

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

September 8, 2004

Members and Alternates Present

Hon. Barbara Favola, Chair, Arlington County Board
Douglas Foster, Office of the Mayor, District of Columbia
Hon. Robert Krupicka, City of Alexandria
Bob Hall, Airline Pilots Association
Paula O'Connor, Maryland Aviation Administration
Matthew Thorp, District of Columbia Citizen Representative
Leo T. Powell, Jr., Suburban Maryland Citizen Representative
Don MacGlashan, Citizens for the Abatement of Aviation Noise Representative

Others Present

Harold L. Summers, Helicopter Association International
David Fish, Edwards and Kelcey
Leah Boggs, MWCOG, DEP
George L. Nichols, MWCOG, DEP

I. Call to Order and Public Comment Period

The meeting was called to order. There were no public comments.

II. Approval of February 11, 2004 Meeting Minutes

The February 11, 2004 meeting summary was approved.

III. Amendments to the Agenda

There were no amendments to the agenda.

IV. Part 150 Advisory Committee Recommendations

Chair Favola reported that the Part 150 Advisory Committee has finished its report and would be submitting its recommendations to the Metropolitan Washington Airports Authority. She briefly reviewed the background of the Part 150 planning process and composition of the Advisory Committee. The Committee represented stakeholders from the community, businesses, elected officials, and airport industry and trade associations. She also noted that, with the exception of the Airline

Transport Association, the recommendations are unanimously recommended. The Airline Transport Association does not support the noise abatement recommendation asking for a voluntary phase-out of hushkitted Stage 3 aircraft. Chair Favola then summarized the remaining

recommendations (see Executive Summary attached).

- Form a working group to develop advanced navigation procedures for arrival and departures on all four runways;
- Through training and education materials, encourage air traffic control controllers to direct flights arriving on Runway 01 or departing on Runway 19 during *nighttime hours* when traffic permits, to distribute the locations at which aircraft turn onto or off of the route along the center of the Potomac River over the areas between 5 and 10 miles south of the Airport;
- Through training and education materials, encourage air traffic controllers to direct flights arriving on Runway 01 or departing on Runway 19 during *daytime hours* when traffic permits, to distribute the locations at which aircraft turn onto or off of the route along the center of the Potomac River over the areas between 5 and 10 miles south of the Airport;
- Request the FAA Flight Standards Office to revise language in the Airport Facilities Directory to reflect the current noise abatement procedures at the Airport;
- Establish a voluntary phase-out of hushkitted Stage 3 aircraft through discussions with airlines and the Air Transport Association;
- Update the Airport's Noise Monitoring and Flight tracking system to reflect the latest technology;
- Establish a system to report airline compliance with noise abatement measures; and
- Enhance the noise complaint system.

Chair Favola thanked all the members of the Committee for their participation in this process. She said that the region has benefited from a partnership formed between the Airports Authority and COG. She noted that she would brief the COG Board on the report and process for moving forward at 12 noon today.

V. Helicopter Systems Plan

David Fish of Edwards and Kelsey reported that the Helicopters System Plan was nearing its final stage of completion. The planning is projected to be completed in December 2004. He then reported the findings of Report #3. There are four components:

1. environmental issues;
2. airspace issues;
3. a security and airlift plan; and
4. a land use regulatory approach.

Among the points made during his presentation are the following:

- The goals of the Washington Region helicopter system are:
 - To ensure that the current helicopter system meets the region's transportation and public services needs;
 - To manage the system better which is expected to help reduce community noise impacts; and
 - To document the relationship between the transportation and public service benefits of helicopter operations and the economic well-being of the metropolitan area.
- EMS, public service, charter air taxi, and corporate operators would all benefit from a small network of helistops strategically located and easily accessible along major transportation routes;
- All hospitals providing trauma and critical care services should be equipped with an established helistop;
- With regard to environmental issues, the plan calls for alternate helicopter routes thought the DC area with high altitudes, a centralized system for noise complaints, and the spreading of helicopter activity over additional routes and facilities rather than centralized activities in downtown area;
- With regard to security and airlift plans, security/safety fencing should be provided where appropriate, given the level of anticipated activity and use. Full service heliports should follow security guidelines for general aviation airports; and
- Land use and regulatory approach emphasizes incorporating provisions related to helicopter landing facilities into local zoning regulations.

In concluding, Mr. Fish noted that these were just some of the preliminary recommendations resulting from the work, to date. The joint Advisory Committee will meet on September 29 in Baltimore to review the full report. CONAANDA will be asked to comment on the final recommendations later this year.

VI. Update on Other Airport/Aviation Related Business

There were no other updates. Mr. Nichols noted however, that the November meeting would focus on activities and plans for Dulles International Airport. Over the past several weeks, he has received several inquiries regarding plans and complaints from communities impacted by Dulles International Airport.

VII. New Business

There was no new business.

VIII. Adjournment

The next meeting is scheduled for November 10, 2004. The meeting was adjourned at

11:30am.