

Donaldson Run Civic Association

June 12, 2023

Honorable Sam Graves, Chairman
Honorable Rick Larsen, Ranking Member

Committee on Transportation and Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building

Honorable Garret Graves, Chairman
Honorable Steve Cohen, Ranking Member

Aviation Subcommittee
Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, D.C. 20515

Dear Sirs:

On behalf of the Donaldson Run Civic Association (DRCA), I am writing in strong opposition to the recently introduced DCA Act of 2023, which I understand may soon be considered as a proposed amendment to the pending FAA reauthorization bill.

DRCA is a neighborhood civic organization in Arlington, Virginia, comprised of households living directly under the current flight path to and from Reagan Airport, along the Potomac River to the northwest of the airport. Along with other similar civic organizations in Northern Virginia, the District of Columbia, and Maryland, DRCA has been actively engaged for over 30 years in seeking to minimize the sometimes deafening noise from increasing numbers of flights to and from Reagan Airport, disrupting the quiet enjoyment of our residents' homes arising from decisions of air carriers not to follow the Potomac River on these flights. In recent years, the FAA prescribed low altitude flight paths directly over these homes, using precision guidance on all approaches and thus worsening the problem.

This recent bill would order the Secretary of Transportation to issue 56 *more* exemptions than Congress has already previously been permitted from restrictions on the numbers of flights posing these problems to local communities and their residents. For all of the reasons outlined by the Ronald Reagan Washington National Airport DCA Community Noise Working Group, in which DRCA has participated, we urge you not to include this provision in your consideration of the FAA's reauthorization bill. Adding even more such slot exemptions would represent a significant step backwards from our efforts to address this increasing problem to our residents, particularly from long haul flights that use more fuel and require more thrust and create greater noise. With the new Metro Silver Line, the unused capacity at Dulles International Airport makes it a much more sensible venue for any additional flights that are deemed warranted.

Indeed, this proposed bill appears to be flatly inconsistent with a key premise of your recently introduced FAA reauthorization legislation. Sections 476 and 477 of that bill emphasize the need for feedback from "individuals living in the vicinity of airports." They would also require the FAA to seek, in implementing

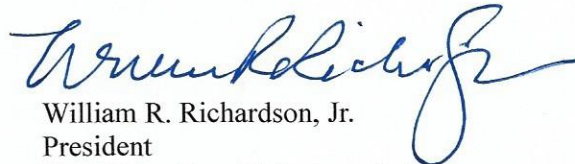
or revising flight procedures, specifically to take the following steps to reduce (not increase) unreasonable aircraft noise:

- implement flight procedures “that can mitigate the impact of aircraft noise.”
- “[w]ork with . . . potentially impacted neighboring communities in establishing or modifying aircraft arrival and departure routes.”
- “[d]iscourage local encroachment of residential or other buildings near airports that could create future airport noise complaints.”

The DCA Act of 2023 proceeds from no such consultation with local communities. For this reason, and because it would move in entirely the opposite direction from the efforts outlined above, we urge that you reject any effort to add this proposal to your pending FAA reauthorization bill, or otherwise to report out the DCA Act of 2023.

Thank you very much for your consideration of our views on this matter.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "William R. Richardson, Jr.", with a large, stylized flourish at the end.

William R. Richardson, Jr.
President
Donaldson Run Civic Association