

Submission by Washington DC Ward Two and Three to the FAA for
Modifications to the Proposed LAZIR B Departure Procedure (Revised)

November 1, 2016

As noted in comments filed by the DC Fair Skies Coalition dated September 9, 2016 (found at DCFairSkies.org) the principal concern of residents in Northwest DC is the significant increase in aircraft noise since Spring 2015 much of which is attributable to the implementation of new northbound routes all of which incorporate the LAZIR departure procedure as the initial segment. Our assessment of LAZIR B which is supported by the FAA's noise analysis is that Georgetown and points south would experience minimal noise reduction and communities north of Georgetown including Palisades would experience an increase in aircraft noise of up to 1 dB DNL. That is hardly an adequate response to the aircraft noise the FAA has inflicted on DC through the movement of the NATIONAL 328 departure fight path to LAZIR for RNAV equipped planes, without any community input.

We therefore propose two adjustments to the LAZIR B departure procedure. First instead of bringing planes over the river extremely close to the Prohibited Zone (P-56) and then over Georgetown we propose that that the first waypoint named ADAXE be eliminated and that aircraft make their way to BEBLE as the first point. The location of BEBLE would be the same as proposed in LAZIR B close to the Georgetown Reservoir. The next waypoint COVTO would use the current location of COVTO instead of moving it east as proposed in LAZIR B. This combination of new and old waypoints would require planes after takeoff to make a sharp turn to the west and head in a straight line to BEBLE. At our request the FAA confirmed that such a flight path was flyable and provided us with the attached schematic of this flight path (in orange) compared with the NATIONAL 328 in yellow.

There are several advantages to the proposed modifications of LAZIR B.

First, the current LAZIR flight path follows a figure S pattern which increases aircraft noise because of the turns at ADXE and BEBLE. The proposed modification of LAZIR B would create a straighter flight path similar to the NATIONAL 328 which should decrease aircraft noise on both sides of the river.

Second, planes can climb faster when flying in a straight line as opposed to constantly turning so the proposed flight path would facilitate planes gaining altitude sooner which also impacts the amount of aircraft noise on the ground. Straight line flight also uses less fuel and produces less pollution both of which are goals of the Next Gen Act which the FAA is supposed to consider in designing flight paths.

Finally, the proposed modification of LAZIR B moves the flight path further away from P-56, which includes the White House and the National Monuments on the Mall, which are currently being subjected to significant aircraft noise and pollution as planes turn left approaching ADAXE.

We respectfully submit this proposal to the FAA and Community Working Group for consideration. We believe it responds to the considerable criticism that the LAZIR B Proposal has engendered and would be a significant improvement over LAZIR.

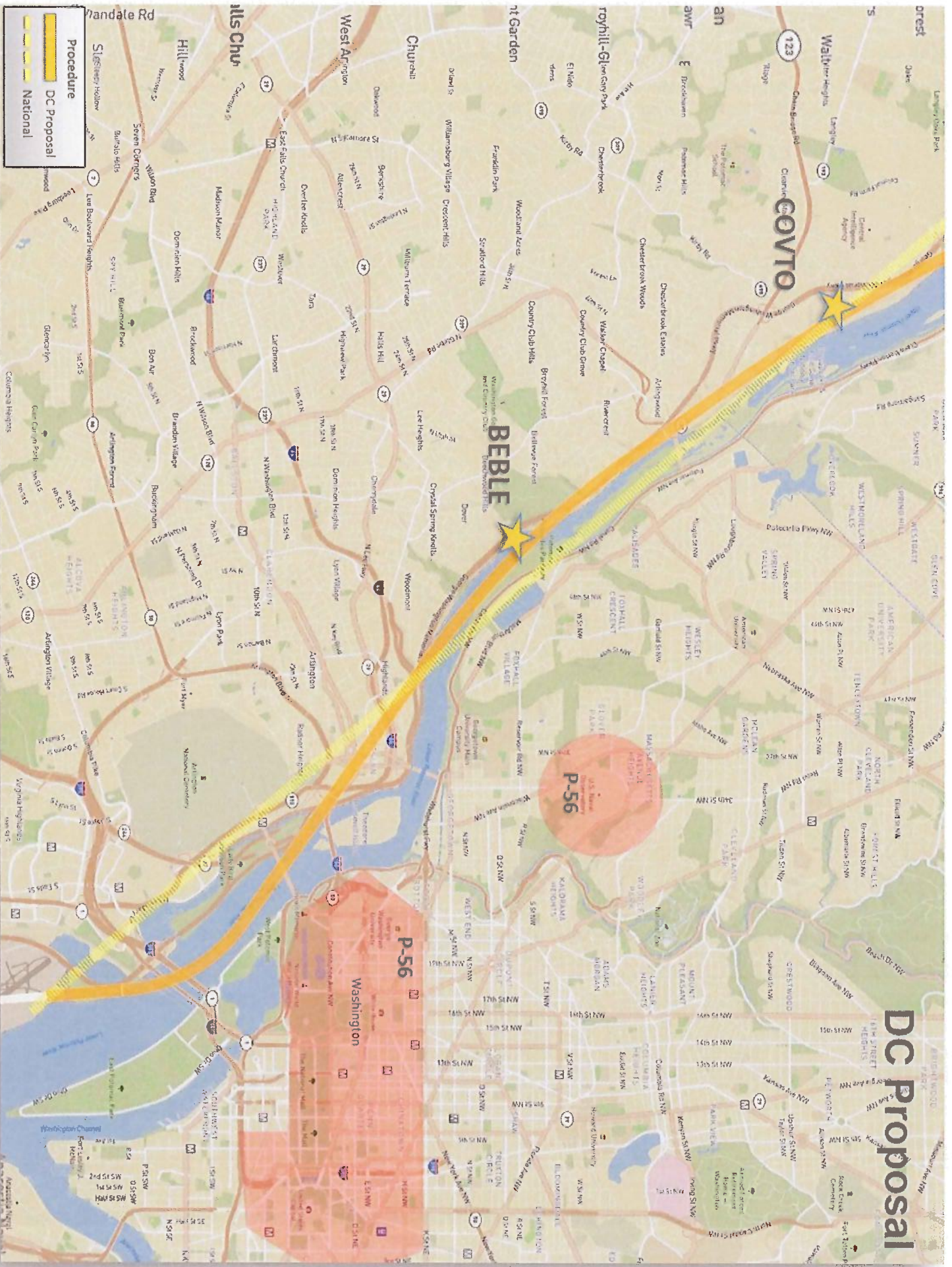
Robert vom Eigen, DC Ward Two Representative

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DC Proposal



Procedure

- DC Proposal
- National

Current, Proposed, & DC Proposal

