

Mount Vernon Civic
Association
P.O. Box 61
Mount Vernon, VA 22121
10/25/2017

Mr. Stork
Fairfax County Supervisor
2511 Parkers Lane
Mount Vernon, VA 22306

Dear Mr. Stork:

Thank you to you and your staff for hosting the South Flow Alliance meeting on Wednesday, October 18th, 2017. I would also like to thank Friederika Atherns and Mike Rioux and his team for all their hard work and dedication to this important issue.

We appreciate the enormous amount of time and energy that Mike Rioux has dedicated to this issue. We have had the pleasure of attending many meetings and presentations by Mike. We appreciate his patience and technical explanations of the problems at hand.

The Mount Vernon Civic Association is concerned about our County, State and Federal elected leaders' support for moving south flow air traffic departures down river to the Mount Vernon area. We believe that moving the concentration of air traffic from one neighborhood in your District, to another, is not the best solution. We do not feel that our voices and our concerns have been heard or adequately taken into consideration. I believe we made this clear in the recent South Flow Alliance meeting.

It is clear that the FAA has implemented the NextGen system in a way that concentrates flight patterns that now create winners and losers. This is happening across the Nation and is not just a local problem. Under the old radar based system, flight patterns were more dispersed; as a result, we all shared in the burden created by airplane noise.

The MVCA is concerned that, in an effort to provide immediate relief to our friends in Villamay, our elected officials are backing a plan that is short sighted and will create additional problems. We also would like Congressman Don Beyer to join together with Congressmen and Senators from around the country to push back on the FAA to ensure that the people on the ground have a stronger voice in this process.

It is my understanding from our meeting that your official position is that someone in your District has to have the airplane noise but that noise will be minimal. Thus, you believe that the present proposal is the best option. We do not agree with that conclusion.

We discussed the Reagan National Working Group's Recommendation Eight in detail at the meeting. Here are our concerns:

1. We need more information. Most southbound departures will move to CAPVC_NEW (Fort Washington) at 5000 feet and begin their turn to GAITE_NEW (Mt Vernon) at 7000 ft. The turn, over water, in front of Mt Vernon, could create a significant and sustained sound wave. (We understand that in recommendation eight, that GAITE_NEW is requested to be moved further south over Pohick Bay.)

We would like to have more information on what continuous airplane noise would sound like at 5000 to 7000 feet over water. We look forward to reviewing modeling of the noise footprint and any other helpful examples.

I have also encouraged our local residents and political leaders to drive up to the North Flow and listen to airplanes traveling at 5000 feet. Is this going to be a non-issue, as described by you and Mike Rioux?

2. We are concerned that there is no enforcement mechanism in this process. We have no guarantees that the airplanes will reach the 5000-7000 foot altitude and won't "cut the corner" over our neighborhood. This is where we would like to see Congressman Beyer and Congressmen from around the country fight for a program that involves significant fines on route violations.
3. We would also like to see restrictions on older, dirtier, and noisier aircraft engines over densely populated metropolitan areas.
4. We also have significant erosion and land movement along the Potomac River at the Mt. Vernon Estate and along the river in the Mt Vernon neighborhoods. We are concerned that sound vibration and added pollution will contribute to this problem.
5. We would like the FAA and working group to recommend that the airplanes keep a level altitude as the airplanes "swing" around Mt Vernon. The planes will not be under full throttle and this would help reduce noise around one of America's premier tourist destinations.
6. We are also concerned about the long-term impact on tourism and event traffic at Mt Vernon. This new route, directly in front of and possibly over Mt Vernon, could have a significant impact to the numerous events at Mt Vernon. This should be studied in more detail before assuming this new route will have minimal impact.

We appreciate everyone's collective efforts to reduce arriving air traffic noise. We need to continue to keep planes at higher altitudes over our neighborhoods upon arrival. We also support

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keeping wheels up until the Woodrow Wilson bridge and to have planes glide in as much as possible. Hopefully the FAA will agree to implement these solutions.

Thank you again for all your hard work. We appreciate that this is a difficult situation for all involved. We are supportive of all our fellow Mt. Vernon District neighbors and hope that we can quickly find a solution that works for everyone. However, we urge caution on making assumptions about moving the air traffic directly in front of one of America's premier tourist destinations.

Sincerely,

Sean McCarthy
Mount Vernon Civic Association
President

cc: Senator Mark Warner
Senator Tim Kaine
Congressman Don Beyer
Friederike Ahrens