



HOPE HALLECK
CLERK TO THE
COUNTY BOARD

ARLINGTON COUNTY, VIRGINIA OFFICE OF THE COUNTY BOARD

2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
(703) 228-3130 • FAX (703) 228-7430
E-MAIL: countyboard@arlingtonva.us



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September 4, 2015

Mr. Jack Potter
President and Chief Executive Officer
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, DC 20001-6000

Ms. Margaret McKeough
Executive Vice President and Chief Operating Officer
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, DC 20001-6000

Dear Mr. Potter and Ms. McKeough:

On behalf of the Arlington County Board, thank you again for your participation in our June 18, 2015 community meeting regarding aircraft noise. The Metropolitan Washington Airports Authority (MWAA) has been a wonderful partner with Arlington County through the years. I have no doubt that you share the County's goals of providing for safe and efficient operations of our air traffic network while also minimizing the impact on surrounding communities and I look forward to continuing to work with you on this important issue.

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 County Board is pleased that MWAA, the Federal Aviation Administration (FAA) and the airlines recognize these concerns, as evidenced by your proposal to establish a Reagan National Airport Community Working Group. We look forward to participating fully in this effort. The County Board will designate the two individuals that will represent Arlington County on this

Working Group in the coming weeks and will provide you with their contact information, as requested.

Finally, as discussed at the conclusion of our meeting, the County has received a number of questions from Arlington County residents on this issue and they are seeking our assistance in obtaining answers to them. 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 wonderful partnership with Arlington County. As I serve as the County Board liaison for airport matters, I look forward to continuing to work closely with you on this important issue on behalf of my colleagues and the Arlington community.

Sincerely,

A handwritten signature in black ink, appearing to read "Libby", with a large, elegant flourish at the end.

Libby Garvey
Board Member

Enclosure

CC: Mr. Terry Biggio, Federal Aviation Administration
Mr. Carl Burleson, Federal Aviation Administ

**Questions from Arlington County Residents to the Metropolitan Washington
Airports Authority Regarding Airport Operations and Aircraft Noise at
Reagan National Airport**

Follow-Up to June 18, 2015 Community Meeting

Departure Procedures

1. Of the total operations in calendar year 2014, and from January 1, 2015 to June 30, 2015, how many flights departed from Runway 1 or Runway 33 to the north?
2. For the same date ranges, how many flights, either exact numbers or a percentage, utilized the National procedure vs. the Lazir procedure?

Equipage Rates

1. What are the aircraft models, by carrier, that are operating out of DCA?
2. What percentage of flights operating out of DCA, per carrier, have the necessary technology in their Flight Management Systems in order to utilize the Lazir procedure?

Noise Levels and Monitors

1. Can MWAA provide Arlington with access to raw data collected at the Rosslyn, Chain Bridge, Georgetown and Palisades monitors back to 2010 + a brief description of the data and how it is used to produce noise reports?
2. What is the cost of and approval process for installation of additional noise monitors in those areas of the County experiencing aircraft overflights to the west of the Rosslyn noise monitor?
3. 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 MWAA's position regarding an update to the 2004 Part 150 Noise Study?
4. Does MWAA or its consultants have the capability to produce the "number above" and "time above" estimates requested under "Measuring noise levels" in the follow up questions for the FAA? How much would MWAA's consultants charge to produce these estimates? If MWAA's consultants cannot produce these estimates, can MWAA sign an agreement with Arlington that authorizes Arlington to contract with a third party to produce these estimates using flight track data, fleet mix data and operations data maintained by MWAA and its contractors?

5. Can MWWA or its consultants provide the following information about fleet composition and operations for use in estimating changes in noise levels? If tabulation is a problem, raw data are fine (aircraft type, year, operations) + (aircraft type, takeoff noise rating)?

Takeoff noise rating at 6,500 meters from start of takeoff roll in decibels (dB)	2010 ops	2011 ops	2012 ops	2013 ops	2014 ops
59 or less	###,###	###,###	###,###	###,###	###,###
60 to 63	###,###	###,###	###,###	###,###	###,###
64 to 66	###,###	###,###	###,###	###,###	###,###
67 to 69	###,###	###,###	###,###	###,###	###,###
70 to 72	###,###	###,###	###,###	###,###	###,###
73 or more	###,###	###,###	###,###	###,###	###,###
Total ops	271,097	281,770	288,176	292,656	283,180

Note: 3 decibel ranges are requested because this is approximately the range that humans can distinguish between in terms of loudness. Source for total ops is [MWWA](#).

7. [According to the FAA](#), “the Passenger Facility Charge (PFC) Program allows the collection of PFC fees up to \$4.50 for every boarded passenger at commercial airports controlled by public agencies. Airports use these fees to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition”. What was the dollar amount of PFC charges collected at Reagan National Airport in 2014? Approximately how much of this was spent on actions that produced measurable noise reductions? What was the measurable reduction? Can a portion of this revenue be used to produce “number of events above” and “time above” estimates as described in question #1 for Carl Burluson?
8. Is there any precedent for making a fraction of PFC revenue available to local governments to finance staff resources needed to manage aircraft noise within the context of federal guidelines?

