

May 28th Community Working Group Meeting:
Overview of Work Plan by Consultants



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



Our Team

ABCx2 is an award-winning team with a unique combination of talent. The knowledge, skills and abilities ABCx2 offers represents decades of Air Traffic Control, Airspace and Flight Procedure Design, Airport Operations and Aircraft Noise Mitigation experience with a focus on serving communities, which is uncommon in the field.

We are capable of providing solutions to airport noise issues through community and industry engagement and providing end-to-end support from baseline analysis to strategy development to implementation and post-implementation monitoring.

Key Personnel:

- Jim Allerdice
- Jason Schwartz
- Tim Chambers
- Katrina Jenson
- John-Paul Clarke



Our Team

Vianair is the developer of the first-of-its-kind Airspace Information Model (AIM), the next generation platform for airspace design and planning.

AIM enables airport authorities, airlines, and air navigation service providers in the U.S. and worldwide to more efficiently plan, design, and manage airspace and airports systems.

Key Personnel:

- Stavros Sidiropoulos
- Anastasios Aslidis

Our Team

The Lockridge Grindal Nauen Aviation Policy Group, a sub-practice of Lockridge Grindal Nauen P.L.L.P., is comprised of an experienced team of government relations and aviation policy specialists, with a focus on community-impacts of airport noise. Our team has experience working on behalf of airport-adjacent communities to create support and focused strategies for achieving a broad set of legislative, regulatory, and community-relations goals.

Key Personnel:

- Emily Tranter
- Robert Sherman

Component 1: Baseline Assessment

The goal of the Baseline Assessment will be to understand conditions prior to and following implementation of NextGen/Performance Based Navigation (PBN) procedures at DCA.

The analysis will include:

- Airspace
- Flight procedures
- Flight track/flight path data
- Noise exposure
- Population data.

Historical analysis will include review of:

- Key environmental factors
- Airport master plans
- Environmental assessments and Part 150 studies.

The analysis will also include flight track data (including aircraft identification) for 2014 and 2019 to identify and depict flight corridors at DCA for jet arrivals and departures as derived from the DCA Airport Noise and Operations Monitoring System (ANOMS), noise monitor data and noise complaint data.

Component 2: Evaluation & Analysis

The Contractor will develop and evaluate and analyze alternatives, including new or modified flight procedures, to reduce the community exposure to aircraft noise.

The analysis of mitigation strategies will include, but not be limited to:

- Community noise exposure levels resulting from select PBN versus legacy flight procedures.
- Historic and current north flow and south flow airport operations split and the costs, benefits and feasibility of a 50/50 balance between north flow and south flow.
- Preferential and rotational runway use programs.
- Flight procedure designs to minimize/avoid overflight of residential and noise-sensitive areas.
- Opportunities to reduce concentration of low-altitude operations over residential areas.
- The merits of the current MWWA-stated goal of “maximizing flight time over water” as a means of achieving noise reduction and mitigation, relative to other alternatives.
- Track and waypoint adjustments along departure and arrival procedures, including the north-flow departure procedures.
- Noise tradeoffs of altitude and thrust, climb rate and speed.
- Analysis of the opportunities for noise reduction associated with optimized departures and optimized profile descents.
- The feasibility of raising altitudes on arrival procedures and the potential noise impacts along the arrival corridor.
- The feasibility of re-creating dispersion along a departure and/or arrival corridor utilizing one runway.
- Identification of refinements to existing procedures to minimize overflight of noise sensitive areas and, where able, maximize overflight non noise-sensitive areas such as major bodies of water, industrial areas, etc.

Component 3: Community Engagement

To gain regional support for any identified alternatives, it is important for communities to understand the noise impacts and benefits. Our team will play a central role in fostering community engagement by:

- Developing and maintaining a project website
- Creating content for the Counties' social media platforms

As the project progresses, the website will be used to demonstrate potential mitigation alternatives, including notional flight procedures, and provide the opportunity for residents to ask questions and to provide input.

Our team will also engage in:

- Community workshops
- Public forums
- Assisting County officials as they maintain ongoing communication with the community

Component 4: FAA Engagement & Advocacy

Because of our background working for and with the FAA, our team is well-equipped to engage directly with the FAA both inside and adjacent to the Performance Based Navigation Implementation Process.

We will work closely with the Counties' Community Working Group ("CWG") delegations to ensure they are equipped to engage with the Federal Aviation Administration ("FAA") on matters under consideration by the CWG and proposal details. Our air traffic and airspace experts will attend:

- Meetings with the FAA to discuss flight procedures developed during Component II
- North of Airport Committee of the CWG ("NOA") meetings and CWG to provide study updates and findings and to help craft NOA and CWG recommendations for the flight procedures developed during Component II efforts



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