

**DCA Community Working Group
October 22, 2020, 6:00-8:30 PM Virtual**

Meeting Attendees

- Reggie Davis, FAA
- David Mould, MWAA
- Ken Buckley, D.C.
- Janelle Wright, Montgomery County
- Bill Noonan, Montgomery County
- Matt Fisher, FAA
- Richard Hinds, D.C.
- Curby Fowler, FAA
- Jim Allerdice, Chief Consultant for Terminal Operations, Managing Partner, ABCx2
- John Mitchell, PG County
- Ken Hartman-Espada, Montgomery County staff
- Shari Merrill, Arlington County
- Rich Roisman, Arlington County
- Bryan Lehman, FAA
- Evie Washington (Not on CWG Roster)
- Jason Schwartz, Chief Consultant for Airports, Environment and Community, ABCx2
- Mike Rioux, Fairfax County –Mt. Vernon
- Susan Ship, Cabin John
- Michael Jeck, MWAA
- Carol Hawn, Fairfax County at Large
- Emily Tranter, Lockridge Grindal Nauen
- Vince Spinner, Lockridge Grindal Nauen

Welcome & Opening Remarks

- David Mould approved last meeting's summary.
 - Gave an update on Reagan National Airport traffic, which is still down from the pandemic.
 - Traffic is down to about 70-75% of what it was last year.
 - ~244 daily departures last year.
 - ~65 daily departure this year.
 - Nationally air traffic is down about 90% internationally, which much more dramatically affects DCA.
 - This means tight budgets in the months and possibly years ahead.
 - Most of the complaints they get with DCA live about 5-10 miles away from the runway.
 - This is a height of about 1.5 times the height of the Washington Monument.
 - Officials still don't believe the communities complaints are as bad as community members say it is.

FAA Update and Questions

- DCA Perimeter
 - Congress has expanded the perimeter in the past, but the biggest push has been coming from Members of Texas who want to include San Antonio to his area.
 - This group, with Janelle taking the lead, wrote a letter to the GAO about this.
 - The GAO plans to have its report finished by the end of the year. They will circulate it once they get it.
 - Janelle asked why there are still so many flights in the morning.
 - Tracy Montross from American Airlines indicated that it is economic demands.
 - Almost all corporate customers are no longer traveling.
 - People that are traveling are military, health care firms, energy firms, and pharmaceutical firms.
 - So almost all travel is for leisure travel.
 - DCA has not recovered nearly as well compared to other comparable airports.
 - About 60 takeoff/landings can happen per hour at DCA, the FAA allocates these.
 - Michael Jeck said that the perimeter is important because the slots only apply from 6:00am and 12:00am. These slots don't exist between 12:00am and 6:00am. There is no federal prohibition on the number of flights during this time.
 - There is however a nighttime noise restriction that would control the size of the airplane landing during this time.
 - The perimeter rule works because unless you are going beyond that, operating during these hours wouldn't make sense.
 - Janelle said there are a lot of members of this working group that have community members who are awakened early as a result of these early morning flights.
 - Evie Washington asked why the planes are flying over residential areas early in the morning rather than over the river or commercial areas.
 - Matt Fisher said that they don't change paths depending on the time of day; they are dictated by RNAV paths.
 - Reggie Davis of the FFA said they are in the process of getting a working group with ABCX2 about Jim Allerdice's maps and ideas.
 - Mr. Davis said that this has been delayed by COVID, but this is important meeting and they haven't lost track of it. They will follow up when it is organized.
 - Mr. Fisher said that they are still operating on a limited operations and staffing mode due to COVID.

- Flight Path Discussion
 - Stephen Thayer asked about "recommendation 8" extending the flight path south and east that were made to Mr. Fisher and what the status of this is.
 - Mr. Fisher took this down as a note and said that he would get it back to the working group about this.
 - John Mitchell said that it wasn't helpful for a dialogue for them to get the data for this meeting just a few hours before it started, because he couldn't gather feedback from his community.

- Mr. Mitchell said that they have asked a lot of questions about improving this situation, but the FAA is not interested in hearing about their proposals, so could they give his community one of their plans that they could at least react to.
- Mr. Davis said that they are asking round tables across the country to work with a 3rd party contractor to put together recommendations and plans that can be submitted to the FAA.
- Mr. Fisher said that it is, by default, safer to fly on the North configuration because he is farther away from Dulles and its approaches.
- He said that he has to hold planes in the air much longer when doing a south configuration when VIP flyovers occur, which is frequent in DC.
- Mr. Fisher said that they have considered moving more airplanes to the west of airport for DCA, but they have some altitude constraints with the Blue Ridge Mountains in the west, which prohibits Dulles airport landings from approaching too much to the west of their airport. As a result Dulles has to be primarily along the Route 28 corridor from the North. This has a tremendous impact on the constraints Mr. Fisher has for landing planes at DCA.
- Ken Buckley asked why this isn't being looked at holistically. And that is seems that Dulles has preference over DCA.
- Mr. Jeck said that if Dulles and DCA are redesigning their airspace, he would want to know about it way in advance. They just redid their noise contour lines for Dulles.
- Mr. Fisher provided input for this noise contour lines which were recently changed so they should all be on the same page and no surprises should be coming to Mr. Jeck.

Presentation of ABCx2 Recommendations

- Ken Hartman opened the discussion, giving an overview of the presentation.
 - Mr. Hartman discussed the considerations they are laying out and why they have given them to Mr. Allerdice and his team to take into his consideration and to measure of success for the communities and the working group's expectations.
 - Ken laid out the four considerations.
 - With that, Ken said that the committee has unanimously approved these goals.
 - Ken explained that this is to advice ABCX2 on their work and that this would not constrain the entire metro region but everything they work on must be approved by the entire working group.
 - Mr. Mitchell asked for clarification if the southern part of the metroplex could implement its own set of parameters. Ken answered that yes they could.
 - Mr. Mould moved to adopt the consideration. Because it was approved by the committee it did not need a second to adopt.
 - It was approved unanimously.
- Mr. Allerdice gave his presentation on the TAA Test plan.
 - Mr. Jeck asked if this procedure has been developed and if the FAA are aware this is coming to them.

MEETING SUMMARY

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- Mr. Fisher said that he is aware and has been speaking with Mr. Allerdice about this. He has reservations about it but said they are planning on implementing it.
- Mr. Hartman said they will be conducting an outreach to elected officials that appointed them to this body about the decisions that are made tonight.
- Mr. Allerdice said that this test won't happen until January or February.
- Mr. Fisher said that one of his concerns with this test is considering the COVID level traffic that it will skew the results once the normal conditions resume.
- Mr. Hartman said they need discussion and a vote.
- Mr. Mould called for a vote. Again because it was recommended by the committee it didn't need a second.
- The motion passed with unanimous ayes excluding one abstention from Dick Detos.

Final Questions and Next Steps

- Michael Jeck asked if Ken felt it was appropriate to be present as an observer at the meetings with the consulting group to please invite him.
- Janelle asked about the annual Noise Report. Michael Jeck said that it will be a reduced report this year due to COVID.
- Matt Fisher gave a notice that the airport will have increased low-level traffic next Wednesday, October 28 while the procedures for 12/31 are tested by the FAA Flight Check aircraft.
- The next meeting is scheduled for Thursday, January 28.