

Arlington County and Montgomery County (Maryland) jointly release Request for Proposals (RFP)

Arlington County and Montgomery County, Maryland, have jointly released a Request for Proposals (RFP) for consulting services in support of a study of aircraft noise proximate to Reagan National Airport. [The RFP \(20-042\) can be viewed online.](#)

Responses are due by 10:00 AM on November 13, 2019.

Representative Don Beyer to Host Community Meeting on Helicopter Operations in the NCR - January 16, 2018

Representative Don Beyer will host a community forum with officials from the Department of Defense (DOD) on the issue of helicopter noise in the National Capital Region on January 16, 2018. Rep. Beyer has been a forceful advocate for Arlington County and the surrounding jurisdictions on this issue. Rep. Beyer was successful in having language included in Section 1073 of the Fiscal Year 2017 National Defense Authorization Act (NDAA), signed into law in December 2016, directing DOD to study ways to mitigate noise from military helicopters in the region.

This forum will provide an opportunity for Arlington residents and others to hear about the results of the study and next steps. Join us!

Rep. Beyer Meeting on Military Helicopter Operations

Tuesday, January 16, 2018

7:30 p.m. - 9:00 p.m.

Abingdon Elementary School

3035 South Abingdon Street

Arlington, VA 22206

Board Member John Vihstadt Appointed to N.O.I.S.E. Executive Committee

Arlington County Board Member John Vihstadt has been selected to serve as the Secretary of the National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.). N.O.I.S.E., an affiliate of the National League of Cities, is a national organization composed of local elected officials committed to reducing the impacts of aviation noise on communities across the country. [More information about the activities and advocacy efforts of N.O.I.S.E. can be found on their webpage.](#)

Federal Legislative Update

- **Reauthorization:** The Federal Aviation Administration (FAA) is currently operating under a short-term authorization extension, which will expire on October 1, 2017. The FAA authorization bill is the vehicle for setting authorized funding levels and aviation policy nationwide. The House Transportation and Infrastructure Committee recently announced their intent to complete action in the House of Representatives on the bill by the end of July. Arlington County, and our partner jurisdictions in the National Capital Region, has long supported the Metropolitan Washington Airports Authority's (MWAA) efforts to oppose further changes to the slot and perimeter restrictions at Ronald Reagan National Airport and we will continue to do so through this year's authorization process. The Washington Metropolitan Area Congressional Delegation recently [sent a letter](#) to the House and Senate Committees of jurisdiction on this topic.
- **Appropriations:** Thank you to Representative Don Beyer for joining with his colleagues on the Congressional Quiet Skies Caucus to request funding in federal Fiscal Year 2018 for health studies on the impacts of aircraft noise on communities and for the inclusion of language directing the FAA to utilize alternative noise metrics in assessing and addressing community concerns with aircraft noise. [Read a copy of the letter here.](#)

Arlington Welcomes FAA Move on Proposed Northbound Departure Procedures Changes at Reagan National Airport

On January 5th, the FAA issued a statement saying it “has decided to discontinue its work on the departure procedure from Washington Reagan National Airport known as Lazir B and to cancel its implementation. The decision follows a review of public input, including comments gathered at community meetings, inquiries from political leaders and the public, and discussions in citizens’ advisory forums. The FAA will continue to support the efforts of the DCA Community Noise Working Group.”

Arlington remains committed to working with all stakeholders to address the issue of aircraft noise, County Board Chair Jay Fisette said.

“There was a lot of concern in our community that the proposed changes not only did not address the underlying noise problem in the region resulting from the implementation of Next Generation Air Transportation System (NextGen), but could actually increase overflights and noise impacts in Arlington,” Fisette said. “Many residents told us they opposed these changes, and many made their voices heard to the FAA during the public comment period. We look forward to continuing to work closely with the FAA, MWAA (Metropolitan Washington Airports Authority), our neighboring jurisdictions and others to more fully understand what is causing increased noise exposure and noise complaints in all of our communities, and to identify and analyze reasonable

steps that can be taken to reduce and/or mitigate it. This is an important quality of life issue for residents of our region and we must all work together to address it.”

The FAA began the process of changing the northbound departure procedures in January 2015, in an effort to increase the distance between departing aircraft and the prohibited airspace known as P-56, and to mitigate noise issues on both sides of the Potomac River by maximizing flight time over the water. The [Reagan National Community Noise Working Group](#) endorsed the FAA moving forward on these changes on December 10, 2015. The FAA published the proposed changes, known as Lazir B, for public comment in September 2016, and conducted a series of community outreach sessions in Virginia, Washington, D.C., and Maryland.

Materials from the community outreach sessions are available [here](#).

Read a copy of the [Arlington County Board's comments](#).

Read a copy of the [consolidated comments received by the FAA](#).