

# Response to MWAA's October 23<sup>rd</sup> “Fly Quiet” Document

DCA CWG Fly Quiet Subcommittee

January 22, 2026

# A Difference of Perspectives?



## MWAA

1. Quotes Jason Schwartz (PDX) who describes the Authority as doing a “great job encapsulating a huge effort”\*\*
2. Highlights positive CWG outcomes\*\*
3. Spends \$500k/year\*\* hosting the CWG and is not willing to spend more
4. Describes the Annual Noise Report as containing “extensive information and data”\*\*
5. Gives the impression that the Authority believes that there is little value to an airline focused FQ program because there is no potential opportunity for future noise mitigation at DCA

\*\* Source: Oct. 23, 2025 meeting summary

## Community Working Group

1. Wonders what Jason’s quote has to do with a FQ program
2. Appreciates MWAA endorsement of CWG recommendations to the FAA, but notes that positive outcomes are a result of *local government investment in an outside airspace consultant*
3. Wonders what the \$500k includes, and notes 2025 budgeted revenue of \$322.5M for DCA of which \$86.9M was budgeted to be credited back to the airlines in 2026; \$100k/year for an outside FQ consultant is **0.1%** of this “excess revenue.” (2026 Budget not yet posted)
4. Acknowledges that the Annual Noise Report is informative, but notes that the report does not provide granular data and analysis on air carrier performance
5. Believes that data and analysis from a contractor-supported FQ program will lead to constructive “win-win” opportunities (more on possible win-win scenarios on slide 11)

# Comparison of proposed CWG FQ Program with MWAA FQ Document

## CWG FQ Program Request

### Focuses on the Future



- As a *starting point*, requested analysis of:
  - total ops. by airline
  - nighttime flights by airline
  - fleet mix by airline
  - bunching flights at the top of the hour within the framework of 1 hr. slot rules
  - go arounds
  - effect of slot rules on go arounds

*... which may inform other consultant-identified data/analysis which, in their opinion, may lead to actionable recommendations to air carriers*

## MWAA FQ Document Response

### Focuses on the Past



- Provides a historical overview of aircraft noise issues at DCA
- Highlights past CWG accomplishments
- Republishes data from the 2024 Annual Noise Report
- Describes what MWAA currently does, including efforts to keep DCA at capacity while promoting growth at IAD
- Provides 18 charts some of which are responsive to CWG data requests
- Provides no actionable analysis

# FQ programs at other airports

- Tend to be located at airports located in the middle of **dense urban/suburban** areas (like DCA) such as:

LAX ORD JFK SEA EWR  
SFO BOS FLL LGA PHL  
SAN

- Usually associated with airports that have **noise roundtables**, which is an indication of significant community noise concerns
- If implemented collaboratively, can be a **win-win-win**
- **Airlines** and **Airport Authorities** receive public acknowledgment
- **Communities** appreciate engagement and noise mitigation



# Expectations of FQ Program - 1

Task	Item	Description	Resource
1	<b>Analysis of impact of total runway operations</b>		
	Collect ANOMS monthly data		Analyst 1
	Data file aggregation (write scripts)		Analyst 1
	Data analysis (write scripts)	Data on runway operations (daily, weekly, monthly, annually)	Analyst 1
		Time and airline breakdown analysis	
	Generate graphics and plots requested by CWG FQC		Analyst 1
	Write section of quarterly report for the community		Airport Noise SME

# Expectations of FQ Program - 2

Task	Item	Description	Resource
2	<b>Analysis of impact of nighttime flights</b>		
	Extract nighttime operations at DCA (daily, weekly, monthly)		Analyst 1
	Parse nighttime data by airline		Analyst 1
	Parse aircraft types of nighttime operations		Airport Noise SME
	Estimate load factors for OL pairs (use DB1Bb data or equivalent)		Analyst 1
	Create graphs and figures for quarterly report		Analyst 1
	Write section of quarterly report for community		Airport Noise SME

# Expectations of FQ Program - 3

Task	Item	Description	Resource
3	<b>Fleet mix analysis and noise correlation</b>		
	Aircraft fleet summaries by airline		Analyst 1
	Distribution of aircraft types		Analyst 1
	Correlation of aircraft types versus noise levels generated (multiple locations)		Analyst 1
	Analyze noise metric readings from monthly reports at all 15 noise sensors		Analyst 1
	Tabulation of noise by aircraft and operation (arrivals/departures)		Airport Noise SME
	Comparisons of noise metrics with previous years		Airport Noise SME
	Create graphs and figures for quarterly report		Analyst 1
	Write section of quarterly report for community		Airport Noise SME

# Expectations of FQ Program - 4

Task	Item	Description	Resource
4	<b>Analysis of how slot rules may be impacting busy times at DCA</b>	Requires Data from FAA or MWAA	
	Flight data collection and parsing		Analyst 1
	Arriving and departing aircraft within 20 m of the airport		Analyst 1
	Averages over peak hours		Analyst 1
	Averages over last year		Airport Noise SME
	Flights with low load factors	OD pair calculations using DB1B data	Analyst 1
	Create graphs and figures for quarterly report		Analyst 1
	Write section of quarterly report for community		Airport Noise SME

# Expectations of FQ Program - 5

Task	Item	Description	Resource
5	<b>Analysis of how go-arounds may be impacting noise levels at DCA</b>		
	Daily, weekly, monthly go-arounds	Requires flight track data analysis	Analyst 1
	Go-arounds and airport throughput analysis		Analyst 1
	Reasons for go-around, and potential interaction with slot rules		Airport Noise SME
	Create graphs and figures for quarterly report		Analyst 1
	Write section of quarterly report for the community		Airport Noise SME

# Expectations of FQ Program - 6

Assumption	Item	Description
1	Assumes Flight Track Data provided by FAA or ANOMS	For Tasks 4 and 5
2	Four quarterly Reports	
3	Year 1 Write Code to improve data analysis efficiency	
<b>Deliverable</b>		
1	Quarterly report (~20 pages) with graphics and tables summarizing information	
2	Report will be for public consumption posted on MWAA site	

# What kind of Win-Win-Win Scenarios does the CWG Envision?



- Data/Analysis could lead to operational changes which decrease the number of go arounds
  - Less noise for overflown **communities**
  - Reduces **FAA** controller workload
  - Reduces track miles and improves on-time arrivals for **airlines**
- Data/Analysis could lead to a change from 1 hr. to 30-minute slot rules
  - More opportunities for **community** noise mitigation
    - TAA NoA
    - OPD SoA
  - Reduces **FAA** controller workload
  - Reduces ramp congestion for a more efficient **airline** ground operation
- Data/Analysis could lead to airlines flying their quietest aircraft and/or flying aircraft with quieter engines at night. Example: Cathay Pacific using Pratt Whitney engines at SFO
  - Lower noise for overflown **communities**

# What's in it for MWAA?

## *. . . Improved Trust & Goodwill*

- JD Power survey of over 30,000 passengers between July 2024 and July 2025 concluded that out of 27 large airports, DCA ranked **20th out of 27** overall.
- The survey measured passengers' experience across seven core dimensions by order of importance:
  - ease of travel through airport
  - **level of trust with airport**
  - terminal facilities
  - airport staff
  - departure experience
  - food, beverage and retail
  - arrival experience
- According to data from the Bureau of Transportation Statistics, **27.5% of flights arriving at DCA experienced delays** during the JD Power survey period. Fewer go arounds and less ramp congestion would improve on-time arrivals and customer satisfaction.
- Which large airport ranked #1? **John Wayne Airport** which is understood to have the strongest and most community friendly noise abatement efforts in the nation. This is not a coincidence.



# What the CWG asked for versus What we got

## The Ask

- Total runway operations
  - by time of day
  - by airline
- Number of nighttime operations
  - by airline
  - by aircraft type
- Average peak noise readings (median Lmax)
  - by aircraft type
  - by hour

## MWAA “FQ” Document



# What the CWG asked for versus What we got

## The Ask

## MWAA “FQ” Document

- Fleet Mix
  - Overall
  - By airline
  - By noise level (Lmax) based on ANOMS data
- Slot Rules
  - Arriving flights by 15 min. increments
  - Departing flights by 15 min. increments
- Go Arounds
  - Number by day, week, month, year
  - Is there a correlation with the bunching of flights during certain segments of an hour due to the 1 hr. slot rules?



X



X

X

# What the CWG asked for versus What we got

## The Ask

- Quarterly reports
- Collaborate with American Airlines – Ask what data would be most useful and actionable for *them*
- Outside Contractor Support
- Ability to identify additional useful data/analysis
- Budget for a FQ Program

## MWAA “FQ” Document

X

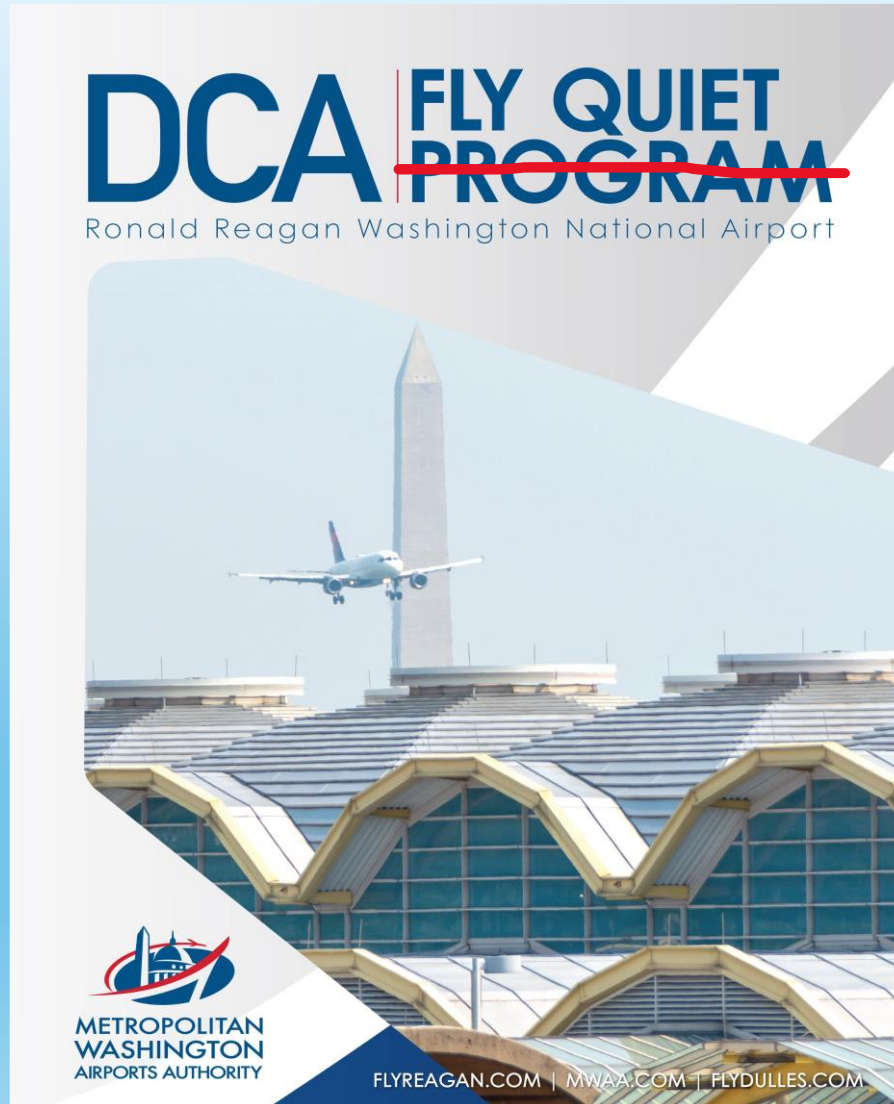
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Let's take a look inside the report . . .



**MWAA's document is not a Fly Quiet program as commonly understood. Fly Quiet programs rate carrier performance**

The program's key components include:

- FAA-published arrival and departure procedures designed to mitigate aircraft noise impacts.
- The DCA Nighttime Noise Rule, which levies financial penalties on flights that fail to comply with noise standards between 10 p.m. and 7 a.m.
- Airport regulations to limit aircraft engine run-ups and other on-the-ground testing that could produce noise impacting nearby communities.
- Requests to airlines to limit the scheduling of flights during the nighttime hours from 10 p.m. to 7 a.m.
- Requests to airlines and pilots to refrain from requesting early turns from flight paths that could put planes over densely populated areas, particularly during the nighttime hours.
- Requests to airlines to use their quietest aircraft whenever practical in the DCA market, particularly during the nighttime hours.
- A network of noise monitors and flight-tracking systems that allow the public to monitor noise levels in relation to specific flights at specific locations and to track historic aircraft noise trends along key flight paths.
- A system to gather aircraft noise complaints from the public with online tools to analyze complaint data. The Airports Authority regularly forwards noise complaints to the FAA and airlines for their information and reports them to the public.

**Thank you!**

- A Noise Information Office to gather and manage data on noise-related matters and engage with key stakeholders and the general public to increase their understanding of noise-related issues.
- Facilitation of the DCA Community Noise Working Group, a citizens advisory panel representing 15 local communities along flight paths across Virginia, Maryland and the District of Columbia to engage with airlines and the FAA and their subject-matter experts to recommend potential ways to reduce aircraft noise impacts.
- Regular reporting of noise-related data, including airline fleet mix trends, DCA commercial aircraft and airline operations per day and hour, runway usage, Nighttime Noise Rule compliance, complaint statistics, noise-monitor readings and activities of the DCA Community Noise Working Group.
- Regulatory limitations and physical characteristics of the airport that prevent larger, and often louder, airplanes from using DCA (including short asphalt runways that limit aircraft size and weight; proximity to federal no-fly zones that keep aircraft away from parts of Washington, D.C., 'slot and perimeter' rules that keep larger planes serving long-haul and international destinations out of DCA).
- Proactive efforts to discourage additional flights at DCA and other legislative or regulatory changes that could increase aircraft noise impacts.

### Introduction

Aircraft noise is a concern across the nation and worldwide. As air travel has expanded, the population also has increased, with more people living near airports and flight paths, thereby exposing nearby residents to the impacts of aviation noise. While technological advances in aircraft

Pg. 3  
(and repeated  
on pgs. 4, 5, 8)

**This is what a  
true FQ program  
will help us do!**

2015 – Metropolitan Washington Airports Authority’s Noise Information Office becomes the first in the nation to upgrade its noise monitor and flight tracking system with the Aircraft Noise Event Extraction Methodology (“ANEEM”) technology, allowing more precise identification of flights in relation to noise-monitor readings.

2018 – Metropolitan Washington Airports Authority modifies its noise complaint system to receive noise complaints via smartphone applications and a third-party device called “the button.”

2018 – Metropolitan Washington Airports Authority Noise Information Office becomes the first in the nation to develop an online dashboard to allow public access and analysis of aircraft noise complaint data.

2020 – The north flow west-bound departure procedure is modified to reduce overflights of residential land outside the Capital Beltway. *Additional information and graphics are on page 20 (Figures 17 and 18).*

**More accurate: “*At Community Working Group request*, the north flow west-bound departure procedure . . .”  
(otherwise, it reads like MWAA initiated the change)**



2024 – FAA publishes the new GPS Runway 19 arrival procedure designed with community input and to maximize flight time over the Potomac River while reducing flight time over populated communities. *Additional information and graphics are on pages 33 through 34 (Figures 21 and 22)*

## The Reagan National Airport Fly Quiet Program

Reagan National Airport's longstanding and ongoing effort to mitigate the impacts of aircraft noise on surrounding communities has several components, all of which must be compatible with the FAA's top priority of safety. The program's key components include:

1. **The Potomac River Flight Corridor**
2. **Noise Abatement Features of Arrival and Departure Procedures**
3. **The DCA High Density (Slot) and Perimeter Rules and Runway Limitations**
4. **The DCA Nighttime Noise Rule**
5. **DCA Regulations Limiting Airfield Engine Run-ups**
6. **The Airports Authority's Noise Information Office**
7. **Public Noise Complaint System and Online Analysis Capability**
8. **Flight Path and Noise Monitoring Systems**
9. **DCA Community Noise Working Group**
10. **Public Online Portal to Access and Analyze Flight and Noise Data**
11. **The Airports Authority's Annual Noise Report**
12. **Communications with / Recommendations to Airlines**
13. **Analysis of Airport and Airline Operational Data and Online Information**

Each of these components is explained in the following sections.

**The CWG needs an SME to analyze flight and noise data**

**The CWG needs more granular analysis of airport and airline data including go-arounds**

C. The River Visual 19 procedure was modified in 2015 to remove the ground tracks over McLean, Virginia, parts of Maryland inside the Capital Beltway, and the D.C. Palisades and Foxhall neighborhoods, which were under the flight path of the original approach. To keep aircraft more over the river, the RNP AR approach was added as the instrument backup, and the LDA approaches were removed (2015). It was modified again in 2024 to remove the FERGI waypoint, display the new DERIC waypoint location, and add GPS RWY 19 as the required instrument backup. (Figures 5-10 and 19 on pages 14-16 and 21)

(A visual procedure requires the pilot to follow a defined path on the ground. Before December 2015, the River Visual approach to Runway 19 had three flight-path options: one over land in Virginia, one over land in Maryland and D.C., and one over the Potomac River. In December 2015, this procedure, at the request of the Airports Authority, was modified to remove the two flight paths over land and leave only the over-water flight path.)

D. At the Airports Authority’s request, the FAA modified the RNP-AR Runway 19 approach procedure in 2015 to fly over the Potomac River rather than over McLean, Virginia, and again in 2024 to remove the FERGI waypoint and show the new DERIC waypoint location to reduce flight path concentration. (Figures 11-16 on pages 17-19)

(Waypoints are locations that aircraft use for navigation purposes. RNP-AR stands for “required navigation performance, authorization required” and is a modern electronic approach that requires pilots to be trained to fly it with special onboard equipment.)

Before 2015, this arrival procedure routed airplanes over residential areas of McLean, Virginia. In 2015, at the request of the Airports Authority, this overland path was replaced by an over-water flight path. In 2024, the RNP-AR procedure underwent another modification in response to a request from the DCA Community Noise Working Group. This modification removed the FERGI waypoint, located near the TPC Avenel Golf Club near Potomac, Maryland, as the initial approach fix and made the DARIC waypoint, which is inside the Capital Beltway near CIA Headquarters in McLean, Virginia, the initial approach fix after relocating it approximately a quarter mile to the southwest. These changes enable air traffic control to vector aircraft to the DARIC waypoint, thereby reducing the previously higher levels of air traffic concentration between the FERGI and DARIC waypoints. Relocating DARIC reduced the number of aircraft over Maryland’s Cabin John, Glen Echo and Brookmont communities, as well as other Maryland communities outside the Capital Beltway.

More accurate: The RV19 procedure was modified in 2015 to begin at a relocated FERGI waypoint over Montgomery County. South of Glen Echo, MD, the modified procedure avoided overflying communities by following the river

DARIC is misspelled here, below, and on pgs. 16 and 19

??? Is MWAA describing the RNP-AR here ???

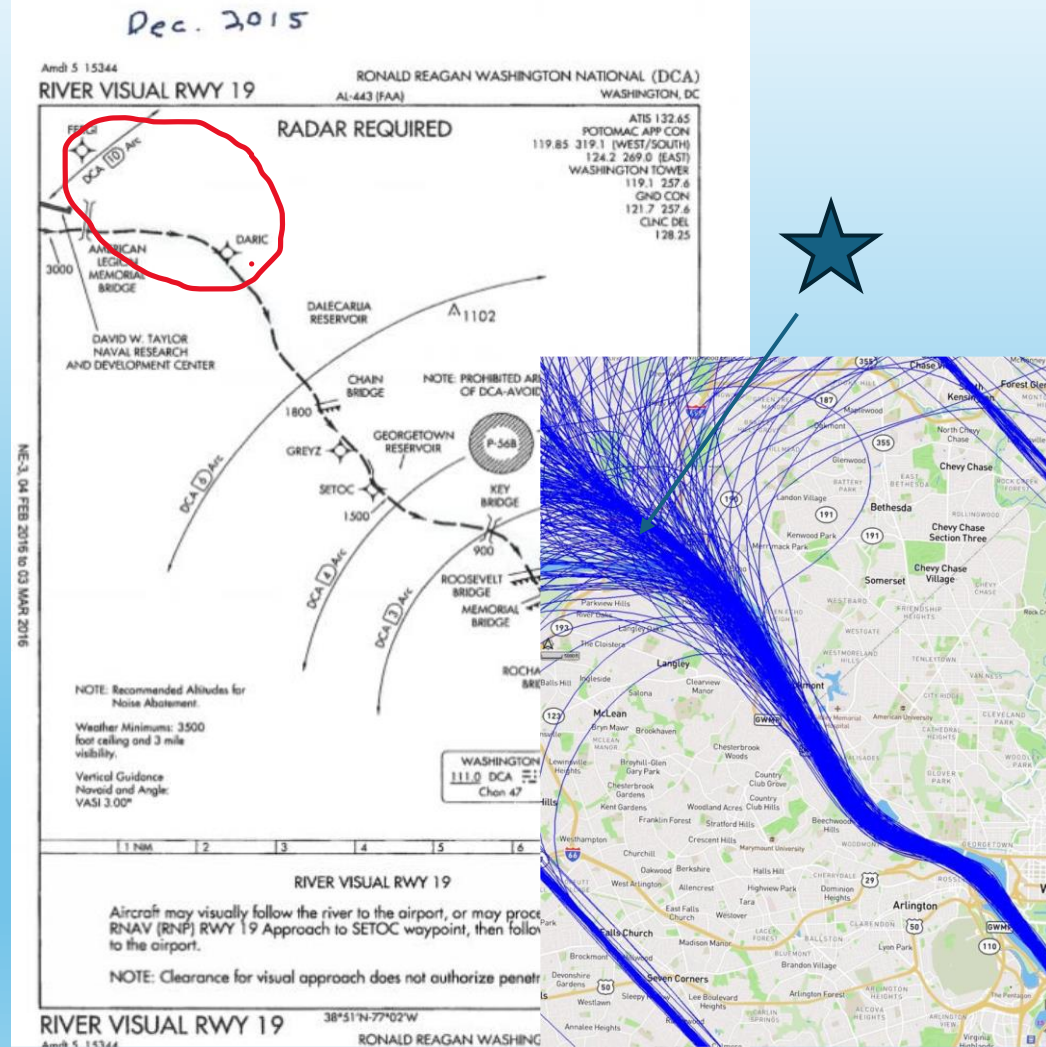
Please modify to: “fly over portions of the Potomac River” as the 2015 RNP-AR flew over 5 miles of MoCo communities between FERGI and DARIC

More accurate: new DARIC waypoint location which was moved over more noise compatible land.

More accurate: this Virginia overland path was replaced by a flight path that begins over portions of Montgomery County and then flies over the Potomac River

# Please use correct River Visual 19 chart on page 15 (FAA published erroneous chart and later corrected it)

Figure 7 - 2015 Modified River Visual 19 Procedure Over Water



KDCA/DCA JEPPESEN WASHINGTON, DC (VA) RIVER VISUAL Rwy 19

10 MAR 17 19-2

D-ATIS	POTOMAC Approach (R)	WASHINGTON Tower	Ground	Helicopter
132.65	West/South 119.85	East 124.2	119.1	121.7
VISUAL	Final Apch Crs See Planview.	No FAF	Ceiling-Vis 3500'-3	Apt Elev 15' TDZE 13'

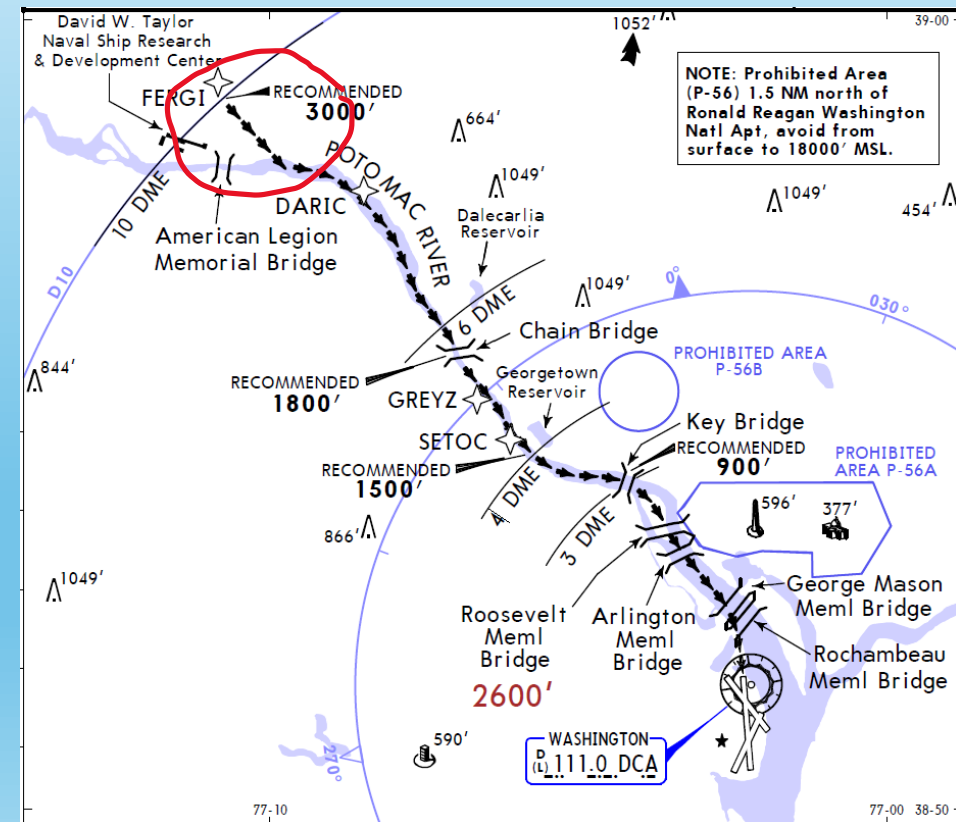
MISSED APCH: No missed approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. Clearance for visual approach does not authorize penetration of Prohibited Area P-56.

2600'

MSA DCA VOR



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body aircraft and other larger jets, which typically land at Dulles, with four long runways measuring between 9,400 and 11,500 feet. Additionally, DCA's runways are paved with asphalt, which could be damaged by heavier aircraft. Dulles Airport's stronger concrete runways can bear the greater weight of larger planes without sustaining damage. DCA's runways are paved with asphalt because much of its land is reclaimed from the adjacent Potomac River, making the ground too unstable for concrete. This situation prevents larger and heavier planes, which can make more noise than smaller aircraft, from using DCA.

## (4) The DCA Nighttime Noise Rule

**Summary:** *DCA's Nighttime Noise Rule is one of the few legally enforceable regulations at a U.S. airport to mitigate aircraft noise impacts. It **restricts** noisier aircraft from operating during the overnight hours by imposing monetary penalties on airlines whose flights violate specific noise-related standards between 10 p.m. and 7 a.m.*

**Background:** In March 1982, Congress authorized the [Nighttime Noise Rule](#) at DCA "to restrict operations between 10 p.m. and 7 a.m. to certain types of aircraft that the FAA has classified [as relatively quiet](#)."

This rule does not permit the FAA or the Metropolitan Washington Airports Authority to prohibit aircraft operations between 10 p.m. and 7 a.m.; however, it does empower the Airports Authority to impose fines of up to \$5,000 on aircraft operators for flights that violate the rule.

**The definition of "restrict" is to "limit the size, amount, or range of something; to put a limit on it".**

**More accurate to write "deters" noisier aircraft...**

**REAGAN NATIONAL**

Start Here Investigate Legend Help

### Quick Start Guide

Using WebTrak you can track the flight activity in to and out of Airport Name, along with information about each aircraft.

Aircraft Map Controls Noise Tags Panels

Flights Display Prefs

Mode **Show current flights** Historical

Date to load 01/19/2026

All Regional Flights by Hour for 01 19 2026

Time	Flights
06:13AM	234

Time to start replay 06 13 AM Set

01 19 2026 6:13:44 AM

**Weather**

A Few Clouds  
Southwest winds @ 6 mph

Observation Time 5:52 AM  
Temperature 23 °F  
Pressure 30.0 inHg  
Relative Humidity 65%  
Dew Point 13 °F  
Visibility 10 mi

Mapbox | OpenStreetMap | Improve this map

Useful!

The Airports Authority also established and maintains the first and only interactive online [dashboard](#) to provide public with access to noise complaint data and the ability to **analyze noise complaints** (deleting any personal information). As of mid-2025, no other U.S. airport was offering this service. The Complaint Dashboard allows anyone to independently conduct preliminary research to ascertain information such as: complaints by date and hour, Zip Code heat maps and statistics tables, the number and general location of [individuals](#) and households filing complaints by date and frequency, and types of noise-related disturbances.

As technical advancements permit, the Airports Authority modifies its systems to enhance the public's ability to submit noise complaints in various ways, including online submissions (2008), a smartphone application (2018) and a third-party device called "the button" (2018). Complaint data is shown above but with personal information removed. Instructions on how to submit a complaint can be found [HERE](#).

An illustration of the [Complaint Dashboard](#) is on the next page and instructions on its use are in the provided link.

**As WG members have stated previously, we need an SME to analyze noise data, not complaint data.**



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

The DCA Working Group's accomplishments from 2015 through mid-2025 include:

- Modified LAZIR north flow departure procedure to maximize flight time over water in 2016/2017. (In 2021, the U.S. Secret Service adjusted the waypoint ADAXE by 800 feet west to address penetrations into the P56 federal “no fly” zone).
- Successfully recommended that the Airports Authority:
  - Make its online noise complaint form easier to use,
  - Allow for the selection of multiple noise-complaint criteria,
  - Create a mobile phone application for filing noise complaints, and
  - Allow residents to use a commercial third-party “Button” device to submit complaints (2017-2018).
  - **Develop a Fly Quiet Program for Reagan National Airport.**

**This statement is misleading. DCA does not yet have a Fly Quiet program; DCA has a historical summary document with some new charts**

# (10) Public Online Portal to Access/Analyze Flight and Noise Data

**Summary:** In addition to providing information on noise complaints, the Airports Authority has developed an online portal that allows the public to access and analyze data on flight tracks and noise-monitor readings. This portal allows tracking and monitoring of flights from DCA and their noise impacts along flight paths.

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**Background:** The Airports Authority publishes its noise monitor data and monthly summaries for aircraft noise monitors around DCA and IAD. This data can be downloaded in Excel to enable the public to examine the data in the method of their choosing. An example of the data provided is below.

Noise Monitor #	2016	% Time Online	Total Leq	Aircraft						Community					Mixed				Background (non-event) Leq	
				D <sub>NL</sub>	Leq	# Events	Min Lmax	Modal Lmax	Max Lmax	Leq	# Events	Min Lmax	Modal Lmax	Max Lmax	Leq	# Events	Min Lmax	Modal Lmax		Max Lmax
2	Jan	99.9	51.8	50.6	48.3	8,491	50.7	60	85.3	43.2	6,285	52.4	58	93.7	36.5	108	55.0	68	91.4	47.6
2	Feb	99.9	53.1	52.3	49.7	9,188	50.3	64	82.7	45.3	8,425	51.9	58	91.3	37.1	173	57.5	66	83.9	48.6
2	Mar	99.8	53.6	53.7	50.9	11,454	51.0	64	86.0	43.4	5,969	52.3	58	91.9	37.1	192	54.7	66	83.1	48.9
2	Apr	99.9	53.9	53.4	50.5	10,692	50.6	64	83.4	45.5	8,186	52.3	58	91.3	38.5	180	57.6	72	80.9	49.6
2	May	99.7	55.5	54.1	51.3	11,853	50.8	64	80.1	49.2	9,214	52.3	58	100.7	38.8	143	56.6	68	95.2	51.2
2	Jun	99.8	58.3	55.1	51.7	11,584	50.7	64	85.2	50.3	10,118	52.2	58	99.7	42.2	181	55.9	67	95.4	56.0
2	Jul	99.7	54.6	54.7	51.3	11,701	51.0	64	87.6	46.6	7,594	52.3	56	95.9	39.7	117	56.3	70	88.1	49.9
2	Aug	99.7	57.3	54.0	50.7	11,926	50.6	64	79.7	52.8	7,861	52.3	58	96.6	41.3	110	55.2	74	91.7	53.3
2	Sep	99.7	54.3	53.2	50.1	11,407	51.0	64	81.3	44.3	4,907	52.0	58	90.8	38.2	78	57.3	70	89.3	51.3
2	Oct	99.7	53.5	52.7	50.0	11,415	50.4	62	79.6	44.0	6,175	52.4	58	86.3	37.4	118	55.1	66	84.8	49.6
2	Nov	99.7	54.3	52.5	50.0	10,664	50.4	62	83.0	46.8	7,824	52.2	58	85.7	39.2	121	51.5	74	88.6	50.6
2	Dec	99.7	53.6	52.5	49.6	10,098	50.4	62	82.2	45.9	6,897	52.2	58	90.2	41.6	134	54.4	72	85.0	49.3
3	Jan	99.9	49.9	40.9	39.2	1,943	50.4	56	79.4	44.9	10,527	52.3	56	87.3	35.2	212	54.0	62	85.4	47.4
3	Feb	99.9	50.6	42.8	40.9	2,454	50.3	58	79.8	46.0	12,942	52.5	58	85.9	31.2	233	54.4	62	79.9	47.9
3	Mar	99.8	51.5	43.6	41.8	2,638	50.5	58	86.2	44.7	10,791	52.5	58	88.2	36.1	395	54.4	62	86.5	49.7
3	Apr	99.9	53.2	42.8	40.9	2,359	50.5	58	79.3	48.9	15,939	52.4	58	85.6	41.2	505	51.0	60	85.0	50.3
3	May	99.7	54.8	45.0	42.9	3,266	50.1	60	83.1	49.8	15,493	52.3	58	90.0	43.8	405	54.8	62	85.6	52.1
3	Jun	99.7	53.5	44.9	42.4	3,291	50.2	58	82.8	49.2	17,346	52.3	58	88.8	38.4	504	54.9	60	85.4	50.7
3	Jul	92.1	53.4	44.7	41.8	3,138	50.4	56	83.9	49.7	11,746	52.3	58	89.2	40.0	425	53.4	62	86.7	49.9
3	Aug	99.8	54.1	43.8	41.5	3,834	50.2	58	81.2	49.8	14,127	52.1	58	99.9	44.3	499	54.5	62	99.7	50.8
3	Sep	99.7	53.0	43.7	41.8	3,664	50.3	58	82.4	48.5	12,029	52.1	58	92.1	38.4	284	56.3	62	90.2	50.3
3	Oct	99.7	56.6	43.6	42.0	3,250	50.4	58	82.1	54.0	17,180	52.3	58	87.2	44.0	509	55.0	63	83.8	52.1
3	Nov	99.8	52.0	42.5	40.9	2,405	50.3	58	82.1	47.1	15,366	52.3	58	86.5	36.2	356	52.5	62	84.9	49.6
3	Dec	99.7	55.8	42.3	40.6	2,199	50.2	58	84.6	50.6	16,267	52.2	58	89.2	37.3	217	54.1	62	84.8	54.0

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**CWG members represent the public and need an SME to analyze noise data to make informed win-win recommendations to air carriers**

## (12) Communications with / Recommendations to Airlines

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**Summary:** *The Airports Authority communicates with airlines periodically to convey information or requests regarding aircraft noise and to encourage compliance with noise-abatement procedures and provides a publicly available annual report to airlines on compliance with Fly Quiet Program requests and related metrics.*

???????

The CWG has no idea what report MWAA is referencing here

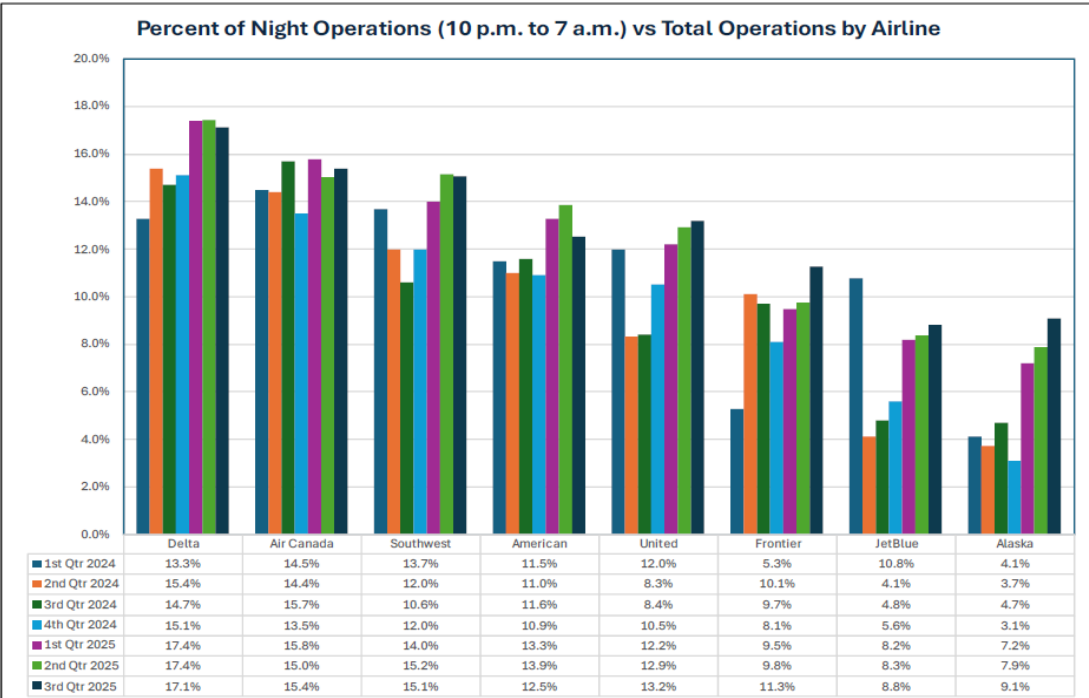
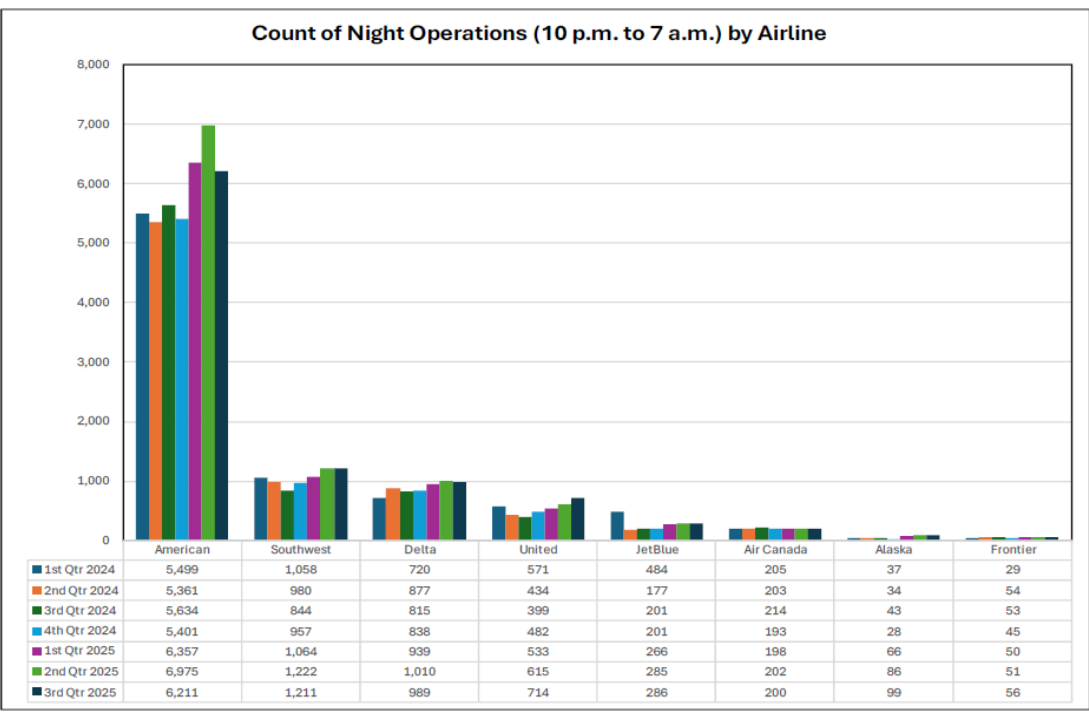
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In response to increasing complaint volumes regarding specific noise-related issues, the Airports Authority relays community concerns to airline management for their consideration and potential action. The DCA Community Noise Working Group also may formulate recommendations and requests to the airlines serving DCA and communicate with airlines through its interactions with the group's two airline representatives.

How can we do this without data, analysis and SME provided conclusions?

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Very enlightening, but – Why?

Beyond perimeter flights?

Slot limitations for certain air carriers?

Something else?

NEEDS FURTHER ANALYSIS

# Bottom line . . .

- CWG members represent communities that are suffering under NextGen channelization – both noise and health impacts
- The airlines profit from of their operations - and yet at the same time, seem willing to do what they can to mitigate their impact
- Given this, the public feels that MWAA has a responsibility to provide data and analysis so that CWG members can better engage with airlines
- Only **data** regarding noise, air carriers, go arounds, slot rules and other **analysis** can reveal opportunities for noise mitigation now that our engagement with the FAA re. flight path changes is mostly complete
- Less than 0.1% of funds earmarked as airline refunds would provide analysis which could help to mitigate the negative impact of DCA operations on the environment
- Recommendations to airlines would primarily be voluntary
- **American Airlines has indicated support for a FQ program at DCA**

# Proposed Recommendation #31

The DCA Community Working Group and local governments recommend that MWAA budget/fund a **Fly Quiet** program with outside contractor support that both rates air carrier performance and provides opportunities for the Working Group to request targeted data and analysis.