

Communities along the Potomac River have been experiencing a large increase in aircraft noise since 2015 when the FAA, as part of its NextGen aircraft management program, implemented a new departure procedure called LAZIR. That flight path required planes to fly to the east side of the river to a way point named ADAXE before heading north which brought them closer (often directly over) the Palisades, Georgetown, and upriver Bethesda communities. Planes flying the new ADAXE path also fly very close to the Prohibited Zone surrounding the Mall, White House and Congress (P-56). As a result, there have been repeated and lately increasing incursions into P-56. In the interest of national security, the Secret Service has requested the FAA to make a flight path change that moves the way point approximately 800 feet to the western side of the river. Beginning with a pilot program involving a small subset of departures, the new flight path will be evaluated through July. When fully implemented on all departures, the change should provide some relief from excessive aircraft noise to residents along the eastern side of the Potomac River.

Below is the announcement from the FAA about the change (scroll down). The announcement includes website links for more detailed information and instructions for citizens to provide comments. DC representatives on the Metropolitan Washington Aircraft Authority (MWAA) Community Work Group (CWG) on aircraft noise strongly support this proposed change and encourage DC residents to echo this position through e-mail comments to the FAA. DC CWG members are working collaboratively with Virginia and Maryland colleagues to identify other flight path changes that could further alleviate aircraft noise.

Regards,

Ken Buckley
Chair, PCA Aircraft Committee & CWG member

PUBLIC NOTICE OF AVAILABILITY AND COMMENT PERIOD
FEDERAL AVIATION ADMINISTRATION
TEMPORARY AND PROPOSED PERMANENT IMPLEMENTATION OF AIRSPACE CHANGES
AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT
ARLINGTON, VA

On January 31, 2020, the Federal Aviation Administration (FAA) implemented a temporary Air Traffic procedure change at Ronald Reagan Washington National Airport (DCA) in response to requests from the United States Secret Service to address national security concerns. The temporary procedure, known as HOLTb, moved one waypoint 784 feet to the southwest to move north-flow departing aircraft away from protected airspace above the National Mall and the White House (P-56), while still keeping aircraft over the Potomac River. The temporary procedure is intended to determine the effectiveness of the amended waypoint in reducing the number of incursions into P-56. The FAA is inviting comments from the public on environmental concerns about the temporary procedure.

Based on the initial results of the temporary procedure, the FAA is tentatively planning to permanently implement the amended waypoint for all north-flow departures at DCA. The permanent implementation would amend the following procedures: HORTO4, CLTCH3, JDUBB4, SOOKI5, DOCTR5, REBL5, WYNGS5, SCRAM6, the AMEEE1 will be published and replace the HOLTb1 and BOOCK3 which will be canceled. The BWI CONLE4 and IAD JCOBY4 are being amended for the new AMEEE1, but changes consist of a waypoint name change and a transition above 18,000 AGL. The FAA is inviting comments from the public on environmental concerns they believe the FAA should consider as part of its environmental review of the proposed action pursuant to FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures* and other applicable authorities.

To assist the public, the FAA has made the following documents available for review: 1) the FAA's noise screen which analyzed the noise impacts of the proposed amendment and concluded there would be no reportable or significant noise impacts from the changes; 2) the FAA's Section 106 letter to the Historic Preservation Officers for the State of Maryland, State of Virginia, and the District of Columbia, which contains the FAA's finding that no historic properties would be affected by permanent implementation of the amendment pursuant to 36 CFR 800.4(d); and 3) radar track data depicting where aircraft fly under the temporary amended procedure compared to the unamended procedure.

The FAA's public comment period will run from February 27, 2020 until March 30, 2020. Comments from the public can be submitted electronically by accessing the projects electronic mailbox:9-ATO-DCA-HOLTb-SID-Comments@faa.gov or by accessing the the following website:
https://dev-www.faa.gov/air_traffic/community_involvement/dca_p56/. An electronic copy of the documents referenced above can be accessed at the website above. Comments can also be physically mailed to: Federal Aviation Administration, ATTN: AJV-E25, 1701 Columbia Avenue, College Park, GA 30337 .