



MEETING MINUTES



DCA Design Group-2nd Meeting November 12, 2020

Prepared By: Emily Tranter, Primacy Strategy Group (Lockridge Grindal Nauen)

Location: Zoom Virtual

PURPOSE OF MEETING: Consensus-Driven Notional Designs for North

Flow RNAV Departures and South Flow RNAV Approaches.

ATTENDEES:

Name	Organization
Allerdice, Jim	ABCx2
Schwartz, Jason	ABCx2
Tim Chambers	ABCx2
Ken Hartman	Montgomery County
Janelle Wright	Montgomery County
Bill Noonan	Montgomery County
Rich Roisman	Arlington County
James Phelps	Fairfax County
Richard Hinds	DC
Ken Buckley	DC
Stavros Sidiropoulos	Vianair
Dimitrios Terzopoulos	Vianair

- Jim Allerdice opened the meeting and welcomed all and turned it over to Tim Chambers.
- Tim Chambers shared a graphic and discussed the fly-by versus fly-over waypoints conversation and issues with the turns.
- Janelle Wright then asked that we revisit and remember this conversation when we later get to Easterly SIDS.
- Richard Hinds mentioned that actually flying over COVTO is the benefit to D.C. because right now no one flies anywhere near it, thus impacting D.C.
- Tim Chambers responded that the Vianair program will show what is flyable and what is not.
- Jim Allerdice reiterated that this conversation is a good illustration of the fact that we need to pay attention to the flight path not the published procedure. “Tell me where you want the green line to go and we will design a procedure that fits within criteria—so don’t focus so much on the way points.” He noted of course that then we still have to run it by TRACON. FAA will determine if the design is operationally feasible.
- Tim Chambers mentioned that if we go too far outside of approved design, you would have to start the whole environmental process over.
- Jim shared Richard Hines and Ken Buckley suggested top three:

DC Priorities

Here are ideas for design ideas that Ken and I think are worth exploring.

1. Approaches: Eliminate or reduce LDA Z approach.
2. Increase usage of RNP and proposed notional RNAV approach to keep planes over the river as they pass NW DC.
3. Departures: After take-off turn left as soon as possible to come to bearing 328 to pass the Georgetown Reservoir abeam. Ditto for runway 15 departures. That is the NATIONAL flight path.
4. Explore moving BEBLE and COVTO to keep planes on a straighter flight path to COVTO to minimize turns and fly closer to the George Washington Parkway.

Montgomery County Priorities (.41 Homework)

11/12/2020

MoCo’s number one priority remains to design procedures over compatible areas with the least impact on people, such as uninhabited areas, commercial/industrial areas, portions of the Potomac River, etc.

Our thoughts for implementing this priority and the other considerations in the priority document:

Approaches:

1. Eliminate FERGI or move the initial segment, FERGI-DARIC as far as possibly away from residential neighborhoods.

2. Disperse the approaches or equitably share the noise, for instance avoid having all PBN procedures follow the same ground track
3. Explore ways to raise altitudes such as asking the airlines to voluntarily assign aircraft to DCA that can fly at higher altitudes longer, etc.

Departures:

1. Disperse the easterly SIDS (ELSO, fan headings, etc.)
2. Optimize the westerly RGIII to CULKI track
3. Move some of the destinations served by the easterly SIDS to the westerly SIDS so that fewer flights use the COVTO-ALEEX-DOGUE track. (Currently $\frac{2}{3}$ of departures use the westerly track and $\frac{1}{3}$ of departures use the easterly track)

Metric

Number Above contours at 45, 50, 55, 60, 65, 70 dbA

- Bill Noonan suggested we just look at LA_{MAX} contours as we go through this process.

Jim Phelps Suggestions:

1. My metric and primary goal are given below.
 2. Metric-Time above 50 dba at selected locations
 3. Goal-keep noise at current level in the Dranesville district of FFX county.
- Jim Allerdice noted we will go through all of these and see that there are commonalities.
 - Rich Roisman noted that we don't have anything from Arlington and needs Shari's input and he will get it as soon as he can.
 - Demitrios shared his screen which shows the baseline procedures.
 - Jim Allerdice suggested that based on REVGE waypoint and P56 restricted area we start upstream from REVGE and we will address the runway to REVGE by taking a look at an Advance RNP SID. FAA probably won't change that route unless we give them a more reliable route. But for now, we should start from REVGE to BEBLE
 - Rich Roisman said that BEBLE is over a large regional park but to get there you have to fly over residential where there are a lot of complaints. Can we change to be over the park more, shoreline, over canal road? That is something he would like to explore.
 - Jim Phelps Concurs.
 - Demetrios started to explore.
 - Discussion began about flight impact and maps.
 - Stavros went over old and new tracks and what adjustments could be made. Stavros discusses curved legs and other options.
 - Stavros showed what we will be experiencing on 1/1/21
 - Jim noted that its evident how hard it is to make these adjustments work.
 - Rich R notes understanding.

- Vianair put the blue line up (path along the river next to P56) which looked great according to the group but still not certain if it is flyable?
- Rich Roisman asked: Is it too close to P56A?
- Jim Allerdice Asked if we can we pull the arc down to the SW
- Demitrios: Did so.
- Discussion continued with moving way points and Demitrios asks if it captures the general feeling of flying over the river and then we can fine tune it.
- Rich R says yes it does—what does it look like as you get out towards BEBLE?
- Discussion about staying a bit north of the river and flying over the CIA.
- Richard Hinds asked if we could move back down towards the airport.
- Jim notes that all of this discussion is preliminary design, and we have to go back and make sure it meets criteria. We will do that offline and come back and tell you what we have found. “You do what you think is ideal but then you have to back into the criteria.”
- Bill Noonan asked if we could calculate the contours for an 737 800 LMAX procedure and see if its flyable. Bill’s hypothesis is that all this work will make a very tiny change in the noise contours and Jim Allerdice thinks he is right.
- Vianair puts up a graphic with the changes and impacts on REVGE.
- Vianair notes that on the graphic and explains the meaning of the virtual noise monitors.
- Jason notes most are half a decibel differences, so not perceptible.
- Discussion and visuals around the comparison changes and it was noted by Richard Hines and Jim Allerdice that with all of these changes the noise changes will likely be imperceptible.
- Further discussion of aircraft capabilities related to the P56 Alpha from Jim.
- Demetrios changed the baseline to comparable for noise monitor graphics. General pattern is better on both sides. Max change was 4 decibels.
- Jim notes that we will screen shot each for all three. Now, December 31st and then what we are proposing for the final report.
- Jim answered Richard Hines’s question confirming that about 60% of planes flying into DCA can fly the RNP procedure.
- Janelle Wright asked, “what’s in it for the FAA?” Jim answered that it should be higher fidelity on P56 but other than that not much.
- Janelle and Rich Roisman noted that if it is better for communities—that is great.
- Bill Noonan asked if L_{MAX} contours can be put back up and a screenshot taken.
- Ken Buckley raised concerns that things for DC neighborhoods will be worse.
- Jim said it would probably not be worse.
- Ken Hartman discusses psychological impact of moving planes from right above people’s homes.
- Janelle asked Jim if he could connect with Matt Fisher on easterly flight patterns. He could maybe even participate in the group.
- Jim indicated he would check.
- Jim has asked Matt for video maps, which we received, and we will have it digested by next time.

- Janelle noted that when the FAA opens up procedures, that is when they are most likely to make changes that help communities—so let us keep in touch so we can take advantage of opportunities at BWI and IAD.
- Jim encouraged Janelle to ask at CWG about VOR MON—and if we could use those changes as an avenue.
- Janelle asked, “Will those changes coming give us opportunities to give input?”
- Jim said, possibly. But emphasized to keep on top of it through the CWG.