

**Arlington County and Montgomery County
DCA Aircraft Noise and Mitigation Study
Community Questionnaire Summary of Findings
October 2020**

Background

- Questionnaire open for web responses from August 21, 2020 to September 21, 2020
- Ten (10) questions over eight web pages
- Self-selecting responses (convenience sample)

Summary of Findings

Location of Residence and Level of Noise Disruption

- 1,640 unique responses
- 97.5 percent response rate on home ZIP code
 - Respondents from Maryland: 59.8 percent
 - Respondents from Virginia: 30.5 percent
 - Respondents from District of Columbia: 9.2 percent
 - Respondents from outside of region: 0.5 percent.
- Most respondents have been in their home for ten years or more, meaning they have experienced aircraft noise levels both pre-and post-NextGen.
- Most respondents report both outdoor and indoor aircraft noise to be disruptive (4.1 on a 1 to 5 scale for outdoor noise, 3.5 for indoor noise) and report greater noise levels over the last 4 to 5 years.
- Most respondents find both arrivals and departures to be equally disruptive and find the early morning between 5 AM and 8 AM to be the most disruptive time of day.

Priorities for Flight Procedure Design

- Most respondents' top ranked priorities for flight procedure design are:
 - Design flight paths so noise exposure is shared equitably among all communities so that no communities experience all of the noise for the entire region (first for Priority 1)
 - Design flight paths over the Potomac River corridor to maximize time over water (second for Priority 1)
 - Design flight paths to avoid areas of highest residential density (third for Priority 1)
 - Design flight paths to avoid areas of highest residential density (first for Priority 2)
 - Design flight paths so noise exposure is shared equitably among all communities so that no communities experience all of the noise for the entire region (second for Priority 2)

- Design flight paths over the Potomac River corridor to maximize time over water (third for Priority 2)
- Design flight paths based on the nature of land use considering non-aircraft ambient noise levels (first for Priority 3)
- Design flight paths to avoid areas of highest residential density (second for Priority 3)
- Design flight paths so noise exposure is shared equitably among all communities so that no communities experience all of the noise for the entire region (third for Priority 3)

Priorities for Noise-Sensitive Land Uses

- Most respondents' top ranked priorities for noise-sensitive land uses to avoid in flight procedure design are (in ranked order): residential areas, schools, outdoor spaces, and historic areas.
- Most respondents' top ranked priorities for flight procedure design and noise-sensitive land uses do not vary greatly when cross-tabulated by home location (DC/MD/VA)

Results of Findings

The questionnaire results have informed and help guide the development of a Procedure Design Priorities document approved by the MWAA Community Working Group (CWG) North of Airport Committee and by the full CWG.