



## MEETING SUMMARY

### North of Airport Committee DCA CWG

October 15, 2020, 6-8 PM EST Virtual

#### Meeting Attendees

- Ken Hartman Espada, Montgomery County staff
- Janelle Wright, Montgomery County
- Rich Roisman, Arlington County staff
- Jason Schwartz, Chief Consultant for Airports, Environment and Community, ABCx2
- Bill Noonan, Montgomery County
- Jim Allerdice, Chief Consultant for Terminal Operations, Managing Partner, ABCx2
- Richard Hinds, DC
- Jim Phelps, Fairfax
- John-Paul Clarke
- Don Crockett, DC
- Ken Buckley, DC
- Paul Janes, DC
- Tim Chambers, ABCX2
- Emily Tranter, Lockridge Grindal Nauen
- Vince Spinner, Lockridge Grindal Nauen

#### Welcome/Introductions

- Ken Hartman opened and welcomed the group.

#### General Updates

- NoA Guiding Principles for Equitable Flights Procedure Design
  - Ken Hartman shared the NoA Guiding Principles for Equitable Flights Procedure Design document.
  - Janelle Wright discussed the introduction to this document and edits that were made to it. The introduction was added so that community members could understand the working groups thought process in developing this document.
  - They added an introduction. The word “flight” was added to the title. They also added the full name to CIA.
  - Bill Noonan made the motion to adopt the NoA Guiding Principles and Ken Buckley seconded the motion.
  - The ayes were unanimous, there were no nays and no abstentions.

- This is approved and needs the full CWG's approval now.

### **Survey and Study**

- Survey update:
  - Rich indicated there is no written results from the survey results currently.
  - Ken Hartman asked Rich if we can provide a 1-2 page executive summary document that highlights the results of the survey.
  - Once Rich has a full written report it will go to the working group website.
  - Rich will circulate this executive summary again tomorrow.
- Study update:
  - Mr. Allerdice discussed website updates and what the vision was. He shared the address in the zoom chat.

### **TAA Discussions**

- Mr. Allerdice gave an overview of TAA discussions with FAA.
  - Mr. Allerdice then gave an overview of testing objectives.
  - We will try to do a 180-day test.
  - On the first day you will not see a dramatic noticeable difference, but by the end of the first 90 days, Mr. Allerdice recommends that we do a reevaluation at this point with the community and the FAA to see if they have noticed a safety issue or anything, at which point we could revisit the test.
  - The document is trying to describe to the FAA and the TAA what this committee has been discussing to date.
  - Mr. Allerdice requested that committee members respond with edits within the next week before they give a final document to the CWG.
  - Ms. Wright suggested an edit to take out the part about Multiple Approach Concept.
  - Ms. Wright also asked if this could help with spacing and sequencing, because RNAV can be constraining. She recommended that a sentence be included in the document about this.
  - Mr. Allerdice discussed how if you give options for flight paths, flight controllers will find ways to create efficiency.
  - Mr. Hartman said that we should include the phrase "potential to" because that is what the test is trying to determine.
  - Mr. Noonan asked about this line as well.
  - Ms. Wright suggested that it would be good to know what requests are made for data before we begin the testing.

- Mr. Allerdice answered technical questions about how to get better results and what the point of testing new paths is. He shared a diagram of the flight path regarding flight approaches.
- Request for TAA Concept Test Proposal
  - Mr. Hartman brought up the Request for TAA Concept Test document.
  - Mr. Allerdice requested that everyone look through this document and send back tracked changes with all suggested edits.
  - Mr. Hartman read the four test parameters that the document enumerates.
  - Paul Janes made a motion to present the paper to the full committee.
  - Richard Hinds seconded
  - The ayes were unanimous, there were no nays and no abstentions. The motion was approved.

### **Question and Comments**

- Richard Hinds said that Mr. Allerdice needs to consider how to incorporate this into the greater proposal to the FAA.
- Mr. Allerdice said if we want to start at DARIC and eliminate FERGI, that is where we will get push back from the FAA. But there may be alternatives.
- Mr. Allerdice said even if everything was perfect today and we submitted this to the FAA, it will take 2-3 years to get this published.
- Mr. Allerdice requested tracked changes to the document be made and returned by Monday, October 19.
- Janelle made a motion to approve the four parameters subject to the next step.
  - Jim Phelps seconded it.
  - The ayes were unanimous, there were no nays and no abstentions. The motion was approved.

### **Next Steps**

- Mr. Allerdice sent some dates out earlier for five 2-hour working sessions.
- November 10<sup>th</sup>, 12<sup>th</sup>, and 19<sup>th</sup> for the initial three.
- The 10<sup>th</sup> would be an orientation to their design and what they have come up with. Also, an overview of the rules.

- 12<sup>th</sup> and 19<sup>th</sup> would be two working sessions.
- After this, Mr. Allerdice said they will come back and take a temperature check. Then if everyone is happy with where they are at this point, they will present it to Matt Fisher, and ask him if he sees anything that is unpalatable.
- The following meetings will be in the first couple of weeks of December.
- That way we get the designs finalized before the holidays and then come back in February to the CWG with the final proposed design to submit to the FAA.