

MEETING SUMMARY

Meeting Summary
Community Working Group Virtual Meeting: January 28, 2021

Meeting Attendees

MWAA Attendees:

- Michael Jeck, Manager, Noise Office
- David Mould, VP for Communications

CWG Members:

- Susan Shipp-Montgomery County
- Janelle Wright-Montgomery County
- Bill Noonan-District
- Ken Buckley-District
- Evie Washington-District NE
- Shari Merrill-Arlington
- Jim Phelps-Fairfax
- Mike Rioux-Fairfax
- Carol Hawn-Fairfax
- Rob Meier-Fairfax-Mt. Vernon
- John Mitchell- Prince George's County
- Ken Hartman, Montgomery County, MD
- Rich Roisman, Arlington County
- Dick Deitos-MWAC

FAA Attendees:

- Brian Leman, Airspace & Procedures Manager, PCT
- Matt Fisher, ATCS, PCT
- Tammy Jones, Communications Specialist, ESA
- Curby Fowler, Flight Procedures SME, ESA OPS
- Bill Wise, ESA/NATCA Representative
- Reggie Davis, Community Engagement Officer, ESA

Other Attendees:

- Jim Allerdice, Chief Consultant for Terminal Operations, Managing Partner, ABCx2
- Jason Schwartz, Chief Consultant for Airports, Environment and Community, ABCx2
- Emily Tranter, Primacy Strategy Group

Meeting Notes

Presentation by David Mould, MWAA VP for Communications

- Mr. Mould opened the meeting and welcomed CWG members, FAA personnel and his MWAA colleagues.
- He noted that the group should have summary of last meeting, agenda, and the community annoyance survey in emails.
- The group also should have approved the October meeting summary via email
- He noted that the next meeting will be April 22, 2021

- Mr. Mould provided a few minutes of update on MWAA concerning:
 - COVID 19 impact on business. DCA is below pre-pandemic levels. Passenger counts are still down by 80% based on TSA screening. Slower here than other places. (i.e., IAD, BWI)
 - Ken Buckley asked about banks of flights and if they could be spread out since flights were way down
 - FAA answered that its weather dependent
 - Shari Merrill mentioned that it has been hell living in Arlington since the December 31st change.
 - Bill Noonan asked what percentage DCA is down by because the morning and night flights have not lessened. There was not an immediate response to this from FAA.
 - John Mitchell talked about the concentration being annoyance and asked what authority does MWAA have to ask airlines when to fly?

- Mr. Mould then discussed the GAO Report on perimeter rule
 - Janelle Wright thanked Mr. Mould for his summary. She read the report carefully and there was a paragraph about GA flights at DCA indicating that there is a 12 max hourly restriction for GA-but because of TSA after 9-11 there is essentially one an hour.
 - Report seems to indicate that GA could return to pre-9-11 flights which is 210 a day and wanted to know status of progress.
 - She requested that FAA gives status updates to the CWG and FAA says that nothing has changed since 2001 that GA has been trying to get back that whole time.
 - Mr. Mould indicated he will pass along any new info but does not know of any updates.

- Kirby Fowler indicated that he has not heard anything new.

FAA Update

- Reggie Davis indicated that the group should have received the FAA's official response on Wednesday regarding the LDA-Z vs. RNP usage discussion.
- Ken Hartman said that they did not get the report. He also asked if it is possible to publish the RNP as the preferred procedure for flights that can fly it as opposed to LDA-Z. Richard Hinds adds to conversation.
- Matt Fisher responded that they are open to having the discussion about advertising the RNP to make sure everyone knows it is available— but Matt thinks every plane that is capable is already doing it. Discussions ensue about anecdotal understanding.
- Ken Buckley discusses issues of flights flying LDA-Z over Sibley Memorial Hospital.
- Further discussion and questions to Matt Fisher about how much LDA-Z is flown from Janelle Wright and Bill Noonan. Weather factors are discussed at length.
- Matt Fisher says that he has IOU to discuss advertising the RNP if that will make a difference.
- Ken Hartman asks that someone check the issues and dates that Ken Buckley raised concerns about. Matt indicates that November 30th had to be south configuration. He discusses what needs to be flown.
- Ken Hartman asked if Matt Fisher needs a formal request to advertise the RNP on the ATIS. Matt will confirm.
- Brian Lehman then said he will call the Tower tomorrow to discuss advertising the RNP on the ATIS –and does not see a reason why we cannot do it. He Promised he will talk to manager at DCA ATCT tomorrow.
- Ken Buckley asked further question about weather and visibility and the impact on flying the RNP.
- Jim Allerdice noted that weather is dependent on data taken directly above airport by ASOS which uses a laser to detect cloud height.
- Matt Fisher noted that philosophically he wants to shoot [conduct] the river visual approach whenever possible.

- Reggie Davis then turned to the HOLT B comment—AMEEE ONE December 31st. He said there would be a video at the April meeting regarding old procedure vs. new.

Rob Meier discussed Alexandria and south side study— he asked that Reggie do a deep drive. Reggie indicated he will make a note.

- Reggie also indicated that he would ask Mike Jeck to send out the link to the Neighborhood Environmental Survey (NES) report and asked if the group wants to be briefed by FAA— John Mitchell South of Airport asks that it happens soon.
- Evie Washington noted that their neighborhood is experiencing many low flying planes.
- Matt Fisher turned the meeting over to Ken Hartman.

Community Discussion

- Ken Hartman described the procedure design meetings that NOA was having and noted he would turn over to Jim Allerdice to discuss status and that he is finalizing report and it needs to be vetted by community for consensus. To-date it has been a great process and we started with consensus. More to come on that.
- Ken also updated that during the last quarter they met with GAO on their PBN noise impacts study.
- Jim Allerdice then began to talk about TAA concept and test that we are working with Matt Fisher to implement in the future. What the test is and how long it will last.
- Jim noted that he is extremely appreciative of the unique cooperation from FAA and Matt.
- Jim gave an overview of the 5 Design Group sessions:
- Jim's discussion was to advise on recommendations that ABCx2 will make in the future. Right now, we are working on technical report on our analysis.
- In short term we discussed the proof of concept—TAA test that we are planning on implementing March 1st.
- What is going to happen is the controllers are going to clear aircraft direct to the DARIC waypoint on somewhat more random routing (as much as practical) and the hope is that we get a lift between FERGI and DARIC. This test will primarily affect the initial segment of the approach from FERGI to DARIC, so folks from DARIC to the airport will not see a huge change.
- Montgomery County will be affected by the test because they will see more randomized routings to DARIC

- This will give us an idea of what we might achieve if we are able to move that DARIC waypoint to a better spot.
- We have talked with Matt Fisher about a collaborative effort because the spot that we would move DARIC to helps both the community and FAA.
- Where we ended up was 3 miles NW of BESSE on the localizer for the LDA-Z puts the way point over federal government land and keeps the flight track over compatible land until it goes back over river and allows all approaches to start from DARIC.
- River visual RNP or LDA-Z or Notional RNAV GPS approach—all will start from same point—so this helps TRACON which is a win-win.
- Disconnecting the STAR from the approach would give FAA standardization by making the approach clearance for all aircraft identical. It also resolves a criteria challenge that FAA has now.
- As we have discussed-- they design a procedure and then criteria evolves and then you are out of criteria—that has happened here. By disconnecting the STARs from the Approaches, it allows them to bring the STARs back into criteria and promote randomized arrivals. These are all long-term initiatives.
- TAA test is proof of concept-short term.
- We are working to bring all of these things to fruition. Between now and April, ABCx2 will finalize technical report to NOA and Matt Fisher. Then the report will go out to public and then it will come back to this committee for final approval in April—everyone will have time to digest 116+ page report and we will be able to fully vet it here.
- Ken Hartman noted that he is so grateful for Jim's (ABCx2, Vianair, PSG) support and said it was a game changer.
- Janelle Wright asked MWAA that since ABCx2 will be doing TAA analysis to see about variability in tracks - is there any way we can incorporate data from the noise monitors? Mike Jeck noted that they could if Jim can get them the flight data.
- Jim and Jason and Mike will talk off-line to see if we can get that correlated. We are going to use SWIM data with geofencing.
- Janelle Wright then questioned Matt Fisher about the ongoing VOR MON process and if it was a good time to ask for changes?
- Matt indicated that VOR MON is ongoing but not active at DCA and that priorities have shifted to NY from DCA. COVID has also impacted activity on the process. He said that there were a lot of same players on this working group and VOR MON teams at FAA.

- He said that we do not have a lot of overflight traffic on victor airways because of security but he is at all the meetings. The new priorities taken by FAA will be considered in that process. He noted that noise component and community buy-in is important now—you will be involved in VOR MON but again said nothing is pending for DCA right now.

John Mitchell—asked for clarification from Jim Allerdice if “Randomized Arrivals” is a technical term—and Jim indicated that no it was just layman’s term.

Janelle Wright asked Dick Deitos about projections on Boeing 737 Max flying post COVID. No one had any idea of the numbers, but it was noted that they are capable of flying RNP AR - they can fly everything.

Next Steps:

- Next Meeting is on **April 22nd**