

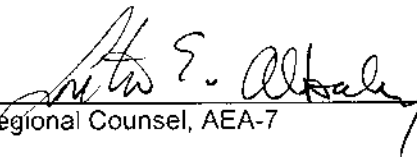
FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150 NOISE COMPATIBILITY PROGRAM

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

ARLINGTON, VIRGINIA


Regional Counsel, AEA-7

1/9/08
Date

CONCUR

NONCONCUR


Manager, Airports Division, AEA-600

1/10/08
Date

APPROVED

DISAPPROVED

**Record of Approval
Ronald Reagan Washington National Airport
Noise Compatibility Program**

INTRODUCTION

The Ronald Reagan Washington National Airport (DCA), Arlington, Virginia, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. Preparation of the Part 150 Study is an update to and replaces the NCP approved by the Federal Aviation Administration (FAA) on July 2, 1997. The noise compatibility program recommends eight noise abatement measures and six noise mitigation measures. The noise abatement measures are summarized on pages VI-1 through VI-23 and the noise mitigation measures are summarized on pages VII-1 through VII-6 of the NCP. The NEM and NCP show no present or forecasted incompatible land uses within the DNL 65 dB and the NCP does not state that the airport sponsor has selected locally adopted land use guidelines different from those in Table 1 of Part 150.

The approvals listed herein include approval of actions that the airport recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. The approvals do not constitute decisions to implement the proposed actions or a commitment by the FAA to provide federal financial assistance for these actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize, as closely as possible, the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval or other determinations do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT MEASURES

The following noise abatement measures have already been put into effect at DCA. DCA's noise mitigation program has been successfully implemented over the years, and as a result there are currently no incompatible land uses within the "significant" noise level contour (DNL 65 dB and greater). This NCP includes noise abatement measures that address noise impacts outside of the DNL 65 dB.

- 1. Form a working group to develop advanced navigation procedures for arrivals and departures on all runways, encourage the use of advanced navigation technology by airlines to provide pilots the ability to follow more predictable and precise flight tracks along the center of the Potomac and Anacostia River Corridors.**

Description: This measure would form a working group to identify advanced navigation procedures that would provide a more predictable and precise flight track for aircraft to follow the center of the rivers. An advanced navigation procedure could reduce the number of aircraft that stray off the river corridors, reducing noise exposure for residents along the river corridors. There are no residents or incompatible land uses located in the DNL 65 dB noise contour. This is a new measure. (NCP Page VI-3)

FAA Action: Disapproved for purposes of Part 150. The NEM and NCP show no present or forecasted incompatible land uses within the DNL 65 dB and the NCP does not state that the airport sponsor has selected land use guidelines different from those in Table 1 of Part 150. FAA Orders 7100.9D and 8260.44A specify the design criteria to be used in developing the procedures, including that their purpose is to improve safety. The procedures are not to be designed solely for noise abatement, but they can be used to enhance it. Disapproval for purposes of Part 150 does not prohibit the airport sponsor from pursuing establishing a working group. A working group has already been formed and includes chief pilots, DCA Tower, Potomac Consolidated TRACON, Metropolitan Washington Airports Authority (MWAA), FAA Flight Standards and citizen representatives. Airlines are currently testing (in simulators) takeoff and arrival procedures designed by the work group.

2. Through training and educational materials, encourage air traffic control controllers to direct flights arriving on Runway 01 or departing on Runway 19 during nighttime hours (10:00 pm to 7:00 am) when traffic permits, to distribute the locations at which aircraft turn onto, or off of, the route along the center of the Potomac River over the areas between 5 and 10 miles south of the Airport.

Description: This measure encourages a voluntary distribution of aircraft during lower air traffic periods. Air Traffic Control (ATC) could reduce the concentration of aircraft turning onto the Potomac River corridor between 5 and 7 miles south of the Airport. If this distribution were dispersed between 5 and 10 miles, as it is during the day because of higher traffic volumes and the need to separate air traffic, the neighborhoods along the river between 5 and 7 miles of the river's edge could be subjected to fewer aircraft overflights and less aircraft-related noise. There are no residents or incompatible land uses located in the DNL 65 dB noise contour. This is a new measure. (NCP Pages VI-12)

FAA Action: Disapproved for purposes of Part 150. The NEM and NCP show no present or forecasted incompatible land uses within the DNL 65 dB and the NCP does not state that the airport sponsor has selected land use guidelines different from those in Table 1 of Part 150. Disapproval for purposes of Part 150 does not prohibit the airport sponsor from establishing a training program. These noise abatement procedures are informal and voluntary and are already being used by DCA Air Traffic Control and Potomac TRACON when wind, weather, National Airspace System and local air traffic safety and efficiency conditions permit and upon DCA ATCT/Potomac TRACON discretion. DCA ATCT and Potomac TRACON can select runways and procedures that maximize the safety and efficiency of air traffic flow at all times. DCA ATC has initiated training.

3. Through training and educational materials, encourage air traffic control controllers to direct flights arriving on Runway 01 or departing on Runway 19 during daytime hours (7:00 am to 10:00 pm) when traffic permits, to distribute the locations at which aircraft turn into, or off of, the route along the center of the Potomac River over the areas between 5 and 10 miles south of the Airport.

Description: This measure encourages a voluntary distribution of aircraft arriving to or departing from the Airport during light traffic in the daytime, Air Traffic Control will provide a more equitable distribution of overflights among communities located 5 to 10 miles south of the Airport. If aircraft are dispersed during light traffic to the same extent that they are naturally dispersed during heavy traffic, the communities located near the 5-mile turn point will experience reduced noise without noise substantially increasing over any other community. There are no residents or incompatible land uses located in the DNL 65 dB noise contour. This is a new measure. (NCP Pages VI-13)

FAA Action: Disapproved for purposes of Part 150. The NEM and NCP show no present or forecasted incompatible land uses within the DNL 65 dB and the NCP does not state that the airport sponsor has selected land use guidelines different from those in Table 1 of Part 150. Disapproval for purposes of Part 150 does not prohibit the airport sponsor from establishing a training program. These noise abatement procedures are informal and voluntary and are already being used by DCA Air Traffic Control and Potomac TRACON when wind, weather, National Airspace System and local air traffic safety and efficiency conditions permit and upon DCA ATCT/Potomac TRACON discretion. DCA ATCT and Potomac TRACON can select runways and procedures that maximize the safety and efficiency of air traffic flow at all times. DCA ATC has initiated training.

4. Revise language in the Airport Facility Directory to reflect the current noise abatement procedures at the Airport.

Description: MWAA will provide updated information to the FAA/AIS-AWA-ATO office. The Airport Facility Directory (AFD) does not contain language to reflect the current operations, and to eliminate confusion, it is recommended that the AFD be modified to specify that pilots use full takeoff power until reaching 1,500 feet, then reduce power and climb as directed by the Air Traffic Control Tower. This is a new measure. (NCP Page VI-13)

FAA Action: Approved as voluntary.

5. Request a voluntary phase-out of hushkitted Stage 3 aircraft through discussions with airlines and the Air Transport Association.

Description: This measure recommends the phase-out of hushkitted Stage 3 aircraft to further reduce noise exposure around the airport. The Authority will work with the airlines using the hushkitted aircraft to encourage them to use quieter Stage 3 aircraft. This is a new measure. (NCP Page VI-16)

FAA Action: Approved as voluntary. The MWAA confirmed in a letter dated July 18, 2007 that all hushkitted Stage 3 aircraft were removed from scheduled service at DCA (attached).

6. Update the Airport's Noise Monitoring and Flight Tracking System to reflect the latest technology.

Description: This measure recommends that MWAA update the airport's noise monitoring and flight track system. The new system will be used to monitor conformance with the existing Noise Abatement Program. There are two parts to updating the noise monitoring and flight tracking system; new software and equipment located on the airport and new noise monitors, which will be replaced at the existing locations. This measure is a continuation of a measure in the 1997 NCP. (NCP Page VI-20 and errata sheet)

FAA Action: Disapproved for purposes of Part 150. The NEM and NCP show no incompatible land uses within the DNL 65 dB and the NCP does not state that the airport sponsor has selected land use guidelines different from those in Table 1 of Part 150. MWAA has already awarded a contract to purchase and install a new noise and flight monitoring system.

7. Establish a system to report airline compliance with noise abatement measures.

Description: This measure recommends that the MWAA create a reporting system that addresses community concerns regarding compliance with the established noise abatement procedures that would assist in better monitoring airline performance. This is a new measure. (NCP Page VI-22)

FAA Action: Approved as voluntary. This system will be used to monitor conformance with the existing Noise Abatement Program. For reasons of aviation safety, this approval does not extend to use of the monitoring system to enforce noise abatement flight procedures or an established noise level.

8. Enhance the noise complaint system.

Description: This measure recommends that MWAA create a website where citizens would have access to a web-based system that would allow for an enhanced noise complaint response and access to information on flight tracks. Citizens would also be able to file a noise complaint electronically. This is a new measure. (NCP Page VI-23)

FAA Action: Approved as voluntary. The new system will be used to monitor conformance with the Noise Abatement Program.

NOISE MITIGATION MEASURES

1. Amend comprehensive plans and zoning maps to promote compatible land uses.

Description: This measure recommends that MWAA continue to work with local jurisdictions to amend local ordinances, plans and maps to permit only compatible land uses in specified Airport noise zones. This measure is a continuation of a measure in the 1997 NCP. (NCP Pages VII-3)

FAA Action: Approved. This measure is within the authority of the local land use jurisdiction(s). The Federal Government has no authority to control local land use.

2. Encourage Airport noise overlay zoning.

Description: This measure recommends that MWAA encourage the local jurisdictions to amend zoning ordinances and plans to incorporate specified sound insulation requirements for the Airport noise zones. Performance standards associated with overlay zones would ensure that infill development or substantial reconstruction would provide acceptable interior noise levels. This measure is a continuation of a measure in the 1997 NCP. (NCP Page VII-3)

FAA Action: Approved. This measure is within the authority of the local land use jurisdiction(s). The Federal Government has no authority to control local land use.

3. Amend building codes to require soundproofing.

Description: This measure recommends that MWAA work with jurisdictions to amend building codes to require soundproofing for construction in the Airport noise zones to specified interior noise levels. This measure is a continuation of a measure in the 1997 NCP. (NCP Pages VII-4)

FAA Action: Approved. This measure is within the authority of the local land use jurisdiction(s). The Federal Government has no authority to control local land use.

4. Disclose noise levels prior to contract for sale or lease.

Description: This measure recommends that MWAA ask jurisdictions to require disclosures of aircraft noise levels and their meaning to purchasers or renters prior to contact or title transfer for residential property. This measure is a continuation of a measure in the 1997 NCP. (NCP Page VII-5)

FAA Action: Approved. This measure is within the authority of the local land use jurisdiction(s). The Federal Government has no authority to control local land use.

5. Expand Airport Noise Information Program.

Description: This measure recommends that MWAA publicize noise levels, Airport policies and abatement actions and distribute the information to the general public, developers, financial institutions, realtors and leasing agents. This is a modification of a measure in the 1997 NCP. (NCP Pages VII-5)

FAA Action: Approved as voluntary.

6. Encourage local jurisdictions to adopt discretionary project review guidelines for Subdivision, Rezoning, Special Use, Conditional Use and Variance Applications (in the environs of Ronald Reagan Washington National Airport).

Description: This measure recommends that MWAA encourage the local jurisdictions to allow the Authority the opportunity to review and comment on proposed developments surrounding the Airport. This is a new measure. (NCP Page VII-6)

FAA Action: Approved. This measure is within the authority of the local land use jurisdiction(s). The Federal Government has no authority to control local land use.