

## Part 150: Records of Approval

### Washington National Airport, Washington, D.C./Virginia

Approved on 7/2/97

Statements within the program measures below summarize as closely as possible the airport operator's recommendations contained in the Noise Compatibility Program (NCP). The Statement within the summaries preceding the indicated Federal Aviation Administration (FAA) action of approval, disapproval or other determination, do not represent the opinions or decisions of the FAA. The page numbers cross-reference the submitted document.

The approvals listed herein include approvals of actions that the Metropolitan Washington Airport Authority (MWAA) recommends be taken by the FAA. The approvals indicate only that the actions would, if implemented, be consistent with the purpose of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

#### RECOMMENDED PROGRAM MEASURES

The Sponsor's adopted program consists of 11 measures. These measures were adopted following public review and comment on the recommended program described in Chapters V and VI. Some of the recommended measures were modified after consideration of public comments. The following list of adopted measures describes each measure and its development, and can be found in Chapter VIII of the NCP.

##### 1. Noise Abatement Measures

NA1. Fleet Mix Goal. Recommended Measure No. 2, page V-5,

V-32. Establish a non-regulated timetable for progressively increasing the proportion of the quiet, new technology Stage 3 aircraft through discussions with the airlines operating at DCA.

Noise exposure maps clearly demonstrate the value of an all Stage 3 fleet mix at DCA (see Attachment 1). DCA is uniquely located with respect to cultural resources of national and international significance. Currently, the DNL 65 noise contours for DCA encompass the Lincoln and Jefferson Memorials and portions of Capitol Mall, Arlington National Cemetery, and Historic Old Town Alexandria (founded in 1749). In addition to the reduction in population exposed to DNL 65 or higher, the elimination of Stage 2 operations at DCA would remove all of these cultural resources from the DNL 65 noise contour (see Attachment 1). Consideration of airline inventories and acquisition schedules indicated that most if not all air carrier operations at DCA could reasonably be conducted by Stage 3 aircraft sooner than the end of the decade. Accordingly, the Fleet Mix Goal was revised to eliminate Stage 2 operations by the end of 1998.

The Fleet Mix Goal is reasonably attainable through the voluntary efforts of the air carriers. Given the importance of attaining an all Stage 3 fleet at DCA, it is necessary to provide a mechanism for

assuring the timely attainment of an all Stage 3 fleet. Thus, the adopted program establishes a phase-out schedule which, if not met, could result in regulatory action. The Metropolitan Washington Airports Authority's rule-making process (see Appendix E) would apply in the event that regulatory action becomes necessary. This process adequately provides for participation by all potentially concerned interests. The exact nature of any resulting regulation, should regulation be deemed necessary to ensure a timely phase-out of Stage 2 operations, will be tailored to address the circumstance underlying the non-attainment of the minimum annual percentage of Stage 3 operations. Any action pursued by the Authority to facilitate the phase-out of Stage 2 operations would have to satisfy applicable FAA review processes including the provisions of FAR Part 161, Notice and Approval of Airport Noise and Access Restrictions.

FAA ACTION: Approved as a voluntary measure. Any enforcement of, or penalty associated with, this voluntary phase-out schedule would constitute a mandatory noise or access restriction subject to the applicable requirements of the Airport Noise and Capacity Act of 1990 and implementing regulations of 14 CFR Part 161, and may raise grants compliance issues and issues under Federal law.

**NA2. Fleet Mix Goal for Evening Hours.** Recommended Measure No. 2, page V-5, V-36. After consideration of comments received from the public, the fleet mix goal measure recommended in Chapter V was modified to reflect the MWAA Resolution No. 90-13 (adopted May 2, 1990, reprinted in Appendix D) to include separate provisions for a fleet mix goal for evening hours, as follows:

- a. That it is the Authority's goal that all air carrier operations at DCA scheduled between 8:00 p.m. and 10:00 p.m. be conducted with Stage 3 aircraft by the end of 1996;
- a. That if at the end of 1991 or at any time thereafter the percentage use of said Stage 3 air carrier aircraft at DCA is not at a level sufficient to assure that the 1996 goal will be met, the Authority shall initiate regulatory action in accordance with Exhibit A in Appendix D, page D-3.

FAA ACTION: Approved as a voluntary measure. Any enforcement of, or penalty associated with, this voluntary nighttime noise goal that was not in place prior to October 1, 1990, would constitute a mandatory noise or access restriction subject to the applicable requirements of the Airport Noise and Capacity Act of 1990 and implementing regulations of 14 CFR part 161, and may raise grants compliance issues and issues under Federal law.

**NA3. Delayed Gear and Flap Extension in VFR Conditions.** Recommended Measure No. 10, page V-16, V-36. Encourage airlines to delay gear and flap extension as long as possible, in accordance with ATA Operations Manual Procedure OPS-8 and current common practice.

Lower thrust settings used for the portion of the approach beyond 3 miles from the airport would reduce single-event noise levels by 2-4 dBA for areas along the Potomac River north and south of the airport. The procedure is voluntary and would not be required in conditions of reduced visibility or when operational requirements dictate otherwise.

FAA ACTION: Approved as a voluntary measure.

**NA4. Monitor Conformity to Existing Departure Profile.** Recommended Measure No. 14 Page V-21, V-36. Establish a regular program of monitoring and reporting conformance with the existing departure profile discussed in Chapter II. Work toward achieving maximum feasible conformance with that existing profile.

Monitoring conducted during the 1983-84 "Scatter Plan" test indicated that conformance to the DCA departure profile was approximately 19 percent. Figure V-2 shows the potential benefits of optimal conformance with those procedures. Although the airport legally cannot require any individual flight to conform to a particular departure profile, it is possible to strongly encourage compliance through various means such as publicity.

FAA ACTION: Approved as a voluntary measure.

**NA5. Monitor Flight Track Conformity.** Recommended Measure No. 18, Page V-26, V-36. Establish a regular program of monitoring and reporting conformance with the existing flight corridors, as described in Chapter II. Work to maintain conformance to existing flight corridors. This measure requires an extensive noise monitoring system in order to develop the data necessary to support analysis and identify potential improvements. The Authority has installed new monitoring equipment.

Significant single-event noise level reduction. Conformance to existing flight tracks generally is good at present. Measure would ensure continued conformance.

FAA ACTION: Approved as a voluntary measure.

## 2. Land Use Measures

### **Preventive Measures**

**LU1. Amend Comprehensive Plans and Zoning Maps to Promote Compatible Land Uses.** Recommended Measure No. 1 Page VI-4. Amend local zoning ordinances, plans and maps to permit only compatible land uses in specified airport noise zones.

FAA ACTION: Approved

**LU2. Airport Noise Overlay Zoning.** Recommended Measure No. 2, page VI-5. Amend zoning ordinances and plans to incorporate specified sound insulation requirements for airport noise zone. Performance standards associated with overlay zones would ensure that infill development or substantial reconstruction would provide acceptable interior noise levels.

FAA ACTION: Approved for replacement, in-fill development, and building additions. FAA does not recommend the development of new residential construction within the DNL 65dB contour, even with sound attenuation incorporated into the initial construction. It is noted, however, that the NCP indicates any new residential construction would be either infill housing or substantial reconstruction.

**LU3. Amended Building Codes to Require Soundproofing.** Recommended Measure No 3, page VI-6. Amend building codes to require soundproofing for construction in airport noise zones to specified interior noise levels.

FAA ACTION: Approved

**LU4. Disclosure of Noise Levels Prior to Contract for Sale or Lease.** Recommended Measure No. 4, page VI-7. Requires disclosure of aircraft noise levels and their meaning to purchasers or renters prior to time of contract or title transfer for residential property.

FAA ACTION: Approved

**LU5. Establish Airport Noise Information Program.** Recommended Measure No. 5, page VI-8. Airport would widely publicize noise levels, airport policies and abatement actions to the general public, developers, financial institutions, realtors and leasing agents.

FAA ACTION: Approved

#### **Corrective Measures**

**LU6. Soundproofing Noise-Sensitive Public Buildings.** Recommended Measure No. 11, page VI-10. Funding for soundproofing of schools, hospitals, or other noise-sensitive public buildings in specified noise zones.

FAA ACTION: Approved