

DCA South of Airport Aircraft Noise and Mitigation Study

Project Update



Prince George's County
May 20, 2025



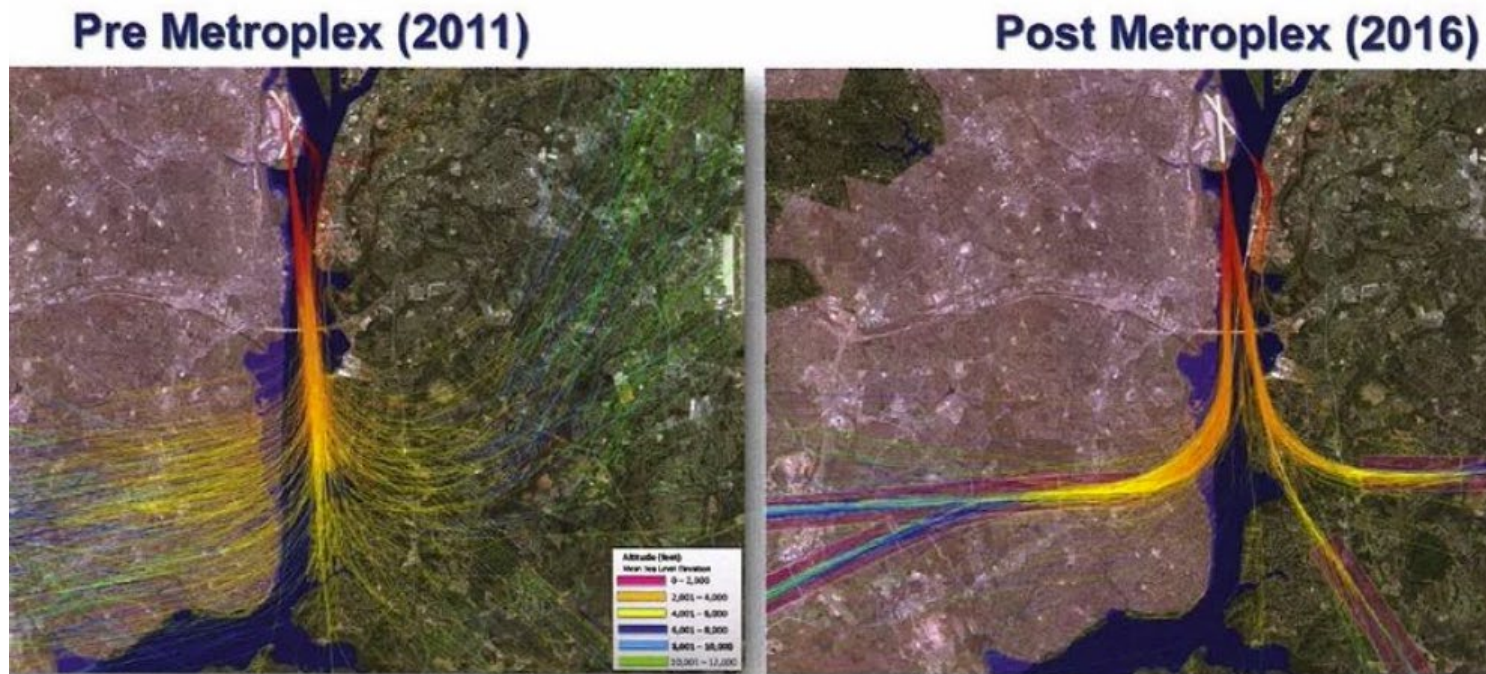
AGENDA

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| 01 | Welcome |
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| 02 | Project Overview |
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| 03 | Design Team & Design Philosophy |
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| 04 | Recommendations – Flight Path Changes |
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| 05 | Next Steps |
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| 06 | Discussion / Q&A |
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Project Objectives

Changes in the airspace and flight procedures (arrivals and departures) resulted in changes in flight paths including increased overflights of residential populations south of DCA.

The primary objectives of this project included reducing overflights and noise exposure for residents of Alexandria, Fairfax and Prince George's Counties.



Source: <https://houseofreps.maps.arcgis.com/apps/MapJournal/index.html?appid=04b6ea5feb1e4b61b8bb4be439bd882b>

Community Working Group (CWG) and Steering Committee



CWG Representatives

Prince George's County:

Eric Woods – Ft. Washington

Bill Parker – Accokeek

Fairfax County:

Bob Meier

Mike Rioux

City of Alexandria:

Travis Ludwig - Captain with United Airlines

Norman Leader - Retired Air Traffic Controller

Steering Committee Representatives

Prince George's County:

Dawn Hawkins-Nixon – Associate Director, Sustainability,
Department of the Environment (DoE)

Deborah Patrick – Special Assistant to the Director, DoE

Fairfax County:

Katie Hermann, Assistant Director, Planning Division,
Department of Planning and Development (DPD)

Corinne Bebek – Senior Environmental Planner, DPD

City of Alexandria:

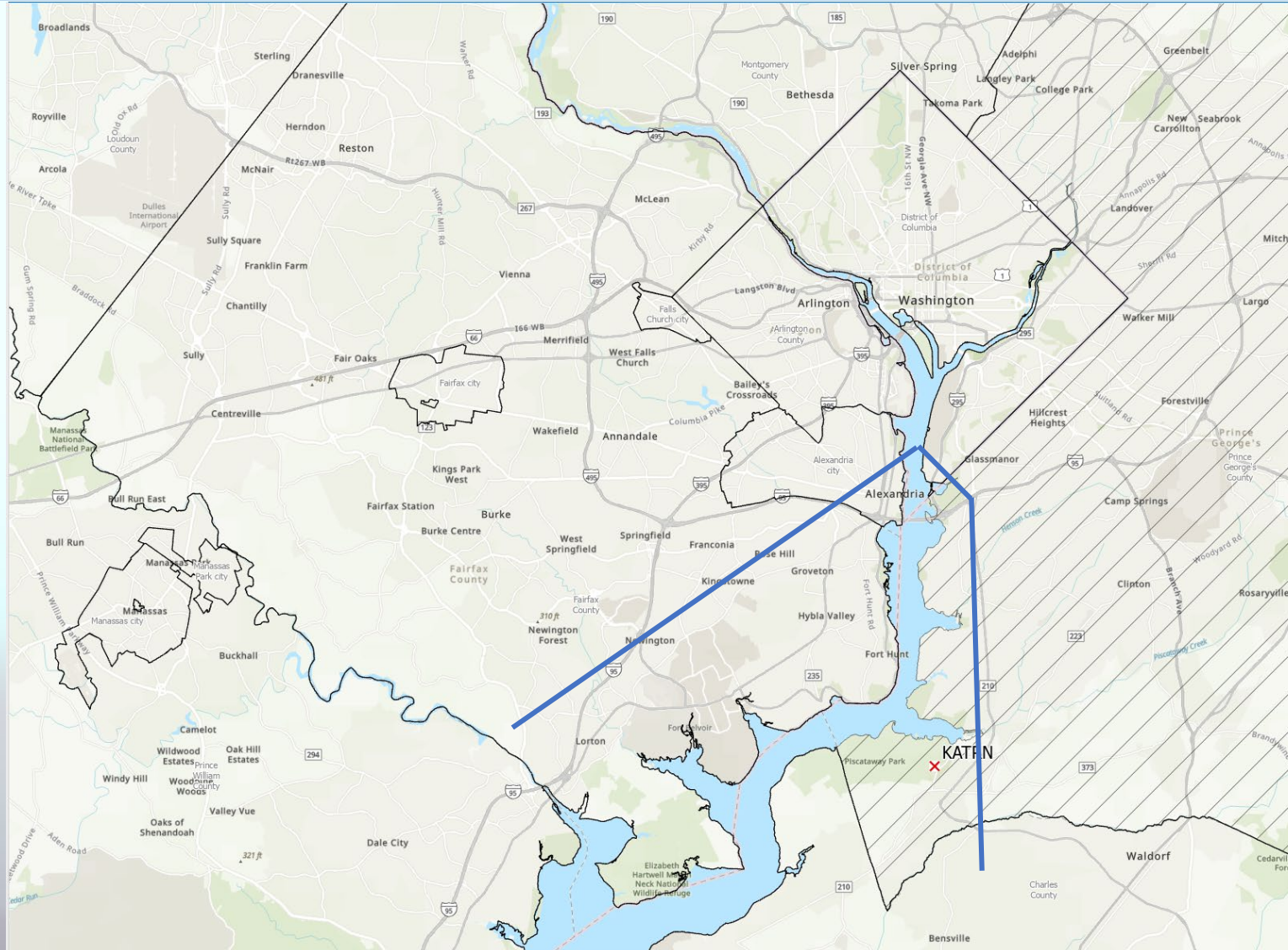
William Skrabak – Deputy Director, Department of
Transportation & Environmental Services (T&ES)

Felipe Ip – Acting Environmental Manager, T&ES

Melissa Atwood – Senior Environmental Specialist, T&ES

1. **Maximize flight paths over the center of the Potomac River and “compatible” areas, including industrial areas, major highways, utility corridors, etc.**
2. Maximize altitude – Use Optimized Profile Descent to reduce noise over noise-sensitive areas.
3. Increase track variability – Reduce concentration over noise-sensitive areas.
4. Avoid disproportionate impact to any single entity (county, city, town, neighborhood, etc.).
5. Minimize overhead flights of noise sensitive areas (schools, hospitals, churches, historic sites, parks, etc.).

Prince George's County Study Area



North and South Flows



Airspace and Flight Procedure Changes



Flight Procedures Changes – North Flow

Primary recommendations for flight procedure changes in North Flow

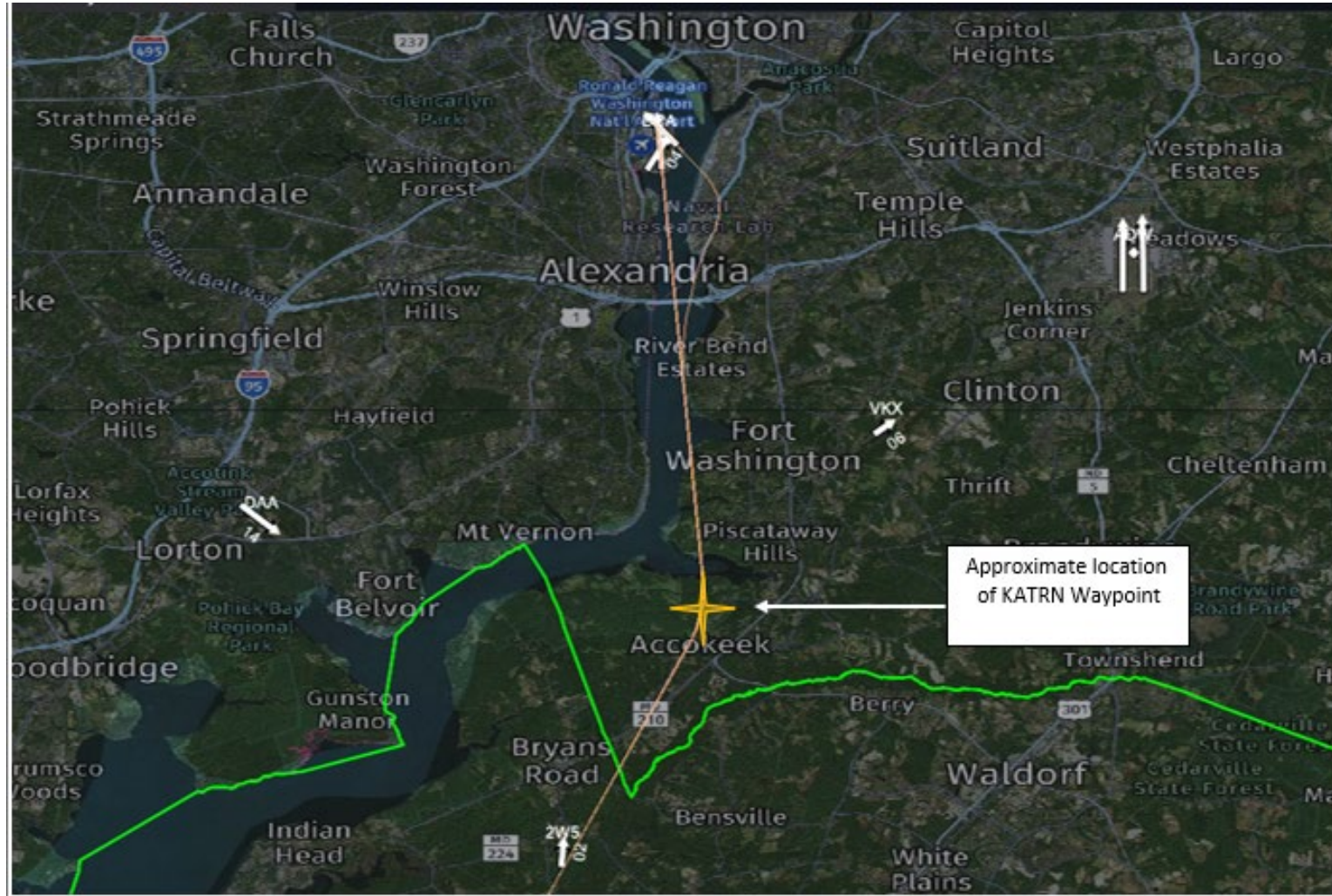
- **Modify CAPSS Arrival, Instrument Landing System (ILS), and Area Navigation (RNAV) Approaches to Runway 1**
 - **Option 1:** This preferred option would raise the altitude along the approach and enable use of an Optimized Profile Descent (OPD) to the initial approach fix (IAF) for the ILS to Runway 1. The option continues a descent from 9,000 feet on the CAPSS STAR to a new IAF at 5,000 feet, and a new crossing altitude at KATRN at or above 3,000 feet.
 - **Option 2:** This alternate option proposes stopping aircraft at 9,000 feet and allowing Air Traffic Control (ATC) to descend the aircraft to the new IAF at their discretion keeping aircraft higher on approach and providing air traffic control more options for safety and separation from southbound departures routed below the arrivals.
 - Options 1 and 2 recommend raising the altitude at KATRN, which has been a longstanding request of Prince George's County residents in Accokeek and Ft. Washington
- **Encourage an Optimized Profile Descent (OPD) to Runway 1 option**
 - Includes an increase in altitude for KATRN Waypoint from 2,500 to 3,000 feet.
- **Raise altitude at KATRN waypoint from 2,500 to 3,000 feet**
 - **Note-** Air Traffic Control (TC) use of the 3,000-foot crossing at KATRN is highly recommended but not mandatory. ATC may vector aircraft at lower altitudes if required for separation and sequencing.

Measuring Aircraft Noise

The scale below is intended to provide a basic understand of noise levels which are expressed in decibels (dB or dBA). As indicated, the typical sound level for people speaking (3 ft apart) is 64-65 decibels. Other common noise sources are also listed.



Flight Procedures Changes – North Flow (Arrivals) Prince George's County



Changes Affecting Prince George's

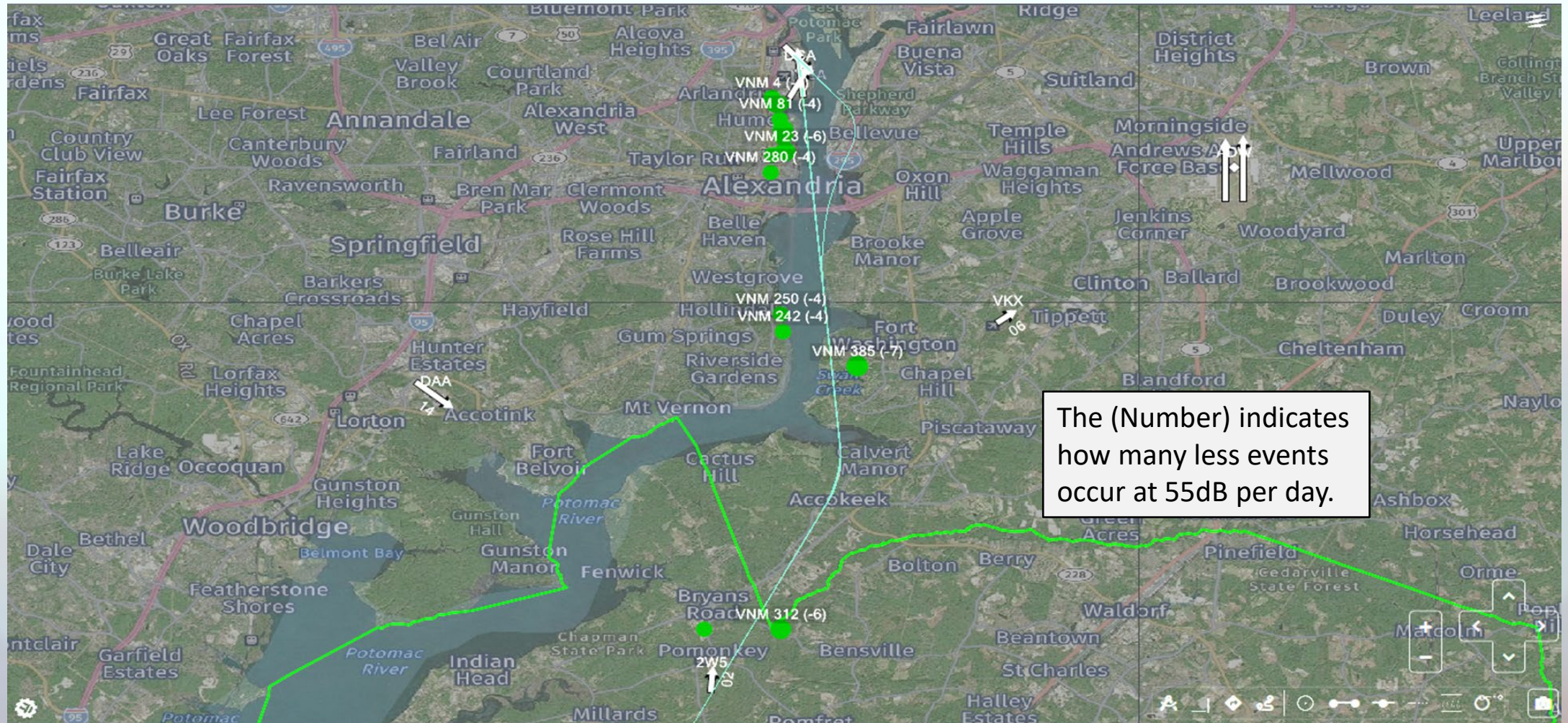
Increased the altitude of the KATRN Waypoint on the CAPPs Arrival. This will result in aircraft arrivals flying higher when over Accokeek and nearby communities in Prince George's County .

This change would be published in the flight procedure, however, Air Traffic Control (ATC) may still vector aircraft below this altitude as necessary for sequencing and separation.

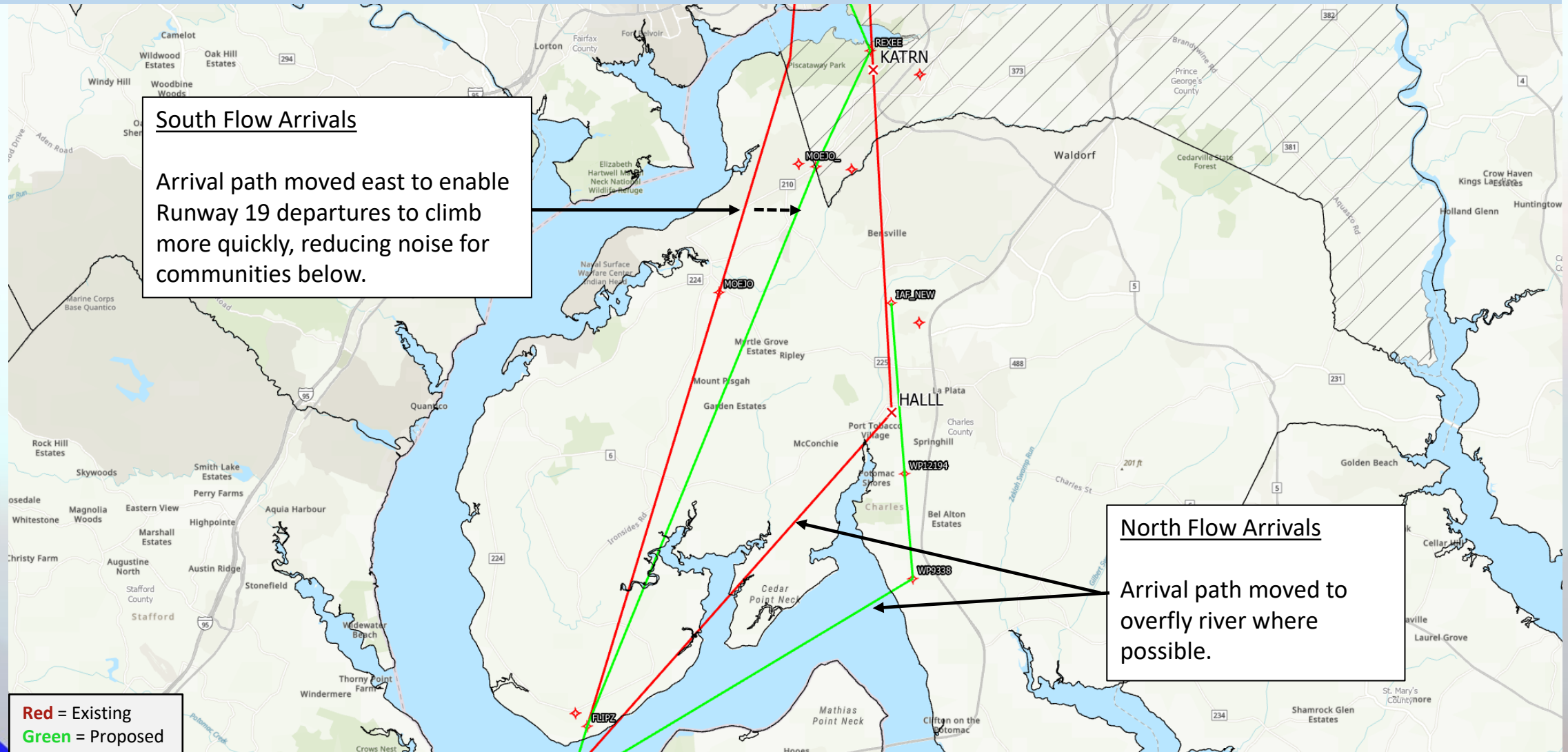
An increase in altitude along the arrival. No lateral change in flight path.

North Flow – CAPSS STAR – KATRN 3000

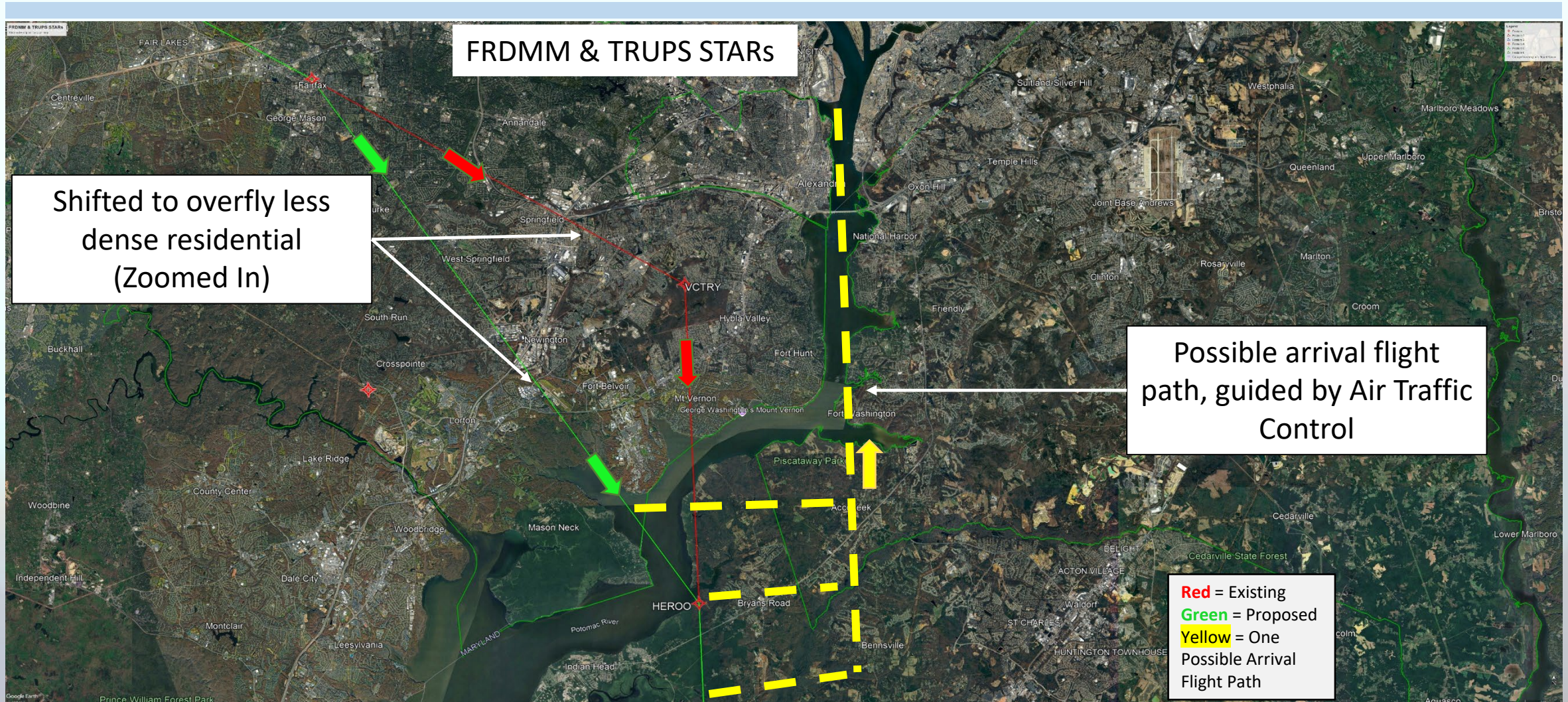
Noise Exposure (NA55)



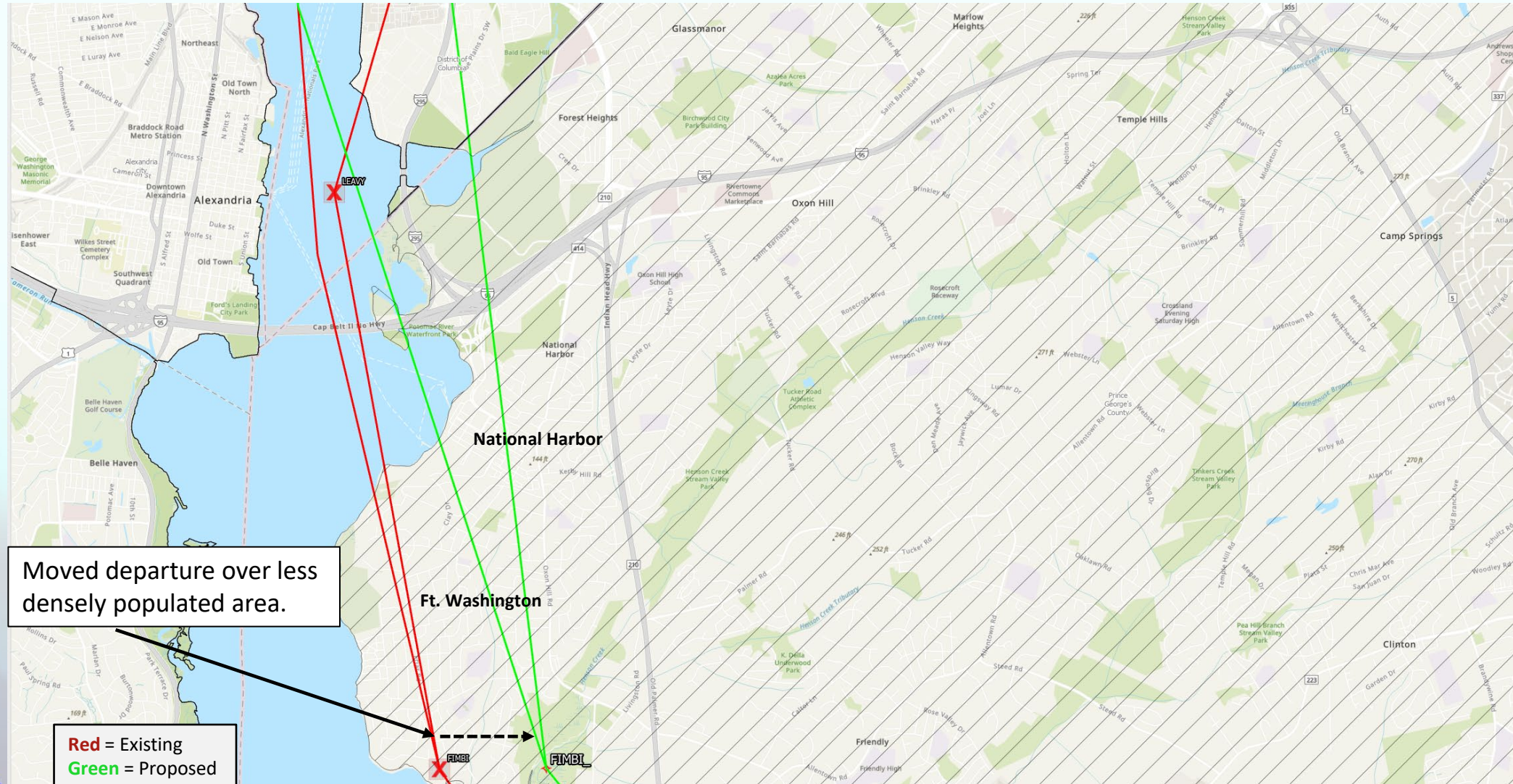
Flight Procedures Changes – Both Flows (Arrivals)



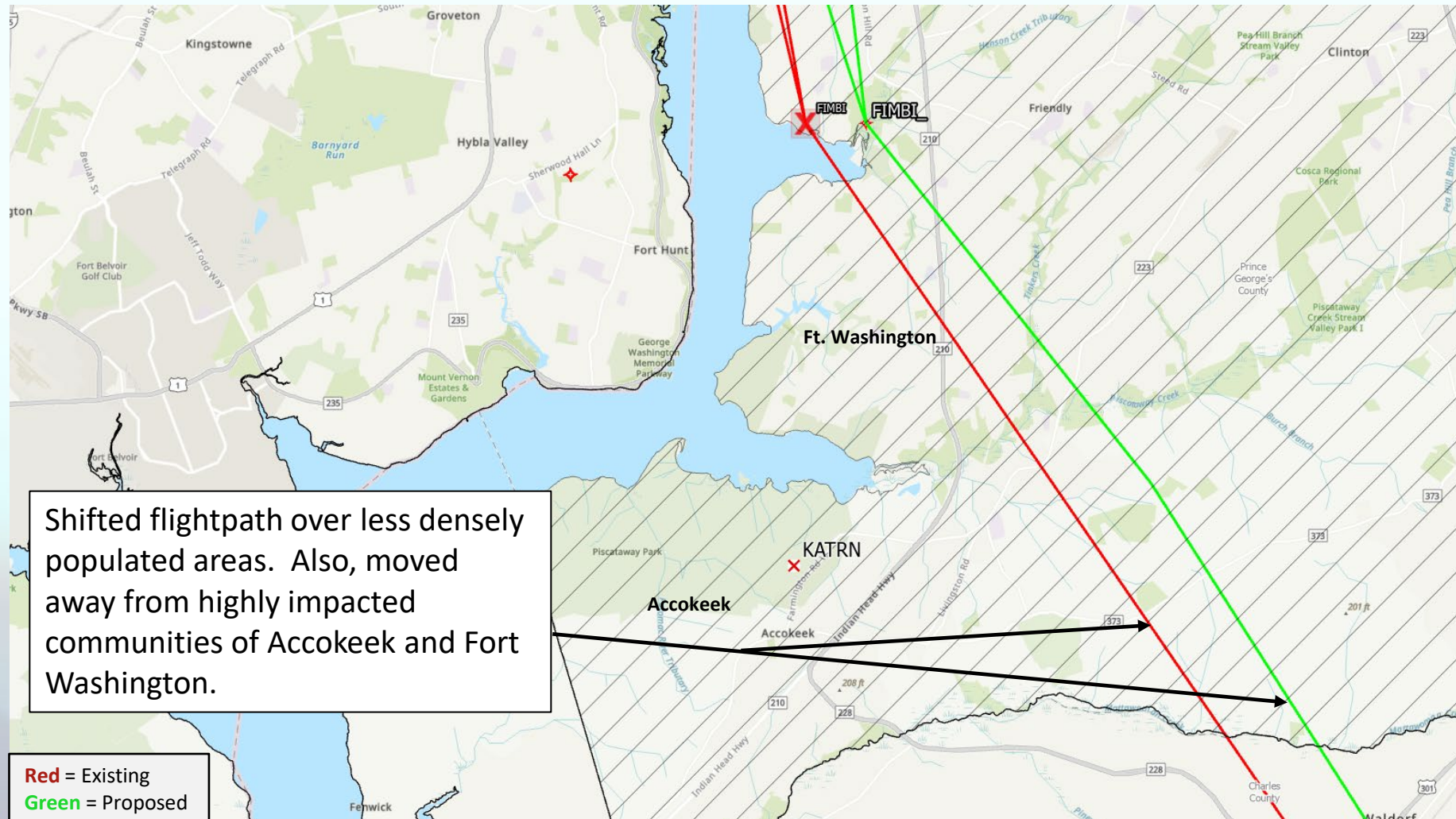
Flight Procedures Changes – Both Flows (Arrivals)



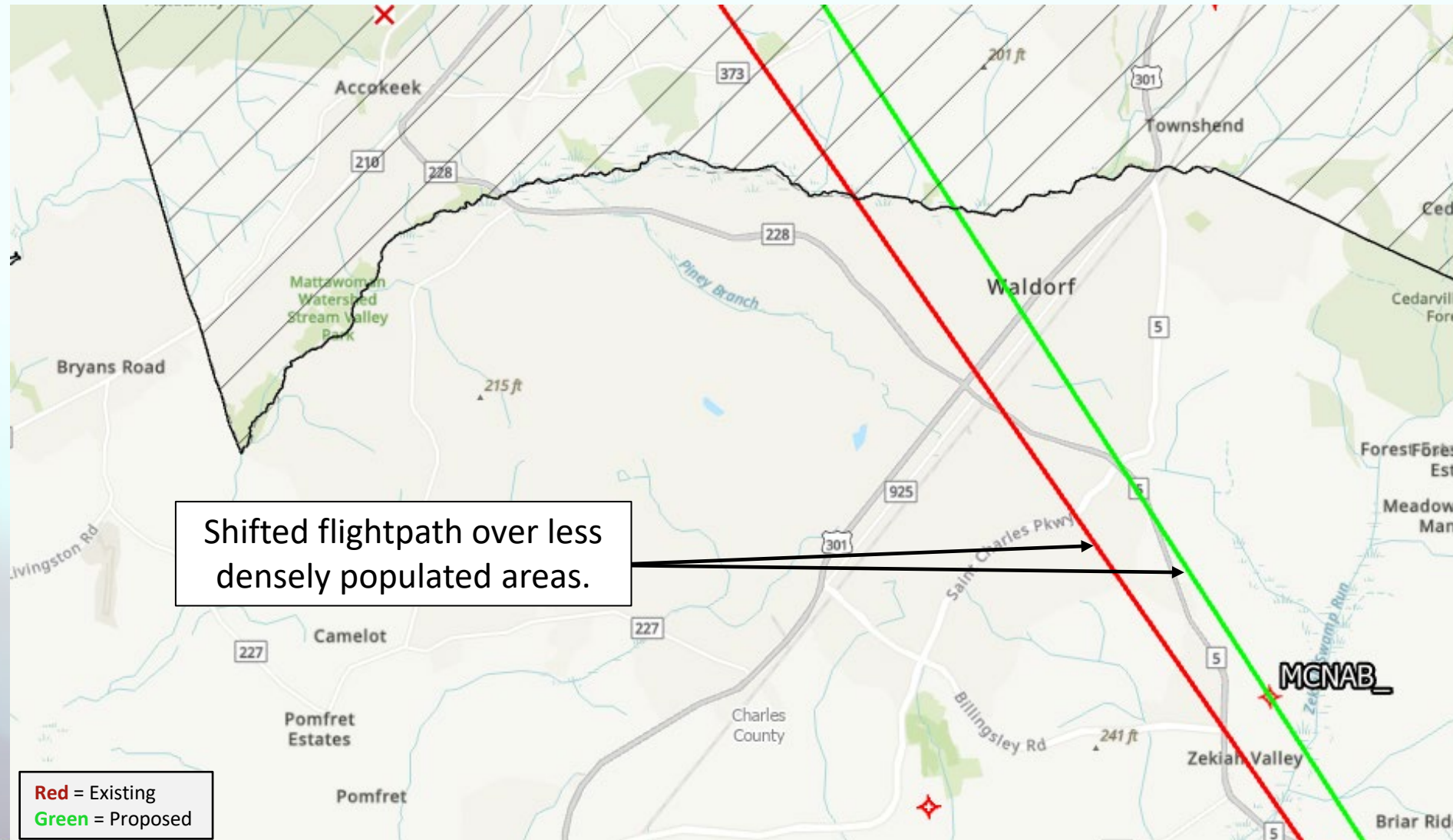
Flight Procedures Changes – South Flow (Departures)



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Flight Procedures Changes – South Flow (Departures)



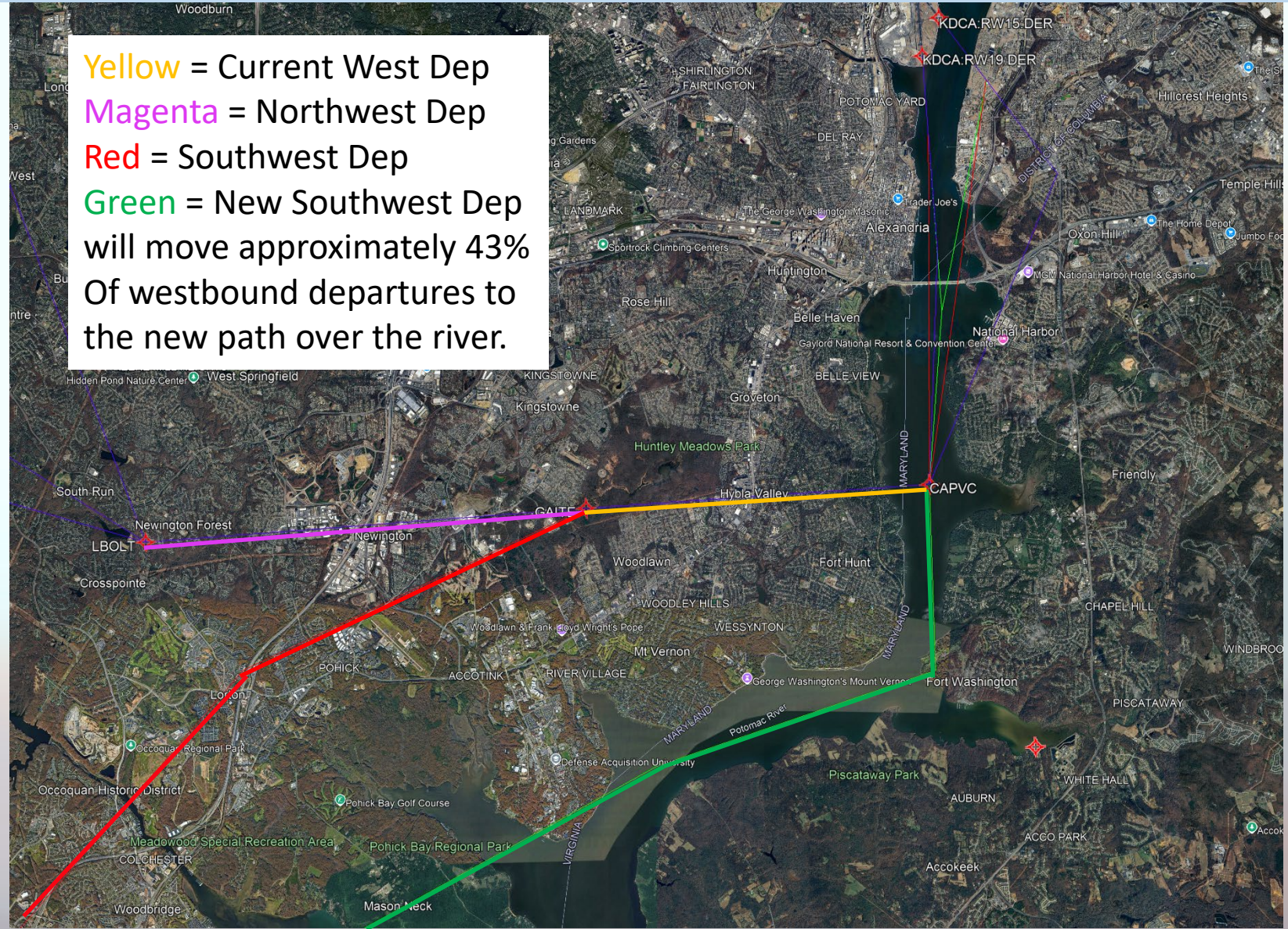
Flight Procedures Changes – South Flow (Departures)



Changes affecting Fairfax County and Prince George's County

Departures were adjusted to maximize overflight of the river, in accordance with the Design Philosophy. Additionally, the CAPSS arrival was moved east towards the river and Prince George's County to enable aircraft to climb higher, sooner, and more often when DCA is in a south-flow, thereby reducing noise for communities below.

There are no significant changes for Charles County associated with the South Flow recommendations.



Next Steps

- Public Meetings and Council / Commission briefings: May/June 2025

- Design Team reviews public input and finalizes recommendations

Note- *The likelihood of the FAA approving the recommendations increases substantially when the plan has been presented to each community and the Community Working Group (CWG) of the DCA Roundtable has reached consensus. Affirmative input from each of the jurisdictions within the Study Area (Fairfax, Alexandria, and Prince George's.) will assist the CWG to reach consensus more easily.*

- Final CWG Briefing – July/August 2025

- Timeline: FAA Submission expected late Summer/ Fall, 2025

- Comments and questions can be emailed to: soa@vianair.com

- You will also be able to view a copy of tonight's presentation at mypgc.us/aircraftnoise



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