

Update on Airport Noise

Many residents have complained to the County Board over the last year about an increase in the intensity and duration of airport noise at Reagan National Airport (DCA). On June 18, Board Member Libby Garvey hosted a Community Meeting on Airport Noise attended by approximately 100 individuals. The meeting was recorded and can be viewed on the [County Board Meeting website](#).

The FAA has now created an "Airport Noise" Working Group (the Reagan National Community Working Group) with a dozen communities adjacent to the Potomac River. The Arlington County Board appointed Steven Geiger and Joseph Pelton as the two representative from Arlington County. At the first meeting held October 27, a group [Charter](#) was approved along with the following topics to be addressed by the Working group in preparation for a final report by the end of the year:

- Air safety requirements
- Current operating conditions and potential changes to air traffic patterns (especially the LAZIK pattern that allow precise aircraft navigation to point along the Potomac
- Jet noise performance by carrier fleets
- Noise monitoring equipment and their results
- Experience of other airport communities in addressing noise issues.

The Working Group held its second meeting on November 12, 2015 at the Reagan National Airport with representatives from the FAA and the Metropolitan Washington Airport Authority (MWAA) and received a detailed presentation on the take-off and landing patterns both from the North and the South. The many constraints that exist due to safety and national security were noted and various quite limited options explained with regard to both the North and the South because of the White House and restricted area P56A, Andrews and Quantico , Dulles, etc.

Three options that have been identified by FAA analysis known as LAZIR A, B and C were presented and the reasons by LAZIR B seemed the most achievable in terms of safety and flyability while also staying the longest over the Potomac. Flight path options to the North and South as well as possible changes to the P56A boundary were discussed, but FAA officials largely noted the constraints that limit changes.

Other items that were discussed included the plans by carriers to upgrade to quieter aircraft that would be discussed at the December 10th Meeting. It was suggested that a Survey Monkey questionnaire be developed and distributed prior to the next meeting to see if there is agreement on any points or to explore areas of disagreement.