

DCA Standard Instrument Departure Procedures

Introduction – DCA Working Group (Reagan National Community Noise Working Group):

The FAA is responding to a recommendation from the DCA Working Group. The DCA Working Group was established in October 2015 to engage broad-based community participation to identify practical aircraft noise solutions and recommendations to the FAA.

The DCA Working Group voting stakeholders include community members appointed by elected officials from local jurisdictions, and two airline representatives:

- Airlines: American Airlines, Metropolitan Washington Airlines Committee
- D.C.: Wards 2, 3, 6, 7, 8
- Maryland: Montgomery County - District 1, Prince George's County - District 8
- Virginia: Arlington County, City of Alexandria, Fairfax County - Dranesville, Fairfax County - Mount Vernon

The Airports Authority serves as the host and facilitator for DCA Working Group meetings and recommendations. The Airports Authority and FAA serve as non-voting, advisory DCA Working Group members. The Airports Authority will forward recommendations approved and endorsed by the DCA Working Group to the FAA for consideration and action.

In January 2015 the FAA, NATCA, Industry and the Metropolitan Washington Airport Authority (MWAA) began initial discussions regarding how the LAZIR FIVE Standard Instrument Departure (SID) could be revised in order to satisfy two goals. One, increase flight time over the Potomac River to mitigate noise complaints and two, increase the distance between aircraft and Prohibited Area 56 (P-56). A working group was formed to research and analyze the possibilities to revise the LAZIR FIVE. Simultaneously, FAA's Mission Support VP collaborative discussions with MWAA, led to the development of the DCA Working Group (Reagan National Community Noise Working Group) that was established in October 2015. The roles and responsibilities of the DCA Working Group is engage broad-based community participation to identify practical aircraft noise solutions and recommendations to the FAA through MWAA.

FAA's NextGen:

The Federal Aviation Administration's Next Generation Air Transportation System, or NextGen, is the ongoing transformation of air traffic control technologies and procedures in the United States. You might think of this transition as similar to moving from paper maps to GPS when you drive your car.

In addition to improving navigation, NextGen brings other expected benefits:

- NextGen enhances aviation safety, reduces carbon emissions and modernizes procedures to today's standards.

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- A key NextGen goal is to safely improve the way aircraft navigate complex, metropolitan areas, which we call Metroplexes, to make flight routes and airports more efficient.
- Use of NextGen procedures in these areas could improve on-time performance, which would benefit the region and the entire national airspace system.

Proposed Procedure Changes:

During the November, 2015, DCA Working Group Meeting, FAA and NATCA representatives presented to the working group representatives three notional alternatives for the LAZIR Five SID. The alternative designs would revise north flow SIDs by moving the first three waypoints ADAXE, BEBLE and COVTO. During the December, 2015, DCA Working Group Meeting, MWAA facilitated a vote by the DCA Working Group representatives to endorse one of three LAZIR FIVE SID alternatives. Subsequently, MWAA shared the DCA Working Group recommendation to endorse alternative LAZIR “B”. The FAA committed to publishing the noise abatement procedure within a year and has continued to provide the DCA Working Group with monthly updates. On January 27, 2016 the nine SID designs were finalized and ready for further development and are tentatively scheduled to be republished January 5, 2017.

The FAA issued a Finding of No Significant Impact and Record of Decision (FONSI/ROD) for the Washington D.C. Optimization of the Airspace and Procedures in the Metroplex (DC OAPM) in December 2015. The FONSI/ROD was based on a Final Environmental Assessment (Final EA) issued concurrently which included a detailed noise analysis. The DC OAPM resulted in the establishment of 41 new and modified flight procedures in the larger Washington, D.C. area.

Environmental Actions Needed:

The Federal Aviation Administration complies with environmental regulations by conduct environmental reviews in accordance National Environmental Policy Act (NEPA). The FAA is conducting an environmental review of the proposed procedure changes. FAA would like to issue the environmental decision this year to meet its commitment to the DCA Working Group.

The FAA completed an Initial Environmental Review form to gather all the information needed for an Environmental Specialist to complete an environmental review. Based on this review, the FAA determined that a more thorough review of the proposed procedures should be completed.

The FAA then evaluated the nine proposed departure procedures in a noise screening analysis using the TARGETS Aviation Environmental Design Tool (AEDT) Plug-in. The noise analysis results indicate no significant or reportable changes in noise exposure with the implementation of the nine proposed procedures and the results are presented in a report dated May 23, 2016. The noise modeling of the proposed procedures on May 23, 2016 preliminarily determined there would be no significant noise impact.

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The FAA will next contact the State Historic Preservation Office (SHPO) to note the FAA's determination of "No Effect" to resources protected under Section 106 of the National Historic Preservation Act (NHPA). The FAA will request SHPO's comments, feedback, and concurrence. The SHPO has 30 days to respond.

Public Workshops:

The FAA is also holding a series of community workshops to provide more information about the proposed procedures changes and receive comments about the proposed procedure changes.

- The FAA will hold a series of community workshops, which will be held locally in September. Three public workshops held in DC, in Virginia, and in Maryland.
 - Washington Lee High School (Arlington, VA)
 - September 13, 2016
 - 6:30pm to 9:30pm
 - 1301 N Stafford St - 1301 N Stafford St - Arlington, VA 22201
 - (703) 228-6200
 - Georgetown Neighborhood Library (DC)
 - September 14, 2016
 - Meeting: 5:30pm – 8:30pm
 - 3260R St. NW - Washington, DC 20007
 - (202) 727-0232
 - Regional Services Center-B-CC (Bethesda, MD)
 - September 15, 2016
 - Meeting: 5:30pm – 8:30pm
 - 4805 Edgemoor Lane – Bethesda, MD 20814
 - (240) 777-8200
 - The FAA encourages residents to attend the most convenient public workshop. They will be able to talk to experts one-to-one to learn how these proposed air traffic procedure changes may affect their communities.
 - Residents also can make comments at these community workshops.
 - The FAA will review all comments before it makes a final determination, scheduled for Fall 2016.

For up-to-date information you are encouraged to visit the following website:
www.faa.gov/nextgen/metroplex_public_engagement/