



MEETING MINUTES



DCA Design-- 4th Meeting December 10, 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
Jim Allerdice	ABCx2
Tim Chambers	ABCx2
Ken Hartman	Montgomery
Janelle Wright	Montgomery
Bill Noonan	Montgomery
Rich Roisman	Arlington
James Phelps	Fairfax
Richard Hinds	DC
Ken Buckley	DC
Stavros Sidiropoulos	Vianair
Dimitrios Terzopoulos	Vianair

- Jim Allerdice opened with a statement that we want to try to get to an agreement today on approaches and then go back and look at Eastern SIDS and get some consensus on those.
- Then ABCx2 will want to take it offline to do the reevaluation of where the RNP will go and do those noise comparisons for you and then come back after the first of the year and show you everything that we have and hopefully then everyone will agree and it will be our consensus meeting.

- Richard Hinds noted that he thought the timeline was ambitious and wants to be able to look off-line.
- Ken Buckley noted that he wanted to show it to his friends/advisors. And asked--can we see pictures diagrams to show folks?
- Jim Allerdice answered in the affirmative.
- Ken Buckley discussed the issue with impacting communities outside of the MoCo/Arlington lines.
- Jim Allerdice reiterated that we need and want to work for consensus.
- Janelle Wright noted that we want to help these communities who are hard hit without negative impact on VA side.
- Discussion continued about these changes.
- Janelle Wright asked how FAA will feel about the discussed changes and notes that if we can propose something that they like- we are in good shape.
- Dimitrios showed on screen and Jim discussed the turn anticipation. He noted that it is hardly off the path at all that it's very slight.
- Jim Allerdice also noted that they considered Sibley Memorial hospital and a discussion continued about the placement of SUNY and its impacts. He asked for consensus of the placement and the group indicated it looked good.
- James Phelps asked to be sent a screenshot of the track.
- Richard Hinds noted that they want to see the simulated track.
- Ken Buckley asked if it was possible to get an end to end from DARIC to airport (confirmed it's based on new DARIC).
- Rich Roisman indicated he was ok with it as presented. Jim Phelps noted he needs to see when we get to his area.
- Jim Allerdice noted that from SUNY up to New DARIC the vast majority is over compatible land—over CIA.
- To answer Janelle's question Jim said that he thinks the FAA will be fine with it and the team can go off-line and tweak.
- He also noted that all the other people that the group wants to take a look should come to session 5. But as for now—we seem to have consensus—the design we want to have for RNAV GPS.

- Janelle Wright asked if we were going to talk FERGI to DARIC today? Jim answered that we are going to propose that we start the approach at DARIC not FERGI-DARIC because we have to take this to Matt Fisher and we know already that the STARS are out of criteria—so we are going to offer him a chance to bring them into criteria. RNAV and RNP both starts at DARIC.
- Janelle Wright noted that she hopes the FAA will agree.
- Jim Allerdice noted that getting them to move the originating way point to DARIC is the brass ring and Janelle noted that the group is hopeful.
- Jim Allerdice noted that he is hopeful too. And we have done well inside DARIC to airport-meaning served DC well.
- Hearing no objections Jim Allerdice would like to move to easterly SIDS.
- There were none.
- Jim Allerdice noted that if the FAA agrees to disconnect the STAR with the approach—i.e., do away with FERGI-DARIC transition this will cause a discontinuity.
- He referenced earlier conversations in the group about wanting to move the point at which these two paths converge closer to COVTO.
- Ken Hartman noted that he would like to see what it looks like spreading out the turns between Sagamore and Cabin John.
- Jim Allerdice noted that one of the things we want to look at is that the inner turn is more important to look at from a track miles stand point because today the departures that are most likely to be vectored are the SOOKIE departures. Since SOOKIE gets vectored more—it's not as critical- but airlines will push back on air miles if we are making them fly further.
- Ken Hartman shared his screen of a graphic depicting pre and post NextGEN 2015 departure flight paths.
- Jim Allerdice noted that “we are at the point where you tell us where you want the lines to go and we will try.”
- Discussion continued in the group of where lines should move.
- Janelle Wright noted that once tracks get over neighborhoods “we like the scatter” and asked --is there a way to build that in?
- Dimitrios noted that using both tracks will break it up.

- Janelle asked if there is anything we can do with the design techniques that would help with scatter?
- Dimitrios said that we need to start a turn at COVTO to the NE, but also push that ALEX fix out further.
- Discussion continued. Bill Noonan shared his screen about track density.
- Emily Tranter went through minutes from 12/3 and made corrections. Ken Buckley asked that we memorialize conversation about defaults. Jim Allerdice plans to create narrative of conversation.
- Group discussions resumed on Easterly SIDS. Jim Allerdice notes that we are in a situation where north of COVTO it's "whose house do you want it to go over." Best we can do is come up with an alternate path that splits them up a little because FAA won't go back to vectoring.
- Ken Hartman wants Montgomery County to talk off-line because he doesn't want to get to the end of this and have the folks under the blue line be upset.
- Bill Noonan asked Vianair to take 3 screen shots of LMAX contours for Montgomery discussion. Janelle Wright also asked for and above.
- Jim Allerdice answered that we can do that and noted to Ken Hartman that we need Montgomery County to meet offline and give a screenshot of their best wish lists on google maps of the two paths- Then ABCx2 can see what we can do to fit that into criteria.
- Bill Noonan noted that we need to estimate actual numbers on the three spots and asks could we also generate an LMAX spot for the westerly SID we are going to have—for 12/31?
- Jim Allerdice answered that, yes we can do that.
- Jim Allerdice noted that he did ask Matt Fisher about giving him 2 new SIDS with multiple transitions.
- Janelle Wright indicated that the group was happy to be at this point.
- Group discussion of next meeting timeframe