike Rioux questions why traffic from southwest is being directed towards IAD Airport, then turning southeast, south, and then turning back north.



- Bob Meier suggests exploring the possibility of shifting traffic to provide relief by assigning higher altitudes for aircraft coming in over KATRN.
- Jim Allerdice: Arrivals from the west and southwest to DCA are designed to come over IAD airport. It's the safest place to be.
- Jim Allerdice mentions a specific flight path for a plane, highlighting the complexities of air traffic control and the need for understanding and collaboration.
- **Flight patterns and controller techniques.** [2:01:49](#)
  - Participants discuss the possibility of aircraft being vectored outside of Class B Airspace.
  - Speakers discuss human factors influencing controller behavior and noise analysis.
  - Speakers discuss ways to reduce concentration of flights at airport.
- **Next Steps.** [2:07:29](#)
  - Jim Allerdice plans to complete tasks by June 13, with help from others.
  - Jim Allerdice plans to schedule a meeting for August 14th to discuss noise evaluation results.
  - Plans for website release and meeting scheduling underway in multiple jurisdictions.



## **Attendance**

<b>Name</b>	<b>Organization/County</b>	<b>Role</b>
James Allerdice	Vianair	Consultant
Mark Dillon	Vianair	Consultant
Garry Hill	Vianair	Consultant
Bill Parker	Prince Georges County-Accokeek	SoA Committee
Travis Ludwig	Alexandria (Primary)	SoA Committee
Norman Leader	Alexandria (Alternate)	SoA Committee
Filipe Ip	Alexandria	Staff
Mike Rioux	Fairfax County	SoA Committee
Bob Meier	Fairfax County	SoA Committee
Corinne Bebek	Fairfax County	Staff
Jason Schwartz	Vianair	Consultant
Dawn Hawkins-Nixon	Prince George's County	Staff
Deborah Patrick	Prince George's County	Staff
Melissa Atwood	Alexandria	Staff