



*Reducing Aircraft Noise
Through Community Action:
Strategies Used by the
Montgomery County Quiet
Skies Coalition of Maryland*

Presentation for the Aviation Impacts Solutions Summit

June 18, 2021



Montgomery County ✈ Quiet Skies Coalition

1. By mid 2000s, Washington National (DCA) had grown from regional -> national hub
2. In 2015, all departure and arrival paths were moved from Virginia -> Maryland
3. Performance Based Navigation concentrated air traffic in narrow, repetitive flight rails
4. No nighttime curfew

→ In 2016, Montgomery County Quiet Skies Coalition (MCQSC) was formed



5+ YEARS BUILDING POLITICAL BASE & POWER

1. Extensive educational outreach to public & elected officials at County, State and Federal level
2. Regular, in-person meetings (elected officials and staff always invited)
3. Being responsive **ALL THE TIME**

Montgomery County



Quiet Skies Coalition

SLOGANS AND T-SHIRTS

What if someone built a highway
over YOUR home?



www.mocoquietskies.org

REGULAR PUBLIC MEETINGS





WE PURSUED MULTIPLE STRATEGIES

LEGAL REMEDIES



UNSUCCESSFUL
Dismissed on timeliness issues

LEGISLATIVE REMEDIES



VERY LONG TERM
But we are still working on it!

LOCAL REMEDIES



UNSUCCESSFUL...
UNTIL RECENTLY

What was the Local Strategy?



**To seek solutions with other impacted
jurisdictions through the DCA
Community Working Group**

DCA Community Working Group (CWG)



Hosted by Metropolitan Washington Airports Authority (MWAA)

Reps from 6 Jurisdictions in MD, VA and DC

Reps from Airlines

FAA

Federal Congressional staff (House and Senate) attend & observe – **very important**

Met monthly for years (now quarterly via Zoom)

40+ meetings since 2015

20 Recommendations – NONE IMPLEMENTED

FAA DID NOT INVEST RESOURCES TO FIND WIN/WIN SOLUTIONS

Local Strategy “Reset”

LOBBY FOR COUNTY TO HIRE AN AIRSPACE EXPERT CONSULTANT

High-ranking FAA officials encouraged hiring consultant

MCQSC conducted education campaign informing County Council members about problem and possible solutions (*aviation impacts were new to Montgomery County and not understood*)

Impacted residents testified at County budget hearings

Federal Representative and Senator lent support

Over 100 calls from constituents the day before the vote

Success: County appropriated funding for an airspace consultant (\$125K from MoCo and \$125K from another impacted jurisdiction)

Citizens Testifying at County Council Budget Hearings



What the consultant brought that had been missing



- Understanding of FAA flight procedure possibilities and constraints
- Time to understand details and communities' concerns
- Liaison with the FAA between CWG meetings – things move faster
- Real-time noise modeling of flight procedure alternatives



With the consultant (abcx2), communities developed principles for flight procedure redesigns

- 1. Direct flights over “compatible” areas**
- 2. Limit exposure to any one area**
- 3. Reduce exposure to the most impacted communities**
- 4. Avoid heavily populated residential areas**
- 5. Consider historical (pre-2015) flight tracks**

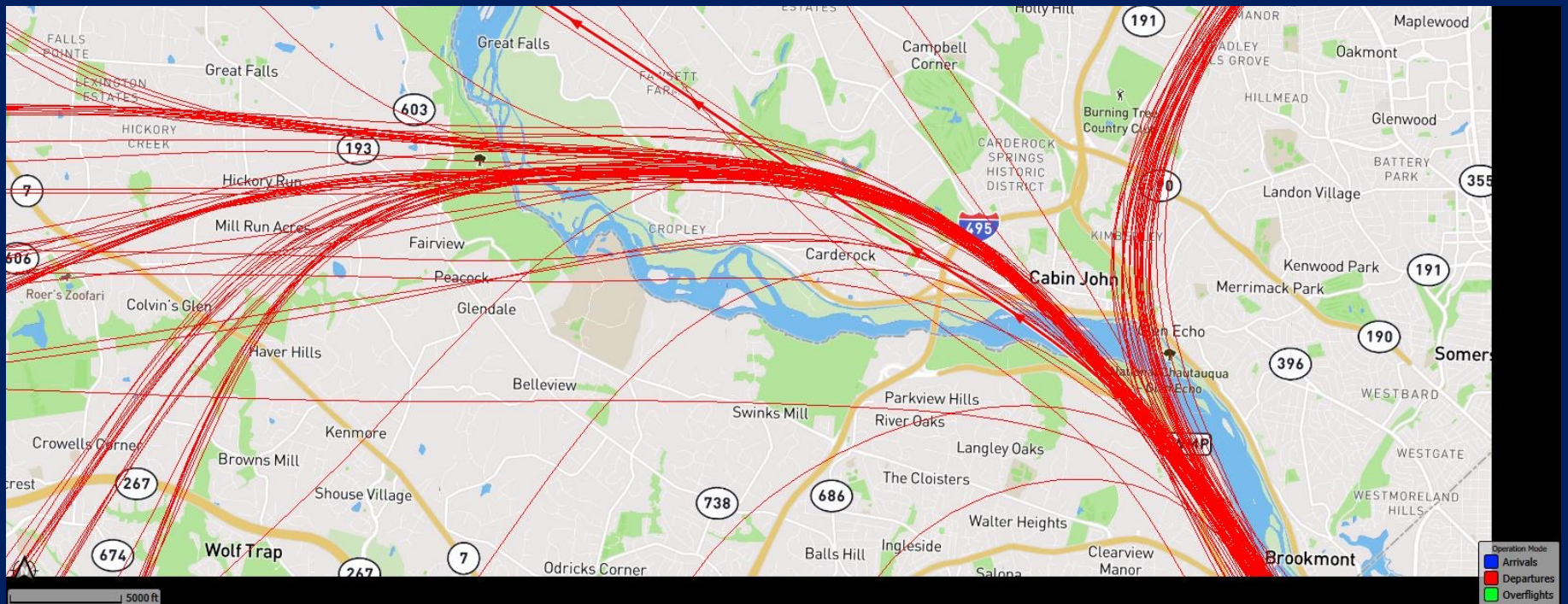


EARLY RESULTS

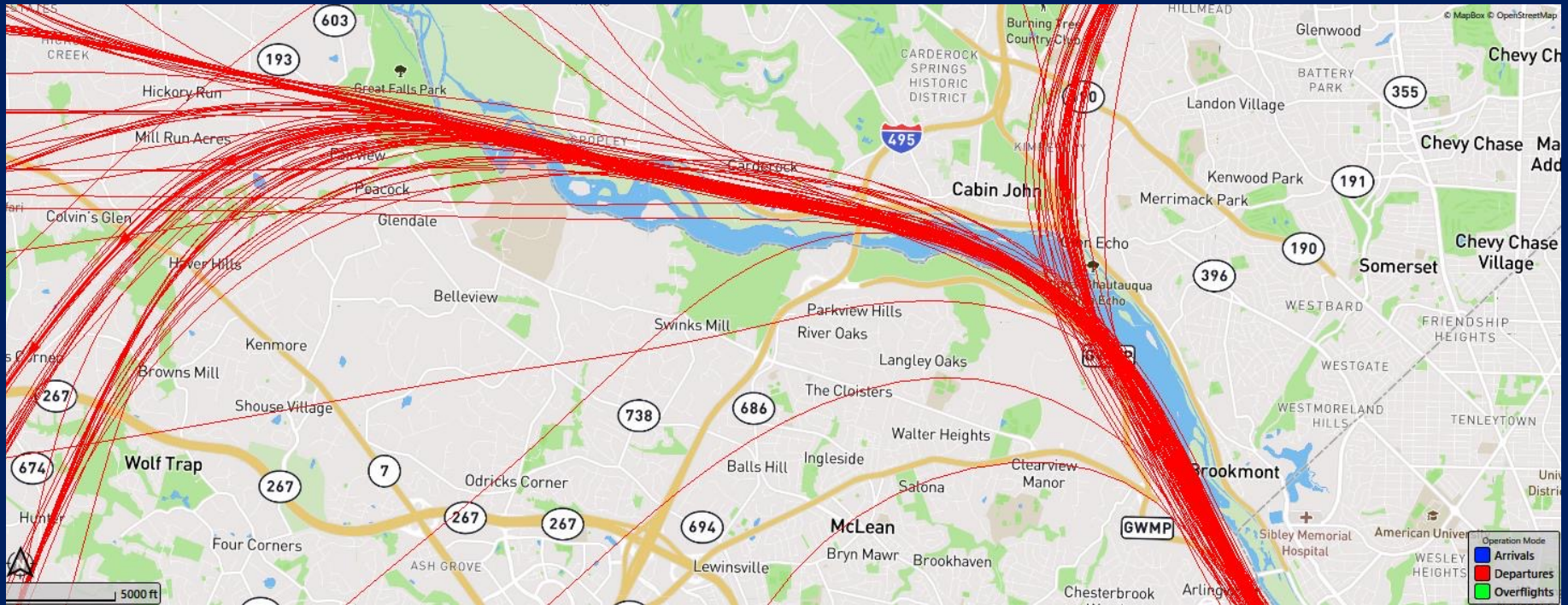
FAA agreed to route westerly departures more over the Potomac River and avoid many residential areas

Easterly departures: Unresolved – to be dealt with in next phase

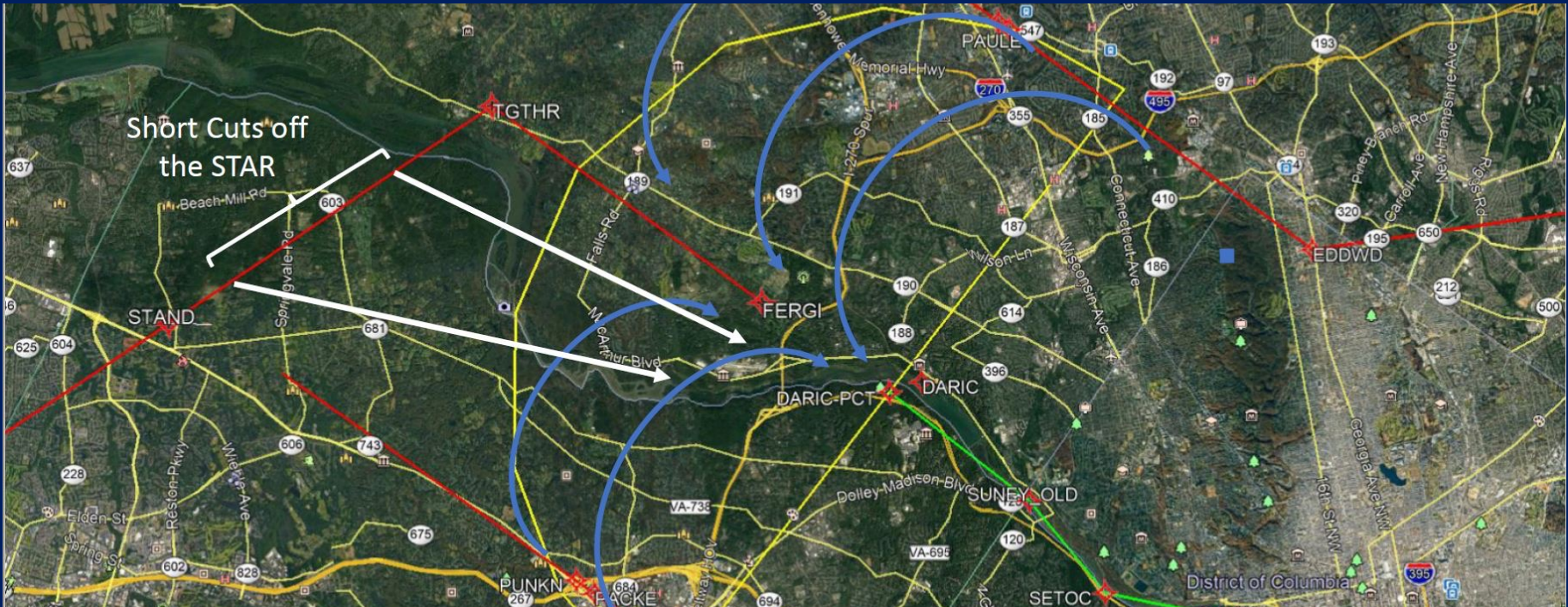
Approaches: “Terminal Arrival Area” to create track variability for approaches



Westerly Departures 12/7/20



Westerly Departures 1/2/21



Approaches: Terminal Arrival Area (TAA) Concept

ADDITIONAL INFORMATION

Website for the
consultant's project with
MoCo and Arlington:

<https://dca.nowgen.net/>

Includes project overview,
community feedback,
reports

