

Draft

MEETING HIGHLIGHTS COMMITTEE ON NOISE ABATEMENT AND AVIATION AT NATIONAL AND DULLES AIRPORTS

April 13, 2005

Members and Alternates Present

Hon. Rob Krupicka, Chair, City of Alexandria
Hon. Joan DuBois, Fairfax County
Hon. Juith Davis, Chair, COG Board
Edries Jamal, Office of the Mayor, District of Columbia
JoAnn Carter, Prince George's County
Tom Ogle, Montgomery County
Ellen Sample, Maryland Aviation Administration
Neal Phillips, Metropolitan Washington Airports Authority
Jeffrey Gilley, National Business Aviation Association
Matthew Thorp, District of Columbia Citizen Representative
Leo T. Powell, Jr., Suburban Maryland Citizen Representative
Annette Davis, Suburban Maryland Citizen Representative

Others Present

Sandy Hoch, MWAA
Rob Yingley, MWAA
Don Simons, FAA
Quentin Burgess, FAA
Steven Baur, Arlington County
Mark S. Feldheim, City of Alexandria
Lalit Shauna, City of Alexandria
Ed Hilz, Fairlington Citizens Association
David Fish, Edwards and Kelcey
Denis O'Sullivan, Arlington County, Aurora Highlands Civic Association
Leah Boggs, MWCOG, DEP
Mark Rawlings, MWCOG, DTP
George L. Nichols, MWCOG, DEP

I. Call To Order and Public Comment Period

The meeting was called to order by the Hon. Rob Krupicka. There were no public comments presented. However, Chair Krupicka recognized the presence of COG Board Chair, Honorable Judith Davis, and Mayor of the City of Greenbelt. Mayor Davis expressed her pleasure in being able to attend the CONAANDA meeting. She noted the good work of the Committee and her interests in the helicopter noise issue.

II. Approval of November 10, 2005 Meeting Minutes

The final meeting summary of February 9, 2005 was approved as submitted.

III. Amendments to the Agenda

There were no amendments to the agenda.

IV. Appointment of CONAANDA Vice Chairs

Chair Krupicka announced that Councilwoman Carol Schwartz from the Council of the District of Columbia has agreed to be a Vice Chair. Her nomination was then moved seconded, and approved. Chair Krupicka noted that one of the Maryland jurisdictions would fill the second Vice Chair position. This action is expected to take place at the next CONAANDA meeting.

V. Congressional Legislation to Return General Aviation (GA) to Reagan Washington National Airport

George Nichols stated that there were two pieces of legislation aimed at bring general aviation back to Reagan National Airport, S.433 and H.R. 911. He reminded the Committee that COG/CONAANDA's position on this issue is embodied in its position on airport closure dated October 10, 2001. He then introduced Mr. Bill Womack, Legislative Director, of the Office of Congressman Tom Davis. Mr. Womack explained that Congressman Davis supported the reopening of Reagan Washington National to general aviation. His bill will require the Secretary of Homeland Security to develop and implement standards for the operation of general aviation at Reagan Nation. He said that the House Committee on Transportation and Infrastructure is also interested in this issue. Moreover, Congressman Davis's committee is looking at the economic impact on the region. Total economic impact resulting from closure of National to general aviation was estimated to be \$177 million, almost \$6 million month.

During the discussion, Annette Davis noted that CAAN did not support the return of general aviation at Reagan National due to security concerns and the nighttime noise issue. Chair Krupicka noted that the draft legislation provides latitude to the Secretary for determining flight paths. Mr. Womack agreed with the Chair's assessment. The legislation is written such that it does not specify how the FAA should bring general aviation back to Reagan National.

In response to a question regarding the expected number of general aviation flights allowed, Mr. Phillips reminded the Committee that Reagan National Airport is still under the slot and high density rule, which means only 12 general aviation aircraft per hour.

Supervisor DuBois explained that she and Supervisor Hyland supported bringing GA back to Reagan National. Regarding the nighttime noise issue, Jeff Gilley reminded the Committee that the GA fleet is comprised mainly of aircraft that exceed Stage 3 requirements.

Mr. O'Sullivan noted that if GA is brought back, the community should, at minimum, be provided a monitoring station to measure the noise impacts. Currently there are no noise monitors in the Aurora Hills Community.

In summary, Chair Krupicka noted his interests in general aviation from a business and commercial standpoint. He said that the economic impacts should be balanced with the environmental and security concerns. He also noted Arlington County's interest in the economic impact of general aviation. Chair Krupicka volunteered to participate in the Congressional hearing, if needed. Meanwhile, a letter of support will be drafted for submission to the appropriate Congressional committee.

VI. Recognition of the Outgoing Chair and Remarks

Chair Krupicka welcomed the former committee chair, the Honorable Barbara Favola. He noted how indebted the Committee was to her leadership over the past 5 years. He then presented her with a plaque from the Committee. Honorable Favola expressed her enjoyment in serving as the former Chair and that she will continue to participate in the committee as a member.

VII. Aviation Challenges Aviation and Airport Noise Challenges and Legislative Priorities -- 2005

Dennis McGrann, Executive Director, National Organization to Insure a Sound Controlled Environment (NOISE), briefed the Committee on national issues of interests. He was happy to report that NOISE was proud to report that local communities have been made eligible to apply for noise abatement and mitigation funds in the recent FAA reauthorization.

Mr. McGrann articulated that the federal government should invest in research and development of aircraft weighing less than 75,000 pounds because they are not required to meet the Stage 3 FAA guidelines. He went on to explain that one of NOISE's goals is to eliminate the use of aircraft that do not meet the minimum requirements. Moreover, the FAA has only funded mitigation measures for communities that are exposed to noise levels less than 65 dNL in Minnesota.

In conclusion, Mr. McGrann reported that there is funding available for the development of Quiet Airport Technology (QAT). Efforts are currently underway for the development of sonic boom metrics for commercial aircraft.

VIII. Update on Other Airport/Aviation Related Activities

- Mark Rawlings – Report on CASP Program
 - The Aviation Technical Subcommittee met on March 28, 2005 and the next meeting is May 28, 2005;
 - The Air Passengers Survey has been completed;
 - The Ground Access Forecast Update is completed;
 - Reports will be presented in June 2005.
- Ellen Sample – Report on Maryland Aviation Administration Activities
 - The Part 150 Study at BWI is being finalized;
 - A public meeting is expected to be held within the next several months.
- Neal Phillips, MWAA Activities
 - The Part 150 Study for National is currently at the environmental level;
 - The FAA expected to complete its review by year's end;
 - At Dulles International, the EIS is due out in October or November of this year
- David Fish – Report on Helicopter System Study Recommendations
 - The final report is completed and comments have been received;
 - A public meeting will be held on May 11 at COG and in the Aurora Hills community if possible.

IX. Proposed Strategic Plan Session

Chair Krupicka announced his intentions to set up a conference call with the elected officials to outline a strategic planning session for the Committee. Some issues to be considered are implementation of recommendations of the Reagan Washington National Part 150 Study and the Helicopter Systems Plan Study.

X. New Business

There was no new business.

XI. Committee Schedule and Next Meeting

The next meeting is scheduled for June 8, 2005.

XII. Adjournment

The meeting adjourned at 11:30 am.