



VATNAC NEWS

How Many is Enough?

We have 253 signers on our Statement of Concern, 186 online and 67 on hardcopy. How many is enough to make political waves? Only time will tell, but it seems that 253 is a good start, and it's only a start.

Politicians count votes, and they are the key to unlocking Fortress FAA. So, please do what you can to spread the word and let your friends and neighbors know about our [Statement of Concern](#).

Report on MWAA

For those have yet to meet him, Mike Rioux is our able and motivated neighbor from Mason Hill. Mike was appointed to represent Mount Vernon District on the Metropolitan Washington Airport Authority's Airport Noise Working Group by Fairfax County Chair Sharon Bulova. Mike offers the following report on the Working Group's activities.

April 26, 2016

From: Mike Rioux, MWAA Airport Noise Working Group, Fairfax County Mount Vernon Rep

To: Villamay Community Association

The Metropolitan Washington Airport Authority (MWAA) convened the first Airport Noise Working Group (WG) meeting in November 2015 to address growing concerns about airport noise at both National (DCA) and Dulles (IAD) airports. Of particular concern were the new noise footprints created with the implementation of NEXTGEN RNAV procedures at both airports.

For DCA the implementation of new RNAV departure and approach procedures resulted in more noise over Foxhall (DC Ward 3) for north flow operations (departing and landing runway 1) and the Villamay, Marlan Forest, Mason Hill and Hollin Hillls communities for south flow operations (departing and landing on runway 19).

For the first 5 months the MWAA Noise WG focused on noise issues pertaining to north flow departures resulting in 3 recommendations and a new/revised RNAV departure procedure. In March 2016 the MWAA Noise Working Group shifted its attention to the south flow departures. During the April MWAA WG meeting the WG prepared a draft south flow recommendation which was submitted to the FAA.

NOISE Recommendation April 2016 re south flow: “The Working Group endorses the concept of the FAA modifying flight paths south of DCA to keep aircraft more centered over the Potomac River on departures, as well as modifying waypoints to move departing aircraft farther down the Potomac River before turning east or west. A vote on a firm recommendation for the FAA to pursue such changes is pending consultation with Working Group members representing communities that would be impacted by these adjustments, as well as consultations with the airlines serving DCA.”

The FAA already developed a preliminary modification to the south flow RNAV departure procedure moving the RNAV waypoint (CAPVC) for departing airplanes transitioning to the west from its current location, 5.51 NM and 3000 ft., to a new CAPVC waypoint at 8.43 NM and 5000 ft. This would keep airplanes centered over the Potomac River and not over any communities an additional 2.92 NM further south and increase the altitude before turning to the west. Airplanes that transition to the east (towards Maryland) would still make their transition turn at the current CAPVC waypoint (5.51 NM at 3000’)

The FAA will run simulations to identify any safety or operational issues that may arise with the preliminary/proposed new south flow departure. The FAA will also coordinate with the National Air Traffic Controllers, air carriers and any communities to the south that may be impacted with the new departure. It could take 12-18 months to complete the review and approval process before the new procedure could be implemented.
