



HOPE HALLECK
CLERK TO THE
COUNTY BOARD

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September 4, 2015

Mr. Terry Biggio
Vice President of Air Traffic Services
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Mr. Carl E. Burleson
Deputy Assistant Administrator of Policy, International Affairs, and Environment
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Mr. Biggio and Mr. Burleson:

On behalf of the Arlington County Board, thank you again for your participation in our June 18, 2015 community meeting regarding aircraft noise. I appreciate the briefing you provided to our residents and your willingness to work in partnership with Arlington County and other local governments in the region to address this quality of life issue. I believe the meeting was quite successful, and I look forward to continuing to work with you.

As you no doubt heard at the community meeting, aircraft noise has become an increasingly significant quality of life issue for many of our residents. Contributing to the frustration in our community is the lack of understanding of what actions are driving the changes being felt "on the ground." The lack of a robust and meaningful dialogue to date has prevented us from understanding the requirements for airport operations, how noise from aircraft operations is created and measured, and identifying what steps may be taken by all stakeholders to reduce and mitigate the impacts.

The Community Meeting held on June 18th was an important first step in providing for more inclusive conversations moving forward. I appreciated your guidance regarding a multi-jurisdictional regional forum for a discussion of airport operations and noise-related concerns. We look forward to participating with you in the Reagan National Airport Community Working Group.

Finally, as discussed at the conclusion of our meeting, the County has received a number of questions from Arlington County residents regarding aircraft noise. In some instances, our residents have not been able to obtain an adequate response, and they are therefore seeking our assistance. Enclosed please find a list of questions we have received to date. As we receive additional questions from our residents, we will forward these concerns along to you for your response. In order to keep our residents informed on these issues, the County has created a [webpage on aircraft noise](#), and we will make your responses publicly available through that site.

Again, thank you for your commitment to working together with Arlington County and our neighboring jurisdictions on this important issue. As I serve as the County Board liaison for airport matters, I look forward to working closely with you on behalf of my colleagues and the Arlington community. Should you or your staff have any questions, please feel free to contact me or Brian Stout in the Arlington County Manager's Office at any time.

Sincerely,

A handwritten signature in cursive script, appearing to read "Libby".

Libby Garvey
Board Member

Enclosure

CC: Metropolitan Washington Airports Authority

Questions from Arlington County Residents to the Federal Aviation Administration Regarding Airport Operations and Aircraft Noise at Reagan National Airport

Follow-Up to June 18, 2015 Community Meeting

Measuring noise levels

1. Can the FAA please provide per neighborhood (or per census block) estimates of the number of aircraft noise events above 60 decibels and the number of minutes of aircraft noise above 60 decibels that Arlington neighborhoods within 2 miles of flight tracks were exposed to per average day in 2010 and 2014? Ditto per average night (10 PM to 7 AM). Can the FAA also estimate how long it will take to produce these estimates? We believe it is straightforward to produce these estimates using the FAA's [Aviation Environment Design Tool](#) and that some of these estimates will be produced for use in the 2-year noise exposure-annoyance study that is getting underway.

Aviation Noise Impacts Research Roadmap

1. The FAA Office of Environment and Energy reported recently that the FAA's [Aviation Noise Impacts Research Roadmap](#) has been updated since 2011 but the updates have not been cleared for public release. When will the updated roadmap be released to the public? Will FAA be offering any community or public briefings related to the release of the updated roadmap?

Arrival Procedures during South Flow Operations

1. Why has the FAA not developed an arrival procedure for south flow operations to Runway 15 and Runway 33 that tracks the Lazir departure procedure? Is it possible to do so? Based upon information provided by the FAA, it would appear that a procedure that more closely tracks that flight path would be achievable regardless of the Flight Management System in the cockpit.

Departure Procedures

1. Can the FAA please provide copies of the previous iterations of the National and Lazir procedures?
2. Can the FAA provide copies of all FAA-approved departure procedures utilized at DCA in North flow operations dating back to 1995? If the procedures themselves are not available, a summary of the procedure, including minimum altitudes and heading.
3. Can the FAA provide copies of all FAA-approved arrival procedures utilized at DCA in South flow operations dating back to 1995? If the procedures themselves are not available, a summary of the procedure, including minimum altitudes and heading.
4. For those flights utilizing the National procedure, is it possible to determine the average lateral distance from the procedural center line – the DCA328 radial? Can the FAA please provide this information for a 30 day period?

5. Data retrieved from the WebTrak system for DCA has shown many flights departing on the Lazir procedure at a higher altitude than many flights utilizing the National procedure, resulting in much higher noise levels for National procedure departures. Given the substantial impact on noise that vertical positioning can have, would the FAA be willing to evaluate the National procedure to institute a higher climb rate?
6. Further, similar to the work being done on the Lazir procedure, can the FAA undertake an effort to make further refinements to the National procedure, potentially assessing the feasibility of a more easterly procedural centerline?
7. If all parties agree that the Lazir procedure is the most desirable, what options exist to encourage, incentivize or require pilots to utilize that procedure?
8. Can the FAA provide quarterly updates of LAZIR Five usage counts as a percent of total departures on runway 1 + [equipage levels](#) (per airline at DCA) that are relevant for using the LAZIR Five + a brief summary of developments that affect implementation of the LAZIR Five starting with the 3 months ending June 30, 2015?
9. North flow operations are considerably noisier for most Arlington neighborhoods. We understand that the direction of flow is mainly determined by wind and weather conditions and that in calm winds or relatively calm winds, efficiency considerations may come into play. Can the FAA provide counts of north flow operations and south flow operations for 2010, 2011, 2012, 2013, 2014 and 2015 to-date?

Part 150 Noise Study

1. Given that there have been significant changes to some of the inputs to the Integrated Noise Model used to generate DNL contours, such as fleet mix, runway use, number of aircraft operations by time of day, what is the FAA's position regarding an update to the 2004 Part 150 Noise Study?
2. What is the process for securing federal funding for such an update?