

Proposed Changes for Capital Area Airports

Presented to: District of Columbia,
Maryland and Virginia
Congressional Delegations

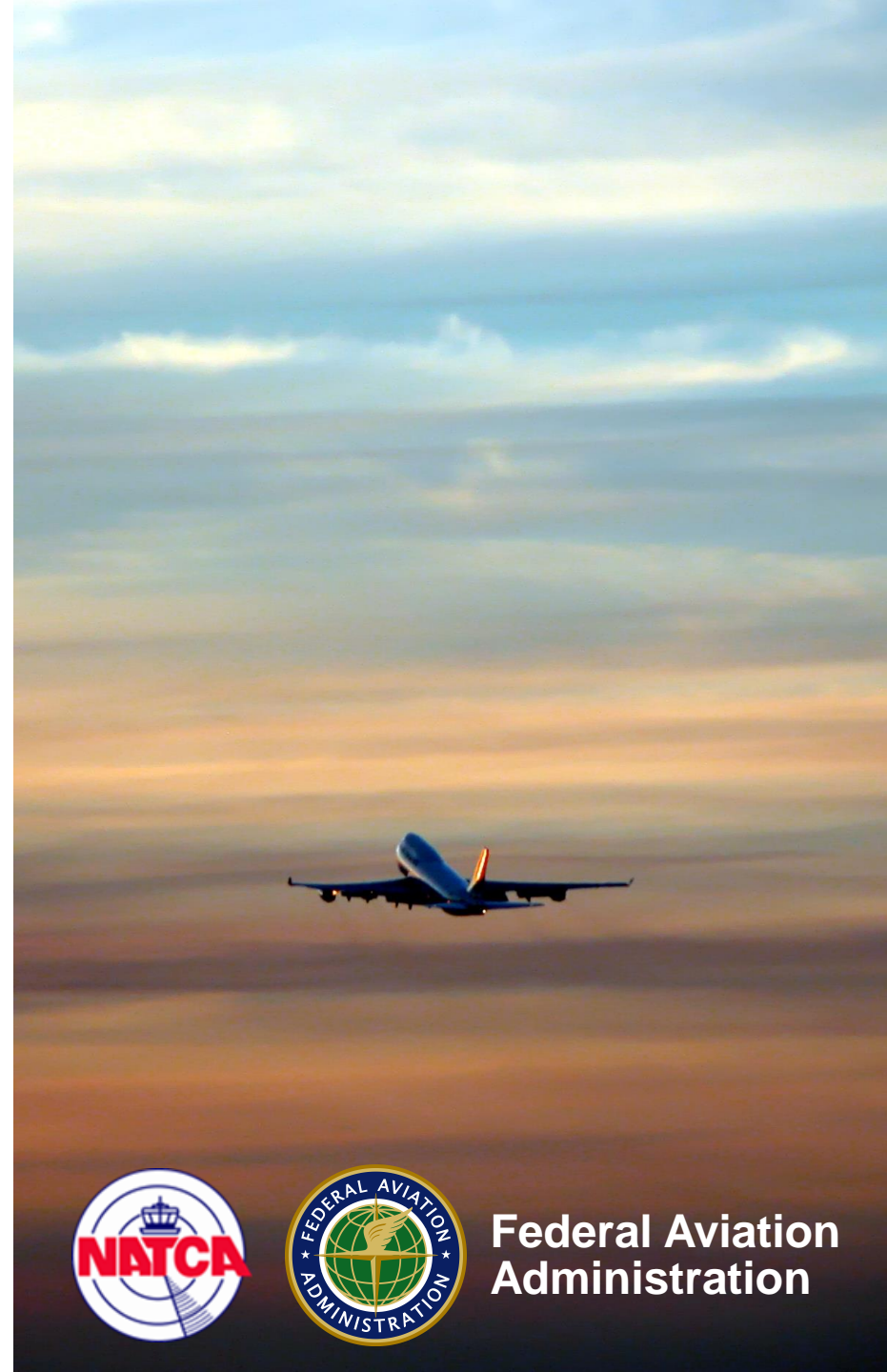
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Support Services

Date: August 15, 2017



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Agenda

Overview of Capital Area Airspace

- Importance of DC in the National Airspace System (NAS)
 - Critical component of the Northeast Corridor airspace configuration
- Complexity/Challenges in the Capital Area Airspace
 - Ronald Reagan Washington National Airport (DCA)
 - Dulles International Airport (IAD)
 - Baltimore Washington International Thurgood Marshall Airport (BWI)
- Air Traffic Control



Agenda (cont.)

Community Engagement

Public Concerns FAA Has Been Asked to Address

The Role of the FAA

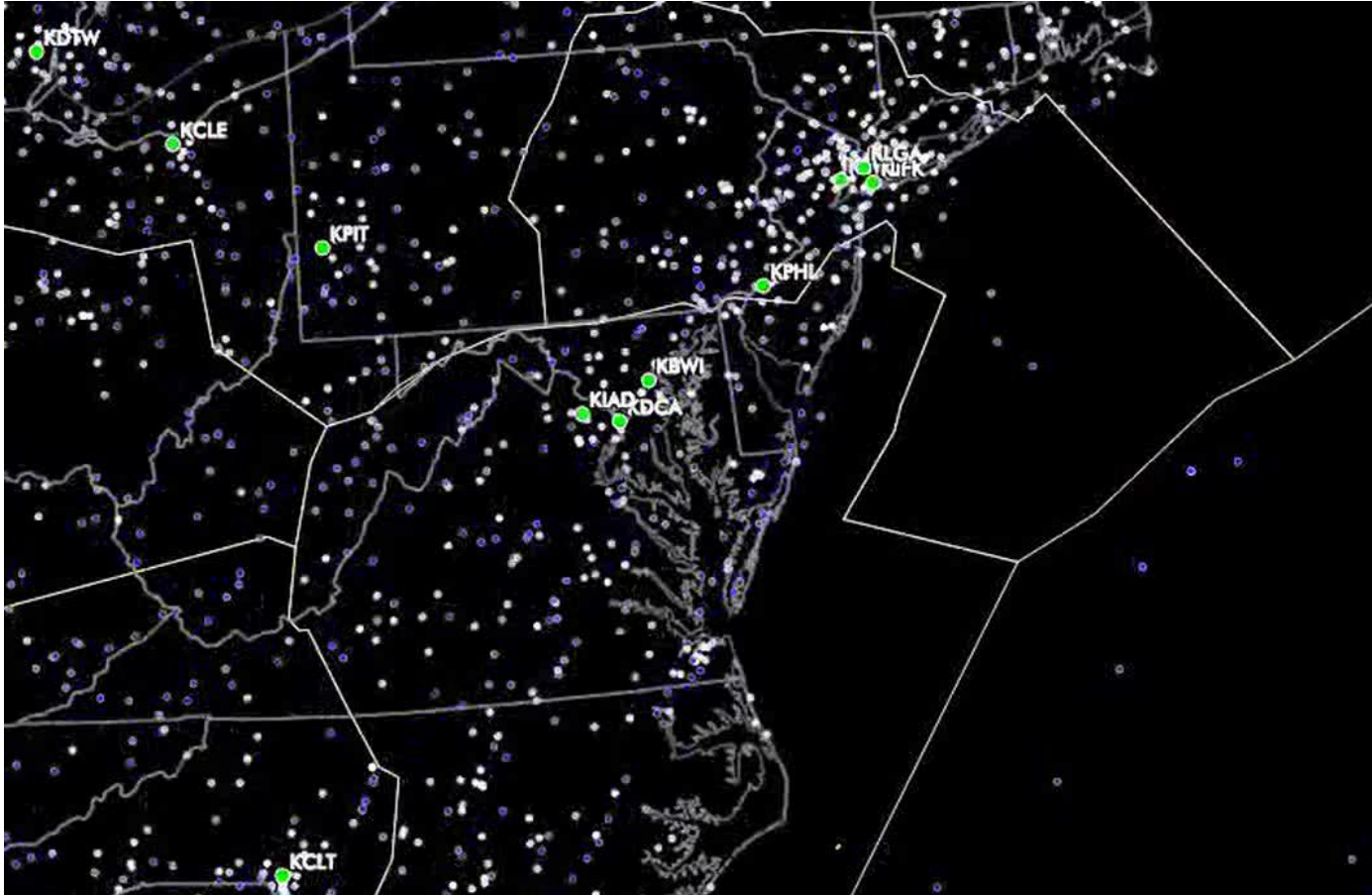
- Responsibilities of the FAA, the Airport Authority, and the Airlines

Capital Area Airspace: FAA Update

- DCA Working Group History
- DCA Working Group Request
- DCA Proposal
- FAA is Exploring Changes in Additional Areas

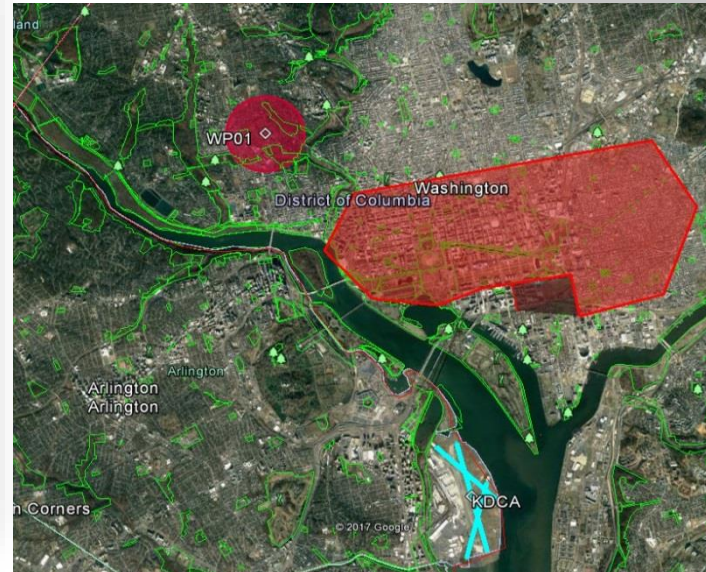
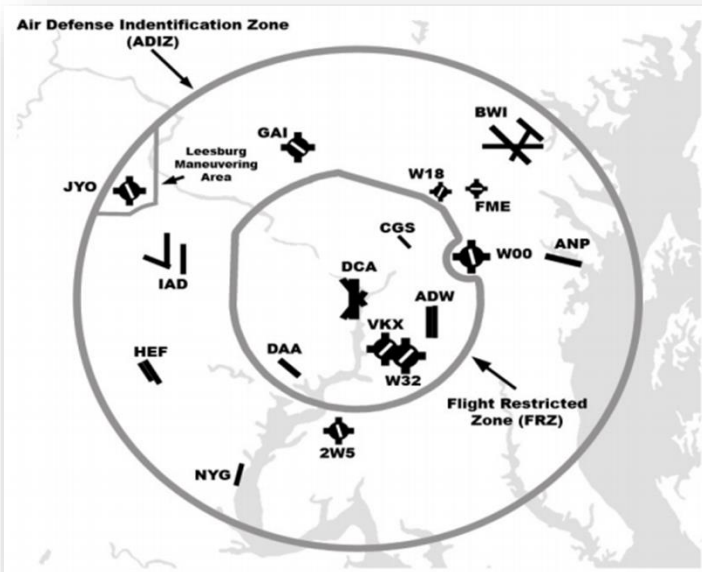


Capital Area Airspace



Capital Area Airspace: Complexity/Challenges

DC's Restricted Airspace. The Air Defense Identification Zone (ADIZ), Prohibited Areas (P-56A and P-56B,) and the Flight Restricted Zone (FRZ) – all create unique challenges in developing aircraft procedures.



Capital Area Airspace: Air Traffic Control



Legend:



Departures

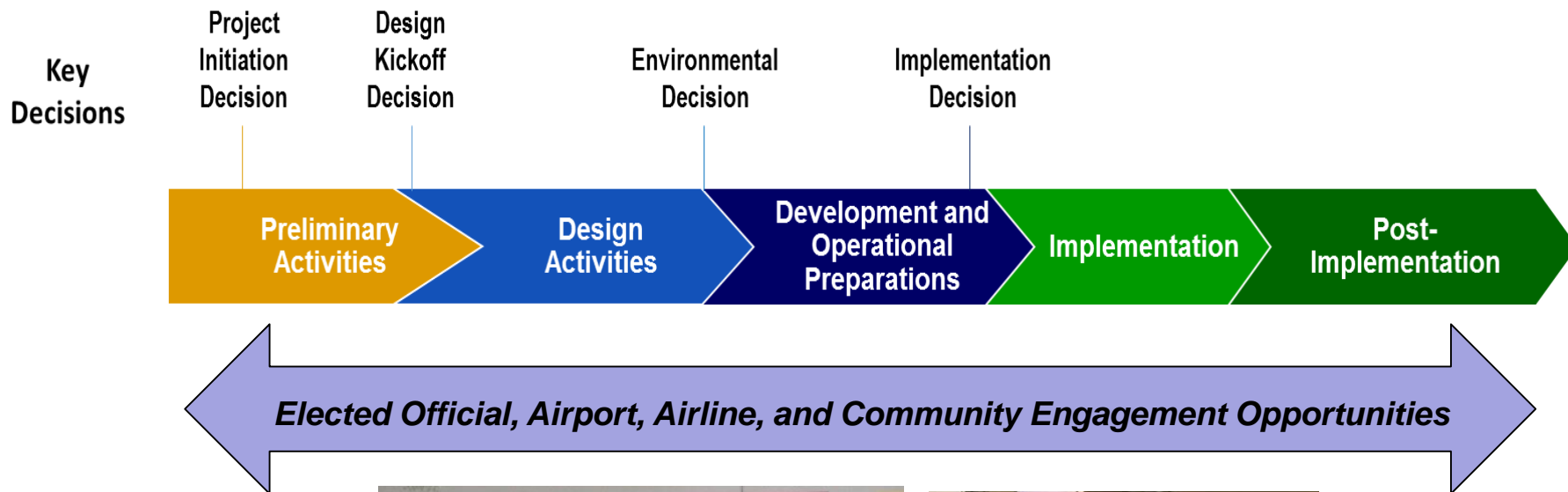


Arrivals



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Capital Area Airspace: Aviation and Community Engagement



The need for and level of engagement will vary based on project circumstances



Capital Area Airspace: Public Concerns



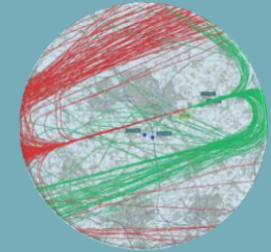
Flight Schedules

- Early and late departures/arrivals are of particular concern to communities



Noise Calculation

- Methodology is viewed as “unfair”



Concentration and Low Altitude of flight tracks

- Dispersion of flight tracks and higher altitudes are preferred

FAA Environmental Process



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Capital Area Airspace: Responsibilities

Delineation of Basic Responsibilities

- FAA – develop procedures (in compliance with NEPA), manages air traffic operations
- Airlines – determine fleet mix and flight schedule based on customer demand
- Airport Owner/Operator – Facility management and maintenance, community relations

Shared Partnership – SAFETY

- FAA – regulate airline, airport, & aircraft for air worthiness & pilot certification
- Airlines – manage internal safety programs in accordance with FAA guidelines
- Airport Owner/Operator – Ensure compliance with all applicable FAA regulations



Capital Area Airspace: FAA Update

FAA's History with the DCA Working Group

- LAZIR-B
- Runway 19 RNAV
- North Flow Standard Instrument Departures

DCA Working Group Requests

- Design a procedure to ensure that aircraft would fly further south before turning west to increase flight time over the Potomac River.
- FAA conduct a traffic analysis of north-flow departures and south-flow arrivals comparing 2014 and 2016 traffic that includes a lateral analysis, altitude analysis, and speed analysis.

DCA Proposal

- Notional Designs
- Notional Designs Pros/Cons

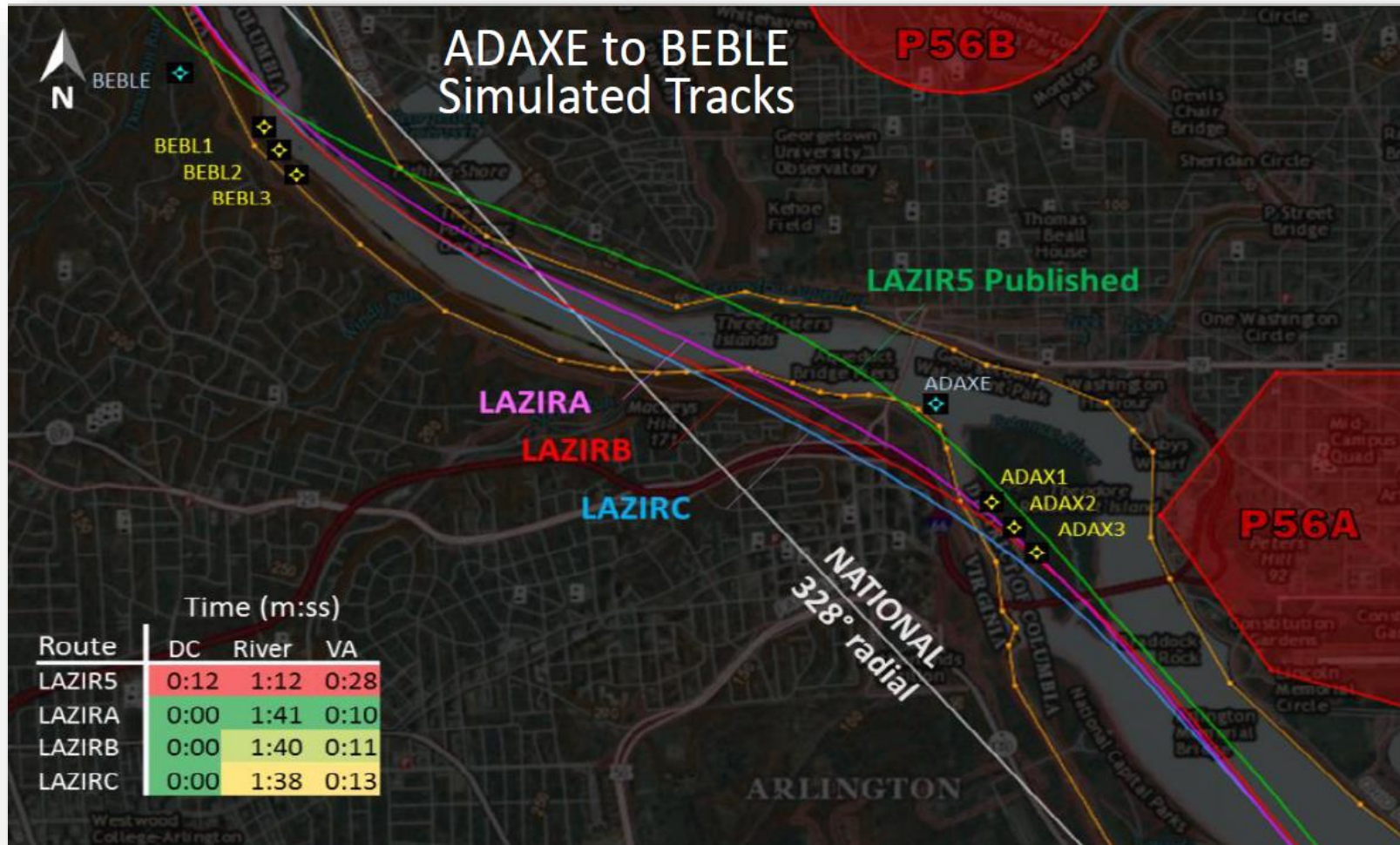
Additional Areas FAA is Exploring Changes

- BWI
- IAD

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- FAA formation of a Working Group to address requests/proposals

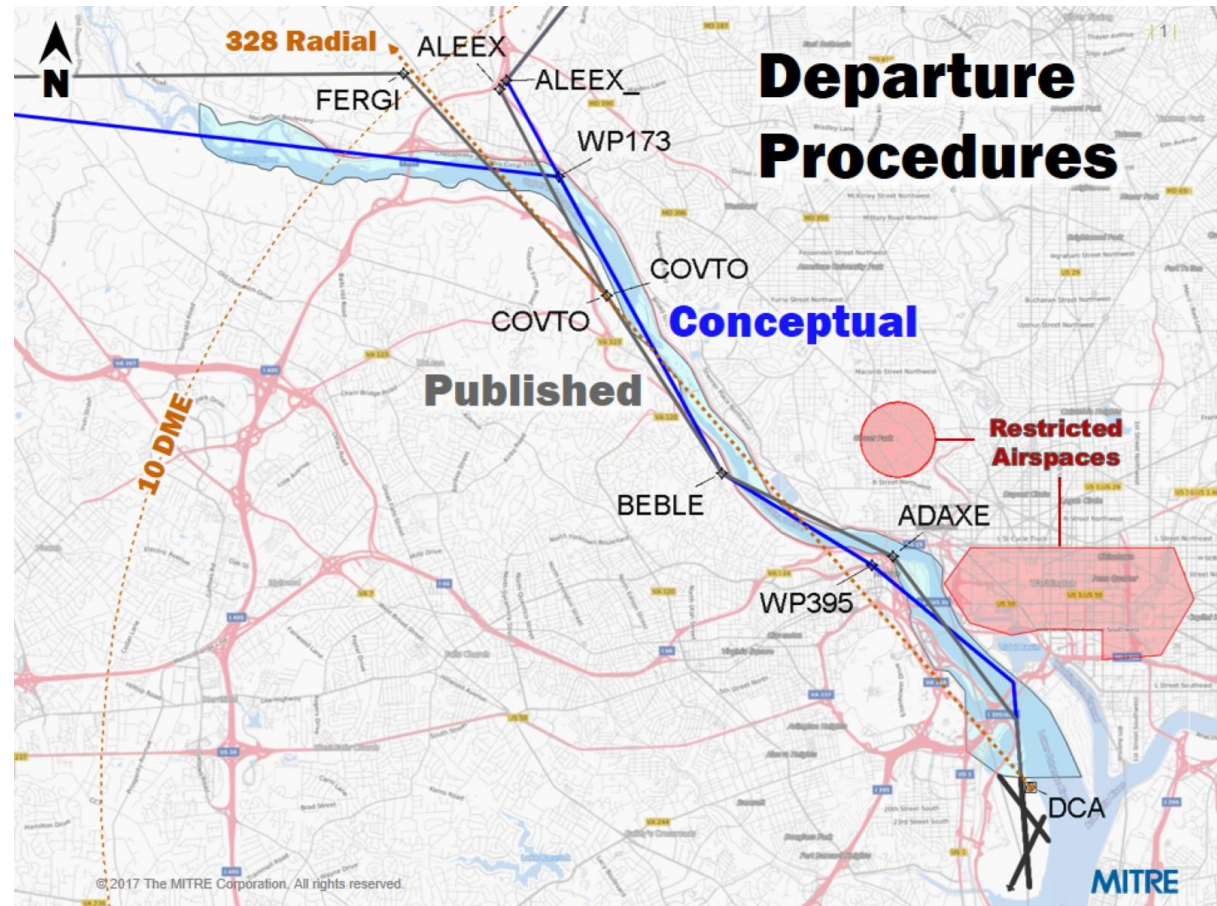


Capital Area Airspace: FAA Efforts, LAZIR-B

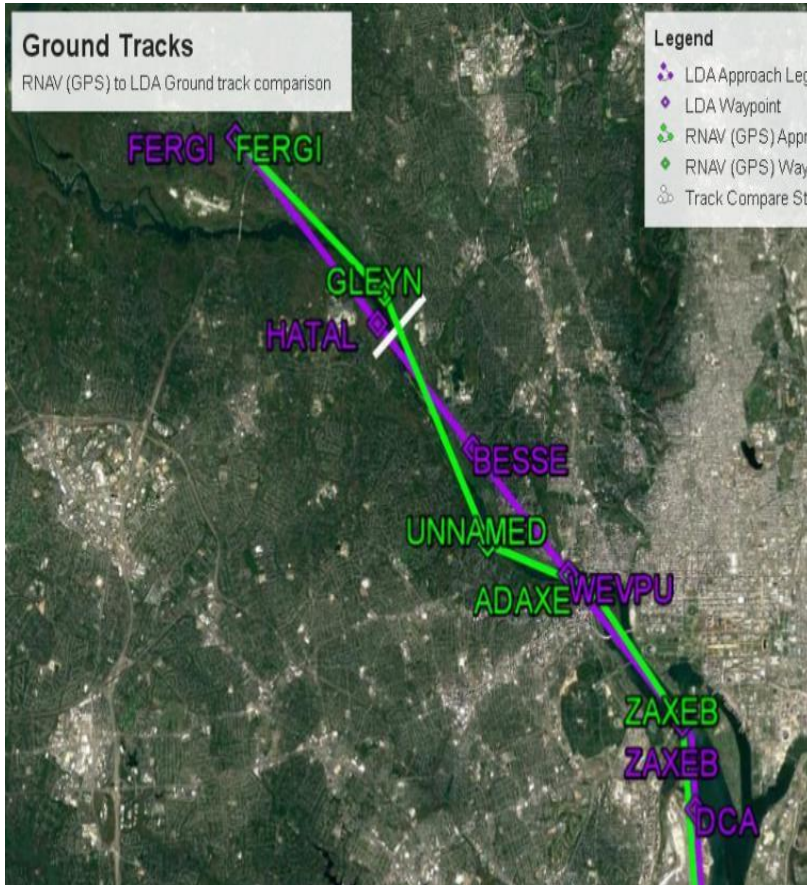


Capital Area Airspace: FAA Efforts, North Flow Departures

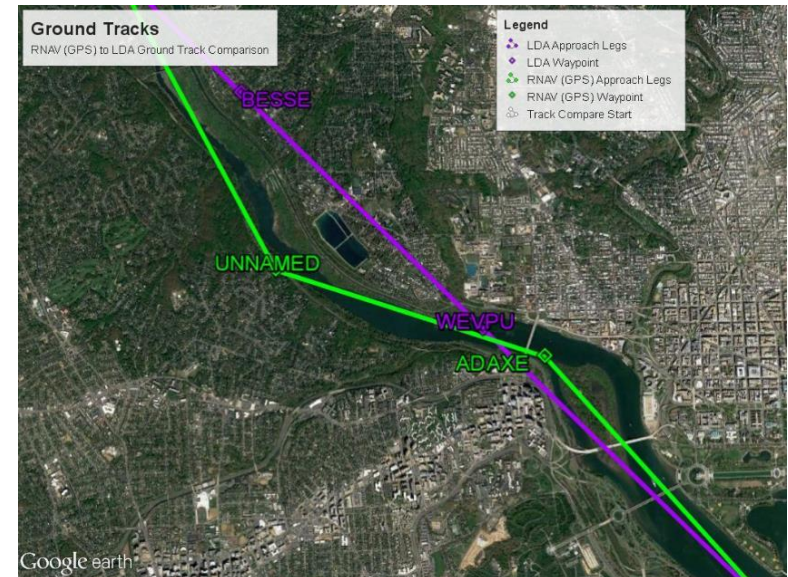
- Most recently, the FAA presented this notional design with the idea of increasing time over water.
- At this time, there is no agreement from the WG regarding the proposal.
- The FAA is waiting for feedback from the WG before proceeding.



Capital Area Airspace: FAA Efforts, RNAV GPS 19 Arrival



Full notional RNAV GPS 19

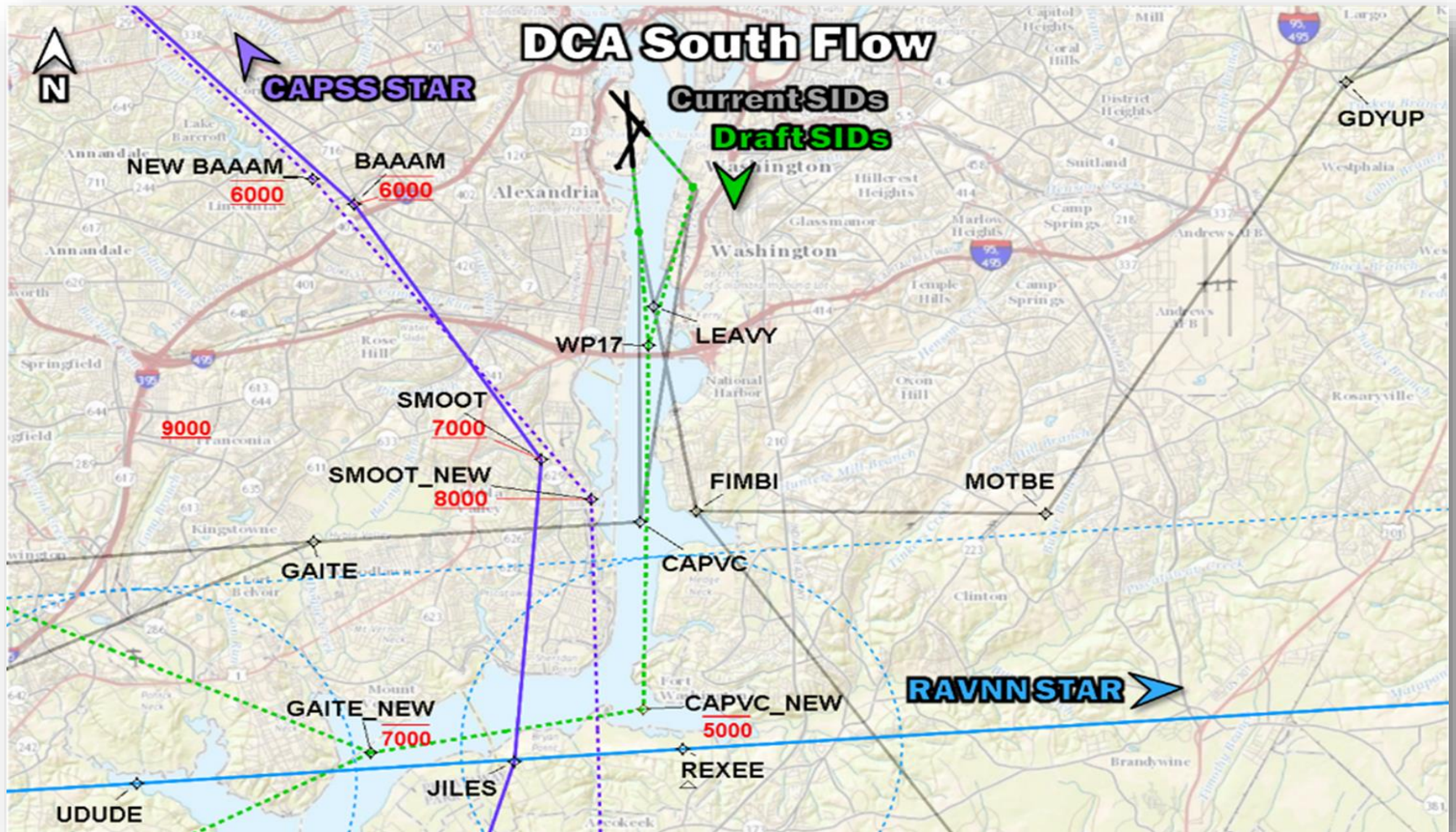


Cut-away to emphasize path over water

Concept was to use advance technology to increase time over water

- Purple is an existing procedure
- Green is notional design

Capital Area Airspace: DCA Notional Designs



Capital Area Airspace Pros & Cons of Notional Designs

Pro

- Honors DCA Working Group endorsement
- Consistent with goal to fly over water
- Establishes collaborative relationship with the DCA Working Group

Con

- Creates a new departure flight path over an area that has not seen departure aircraft before
- Only modest noise reductions are expected for residents with existing concerns



Additional Requested Changes

- **BWI**

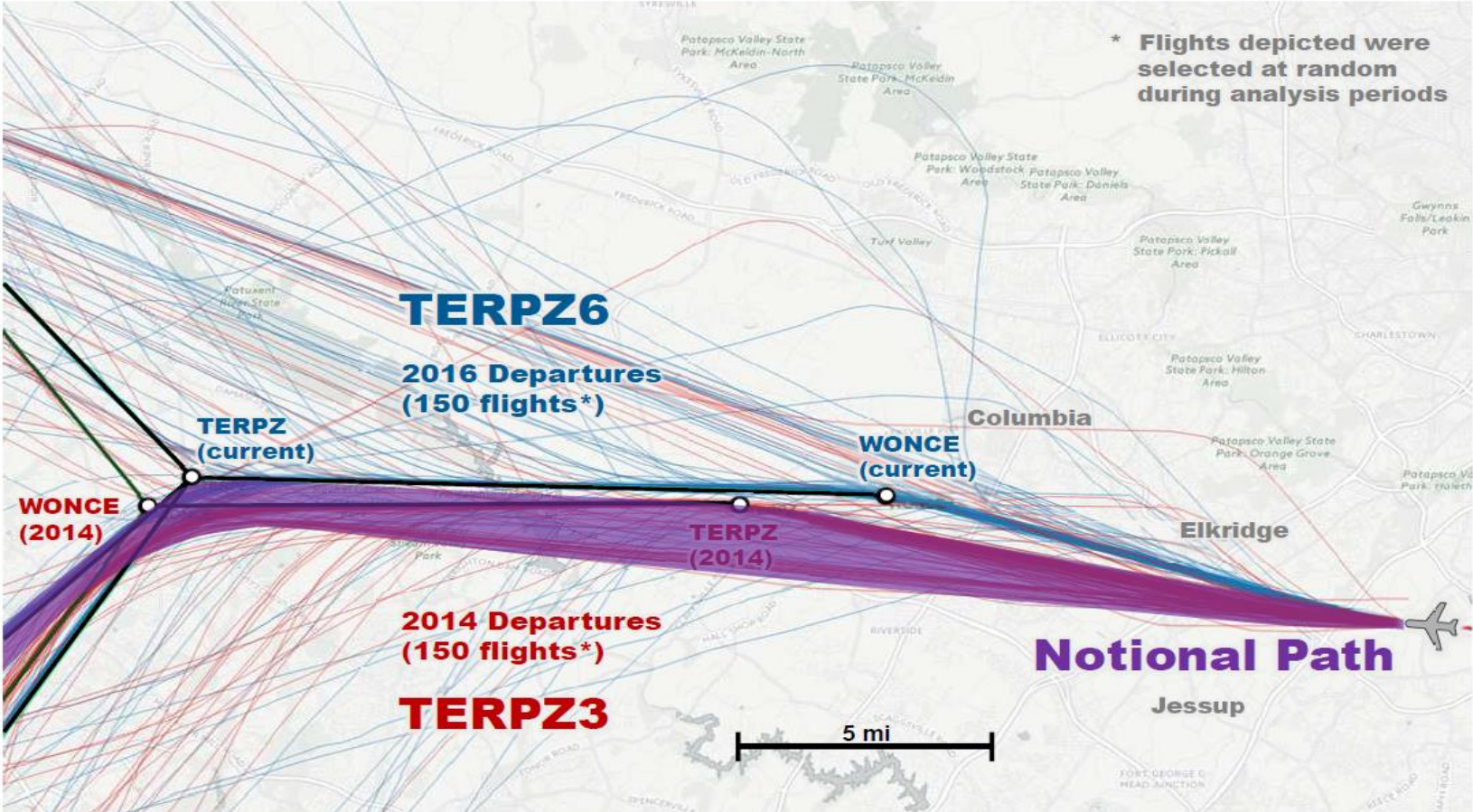
- TERPZ: Community's desire to disperse tracks
- 33L Arrivals: Concerns about aircraft direct SPLAT

- **IAD**

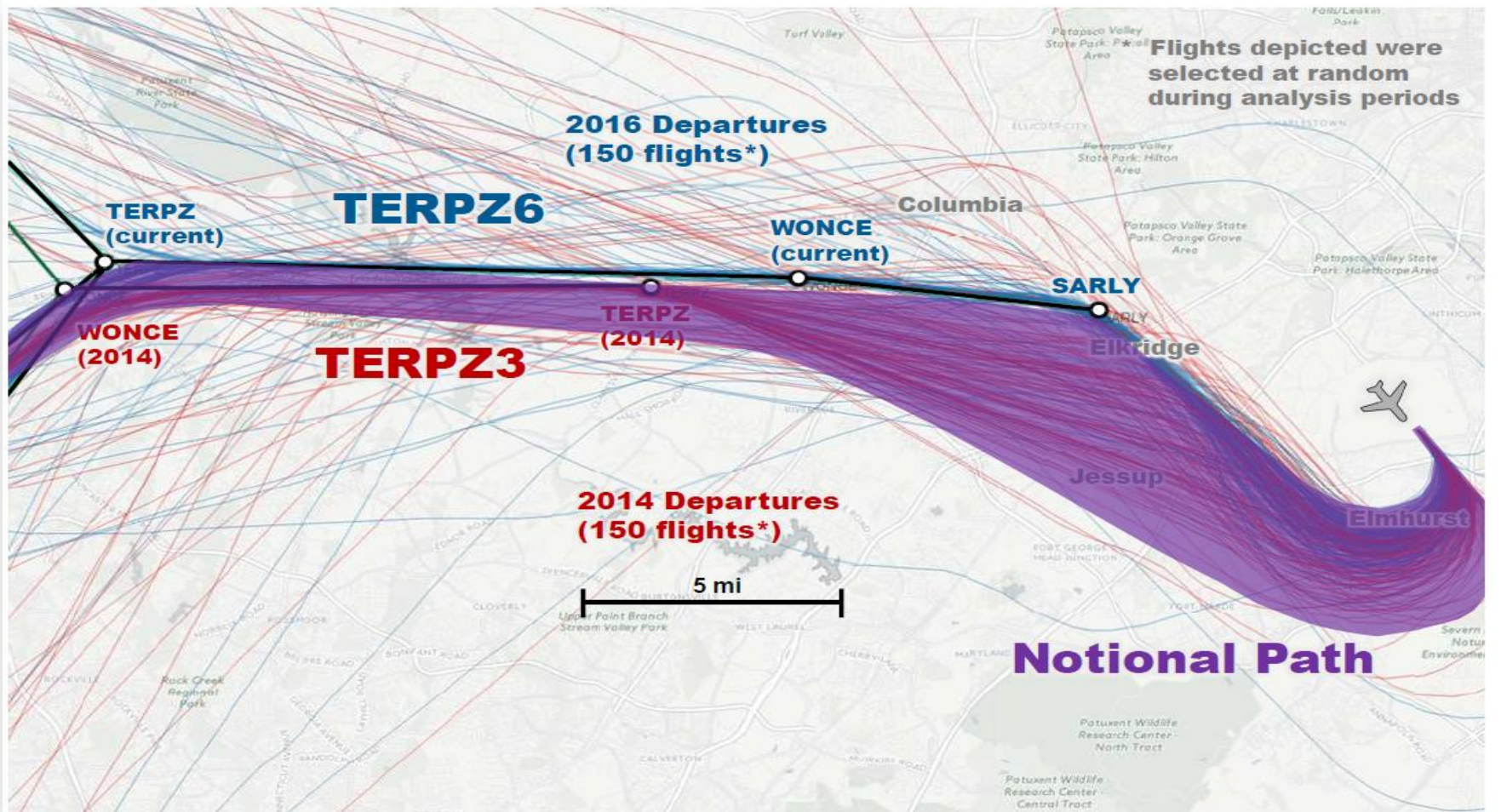
- Approval of Triple Simultaneous Approaches



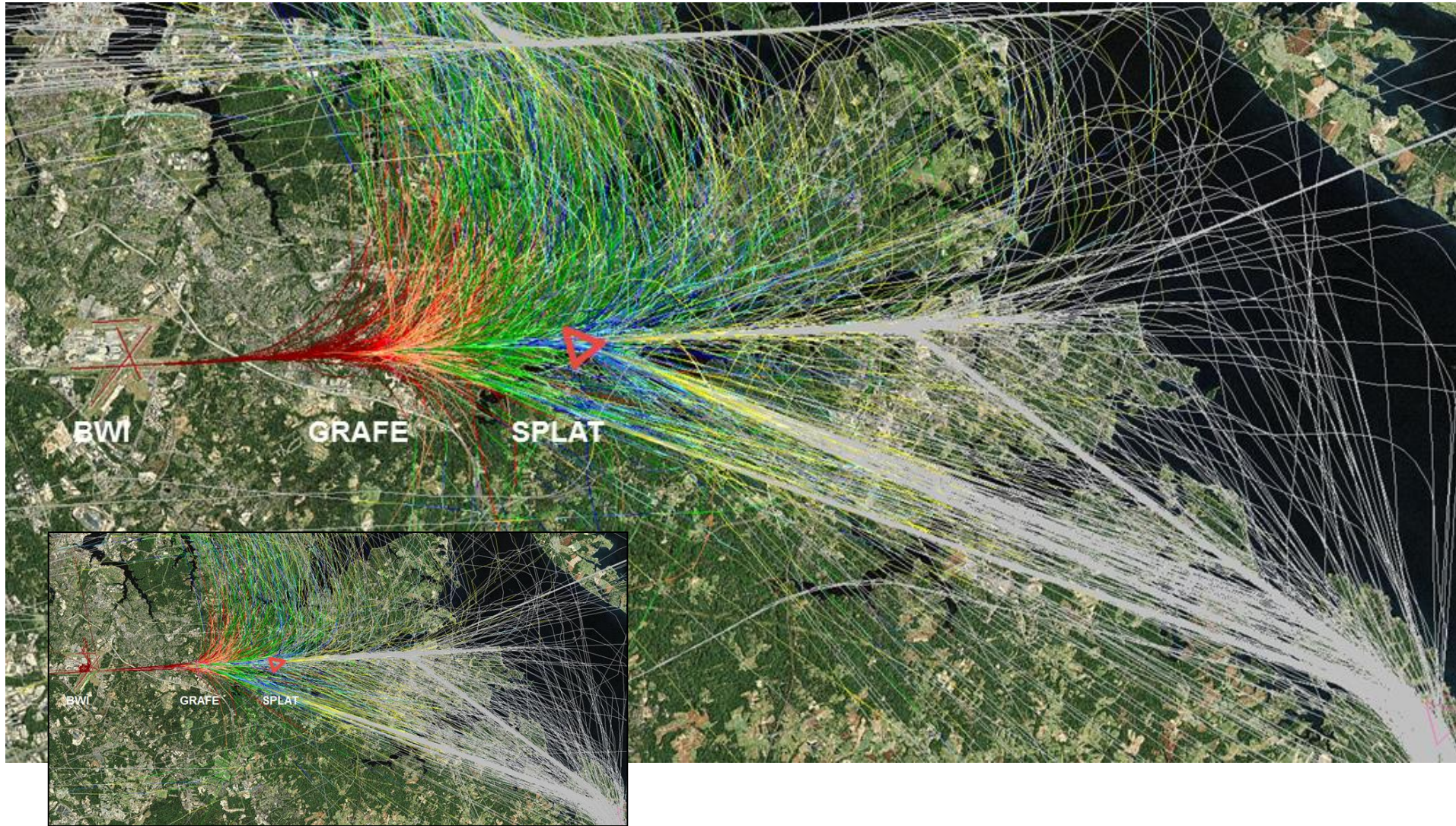
Potential Changes: BWI Concepts



Potential Changes: BWI Concepts

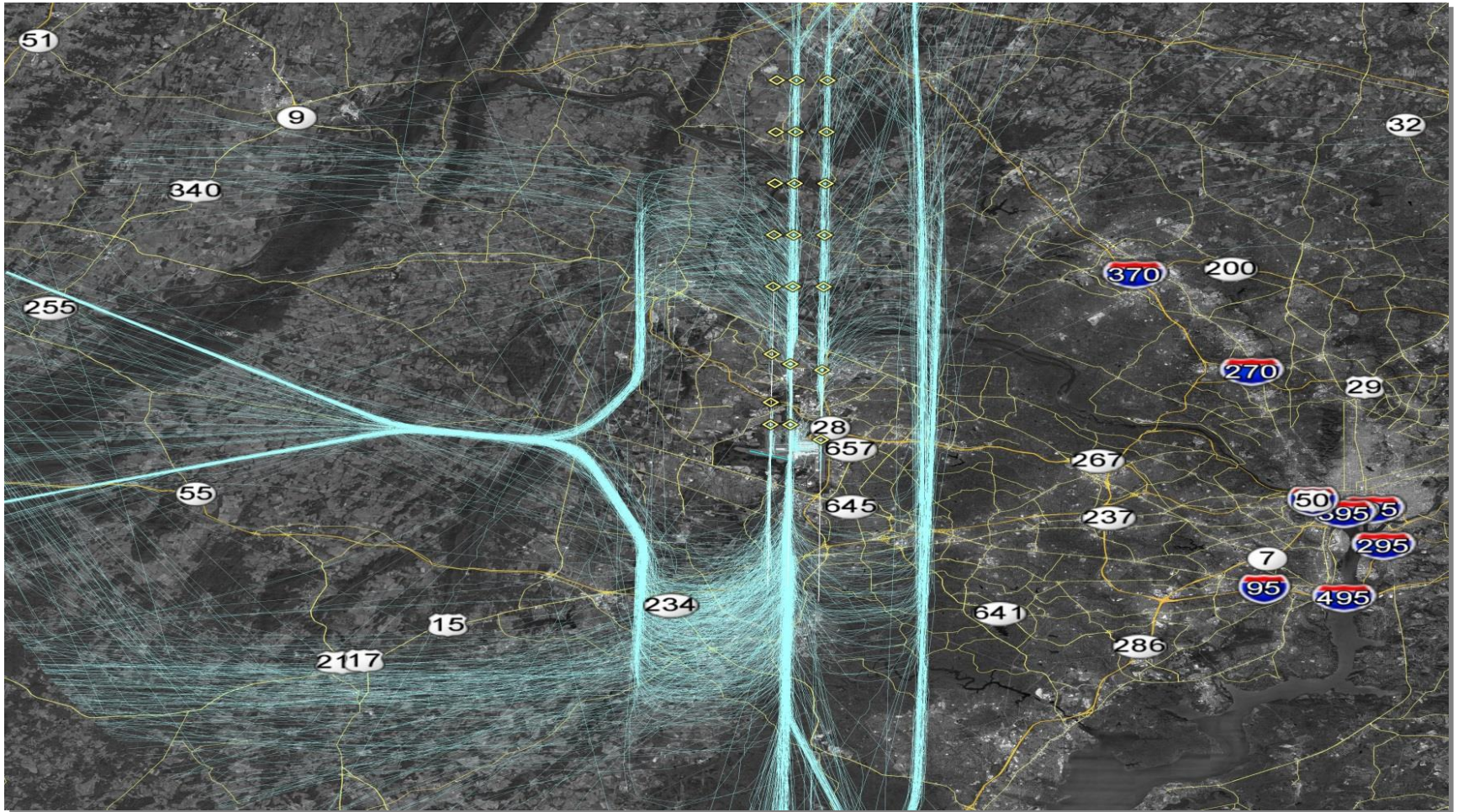


Potential Changes: BWI Concepts



Potential Changes: IAD Concept

Triple Simultaneous Independent Instrument Approach Procedures (IAPs)



Capital Area Airspace: Re-cap

Overview of District of Columbia (DC) Airspace

Community Outreach

Public Concerns FAA Has Been Asked to Address

The Role of the FAA

Capital Area Airspace: FAA Update



Questions?

