

DCA South of Airport Aircraft Noise and Mitigation Study Project Update



Fairfax County Board of Supervisors
Land Use Policy Committee
June 17, 2025



AGENDA

01 Welcome

02 Project Objectives

03 Design Team & Design Philosophy

04 Recommendations

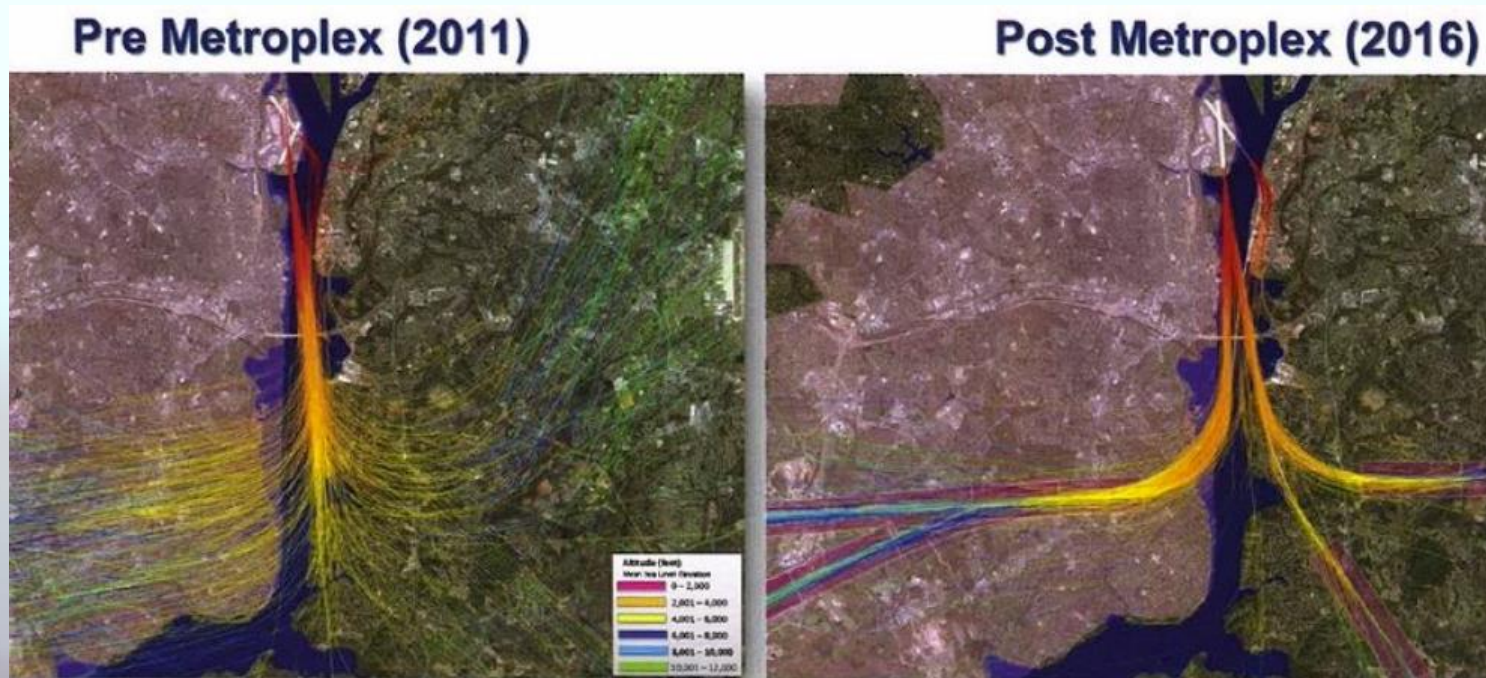
05 Next Steps

06 Discussion / Q&A

Project Objectives

Changes in the airspace and flight procedures (arrivals and departures) resulted in changes in flight paths including increased overflights of residential populations south of DCA.

The primary objectives of this project included reducing overflights and noise exposure for residents of the City of Alexandria and Fairfax and Prince George's Counties.



Source: <https://houseofreps.maps.arcgis.com/apps/MapJournal/index.html?appid=04b6ea5feb1e4b61b8bb4be439bd882b>

CWG and Steering Committee Representatives



CWG Representatives

Fairfax County:

Bob Meier – Mt Vernon Residents
Mike Rioux – Mt Vernon Residents

Prince George's County:

Eric Woods – Ft. Washington
Bill Parker – Accokeek

City of Alexandria:

Travis Ludwig – Captain with United Airlines
Norman Leader – Retired Air Traffic Controller

Steering Committee Representatives

Fairfax County

Katie Hermann - Assistant Director, Department of Planning and Development,
Planning Division (DPD-PD)
Corinne Bebek – Senior Environmental Planner, DPD-PD

Prince George's County

Dawn Hawkins-Nixon – Associate Director, Department of the Environment (DoE)
Deborah Patrick – Special Assistant to the Director, DoE

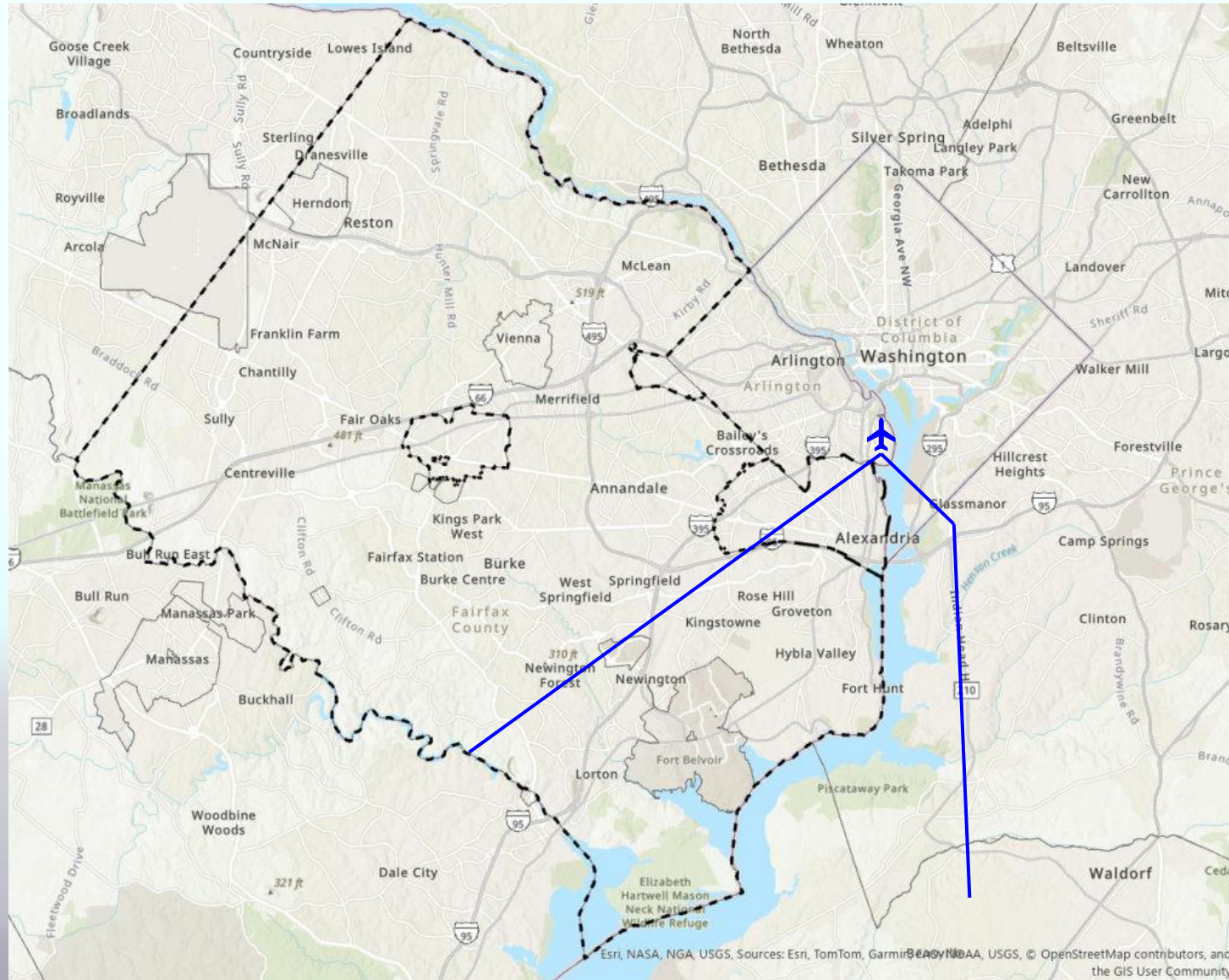
City of Alexandria

William Skrabak – Deputy Director, Department of Transportation & Environmental
Services (T&ES)
Felipe Ip – Acting Environmental Manager, T&ES
Melissa Atwood – Senior Environmental Specialist, T&ES



- 1. Maximize flight paths over the center of the Potomac River and “compatible” areas, including industrial areas, major highways, utility corridors, etc.**
2. Maximize altitude – Use Optimized Profile Descent to reduce noise over noise-sensitive areas.
3. Increase track variability – Reduce concentration over noise-sensitive areas.
4. Avoid disproportionate impact to any single entity (county, city, town, neighborhood, etc.).
5. Minimize overhead flights of noise sensitive areas (schools, hospitals, churches, historic sites, parks, etc.).

Study Area



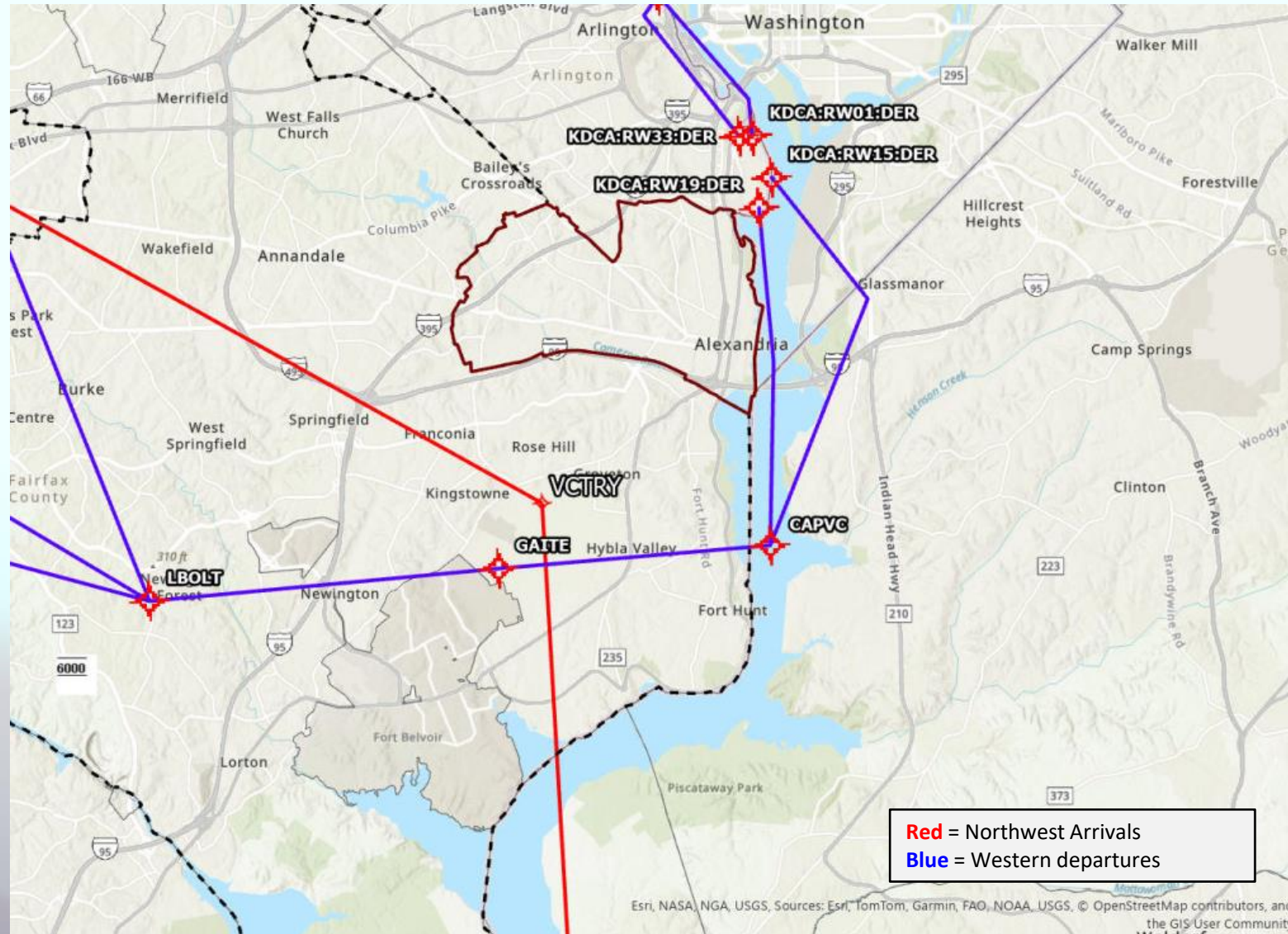
North and South Flows



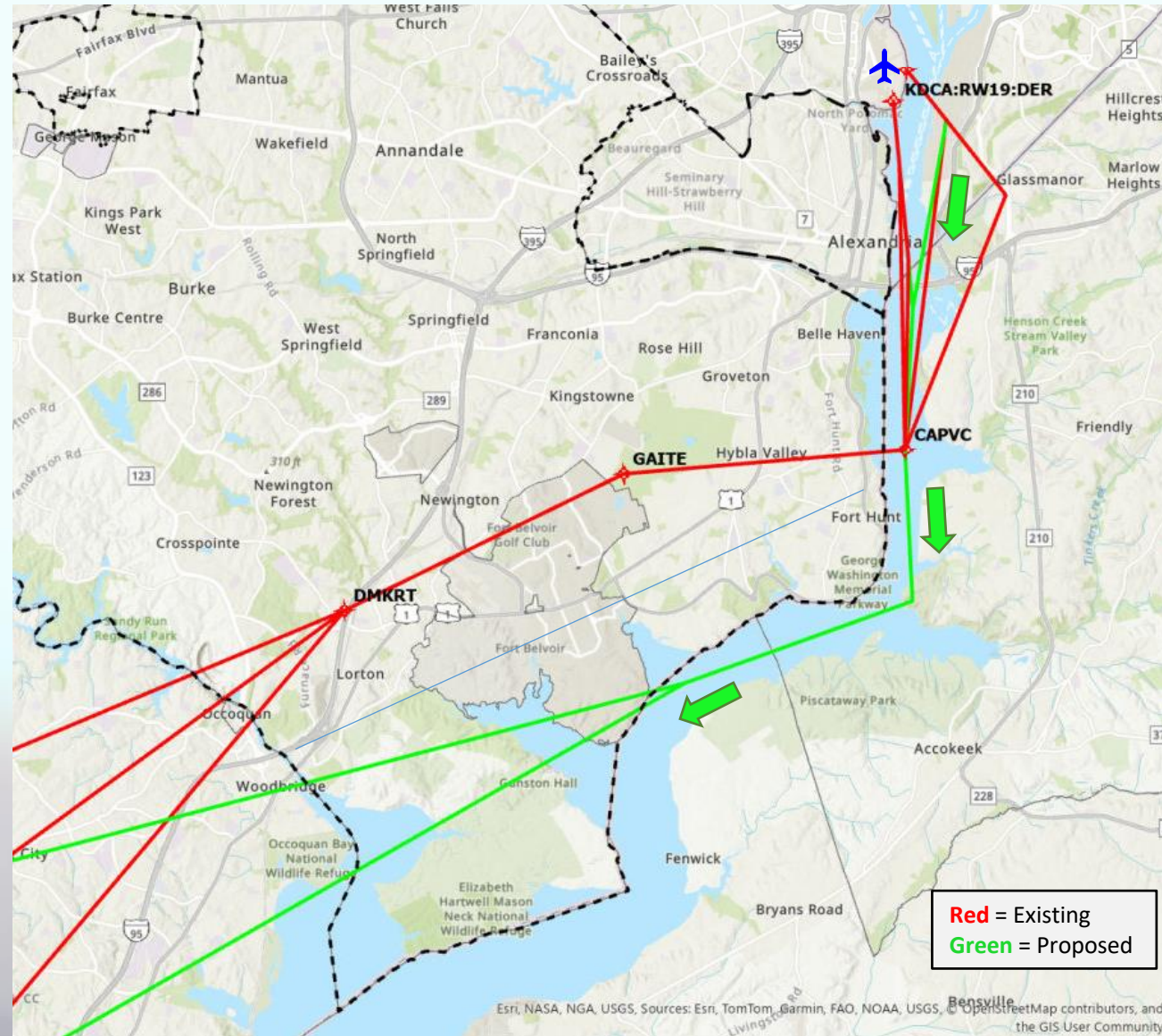
Airspace and Flight Procedure Changes



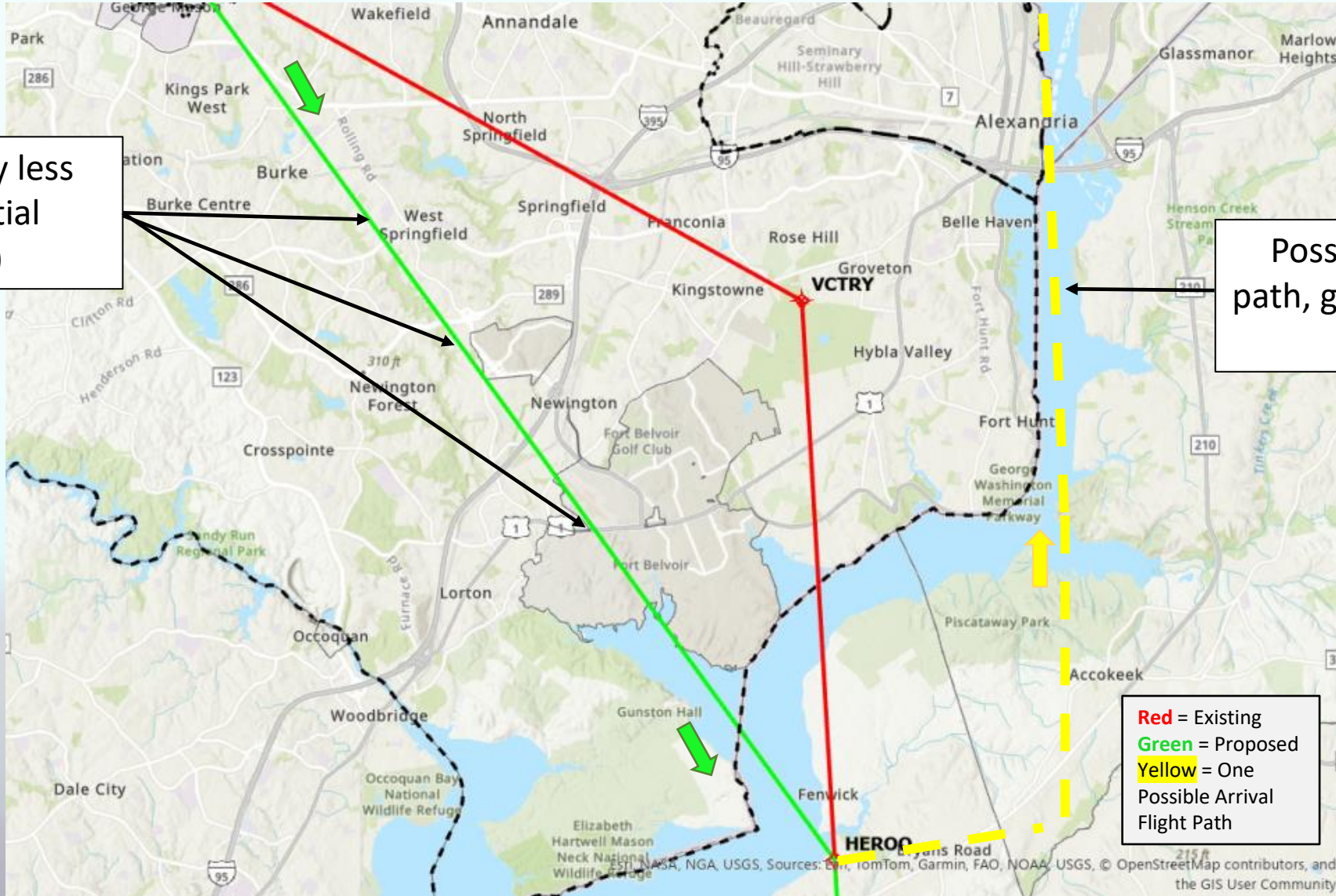
Current Arrival/Departure Routes



Flight Procedures Changes – South Flow (Departures)



Flight Procedures Changes – North Flow (Arrivals)



Shifted to overfly less dense residential (Zoomed In)

Possible arrival flight path, guided by Air Traffic Control

Red = Existing
Green = Proposed
Yellow = One Possible Arrival Flight Path



Next Steps

- Board of Supervisor's Land Use Policy Committee Briefing: June 17, 2025
- Design Team reviews public input and finalizes recommendations
- Final CWG Briefings - July/August
- Submission to FAA: expected late Summer/ Fall, 2025



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