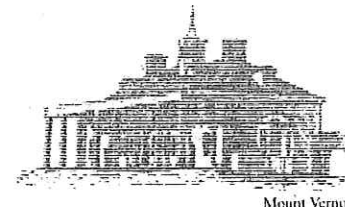




Dan Storck
Mount Vernon District Supervisor
Fairfax County Board of Supervisors
2511 Parkers Lane
Mount Vernon, VA 22306

Telephone: (703) 780-7518 E-mail: mtvernon@fairfaxcounty.gov



To: Fairfax County Board of Supervisors

From: Dan Storck, Supervisor
Mount Vernon District

Subject: **BOARD MATTERS for October 18, 2016**

For your consideration, I submit the following Board Matters accompanied by a brief explanation. Your support will be appreciated.

1. Hopkins House 77th Anniversary
2. **JOINT BOARD MATTER WITH CHAIRMAN SHARON BULOVA AND SUPERVISOR DAN STORCK FOR MWAA Implementation of a DCA Fly Quiet Program & Implementation of a Permanent MWAA Noise Advisory Working Group**

1. Hopkins House 77th Anniversary

Background

The Hopkins House is a world-class, nationally acclaimed Community-Based Organization, supporting Education, Opportunity and Community by way of its highly-rated preschool academies in Alexandria, Southern Fairfax and Herndon, with successful work-force development programming and basic needs assistance to deserving families. They have served over 51,000 children, youth, and families over the seven decades since its founding in 1939.

The Hopkins House is a nationally accredited (NAEYC) and Virginia Star Rated preschool academies, serve over 420 children, ages 6 weeks to 5 years old, on three campuses in Northern Virginia.

In partnership with Northern Virginia Community College, Hopkins House operates the Early Childhood Learning Institute (ECLI) to assist teens and young adults earn professional credentials, college credits leading toward a degree, and a career in the Early Childhood Education field. While Hopkins House programs are located in Northern Virginia, the organization serves children, youth and families from communities throughout the Washington, DC area, including military personnel.

Proposed Action

Therefore, Madame Chairman, I ask that the Board, with unanimous consent, offer its congratulations to Hopkins House and authorize a proclamation to be presented on November 7, 2016, at the 77th-anniversary of the Hopkins House.

2. JOINT BOARD MATTER WITH CHAIRMAN SHARON BULOVA AND SUPERVISOR DAN STORCK FOR MWAA FOR Implementation of a DCA Fly Quiet Program & Implementation of a Permanent MWAA Noise Advisory Working Group

Background

Residents in the Bell Haven, Villamay, Marlan Forest, Mason Hill, Hollin Hills, Wellington Heights, and other communities of the Mount Vernon District have been subjected to continuous high noise levels since April 2015, created by aircraft departing DCA and turning west five miles south of the airport to pass overhead in climb power at altitudes between 2200-3500 feet.

The current MWAA working group is chartered to inject broad-based community input into noise-related discussions, and to move the noise discussion beyond the airing of individual and neighborhood complaints toward a cooperative effort to identify practical solutions and recommend those solutions to the MWAA for submission to the Federal Aviation Administration for consideration and action.

To date, noise complaints north of DCA have resulted in two Working Group recommendations that the FAA revise the current north flow departure procedure waypoints to maximize the time aircraft spend flying directly over the Potomac River and minimizing the time aircraft spend flying over adjacent communities.

The Mount Vernon community is asking for the same consideration to be given to the southern part of Fairfax County with recommendations for MWAA and FAA to reduce the excessive noise concentrated on affected communities and not to simply move the problem to other communities both within and beyond the Mount Vernon district. Identifying and rectifying the issues of outgoing and incoming aircraft noise is critical for a complete solution.

In addition, implementation of a DCA Fly Quiet Program provides an opportunity to influence airlines to operate as quietly as possible in the Washington DC Metropolitan Area. A successful Fly Quiet Program should reduce both single event and total noise levels around the airport and along the departure and approach flight paths. Fly Quiet reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being good. This allows for an easy comparison between airlines over time. Individual airline scores are computed and reports are generated each quarter. These quantitative scores allow airline management and flight personnel to measure exactly how they stand compared to other operators and how their proactive involvement can positively reduce noise in the Washington DC Metropolitan Area. Each Program Element described below will be graded on a scale of 0-10 with an average score calculated for all the Elements.

Proposed Action

Therefore, I move the Board authorize staff to write a letter to MWAA indicating the Board of Supervisors support to implement a DCA Fly Quiet Program, and create a permanent MWAA Noise Advisory Working Group, and address noise issues of outgoing as well as incoming aircraft.

Attachment



The Mount Vernon Council of Citizens Associations, Inc.
P.O. Box 203, Mount Vernon, VA 22121-9998 <http://www.mvcca.org>

Supervisor Dan Storck
2511 Parkers Lane
Alexandria, VA 22306

Ref: Excessive Aircraft Noise in the Residential Areas of Mount Vernon District

Dear Supervisor Storck

June 23, 2016

The attached approved resolution is forwarded for your immediate action and support. It along with the proposed FAA south flow map were unanimously approved at the MVCCA's General Council Membership on June 22, 2016. There will be a FAA public meeting on this issue June 27, 2016 that was organized by Congressman Beyer.

It is imperative that you and the entire Fairfax County Board of Supervisors support the request of the Mount Vernon Citizen's regarding this matter as explained in the attached resolution.

Sincerely

Katherine Ward

Katherine Ward
Co-Chair MVCCA

Enclosed: MVCCA (Tran) Resolution 2016-01 Excessive Aircraft Noise in Residential Communities in the Mount Vernon District and FAA DCA South Flow

CC: Chairman of the BOS of Fairfax County

Transportation 2016-01
***Excessive Aircraft Noise in Mount Vernon District Residential
Communities during South Flow Departures from Reagan Washington
National Airport (DCA)***

WHEREAS¹: Residents of Bell Haven, Villamay, Marlan Forest, Mason Hill, Hollin Hills, Wellington Heights, and other nearby communities of the Mount Vernon District of Fairfax County have been subjected to continuous high noise levels since April 2015, created by aircraft departing DCA and turning west five miles south of the airport (the CAPVC waypoint) to pass overhead in climb power at altitudes between 2200-3500 feet and;

WHEREAS²: The concentration of aircraft making the west turn at the same point is directly attributable to the implementation of “NextGen” Area Navigation (RNAV) technology and air traffic control procedures;

WHEREAS³: The 2012 FAA Modernization and Reform Act, Title II NextGen, Section 213 stipulated that given navigation performance, and other efficiencies including measurable reductions in noise, implementation of NextGen shall be presumed to have no significant effect on the quality of the human environment requiring the Administrator to issue a categorical exclusion for the new procedure without public comment;

WHEREAS⁴: DCA operates flights 24 hours a day, and the flights generating the increased noise exposure are taking place earlier in the morning and later at night due to increased DCA flight operations as passenger demand and Congressionally-approved transcontinental flights have increased;

WHEREAS⁵: The Metropolitan Washington Airports Authority (MWAA) established the Reagan National Airport Community Working Group (Working Group) in response to increasing community concerns regarding aircraft noise throughout the National Capital-Area;

WHEREAS⁶: The Working Group, is chartered to inject broad-based community input into noise-related discussions, and to move the noise discussion beyond the airing of individual and neighborhood complaints toward a cooperative effort to identify practical solutions and recommend those solutions to the MWAA for submission to the Federal Aviation Administration for consideration and action;

WHEREAS⁷: Noise complaints of Arlington County and the District of Columbia as affected by flight operations north of DCA have resulted in two Working Group recommendations that the FAA revise the current north flow departure procedure waypoints to maximize the time aircraft spend flying directly over the Potomac River and minimizing the time aircraft spend flying over adjacent communities;

WHEREAS⁸: The Potomac River south of Reagan Washington National Airport is aligned with the runway axis and is far wider than the river north of the airport, and bends to the west and widens to the east at Piscataway Creek just over ten miles from the airport thereby allowing the turn point (CAPVC waypoint) to be extended further south over the Potomac River and enabling aircraft to climb to an altitude of 5,000 feet, but preferably higher, before making the turn west, still over water until reaching the new GAITE waypoint east of Fort Belvoir at an altitude of 7,000 feet, but preferably higher, thereby greatly reducing the noise impact to residential communities;

WHEREAS⁹: The citizens of the Mount Vernon district expect that the DCA South Flow revised SID maintain a flight track to the CAPVC_NEW waypoint and to the GAITE New waypoint over the Potomac river as shown on the Attached chart;

WHEREAS¹⁰: The citizens of the Mount Vernon district recognize that safe, efficient and convenient airline operations at DCA are essential to the residents of the National Capital Region and the United States Government but there are noise mitigation solutions that should be considered and can be implemented in a timely manner that would help address the overall noise footprint for DCA flight operations;

WHEREAS¹¹: The significance of this issue merits the attention of the entire Mount Vernon community, action by our elected representatives and, procedural changes by the FAA, airline and air traffic officials to revise the current pattern of south flow departures and for MWAA to encourage operators to take action;

WHEREAS¹²: The objective of this resolution is to make specific recommendations for MWAA and FAA consideration to reduce the excessive noise concentrated on affected communities and not to simply move the problem to other communities both within and beyond the Mount Vernon district.

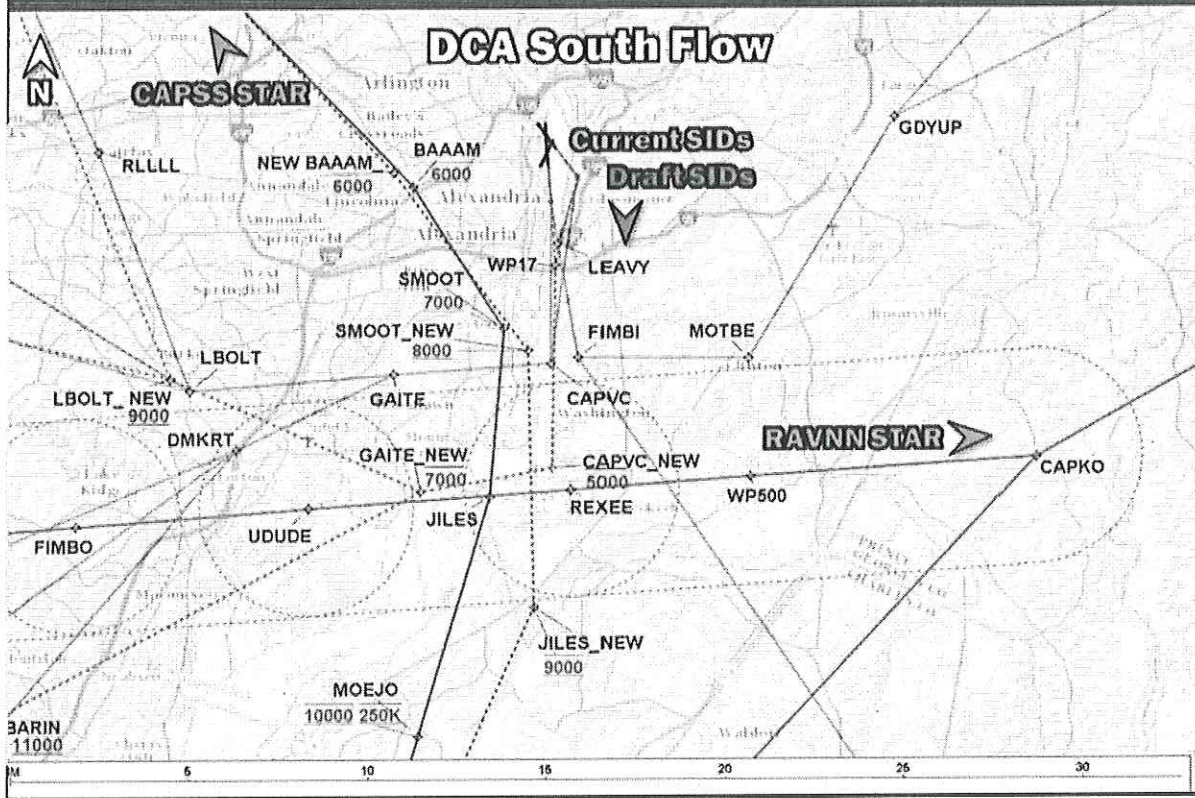
THEREFORE BE IT RESOLVED¹: That the MVCCA request that the Fairfax County Board of Supervisors endorse the Working Group's recommendation that the FAA, in the most expeditious timeframe feasible, develop, assess and implement a new DCA south flow departure procedure that moves the turn point (The CAPVC_NEW waypoint) further south an additional 2.92 NM on the Potomac River and increase the altitude at that waypoint to 5000 ft., but preferably as high as safety factors permit, before making the westerly transition turn to the GAITE_NEW waypoint.

BE IT FURTHER RESOLVED²: That the Board of Supervisors recommend:

- That the MWAA implement a DCA Fly Quiet Program
- That the MWAA establish a permanent MWAA Noise Advisory Working Group, after the current Working Group completes its work
- That the MWAA continues to address noise issues of outgoing as well as incoming aircraft
- That the MWAA Noise Advisory Working Group make further recommendations to the MWAA and the FAA
- That the MWAA Noise Advisory Working Group return for consultation with the Mount Vernon Council of Citizen Associations if the recommended flight path is modified



Federal Aviation
Administration



Approved Resolution by the MVCCA General Council Membership at their June 22, 2016 Meeting

DCA Fly Quiet Program

Reagan Washington National Airport's Fly Quiet Program is a Metropolitan Washington Airports Authority (MWAA) Airport Community Roundtable initiative implemented by the MWAA Aircraft Noise Abatement Office. Its purpose is to encourage individual airlines to operate as quietly as possible at DCA. The program promotes a participatory approach in complying with noise abatement procedures and objectives by grading an airline's performance and by making the scores available to the public via the MWAA Website, newsletters, publications, and public meetings. Fly Quiet offers a dynamic venue for implementing new noise abatement initiatives by praising and publicizing active participation rather than a system that admonishes violations.

The Fly Quiet Program includes comprehensive noise abatement procedural guidance for pilots and air traffic controllers to use when operating at DCA. Fly Quiet procedures developed by the MWAA, the airlines, and Air Traffic Controllers, Fly Quiet Manuals are distributed to airline pilots and air traffic controllers that contain information on noise abatement procedures and flight tracks which route aircraft over the Potomac River to avoid populated areas as much as possible.

Fly Quiet Program Goals

The overall goal of the DCA Fly Quiet Program is to influence airlines to operate as quietly as possible in the Washington DC Metropolitan Area. A successful Fly Quiet Program should reduce both single event and total noise levels around the airport and along the departure and approach flight paths.

Fly Quiet Program Reports

Fly Quiet reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being good. This allows for an easy comparison between airlines over time. Individual airline scores are computed and reports are generated each quarter. These quantitative scores allow airline management and flight personnel to measure exactly how they stand compared to other operators and how their proactive involvement can positively reduce noise in the Washington DC Metropolitan Area. Each Program Element described below will be graded on a scale of 0-10 with an average score calculated for all the Elements.

The scores would enable airline management to measure exactly how they stand compared to other air carriers and how their proactive involvement can positively reduce noise in the DC metro area.

Fly Quiet Program Ratings would recognize airlines that are working to reduce their noise footprint in and around DCA.

The Fly Quiet criterion would be based on the airline report scores such as:

- Fly Quiet Top Rating out of 5 top operators; must have more than 1,000 annual operations at DCA

- Fly Quiet Top Rating for small operator; less than 1,000 annual operations at DCA
- Fly Quiet Top Rating for regional airline; at least 360 annual operations at DCA

Program Elements

The Fly Quiet Program rates air carriers on the overall noise quality of each airline's fleet operating at DCA, an evaluation of single overflight noise level exceedances, a measure of how well each airline complies with the DCA noise abatement procedure (s), assessment of airline performance to the north and south flow departure procedures and approaches to runways 01 and 19.

Fleet Noise Quality

The Fly Quiet Program Fleet Noise Quality Rating evaluates the noise contribution of each airline's fleet it operates at DCA. Airlines have a variety of aircraft types and schedule them according to both operational and marketing considerations. The MWA Airport Community Roundtable assigns a higher rating or grade to airlines operating quieter, new generation aircraft, while airlines operating older, noisier technology aircraft would rate lower. The goal of this measurement is to fairly compare airlines—not just by the fleet they own, but by the frequency that they schedule and operate particular aircraft at DCA.

Noise Exceedance Rating

Eliminating high-level noise events is a key goal of MWA and the Community Roundtable. Single event maximum noise level limits will be established at each noise-monitoring site. These thresholds are set to identify aircraft producing noise levels higher than are typical for the majority of the operations.

Whenever an aircraft overflight produces a noise level higher than the maximum decibel value established for a particular monitoring site, the noise threshold is surpassed and a noise exceedance occurs. An exceedance may take place during approach, takeoff, or possibly during departure ground roll before lifting off. Noise exceedances are logged by the exact operation along with the aircraft type and airline name through the DCA Airport Noise and Operations Monitoring System (ANOMS).

Noise Abatement Rating

Reducing noise especially at night or very early morning hours is a key goal of DCA's aircraft noise abatement program. The goal is to maximize flights over water and minimize flights over land and populated areas between 10:00 PM and 6:00 AM.

Noise Abatement procedures as referenced in Attachment 1 should be used 100% of the time unless safety factors dictate otherwise because of winds, weather, and other operational factors. Noise Abatement Procedure Compliance is at the discretion of the pilot in command.

North and South Flow Departure Quality Rating

Aircraft departing DCA using Runway 01 and 19 are also considered by the Fly Quiet grading system for adherence to the departure procedure flight path and altitude parameters. The DCA ANOMS data will be reviewed to assess adherence to the departure procedures.

Arrival Quality Rating

The Arrival Quality Rating is designed to maximize over-river approaches to Runways 01 and 19, especially at night. They are assessed on adherence to the approach procedure flight path and altitude parameters. The DCA ANOMS data will be reviewed to assess adherence to the departure procedures.

Public Noise Complaints Filed

This criterion is subjective and would have to be fleshed out more by MWAA Airport Community Roundtable and associated with an Air Carrier and correlated against data to verify its validity. The ANOMS data should be capable of supporting this Element.

Fly Quiet Program Management

With support from the MWAA Noise office, the MWAA Airport Community Roundtable, co-chaired by MWAA and a citizen representative, will meet quarterly (bimonthly (every two months)), if preferred) to review MWAA noise data reports and finalize the quarterly Fly Quiet program rating. The Fly Quiet Program Rating will be published on the MWAA website and made available to the public.

The MWAA Airport Community Roundtable will also continue to make recommendations for addressing noise issues, support MWAA with presentations to local jurisdictions and public forums and assist with developing Fly Quiet Program educational content.

Educational Materials and Additional Measures:

The Fly Quiet Program Educational material will consist of:

- Informational posters at the Signature Flight Support FBO and all Tenant Facilities and air carriers
- Informational Fly Quiet Brochure for all air carriers
- Jeppeson Chart Inserts

Additional Measures will include a web-based Hotline and Land Line Call-in Number, a formalized Fly Quiet Program Agreement between Air Carriers, Airport Traffic Control Tower and MWAA/DCA Airport, FAQs on the MWAA DCA Website and the DCA Fly Quiet Program Recommendations

Benefits of Fly Quiet Program:

1. Keeps focus on importance of aircraft noise reduction 24x7
2. Assesses operator fly quite program adherence and performance
3. Help influential air carriers to upgrade fleet to newer quieter airplanes
4. Keeps public informed and current with noise mitigation programs and results

RF

Attachment 1

NOISE ABATEMENT DEPARTURE - PROCEDURE 1 (NADP 1)

The intention of this procedure is to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway.

The procedure involves a power reduction at or above the prescribed minimum altitude and the delay of flap/slat retraction until attaining the prescribed maximum altitude.

- The initial climbing speed to the noise abatement initiation point is not less than $V_2 + 10$ knots
- When at or above 800 ft above aerodrome elevation the engine power/thrust is adjusted in accordance with the noise abatement schedule in the aircraft operating manual
- A climb speed of V_2 plus 10 to 20 knots is maintained with the flaps/slats in the take-off position
- At no more than 3000 ft above aerodrome elevation while maintaining a positive rate of climb, the aircraft is accelerated and the flaps/slats retracted
- At 3000 ft above aerodrome elevation accelerate to enroute climb speed

