

Community Working Group Briefing

July 23, 2020



LOCKRIDGE
GRINDAL
NAUEN
P.L.L.P.
Attorneys at Law



BRIEF BACKGROUND

- First Part 150 study completed in 1989 - Recommendations included putting arrivals and departures within the Potomac and Anacostia River Corridors
- Repeated in 2004 Part 150 Study Recommendations
- Focus has been leveraging the river corridors with lower residential density
- Is this the “MOST FAIR” approach?



SEEKING “FAIRNESS” IN FLIGHT PROCEDURE DESIGN

- Seeking input from the Community Working Group and General Public
 - North of Airport Committee – July 22, 2020
 - Community Working Group Meeting – July 23, 2020
 - Community Workshop – August 17, 2020
- The **procedure design philosophy** will be selected based on this input.



POTENTIAL DESIGN PHILOSOPHIES

- 01 Center flights within Potomac River corridor

- 02 Base flight path on land-uses

- 03 Base flight path on population densities

- 04 Base flight path on total population

- 05 Combination of approaches

- 06 Other ideas or suggestions?

NORTH OF AIRPORT WORKING GROUP RECOMMENDATIONS (1)

Tiered / Prioritized Approach

Priority

Flight paths over compatible areas with the least impact on people such as portions of the Potomac River, non-residential areas, other uninhabited areas, and commercial/industrial areas (i.e. Central Intelligence Agency and the Naval Surface Warfare Center).

Where residential and noise-sensitive areas cannot be avoided, design the flight procedures to share the noise burden.

Consideration #2: Design flight procedures that limit the exposure to any one area so that any one community isn't unfairly burdened with an entire region's worth of overflights.



NORTH OF AIRPORT WORKING GROUP RECOMMENDATIONS (2)

Consideration #3: Design flight procedures that minimize noise exposure to the communities exposed to the highest noise levels (for example straight out climbs vs. turning aircraft). Closer to the runway track variability may not be feasible, and consistent with minimizing the noise exposure to the communities exposed to the highest noise levels.

Consideration #4: Design flight procedures to avoid heavily populated areas.

Consideration #5: Where there are no compatible areas, where track variability isn't operationally feasible, and where population density isn't a decision point, consider historical (pre-2015) flight tracks in recognition of the fact that people purchased their homes based on long standing flight patterns until they were drastically changed by Metroplex and other initiatives.



DISCUSSION



NEXT STEPS

- Component 1 (Baseline) Completed: July 31, 2020
- **Public Workshop/Project Kick-Off: August 17, 2020 6:30 PM – 8:00 PM**
- Community Survey to follow workshop
- Results compiled and included in NOA and CWG briefings
- Final design philosophy/priorities selected (by CWG)



- Procedure designs initiated

THANK YOU!

LOCKRIDGE
GRINDAL
NAUEN
P.L.L.P.

Attorneys at Law

