

COMMONWEALTH of VIRGINIA

Comment **PS0002**

DEPARTMENT OF TRANSPORTATION

PHILIP A. SHUCET
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

THOMAS F. FARLEY
DISTRICT ADMINISTRATOR

October 14, 2003

Mr. Frank Smigelski
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, Virginia 20166

Dear Mr. Smigelski:

Enclosed is my comment sheet from the recent public workshop on the Dulles Airport New Runways EIS. I remain concerned that the effects of the proposed new runways on the surface transportation system are not being considered in the EIS. There was no one on the consultant team present at the recent workshop who could speak to transportation issues and nothing in the material presented that discussed surface transportation.]-27-2

The Fall, 2003, edition of the "Study Notes" brochure states that public comments received at the June, 2002, public meetings are being considered by your consultant. Specifically, the Study Notes states that "many of you expressed concerns regarding the effects on surface transportation" (page 2) so the concern has at least been recognized. However, nowhere in the materials presented at last week's public workshop do I see any indication that these effects are being evaluated despite a significant growth in aircraft operations (approximately 23% growth between 1998 and 2010 - only 12 years - per Chart 5 of the workshop briefing charts). The "Level 2" screening criteria (Chart 17) do not include consideration of the impacts to the local transportation system (transit or highway networks). Nor are such impacts included in the "Affected Environment" elements cited on Chart 18.

In summary, most of the concerns I expressed in my July 8, 2002, letter to you (copy enclosed) still do not appear to have been addressed by your consultant. The workshop graphics show that Dulles will continue to have only one public entrance (my initial question), but the impacts of increased airport operations on local highways and transit remain un-answered.

Sincerely,

Robert H. McDonald, P.E.
Chief, Planning Section

Enclosures

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name:

ROBERT H. MCDONALD, P.E.

Organization/neighborhood:

VIRGINIA D.O.T., NOVA DISTRICT

Mailing Address:

14685 ANCON PARKWAY, SUITE 345

City:

CHANTILLY

State:

VA

Zip:

20151

E-mail:

ROBERT.MCDONALD@VIRGINIADOT.ORG

Comments:

THE EFFECTS OF THE PROPOSED
IMPROVEMENTS ON SURFACE TRANSPORTATION
DO NOT APPEAR TO BE CONSIDERED.
SEE ATTACHED LETTER & MY LETTER
OF JULY 8, 2002.

FOLD

FOLD



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

PHILIP A. SHUCET
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

THOMAS F. FARLEY
DISTRICT ADMINISTRATOR

July 8, 2002

Mr. Frank Smigelski
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, Virginia 20166


Dear Mr. Smigelski:

I attended the agency scoping meeting for the Dulles Airport EIS to learn about the impacts of the project on the local transportation network. Unfortunately, there was no one from the study team on hand to address the specifics of the "surface transportation" element of the EIS. Therefore, I'm sending you my concerns.

1. Will the present passenger / public access point (Route 28 and the Dulles Airport Access Road) remain the only access point or will an additional public access point be constructed?
2. What is the increase in daily passengers (arrivals and departures, not transfers) that is expected to result from the proposed airport improvements? What year is this increase expected to occur? What will be the increased parking demand?
3. An increase in passengers will likely increase traffic on Route 28 and other roads that provide access to Dulles. Will the traffic impacts be analyzed? If so, what roads will be included in the analysis?
4. What is the expected increase in daily truck traffic entering / leaving the airport to handle the expected increase in air cargo shipments?
5. What portion of the increased passenger traffic will be assumed to use public transit to arrive at / depart from the airport?

I'd appreciate hearing how the above concerns will be addressed. If your consultant team has a need for traffic data, please have a team member contact me.

Sincerely,


Robert H. McDonald, P.E.
Chief, Planning Section



Sam Wong
<samwong.aca.com@r
elay1.faa.gov>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/11/2003 07:45 AM

Name: Sam Wong
Ops Supervisor
Atlantic Coast Airlines
Email: samwong.aca.com

Comments: I am in full support of the additional runways at Washington Dulles Airport.

I believe it will improve and expedite air travel efficiently in the long run.

1-22

FEDERAL AVIATION ADMINISTRATION

* * * * *

PRELIMINARY
PURPOSE & NEED AND ALTERNATIVES
PUBLIC MEETING
DULLES AIRPORT NEW RUNWAYS
ENVIRONMENTAL IMPACT STATEMENT

PUBLIC SPEAKERS

(Comments Given Directly to Court Reporter)

Farmwell Station Middle School
44281 Gloucester Way
Ashburn, Virginia

Tuesday, October 7th, 2003
5:00 p.m. - 8:00 p.m.

* * * * *

.

C O N T E N T S

SPEAKER	PAGE
SHARON R. BURKE 43966 Kitts Hill Tr. Ashburn, Virginia 20147	3
LYNN FERGUSON 43850 Sandburg Sq. Ashburn, Virginia 20147	4
ADELE DENNY 20855 Killawog Terr. Ashburn, Virginia 20147	5
HELEN SCHWARTZ 20855 Killawog Terr. Ashburn, Virginia 20147	6
JULIE HALSTEAD 20994 Fernridge Way Ashburn, Virginia 20147	7

* * * * *

P R O C E E D I N G S

1
2 MS. BURKE: Sharon R. Burke, 43966 Kitts Hill
3 Terrace, Ashburn, Virginia 20147. [I object to the north
4 south runway because it's going to put more noise over my
5 house in Ashburn Village.] 1-21, 3-13

6 And I have been here eleven years with the
7 understanding that this was -- the status quo would
8 remain. [And, let's see, oh, I really don't see why they
9 can't add two east west runways since that's more
10 industrial out in around there and less impact on schools
11 and regular people.] 2-14

12 And I do think it's unfair to change the
13 rules. That's all. Thank you. The last three flights
14 that our family has taken, we have had to go to Baltimore.
15 And this airport does not do me any good. And I only
16 lives five miles or four miles away. And I don't know
17 why.
18
19
20
21
22
23

1 MS. FERGUSON: Lynn Ferguson, 4350 Sandburg
2 Square, Ashburn, Virginia 20147. [My comments are that in
3 the past three months the plane traffic has picked up in
4 my area. From eight o'clock to eleven o'clock at night at
5 least thirty to forty planes will come by a night.

6 And I can hear all of them. Some of them come
7 so close to the house that they rattle the windows. I
8 have been woken up at two, three, four o'clock in the
9 morning by planes. And I can't get back to sleep because
10 they are so low and it shocks you awake.

11 I have fallen asleep for naps and been woken
12 up by a plane. So I think it's so excessive -- thirty to
13 forty planes a night. It used to stop at ten. Now, it's
14 stopping at eleven. Sometimes it goes on till eleven-
15 thirty.

16 I would like the traffic off of that area. I
17 sit in a triangle. That's it.] 3-32

1 MS. DENNY: It's Adele Denny. And it is 20855
2 Killawog Terrace in Ashburn. At this point there are
3 numerous planes that come over my house. And it -- I'm
4 already able to see windows and signs -- you know, sign
5 names of the planes real clear.

6 [I don't think I could handle any more and,
7 sure as heck, not any coming in any lower. It would
8 really, I think, affect quality of life in the area.] 3-6
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23

1 MS. SCHWARTZ: Since I arrived here -- I'm
2 Helen Schwartz. I'm staying with my daughter. Since I
3 arrived here I have seen so many airplanes flying over the
4 house and the height that I can see all the windows on the
5 large airplanes.

6 And it seems like it's flying towards -- into
7 the house or away from the house. I don't know how
8 exactly to describe it -- and not only one at the time,
9 but I have seen two, three at the time flying like in
10 formation.

11 Are they landing or -- I have no idea what
12 they are doing. But the [noise is very loud. And it's
13 very disturbing. And I don't think they should fly that
14 low over any house.] 3-33

1 MS. HALSTEAD: Mine is really short actually.
2 This isn't enough known yet to make a major comment. I'm
3 Julie Halstead. And -- address? 20994 Fernridge Way,
4 Ashburn, Virginia 20147.

5 My family and I live in Ashburn Farm, an area
6 that it seems will be directly affected by increased air
7 traffic and noise created by a new north south runway. [I
8 am concerned about the increased noise pollution and the
9 addition of air pollution to an area which already has a
10 severe ozone problem.] 24-1

11 Can you put a P.S.? Additionally, I am
12 [concerned about the late night -- say, two in the
13 morning -- flights, mostly of the older cargo planes that
14 actually wake me up and rattle the house.] 3-32 I'd like to
15 know if those would continue or increase. Does that sound
16 good?

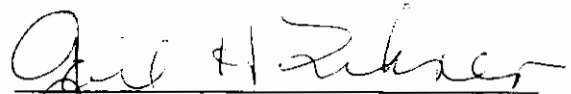
17
18
19 * * * * *

20 (Whereupon, at approximately 8:00 o'clock
21 p.m., the Public Meeting was concluded.)
22
23

CERTIFICATE OF NOTARY PUBLIC

I, Gail H. Zehner, the Certified Verbatim Reporter who reported the foregoing proceedings, do hereby certify that they are true and correct to the best of my knowledge and ability; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of October, 2003.



GAIL H. ZEHNER

Notary Public in and for the
State of Virginia at Large.

My commission expires:
October 31, 2005

FEDERAL AVIATION ADMINISTRATION

* * * * *

PRELIMINARY
PURPOSE & NEED AND ALTERNATIVES
PUBLIC MEETING
DULLES AIRPORT NEW RUNWAYS
ENVIRONMENTAL IMPACT STATEMENT

PUBLIC SPEAKERS

(Comments Given Directly to Court Reporter)

Westfield High School
4700 Stonecroft Boulevard
Chantilly, Virginia

Wednesday, October 8th, 2003
5:00 p.m. - 8:00 p.m.

* * * * *

C O N T E N T S

SPEAKER	PAGE
EILEEN McFARLAND 11923 Richland Lane Oak Hill, Virginia (Will be moving to South Riding)	3
JIM DOHERTY 25809 Planting Field Drive South Riding, Virginia 20152	4
BETTY DOHERTY 25809 Planting Field Drive South Riding, Virginia 20152	5
VICTOR THORNTON 14021 Eagle Chase Circle Chantilly, Virginia 20151 (Walney Oaks & Walney Village HOA)	6
MITCH CORRIEL 25928 Poland Road Chantilly, Virginia 20152	8
STEPHEN VANDIVERE 13825 Baywood Court Centreville, Virginia 20120 (Cabells Mill Community Association)	9
JEFFREY M. PARNES 3153 Ramesses Court Oak Hill, Virginia 20171 (jeffrey@parnes.net) (Chantilly Highlands Civic Affairs; Sully District Council Land Use & Transportation; Sully District Transportation Advisory Committee)	10
MICHELLE POLSKI 15212 Phillip Lee Road Chantilly, Virginia 20151 (Pleasant Valley Subdivision)	11

* * * * *

P R O C E E D I N G S

Comment PP0007

MS. EILEEN MCFARLAND: My name is Eileen McFarland; 11923 Richland Lane. I presently live in Oak Hill. Actually I'm a person of few words, but I just wanted to say [I appreciated the study and the efforts that went into all the environmental issues here. I had no idea that this preceded building like this, so it made me aware of it.] 23-23

Actually I'm moving to South Riding, so I'll be in South Riding.

And just to say thank you.

1 MR. JIM DOHERTY: My name is Jim Doherty;
2 25809 Planting Field Drive, South Riding, Virginia. I
3 have one comment, and the comment is that [I think a runway
4 that's three football fields away from Route 50 is too
5 damn close and dumb.] 2-18

1 MS. BETTY DOHERTY: My name is Betty Doherty;
2 25809 Planting Field Drive, South Riding, Virginia.

3 I just wanted to tell you that it's very well
4 organized and a nice presentation, and the people were
5 very knowledgeable and very friendly, and gave me good
6 information about websites.

7 The main concern, [they didn't have an update
8 on the noise.] ³⁻¹ Well, I guess they will have it eventually,
9 and I don't know when that will be. But I am very
10 interested in what the noise and what the new patterns
11 will be for takeoffs and landings.

12 Thank you.
13
14
15
16
17
18
19
20
21
22
23

1 MR. VICTOR THORNTON: My name is Victor
2 Thornton; 14021 Eagle Chase Circle, Chantilly, Virginia
3 20151.

4 [My reason for coming tonight is to attempt to
5 get someone to listen to reason about publishing noise
6 abatement procedures at Dulles Airport. It is the only
7 major international airport in the country that does not
8 have published noise abatement procedures.] 3-34

9 These are approach flights from Washington
10 National, from Chicago O'Hare, Baltimore International,
11 LAX. They all have operational procedures that deal with
12 noise. Dulles has nothing published.

13 We have attempted in the last twenty-four
14 months or so to get Dulles to accept procedures that were
15 written by pilots. These are the procedures. I'm going
16 to attach those to my written comments that I leave here
17 tonight.

18 My request is pretty simple: [that we incur
19 voluntary compliance with a written noise abatement
20 procedure to be published by the FAA and to have those
21 procedures implemented from the hours of 10:00 o'clock at
22 night to 7:00 o'clock in the morning.] 3-34 It's that simple.

23 P.S. The FAA wants to turn this over to

1 political people and make it a political issue.

2 Politicians don't fly or guide airlines, but if we have to
3 go that route we will.

4 That's it.

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

1 MR. MITCH CORRIEL: My name is Mitch Corriel;
2 25928 Poland Road, Chantilly, Virginia 20152.

3 As it stands today, I find that the aircraft
4 traffic, the noise levels in my home are untenable and
5 outrageous as it stands.

6 I live in the South Riding neighborhood and I
7 find that the traffic begins at 6:30 a.m. and is loud
8 enough as it stands today to wake me from my sleep. It
9 persists from 6:30 in the morning until 10:00 in the
10 afternoon, and then resumes once again between 5:00 p.m.
11 in the afternoon and 8:00 p.m. in the afternoon, causing
12 me to not even be able to enjoy my backyard.

13 I find in the evenings that I have to return
14 to the inside portion of my home and close all the doors
15 and windows to get away from the noise. I cannot imagine
16 what life would be like if an additional two runways were
17 built at Dulles Airport.

18 [I strongly and most vehemently vote for the No
19 Action Build Plan.] 1-10

20 Thank you.
21
22
23

1 MR. STEPHEN VANDIVERE: My name is Stephen
2 Vandivere; 13825 Baywood Court, Centreville, Virginia
3 20120.

4 [As I was observing, a large part of the
5 existing area is grass, and we were talking about the
6 influence on birds. When the grass is mowed, the birds
7 come and harvest the seeds.

8 It suddenly occurred to me to wonder if the
9 use of other ground covers such as mondo grass or adjuga
10 have been considered.] 13-9

11 In addition, [I wondered if the grass gets
12 watered and whether there might be another kind of ground
13 cover that would both not need watering, not need mowing,
14 and not attract the birds, which presumably would save
15 money.] 22-2

16 The other comment I have is a question which I
17 expect I'll see answered at the next stage, and that is
18 [how much will the consumption of potable water increase as
19 a consequence of the build option that is selected.

20 That's all.] 9-16

21
22
23

1 MR. JEFFREY M. PARNES: My name is Jeff
2 Parnes. I live in Chantilly Highlands, which is due east
3 of the east-west runway as it currently is configured.

4 I'm all in favor of making sure that Dulles
5 Airport operates in a safer environment, and I understand
6 that having these additional runways will enable them to
7 run in a safer environment.

8 [My concern was for my neighborhood that there
9 be no adverse impact in overflights and noise.] 24/-/

10 In looking at the presentation tonight, I
11 notice that very few planes, either (a) take off to the
12 east or land from the east, although I do know for a fact
13 that that does happen since I have seen that and I can
14 wave to the planes as they fly over my house.

15 I have been told that most flights will be
16 taking off to the west, and until the forty-five knot
17 condition exists will be landing north or south and not
18 affecting our neighborhood.

19 In that case the impact to the Chantilly
20 Highlands neighborhood seems to be insignificant and we're
21 glad of it.

22 Thank you.

23

1 MS. MICHELLE POLSKI: My name is Michelle
2 Polski; 15212 Phillip Lee Road, Chantilly, Virginia.

3 This is the flight plan. See how it comes
4 right over this subdivision? Well, that's us right there
5 (indicating). It goes right over the house. In the
6 existing departure flight tracks on Page 21, [Flight Plan
7 19CD2, as it leaves Dulles Airport it comes right over our
8 house.

9 It's not used all that often, but there are
10 times in the middle of the night. There are times when it
11 has just cleared the trees, and it rattles the house, it
12 rattles the windows, and this flight plan should be
13 stopped.] 2-20

14 Any of the other existing ones on either side,
15 they're fine, but the one that comes right over Pleasant
16 Valley Subdivision should be stopped.

17 Thank you for your time.
18
19
20
21
22
23

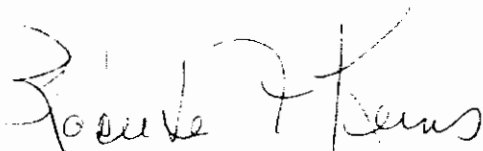
* * * * *

(Whereupon, at approximately 8:00 o'clock
p.m., the Public Meeting was concluded.)

CERTIFICATE OF NOTARY PUBLIC

I, Roberta F. Kerns, the Certified Verbatim Reporter who reported the foregoing proceedings, do hereby certify that they are true and correct to the best of my knowledge and ability; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.

IN WITNESS WHEREOF, I have hereunto set my hand this 12th day of October, 2003.

A handwritten signature in cursive script, reading "Roberta F. Kerns", written over a horizontal line.

ROBERTA F. KERNS
Certified Verbatim Reporter

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0015



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name:

Tim Rooney

Organization/neighborhood:

Mailing Address:

40727 Cool Valley Cir.

City:

Aldie

State:

VA

Zip:

20105

E-mail:

Tim.Rooney@verizon.net

Comments:

24-1 [I believe the proposed new Runway options are very unfavorable to the health, quality of life and real estate value of the homes and families on ~~the~~ or under the new approach paths.]

FOLD

FOLD

1-10 [I am strongly in favor of the "no action plan". Dulles is already large enough to handle traffic for many years on the existing runways.] I don't believe the "operational Demand" can be only resolved through increasing Runway counts and ~~is~~ increasing the noise pollution across different areas of the County.

Comment Sheet
FAA Public Meeting
Purpose & Need/Alternatives Review
October 7 & 8, 2003

Comment PP0016



Dulles Airport New Runways
Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Victor Thornton
Organization/neighborhood: Walney Oaks, & Walney Village (Chantilly)
Mailing Address: 14021 Eagle Chase Circle
City: Chantilly State: VA Zip: 20151
E-mail: victor.thornton@cox.net (703) 818-5808

Comments: Based on tonight's presentation, ^{3-34 (we)} I would like to see a
voluntary implementation of published "Noise Abatement Procedures."
The procedures (see attachment 1) were written by current
commercial pilots based at Dulles.] They consider safety,
aircraft operations, and the surrounding community. Although
the FAA doesn't want to address the issue, local politicians
feel that it's purely an EPA issue. I've spoken personally to
several FAA representatives who at the point will go nameless.
But, per Neal Phillips, Noise Abatement Officer, the only way
to affect a change is via the political process.
"I disagree!" There's no need for a part 150 study or to
spend \$10's of thousands on this procedure. Simply put,
redirect traffic to the best approach / departure paths
to effectively control the noise.

FOLD

FOLD

Comments must be postmarked by October 24, 2003

PS this suggestion was presented over 2 years ago - no action taken

Dulles International Airport (IAD) Proposed Noise Abatement Procedures

Notes:

- * Dulles is the only major airport in the U.S. without any published noise abatement procedures
- * Runway 1R is the most noise sensitive runway for arrivals due to the communities along Walney Road (need to check this with map)
- * Runway 1R is the only Cat II/III runway, meaning that when the weather is less than ½ mile visibility this runway is the only one available
- * Currently, controllers allow pilots to choose any runway late at night when the traffic is light.
- * I put the 2200 - 0600 statement in there because that's what I typically see at most airports and I believe we would have the best chance to get this done only going for those times. If you want to try to get these procedures for all times, then we will have a tougher battle

Between the hours of 2200 to 0600:

1. If winds allow, a South operation using Runways 19L, 19R, and 12 for arrivals and Runways 19L and 19R for departures should be used.

- can use up to a 5 knot tailwind component *use 30 for departures*

2. For departures using Runway 19L, turns on course should be initiated no later than 2 miles (2 DME) from the departure end of the runway.

3. If winds require a North operation, Runway 1L should be used to the maximum extent possible for arrivals.

4. If traffic conditions require the use of both 1L and 1R, consideration should be given to the type of aircraft when assigning runways for arrival. The aircraft types with the lowest noise signature should be assigned to 1R.

Class
5. Cat II/III operations will be conducted to Runway 1R since this is the only Cat *Stage* II/III runway available.

6. Runway 12 is the least noise sensitive runway and should be used for arrivals as much as possible.

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0017



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: David + Amy Odierne
Organization/neighborhood: Ashburn Village Resident
Mailing Address: 21081 Roaming Shores Terrace
City: Ashburn State: VA Zip: 20147
E-mail: Odiernes@aol.com

Comments: I would like to know why aircraft are allowed to divert from flight
paths, such that they fly right over the Ashburn Village and Ashburn Farms
communities. Since the noise is already a problem, how are we to
expect that it won't get much worse with the proposed new runways?
2-21 [In my view, the only acceptable choice of building new runways
would be to put them facing east-west - NOT north south.]
Please keep in mind the communities that will be affected most. Also,
please make your decisions as if you were living in the areas
immediately being affected.

FOLD

FOLD

Thank you for this informative meeting.

David W. Odierne III

Comment Sheet
FAA Public Meeting
Purpose & Need/Alternatives Review
October 7 & 8, 2003

Comment PP0018



Dulles Airport New Runways
Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD
Name:

Andy Ganoang
Ashburn

Organization/neighborhood:

Mailing Address:

21049 Lowry Park Terrace #300

City:

Ashburn

State:

VA

Zip:

20147

E-mail:

Comments:

2-28

[I was hoping that the departures for runways 1L/1R could depart along the centerline.] It seems the aircraft are vectored 10° to the left and pass over Ashburn; whereas if they departed along the centerline they would overfly a less populated area. Mind you the aircraft nowadays are much quieter than the old DC-9s, however the Pratt & Whitney FF7s that United and ANA can be quite loud.

27-21

[I am also interested in growth as far as terminals and rail transportation goes. I find that these are more of an urgent issue than runways.] I travel frequently and overhear passengers complaining about the Dulles people movers. Not only is that a swaying point for MWAA, it is for the main carriers that use IAD such as United and Atlantic Coastal.

Excellent presentation, thank you for having it nearby.

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0019



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name:

Ruth Krenson

Organization/neighborhood:

Asheburn Village

Mailing Address:

21012 Flanders Mill Circle

City:

Asheburn

State:

VA

Zip:

20147

E-mail:

12CRK@comcast.com

Comments:

2-22

[Adjustment of departure paths to limit
residential impact] approaches within 20' of north/south
3-35 [Restrict certain aircraft exceeding noise levels
particularly 247's that continuously exceed
reasonable dB's exceeding levels w/o new
runways let alone w/ new runways]

FOLD

FOLD

Comment Sheet
FAA Public Meeting
Purpose & Need/Alternatives Review
October 7 & 8, 2003

Comment PP0020



Dulles Airport New Runways
Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Dennis McBore

Organization/neighborhood: Ashburn

Mailing Address: 20404 ACTAVISTA WAY

City: Ashburn

State: VA

Zip: 20147

E-mail: dmcbores@ma10cc.com

Comments: I am currently affected by the air traffic when I live. It seems to be day + night, take off + landing. You need to make sure we don't get more air traffic when you build the new run way.
2-4 [You should build it in such a way as to disperse the traffic + more evenly spread it out] [Also reduce the amount after 11:00 pm until 6:00 am.] 3-34

FOLD

FOLD

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0021



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name:

Gail Zehner

Organization/neighborhood:

Mailing Address:

26206 Land's End Dr.

City:

So. Riding

State:

VA

Zip:

20152

E-mail:

gailzehner@msn.com

Comments:

The number of planes flying over my home currently seems to be increasing particularly after midnight. We are frequently awoken in the middle of the night. It is my hope that as a result of these new runways or an alternative to them that the number of planes & noise level over South Riding will decrease versus increasing. 3-13

FOLD

FOLD

Thank you!
Gail Zehner

Comments must be postmarked by October 24, 2003

Comment Sheet
FAA Public Meeting
Purpose & Need/Alternatives Review
October 7 & 8, 2003

Comment PP0022



Dulles Airport New Runways
Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: A. Dering
Organization/neighborhood: The Villas at Ashburn Village
Mailing Address: 20555 Killawog Terr
City: Ashburn State: VA Zip: 20147
E-mail: _____

Comments:

-5 [Presently, there are many airplanes over my house. I would not want anymore.] At present, they are low enough to see windows & sign name clearly.

FOLD

FOLD

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0023



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name:

Bob Ohweiser

Organization/neighborhood:

Ashburn Village

Mailing Address:

20730 JERSEY MILLS PLACE

City:

Ashburn

State:

VA

Zip:

20147

E-mail:

Ohweiser @ AOL.com

Comments:

- Are you going to RELOCATE BALD EAGLE
before deforestation begins

- Will Loudoun county RECEIVE REAL ESTATE
TAX FROM LAND Acquired TO ESTABLISH
Runways

FOLD

FOLD

- CAN you CONTACT ME IF ANY MOBILE
LOUNGES BECOME INOPERABLE AND ABOUT TO
BE SCRAPPED

Comment Sheet
FAA Public Meeting
Purpose & Need/Alternatives Review
October 7 & 8, 2003



Comment PP0024

Dulles Airport New Runways
Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: David A. Edwards
Organization/neighborhood: Committee for Dulles
Mailing Address: 11701 Blue Smoke Trail
City: Reston State: VA Zip: 20191
E-mail: d.a.edwards@aol.com

Comments: [We are eager to see the new runway projects proceed as rapidly as
due process, careful study and analysis, and good planning will permit.
The process is long, complex, and expensive, but essential in order to receive
valuable input and analysis. Please undertake no unnecessary procedures that
do not add effectively to the body of knowledge necessary to proceed. [Continuing
construction as quickly as possible is essential to the economic growth
and effectiveness of the region. The economic stimulation resulting from an
expansive facility at Dulles are vital to the well-being of the flying public
(business and pleasure) and the political jurisdiction of the Washington Metro-
Area.] We urge the FAA, and the airlines which carry much of the cost, to move
ahead rapidly to meet the needs of current airport users and users who will
be present 40-50 years in the future. Both entities must ^{carefully} consider the future as
well as the immediate costs to meet current needs. The Committee for Dulles suggests
either Build Option #3 or Build Option #4.] 1-23

FOLD

FOLD

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0025



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Sal Mattimore

Organization/neighborhood: Asheburn Farm

Mailing Address: 45500 Golden Meadow Circle

City: Asheburn State: VA Zip: 20147

E-mail: salmo25@adelphia.net

Comments: 1 In 1998 I was shown "Flight Paths"

for properties which were supposed to travel

north to the Potomac river before turning

west. This is not happening. North bound

departures are turning west/northwest upon

which is why is this allowed?

Is there a Fixed Flight Path? Is it

enforced?

2 If you add a third north/south

runway and my home falls into the

area marked for higher noise levels, will

I be compensated for the immediate

decrease in my home's value??

24-1

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0026



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: CHAU NGO

Organization/neighborhood: WESTWIND CROSSING COMMUNITY

Mailing Address: 43811 TATTINGER TERR

City: ASHBURN State: VA Zip: 20148

E-mail: chaungo11@hotmail.com

Comments: MY HOUSE IS LOCATED 1/2 MILE FROM EXIT 7 DULLES GREENWAY ACCE
IN THE WESTWIND CROSSING COMMUNITY. WE CURRENTLY EXPERIENCE A LOT
OF NOISE ON THE ^{DEPARTURE} ~~ARRIVAL~~ FLIGHTS TO DULLES AIRPORT. NOT BAD DURING DAY
TIME BECAUSE PEOPLE IS AT WORK. BUT WORSE AT NIGHT AND SOMETIMES
I GOT WAKE UP BECAUSE IT WAS SO LOUD OVER MY HOUSE!

FOLD I AM CONCERNED WITH THE IMPACT ON THE 2 NEW RUNWAYS. IT WILL FOLD

BE MORE CLOSER AND THE NEW CONTOURS WILL AFFECT US IN BOTH
DEPARTURES & ARRIVALS. I WOULD LIKE TO PROPOSE THE FOLLOWINGS:
2-1/1 THE AIRPORT TO BUY MORE PROPERTY/LAND TO THE SOUTH WHICH IS NOT
GROWDED TO BUILD THE NEW RUNWAYS RATHER THAN BUILT THEM
AT THE PROPOSED LOCATION THAT CLOSE TO A LOT OF DENSE COMMUNITIES
2/ TO REQUIRE THE IN & OUTBOUND FLIGHTS TO GO IN OR OUT
TO/FROM THE SOUTH RATHER THAN ^{FROM/TO} ~~THE~~ NORTH.]

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0027



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

Name:

ROGER PERETS

Organization/neighborhood:

So Riding

Mailing Address:

25755 McDOES LANE

City:

So Riding

State:

VA

Zip:

20152

E-mail:

PERETS@ROG.AOL.COM

Comments:

223 [STRONGLY OPPOSE LOCATING RUNWAY 12R (EAST-WEST) ALMOST 1 MILE (4300') CLOSER TO ROUTE 50/SOUTH MD 202. ANTICIPATE EXTREME NOISE IMPACT & THE LOSS OF SIGNIFICANT NOISE

BUFFER WITH THE REMOVAL OF TREES TO CONSTRUCT THAT RUNWAY?

FAVOR LOCATING THAT RUNWAY AS CLOSE AS POSSIBLE TO RUNWAY 12 [TAXIWAY]

(WITHIN FEW HUNDRED FEET). THIS WOULD PREVENT SIMULTANEOUS LAUNCH/RETRIEVAL BUT WOULD ALLOW NEARLY SIMULTANEOUS TAKEOFFS & LANDINGS. MOST BUSY AIRPORTS HAVE RUNWAYS VERY CLOSE (LAX, JFK, ORD, ETC). I SEE NO NEED TO LOCATE 12R/30L THAT FAR FROM 12L/30R.

2-14 [ALSO STRONGLY OBJECT TO 1W/19W IF IT WILL BE USED FOR TAKEOFFS TO THE SOUTH AND/OR LANDINGS TO THE NORTH - OVER EXISTING 12L/30R RUNWAY.]

- DEMAND IS DOWN - ESTIMATED FUTURE USE IS NO LONGER VALID!

Comments must be postmarked by October 24, 2003

24-1 [CONCERNED ABOUT SAFETY, AIRCRAFT NOISE, LIGHT EMISSIONS & AIR QUALITY]

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0028



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Mitchell Corriel
Organization/neighborhood: South Riding
Mailing Address: 25928 Polard Rd
City: Chantilly State: VA Zip: 20152
E-mail: MCORRIEL@YAHOO.COM

Comments:

The noise AS IT STANDS TODAY IS VERY BAD.
[I CAN'T IMAGINE ADDING RUNWAYS. THIS WILL
DESTROY MY QUALITY OF LIFE.] 24-4
I VOTE FOR THE "NO ACTION ALTERNATIVE" PLEASE!

FOLD

FOLD

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0029



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Kam Flynn

Organization/neighborhood: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

E-mail: _____

29-9
Comments: Please mark maps showing arrival & departure tracks with street names so we can get our bearings better (i.e. Centerville Rd, Fairfax County Parkway)
Thanks

FOLD

FOLD

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0030



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Don Hill

Organization/neighborhood: South Riding, VA

Mailing Address: _____

City: _____ State: _____ Zip: _____

E-mail: don.biz@verizon.net

Comments:

3-12 [1. I would like to see all material presented today
on the Internet website]

-4 [2. Concerned about the North South (new proposed) runway
and potential noise from Departures; would like to know more]

FOLD

FOLD

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0031



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name:

David Kuntz

Organization/neighborhood:

Mailing Address:

25887 McKinzie Ln

City:

S Riding

State:

VA

Zip:

20152

E-mail:

Comments:

7-22 Excellent planning and keeping the

public informed

Move forward

(alt plan 3)

FOLD

FOLD

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0032



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Ana Kocur

Organization/neighborhood: Ridings at Blue Springs

Mailing Address: 43884 Paramount Pl

City: Chantilly

State: VA

Zip: 20152

E-mail: ana.kocur@verizon.net

24-1

Comments: [The proposed North-South runway will most likely have a significant impact on my quality of life] I will be very close and almost in a direct line with a new runway. I would think there is a very good chance that my home will be in a C5 Ldn zone. I am also aware that pursuant to FAA standards a C5 Ldn zone and above is considered incompatible with residential use. While I was informed that MCAA & Dulles are pursuing Plan 150 and that would provide for some property-specific noise mitigation, that is still rather unacceptable & would ~~not affect~~ not affect the adverse impact to my quality of life as the outdoor enjoyment of my property would ~~be~~ not be helped. I would hope that this is taken into consideration & not just dismissed.

FOLD

FOLD

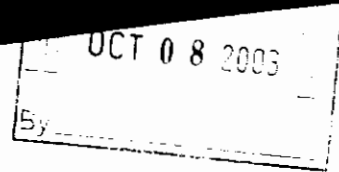
Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement

Comment PP0033



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Laurie Sanders

Organization/neighborhood: Ashburn Village Blvd.

Mailing Address: 20800 Rainsboro Dr

City: Ashburn State: VA Zip: 20147

E-mail: LaurieCSanders@aol.com

1-21
Comments: ☒ I do not want Runway 19 which is proposed to go North-South. I don't want airplanes landing above my house. ☒ I checked flight paths before I purchased my house. ²⁴¹ ☒ I do not want my house to depreciate. ☒ Please put in the East West runway first. Please postpone, if you cannot cancel. Ashburn Village is a great community which the Runway would destroy. Please let my children get through High School without having to move. My youngest is in 7th grade. Then I can move without disrupting them, their friendships, and school spirit.

FOLD

FOLD

Thank you,
Laurie Sanders

Comments must be postmarked by October 24, 2003

411 - KATN SMIGELSKI

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0034



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name:

Rick TASHjian

Organization/neighborhood:

Courts of AshBuen

Mailing Address:

20318 French Open Court

City:

AshBuen

State:

VA

Zip:

20147

E-mail:

RICKTASHjian@MSN.COM

Comments:

1-21 Please prevent The Addition of Runway 19
Running North-South and Flying Directly
OVER The AshBuen Area.

What Attracted most Families to This Area
is The peaceful Family Atmosphere. We
Would like to see it Remain That way.

2-17 Why can't The Runway extend East-West
over The Dulles Toll Road / Greenway Thereby
not disturbing The great Suburban Lifestyle
of peaceful, Quiet AshBuen.

PLEASE Reconsider Not CREATING
Runway 19 (North-South)

Thank you!

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

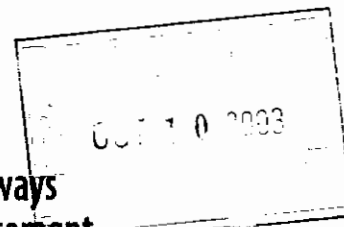
Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0035



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

Name: Bob Ferreiro
Organization/neighborhood: Ashburn Village
Mailing Address: 20726 Jersey Mills Pl
City: Ashburn State: VA Zip: 20147
E-mail: Bob.ferreiro@verizon.net

Comments:

1-16 [I believe you should pursue the "do nothing" option. The airport is not crowded today and it may never again reach the levels in the late 90's bubble economy. A lot of that traffic was telecom-related which is no longer.

Also, since most airlines flying out of Dulles are bankrupt or close to bankrupt, why spend the money that they will have to pass on to customers?]

Comment Sheet
FAA Public Meeting
Purpose & Need/Alternatives Review
October 7 & 8, 2003

Comment PP0036



Dulles Airport New Runways
Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Nancy A. Brown

Organization/neighborhood: South Riding, VA (neighborhood)

Mailing Address: 25489 Gover Dr.

City: South Riding

State: VA

Zip: 20152

E-mail: nancybrown @ msn . com

3-4/
Comments: I am concerned about noise pollution in my neighborhood. Currently there are some international flights that come in around 12:45 - 1:30 am ... and the noise can wake you up. I would move if this noise pollution increased.

FOLD

FOLD

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0037



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Dennis J Humanik

Organization/neighborhood: Kingston Chase - Herndon

Mailing Address: 12624 Fantasia Drive

City: Herndon State: VA Zip: 20170-2901

E-mail: dhumanik@usgs.gov

Comments:

3-9 [I live near school #25 on your Section 4(f) Resources map. I am not there at around 6am on weekdays, but on weekend the roar from the jets maintenance engine run up is very noisy. I would like, and probably 100's of other residence would like a ground run up pen to be installed and used.]

FOLD

FOLD

3-39 [Also while I am on the subject of noise, the airport should have curfew on arrivals and departures. Something like between 10pm and 6am.]

I know that the above has nothing to do with the proposed runways. I strongly feel that Dulles should stay with the original plan of four runways. For several reasons: noise, pollution, cost and I feel the likelihood of an accident with three runways all lined up in the same direction would increase substantially.

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0038



Dulles Airport New Runways Environmental Impact Statement

OCT 23 2003



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Scott Incester

Organization/neighborhood: 1010 S-14th

Mailing Address: 1400 Bluewave Dr.

City: Leesville

State: VA

Zip: 24020

E-mail: scott.incester@va.gov

1-25
Comments: [The proposed runway expansion at Dulles is unjustified at this time. The FAA forecast is 20% increase in air traffic over the next 10 years. Based on today's FAA, the forecast - a 20% increase would not attain the 1998-1999 peak year numbers. Previous forecasts have not passed out. The project needs to be re-evaluated to determine when the number of operations would require more.]

FOLD

FOLD

2-21 [Further, the west runway proposed in 1996 would create a tremendous noise increase not both north and south of the airport. Reporting airport, unknown to the north and south. Living to the south would be severely impacted.] Your "fair and fair discussion" did not happen. Residents were unable to hear each other's concerns.

Comments must be postmarked by October 24, 2003

I have lived in Herndon, and Centreville area last 35 years and enjoy the convenience of flying out of Dulles International airport.

But with this plan of Dulles New Runways²⁴⁻¹ I have a few concerns on increase in noise, air pollution.] Also chances of air traffic accident with three runways all lined up in the same direction.

D.E.A.
12624 Fontaine ^{PR}
Herndon, VA. 20170

MR. SMIGELSKI,

WE RECENTLY PURCHASED OUR DREAM HOME IN THE CLUB RUN SUBDIVISION IN CHANTILLY, VIRGINIA. WE REALIZED THAT WE WOULD EXPERIENCE AIR TRAFFIC NOISE. THIS COMES WITH THE TERRITORY.

24-1 [I WAS VERY CONCERNED WHEN I WAS INFORMED OF THE NEW RUNWAYS. ARE THEY REALLY NEEDED? ANYMORE AIR TRAFFIC NOISE WILL RUIN OUR NEIGHBORHOOD.]

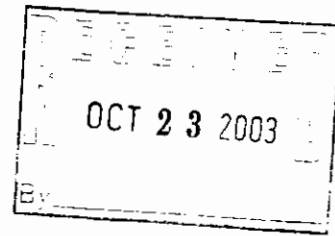
Sincerely

Allen Fortner
703 978-2003

P.O. Box 199
BURKE, VA
22009

October 21, 2003

Mr. Frank Smigelski, Environmental Specialist
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane
Suite 210
Dulles, VA 20166



RE: Dulles Airport New Runways EIS Mailing List

Greetings,

I recently attended one of the public meetings on the EIS and provided my name and address for the mailing list. Unfortunately, my name and address were incorrectly read when transferred to the mailing list.

Here is the incorrect name and address for me (as it is currently in the mailing list):

Mr. Tom Kand
2631 William Short Circle
#3021
Herndon, VA 20171

My correct name and address is:

Mr. Tom Land
2631 William Short Circle
#204
Herndon, VA 20171-4467

Please make the appropriate corrections in your mailing list.

Sincerely,

Thomas Land

29-10

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0042

Dulles Airport New Runways
Environmental Impact Statement

Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: MARK BRADEN (703) 222-5185Organization/neighborhood: WALNEY OAKS AKA WALNEY ROAD HOAMailing Address: 4516 GASTON ST.City: CHANTILLYState: VAZip: 20151E-mail: mbraden@cox.netComments: MR. SMIGELSKI,

3-34 [I WOULD LIKE TO SEE SOME REASONABLE
NOISE ABATEMENT PROCEDURES WRITTEN INTO THE
PLANS FOR THE EXPANSION AT DULLES AIRPORT.]

WE, THE RESIDENTS OF THIS NEIGHBORHOOD, ARE
VERY MUCH AFFECTED BY AIRCRAFT LANDING AND
TAKING OFF AT ALL HOURS OF THE DAY AND NIGHT.
MANY TIMES ONE WILL HAVE TO WAIT UNTIL AN
AIRCRAFT PASSES OVER TO CONTINUE A CONVERSATION
WITH A PERSON RIGHT NEXT TO YOU!

PLEASE CONSIDER DULLES' NEIGHBORS IN THE
NEW PLAN!

SINCERELY,

Scoping Comments on the Proposed Runway Expansion at Dulles

Dear Mr. Smigelski:

Please accept my comments on the proposed action and consider these comments when preparing the Draft EIS.

1-15 — 1. The EIS must not be limited to an analysis of expanding Dulles only. NEPA requires all reasonable alternatives to be analyzed. The purpose and need cannot be so narrowly crafted to exclude National and BWI airports. This is disingenuous and legally inadequate. As you state, the purpose and need is “to accommodate the projected future demand for air transportation in the *region*” (my emphasis added). As such, the entire region’s capabilities must be considered and reasonable regional alternatives must be developed to meet the projected future demand for air transportation in the region. Consequently, National and BWI airports, which are well within the regional area, must be analyzed as reasonable alternatives in this EIS, and alternatives at these airports to accommodate the region’s projected future demand must be developed and analyzed. As such, the following alternatives must be analyzed: (1) increasing flights into/out of National only; (2) increasing flights into/out of BWI only; (3) increasing flight into an alternative of both National and BWI; (4) expanding BWI runways to accommodate projected future demand; (5) scheduling flight arrivals and departures at all of the regional airports to more efficiently utilize the existing regional airport capabilities to accommodate projected future demand (for example, the majority of the time, the runways at the three airports are idle; the fact is, airlines schedule flights to come and go within narrow windows. The EIS must evaluate an alternative that would spread out arrivals and departures to utilize the existing capabilities to meet the purpose and need. This is different from the No Action Alternative, which should be focused on maintaining the existing capabilities to meet the future demand without any major changes).

23-24 — 2. The Metropolitan Washington Airports Authority (Airports Authority) has illegally segmented this project, which is a violation of NEPA. For example, your own web site states that you are “currently undertaking a capital improvement program, called d2, to provide new facilities and replace and upgrade existing aircraft, passenger, and support facilities at Washington Dulles International Airport. Several separate studies look at the potential environmental impacts of three major proposed project groups: 1) a new concourse, a new airport passenger train system, and associated projects that will replace the existing Concourse C/D complex and the mobile lounge shuttles; 2) a replacement, modernized airport traffic control tower; 3) and two new runways and associated projects.” By not including all 3 of these projects in one EIS, you have failed to disclose all of the environmental impacts of your capital improvement program. The EIS must include all impacts from the d2 program and must not illegally segment the major parts of the program.

3. There are many schools within the study area. The potential increased noise impacts must be

3-17 addressed in detail. Long-term exposure of children, specifically, to noise pollution must be analyzed. Noise measurements must be taken at each school and neighborhood within the study area to determine the baseline noise concentrations and to predict future concentrations. The EIS must compare existing and future noise concentrations to EPA guidelines and any state/local noise regulations.

30-2
30-4
30-7 4. The potential impacts of accidents must be modeled and analyzed. Flight paths should be presented for all alternatives. An east-west runway at Dulles has the potential to change flight patterns in and around neighborhoods in Fairfax and Loudon counties that must be presented. Statistics bear the fact that the majority of aircraft accidents occur during take-offs and landings. The increased probabilities, consequences, and risks of aircraft crashes must be analyzed based on the changed flight patterns that would result from new runways. Such analysis must be detailed enough such that decisionmakers and local citizens can balance the increased risks of the additional runways. The analysis must specifically address the increased risk to school children at schools within the study area. Alternative runway configurations and flight patterns must be included to mitigate any potential impacts to schools and neighborhoods. The fact that only one east-west runway alternative is proposed is troubling. The EIS must analyze other east-west runway configurations or discuss why other such configurations are unreasonable.

30-10 5. The potential impacts of terrorist events must be analyzed. Such events are reasonably foreseeable, as evidenced by the tragic events of September 11, 2001.

27.6 6. The impacts on local transportation must be assessed. Expanding the regional airport capabilities to handle projected future demand will cause indirect impacts on the region's transportation system that cannot be excluded from analysis. For example, if operations are projected to increase to almost 569,000 by the year 2010 (which represents a 53% increase over the 372,000 operations in 2002), then it would be expected that the impacts of Dulles operation on local transportation impacts would likely increase by more than 50%. The environmental impacts of such increases must be analyzed. Modeling of such transportation impacts must be presented, along with the increased impacts of noise and air pollution from such increases in local transportation. The EIS must analyze the potential impacts to the local road networks ability to support a 50% or more increase in Dulles traffic. Such analysis must not be limited to the Dulles Toll Road. Many local roadways such as Route 28 and Centerville Road will be impacted by a 50% or more increase in Dulles traffic. The EIS must assess such impacts in detail, including an analysis of peak hourly traffic and Level of Service. Additionally, the EIS must analyze the impacts of such increased local transportation for the other regional alternatives at National and BWI.

8-2 7. Transportation of hazardous cargo out of the airports and jet fuel into the airports will undoubtedly increase as a result of the expansion. The EIS must assess such impacts.

13-3 8. Impacts to biological resources must be assessed, including any increased impacts to migratory birds caused by the expansion.

18-1 [9. Wastes will increase from any expansion. The EIS must disclose waste quantities and impacts from waste management.

10. Cumulative impacts must include an assessment of the region's entire air transportation system. Cumulative impacts of local transportation, pollution, and noise must be included in this cumulative assessment.

Thanks for the opportunity to comment on the proposed scope of this EIS. I will closely follow the development of this project. Please add me to your mailing list.

A handwritten signature in black ink, appearing to read "Jay Rose", with a stylized flourish at the end.

Jay Rose
13619 Old Chatwood Place
Chantilly, VA 20151

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0044



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: CYNTHIA SHANG
Organization/neighborhood: PLEASANT VALLEY (NEWSLETTER EDITOR)
Mailing Address: 15121 ELK RUN RD
City: CHANTILLY State: VA Zip: 20151
E-mail: SHANG@WIZARD.NET

Comments: SINCE OUR NEIGHBORHOOD WOULD BE DIRECTLY IN THE PATH
OF THE NORTH/SOUTH RUNWAY, MANY OF US ARE VERY CONCERNED
ABOUT THE NOISE. AS THE EDITOR OF OUR COMMUNITY NEWSLETTER
I HAVE BEEN REQUESTED TO VOICE OUR CONCERNS ONCE
AGAIN AND TO ASK FOR A NOISE STUDY TO BE PERFORMED.

FOLD

FOLD

1-25

NEIGHBORS HAVE COMPLAINED (AND I MYSELF HAVE EXPERIENCED
THIS) OF "HOUSE RATTLING" NOISE FROM AIRCRAFT AS LATE
AS MIDNIGHT. IT IS DIFFICULT NOW TO HOLD A CONVERSATION
OUTSIDE, ESPECIALLY DURING PEAK HOURS. IF THE FREQUENCY
INCREASES WILL CONVERSATION NEED TO BE LIMITED TO 10 MINUTE
INTERVALS? [WE RESPECTFULLY REQUEST A PART 150 STUDY
BE PERFORMED.] ALSO, [GIVEN THAT THE US DEQUE POLLUTANT
LEVELS ARE ALREADY OUTSIDE THE ACCEPTABLE RANGE FOR
UPPER CUB RUN AREA (OUR COMMUNITY) WE WOULD LIKE TO UNDERSTAND
HOW INCREASES TO THIS AND OTHER POLLUTANT LEVELS WOULD BE ACCEPTABLE]

Comments must be postmarked by October 24, 2003

7-1

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0045

Dulles Airport New Runways
Environmental Impact Statement

Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: KURT W. BILAS
Organization/neighborhood: WALNEY OAKS
Mailing Address: 14062 EAGLE CHASE CIRCLE
City: CHANTILLY State: VA Zip: 20151
E-mail: aljokuma@aol.com

Comments: I understand that Dulles Airport is planning an expansion with the addition of two new runways. One runway is east-west and the other is north-south.

4-2 3-6 I am concerned about the increased air traffic associated with these two new runways and the efforts to mitigate noise. I live about 10 miles south of Dulles now and at times, it can be very noisy. I think that any expansion plan should carefully consider the flight paths that will be used on both the new and existing runways and steps should be taken to mitigate noise over residential areas. Thank you very much for your consideration.

Kurt Bilas

Comments must be postmarked by October 24, 2003

Comment PP0046

FAX

To: Mr. Frank Smigelski, FAA 703-661-1370
From: Lezlie Mann (homeowner) 703-502-0791

October 24, 2003

Dear Mr. Smigelski,

My name is Lezlie Mann and I am a homeowner in the Walney Oaks neighborhood in Chantilly, Virginia. I am writing to express my concern over the plan to increase airplane traffic at Dulles Airport. While I support capitalism and business growth, it bothers me that the airport can continue to grow without noise abatement procedures in place. (None that appear to be published for public access and record.)

3-34 [I would like to request that stricter noise restrictions be included in the plan as Dulles Airport expands.]

Thank you in advance for taking into consideration the opinions and concerns of local homeowners and consumers who support Dulles Airport and related businesses.

Sincerely,

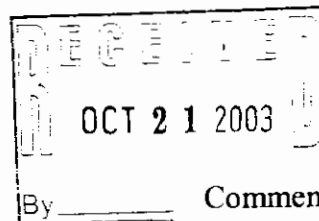


Lezlie Mann
4509 Gaston Street
Chantilly, VA 20151
703-502-0791

Aircraft noise study for proposed new North-South runway at Dulles Airport and the Pleasant Valley community

By:

Dr. John C. Mars
4346 Cub Run Rd.
Chantilly VA, 20151



Comment **PP0047**

2-24
↓
see
PP0048

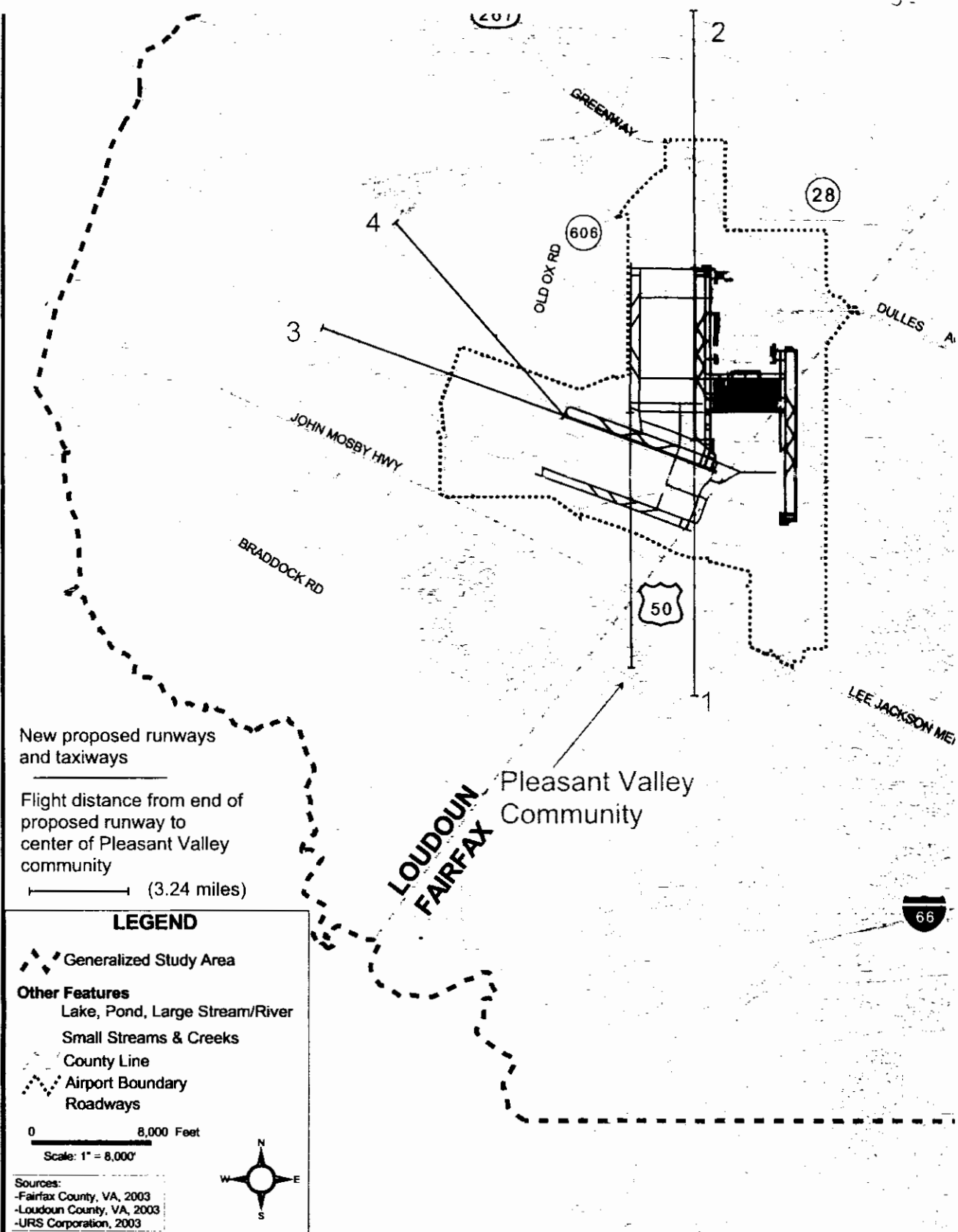
A proposed new North-South runway at Dulles Airport would be 3.24 miles directly North of the Pleasant Valley community (See Map). This study estimates what noise levels would be in the Pleasant Valley community by recording maximum sound levels (dB) and flyover times at sites that are 3.24 miles from existing runways. Sites 1, 2 and 3, line up with existing runways, which are the same as the proposed North-South runway and Pleasant Valley community. Site 4 is 3.24 miles from the West end of the present Northeast trending runway, however, the site does not line up with the runway (See Map). Sites were located using a global positioning satellite system. Flyover times and maximum sound levels were recorded using a watch and sound level meter. Observations also included whether the aircraft was landing or taking off (See Data Sheets). Data was recorded during the late afternoon on Thursday (10/02/2003) and Friday (10/03/2003) between 4:30 PM and 7:01 PM in order to simulate times when most people are at home. In addition, sound levels were recorded at a home in order to determine the minimum aircraft noise level that can be heard inside the home and noise levels that were classified as very noticeable.

Site 1 is located to the South of the Airport (See Map). A total of 23 flyovers were recorded during the one-hour period of time (See Data Sheets). All of the flyovers were landings. The average maximum sound level was 72.3 dB. Site 2 is located to the North of the airport. There were 9 landings recorded in a 20-minute interval of time with an average maximum sound level of 72.6 dB (See Data Sheets). Site 3 recorded 2 takeoffs in 5 minutes, however, most of the aircraft were turning to the North thus, a fourth site was established in order to record sound levels of aircraft taking off and passing directly overhead. Site 4 recorded 9 takeoffs in a 30-minute period of time with an average sound level of 67.6 dB.

Observations of aircraft noise at home indicated that aircraft noise was noticeable at approximately 66 dB and is very noticeable at sound levels greater than 72 dB. Very noticeable aircraft noise in the home is defined in this study as sound loud enough to cause slight vibration in the house, to make it difficult to carry on conversation, or listen to radio or TV. The duration of noise inside the home lasted from 5 to 40 seconds.

At site 1, 22 out of 23 flyovers during a one-hour period exceeded 66 dB and 12 flyovers exceeded 72 dB. At site 2, during 20 minutes, all 9 landing flyovers exceeded 66 dB and 4 flyovers exceeded 72 dB. At site 4, during a 30-minute time period, 5 takeoffs exceeded 66 dB and 3 takeoffs exceeded 72 dB. Observations also indicated that in all but 2 landings, aircraft passed directly over test sites and at much lower altitudes than aircraft that were taking off.

Statistical averages of data from sites 1, 2, and 4 suggest that at least 22 flyovers an hour would take place during the late afternoon and early evening hours (1 flyover every 2.68 minutes on average) at Pleasant Valley if the new proposed runway has as much air traffic as existing runways. At least 19 flyovers per hour would be noticed (>66dB) and of the 19 flyovers, 9 would be very noticeable (>72dB). Thus, on the basis of data from sites 1, 2, and 4, and assuming that the new runway would have the same amount of air traffic as present runways, on average, every 6 to 7 minutes from 4:30 PM to 7:00 PM an aircraft would fly over the Pleasant Valley community exceeding 72 dB.




**Dulles Airport New Runways
 Environmental Impact Statement**

GENERALIZED STUDY AREA

SITE 1 CONDITIONS: CLEAR, WINDS 10-15 MPH 10-02-2003
 LOCATION: LAT 38.89274 LONG -77.46049 ELV 250'

	TIME (PM)	dB LEVEL	TAKEOFF /LANDING
1	4:39	78	LANDING
2	4:49	70	LANDING
3	4:54	72	LANDING
4	4:55	74	LANDING
5	5:02	74	LANDING
6	5:04	71	LANDING
7	5:06	75	LANDING
8	5:07	69	LANDING
9	5:08	69	LANDING
10	5:10	65	LANDING
11	5:11	67	LANDING
12	5:12	73	LANDING
13	5:14	73	LANDING
14	5:20	67	LANDING
15	5:22	73	LANDING
16	5:24	81	LANDING
17	5:27	72	LANDING
18	5:29	69	LANDING
19	5:31	73	LANDING
20	5:33	69	LANDING
21	5:35	77	LANDING
22	5:36	77	LANDING
23	5:38	75	LANDING
AVERAGE		72.30435	

SITE 2 CONDITIONS: CLEAR, WINDS 5-10 MPH 10-03-2003
 LOCATION: LAT 39.01765 LONG -77.45815 ELV 313'

	TIME (PM)	dB LEVEL	TAKEOFF /LANDING
1	5:14	77	LANDING
2	5:16	77	LANDING
3	5:18	73	LANDING
4	5:19	68	LANDING
5	5:21	72	LANDING
6	5:23	67	LANDING
7	5:25	72	LANDING
8	5:29	76	LANDING
9	5:35	71	LANDING
AVERAGE		72.55556	

SITE 3 CONDITIONS: CLEAR, WINDS 5-10 MPH 10-03-2003
LOCATION: LAT 38.96755 LONG -77.54881

			TAKEOFF	
	TIME (PM)	dB LEVEL	/LANDING	
1	6:14	69	TAKEOFF	NOT OVERHEAD
2	6:19	65	TAKEOFF	NOT OVERHEAD

AIRCRAFT PASSING TO NORTH OF SITE 3, MOVED TO SITE 4
WHERE AIRCRAFT WERE PASSING DIRECTLY OVERHEAD
AT THE SAME DISTANCE FROM RUNWAY AS SITES 1,2, AND 3

SITE 4 CONDITIONS: CLEAR, WINDS 5-10 MPH 10-03-2003
LOCATION: LAT 38.97932 LONG -77.52878

			TAKEOFF	
	TIME (PM)	dB LEVEL	/LANDING	
1	6:31	72	TAKEOFF	
2	6:33	63	TAKEOFF	
3	6:35	51	TAKEOFF	
4	6:36	78	TAKEOFF	
5	6:38	61	TAKEOFF	NOT OVERHEAD
6	6:43	78	TAKEOFF	
7	6:48	79	TAKEOFF	
8	6:52	68	TAKEOFF	
9	7:01	58	TAKEOFF	
AVERAGE		67.55556		

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

Comment PP0048



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

Name: Dr. John C. Mars

Organization/neighborhood: Pleasant Valley Community

Mailing Address: 4346 Cub Run Road

City: Chantilly

State: VA

Zip: 20151

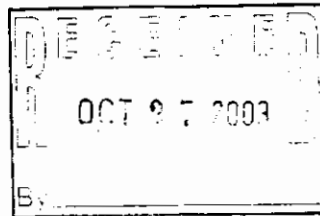
E-mail: joncmars@cox.net

Comments: I have conducted a study in order to determine what the noise impact would be on the Pleasant Valley Community (see enclosed study). The study suggests that on average during evening hours (4:00-7:00 PM) the community will experience 19 flyovers per hour and at least 9 flyovers will exceed 72dB (type A weighting). The noise study suggests that this would severely impact the Pleasant Valley Community. The level of noise impact is based on aircraft noise observations in my home and from a noise metrics chart (Public Workshop Report, October 7-8, 2003, page 22). The only Build Alternative plan that does not severely impact the Pleasant Valley Community is Build Alternative 6 in the Public Workshop Report.

FOLD

2-24 [Either Build Alternative 6 should be implemented or financial compensation MUST be awarded to families in the Pleasant Valley Community for loss of property values due to anticipation of and increases in aircraft noise.] A copy of this comment will be sent to our representative in congress.

Comments must be postmarked by October 24, 2003



Adam R. Swanbery
3552 Armfield Farm Drive
Chantilly, VA 20151
October 23, 2003

Mr. Frank Smigelski,
FAA,
Washington Airports District Office,
23723 Air Freight Lane, Suite 210,
Dulles, Virginia 20166

I am responding to a recent article in the Chantilly Times concerning the proposed construction of two new runways at Washington Dulles International Airport. I found the article to be quite uninformative as it gave no graphical representation of runway locations and no description of the types of aircraft that would use these runways or their intended flight paths. I hoped that visit to the referenced website would clarify these issues; however, the information provided on the website, while more detailed than that found in the article, was inadequate to determine the impact the new runways would have on my neighborhood.

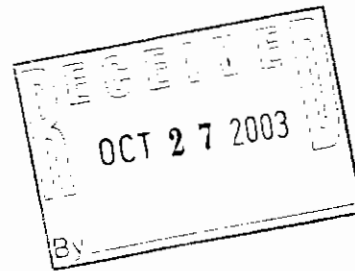
My house is located in the Armfield Farm subdivision and is directly in line with the proposed 12R/30L runway. Currently there are daily flights of small propeller-driven planes that pass directly over my house. At the time I purchased the house in 1992, I judged the level of noise produced by these planes to be tolerable. Several times a year the normal flight patterns of the large jet planes change due to weather conditions. When these jets fly over the neighborhood they cause the houses to shake and the air to stink of jet fuel. My children are awoken from their sleep and oral communication is impossible for nearly a minute. To suffer these disturbances on a regular basis is unthinkable and unacceptable.

2-25 [I am against the construction and even the investigation of a new East/West runway.] The MWAA plan, while short on details, has the potential to force intolerable conditions on a large number of people. Moreover, the projected increase in passenger traffic used as the justification of the new runways is laughable. It doesn't account for future acts of airline terrorism and the increased security delays that will only get longer, nor does it adequately account for the effect of video communications as a replacement for business travel. This is a plan in search of a justification - the tail that wags the dog.

Sincerely,

Adam R. Swanbery

Ken & Jeanine Schwartz
5666 Thorndyke Ct
Centreville, VA 20120



Frank Smigelski
FAA
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, VA 21066

October 22, 2003

Dear Mr. Smigelski,

Please consider this letter an official comment to the Alternatives for the Proposed Dulles Expansion. As a member of the Dulles Corridor community and President of the Stone Pond Home Owners Association, I thank you for the invitation to comment on these plans.

1-10 [My wife and I are strongly *opposed* to this overall expansion and we highly recommend the No-Action Alternative as opposed to choices 1-5.] This opposition is for many reasons, some of which you actually provide in your own literature.

- According to the Centreville Times on October 16, 2003, "airport operations - takeoffs and landings - peaked in 1998-99 and declined until 2002." Although the article states that operations are now on the rise, Dulles has yet to reach its previous peak from 1998-9. Therefore, there is a chance that operations will level out or even decline again, thus making expansion unnecessary.
- Per your own explanation, if this expansion is not done, passengers can eventually expect "excessive delays, defined as a delay of four or five minutes." In our opinion, a four or five minute delay is not significant enough to anger your passengers or your surrounding community and to incur the wrath of innumerable and eventual lawsuits.
- There are 2 other major airports in the DC Metro Area that can handle the over flow. National is not surrounded by as many residential areas as Dulles and BWI has more runways than either National or Dulles. Adding to their capacity should be considered before expanding the Dulles airport.

24-1 [We also hope there is a serious study into what this will do to our area in terms of noise pollution and property values.] This is a major concern for everyone and I think it deserves serious consideration. Judging by the comments at the recent town hall meeting, I believe there is ample evidence of this concern from the community at large.

1-26

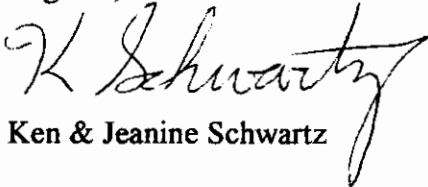
Not everything about your plan is unacceptable however. [We do support expanding the parking opportunities, renovating the terminal, constructing a new tower and getting rid of those outdated mobile lounges.] As your neighbors, we feel these are worthy goals and we will support your efforts in this area.

However, we cannot and will not support the addition of any major runways through the Dulles Corridor. It is not safe for our families, good for our property values or needed by the community in general. I urge you to consider the voices of the surrounding residents before you make your final decision.

Once again, we appreciate the opportunity to respond to these comments and look forward to being involved in the process going forward. If you have any questions, please do not hesitate to ask.

Thank you very much for your time.

Regards,


Ken & Jeanine Schwartz

BOARD OF DIRECTORS

CHAIRMAN
Stanley E. Harrison

PRESIDENT
Leo J. Schefer

Ronald D. Abramson
President, Washington Airport Authority

J. Robert Bray
President, Virginia Beach Airport Authority

Anthony J. Broderick
President, Fairfax County Airport Authority

Robert E. Buchanan
President, Loudoun County Airport Authority

Michael Canzian
President, Loudoun County Airport Authority

Douglas N. Carter, AIA
President, Fairfax County Airport Authority

Edwin I. Colodny
President, Loudoun County Airport Authority

Larry DePace
President, Loudoun County Airport Authority

Sidney O. Dewberry
President, Loudoun County Airport Authority

Myron P. Erskine
President, Loudoun County Airport Authority

Lt. Gen. William H. Fitch
USMC (Ret)

Andrew S. Garrett
President & CEO, Garrett Development Corp.

Stephen L. Gelband
President, HAWAII, GEORGE, P.L.C.

H. Russell Griffith
President & CEO, Dairies, Inc.

Michele V. Hagans
President, Richmond New Town Corporation, Inc.

John T. Hazel, Jr.
Partner, Reed Smith, LLP

William A. Hazel
President & CEO, William A. Hazel, Inc.

Terry R. Head
President, H&S&A, Inc.

The Honorable A. Linwood Holton, Jr.
Governor, Commonwealth of Virginia

Charles S. MacFarlane
Director, Virginia Department of Aviation

Kathryn A. MacLane
Director, WESTGROUP

John Marriott
Executive Vice President of Logistics, Marriott International, Inc.

The Honorable John O. Marsh, Jr.
Chairman, Advisory Committee on Virginia's Airports

T. Allan McArthur
Chairman, Angus North America, Inc.

Lt. Gen. T. H. Miller
USMC (Ret)

Thomas G. Morr
Managing Partner, Greater Washington Initiative

Peter Nostrand
President & CEO, Greater Washington Region, SunTrust Bank

John Oberdorfer
Partner, Patch, Briggs, LLP

Maj. Gen. Robert W. Parker, USAF (Ret)
President, OnSite

The Honorable Owen B. Pickett
Of Counsel, Troutman Sanders, LLP

Robert M. Pinkard
CEO, Cassidy & Pinkard

Thomas F. Pumpelly
President, PO Financial Group

James W. Todd
President, The Peterson Companies

Charles B. Walker
Vice Chairman and CFO, Aeterna Corporation

David C. Whitestone
Attorney, Holland & Knight, LLP

John S. Wilson
Executive Dean, Loudoun Campus, The George Washington University



Washington Airports Task Force

www.washingtonairports.com

October 24, 2003

Mr. Frank Smigelski
Environmental Specialist
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, VA 20166

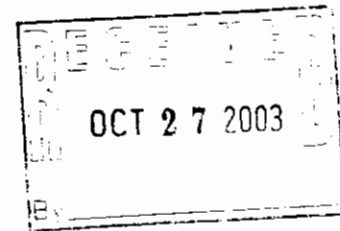
Dear Mr. Smigelski:

The Washington Airports Task Force (WATF) appreciates the opportunity to comment on the environmental and related information presented during the Federal Aviation Administration's (FAA) public workshop on October 7-8, 2003, on new runways for Washington Dulles International Airport.

The Washington Airports Task Force is a non-profit, 501(c)(3) Virginia Corporation that works to promote the expansion and enhancement of aviation services for Virginia and the National Capital region. As such, its views represent consumer, civic, and economic interests in a region whose tourism and high-tech employment is closely tied to the proficiency of its scheduled air service.

The following comments are offered for the Federal Aviation Administration's consideration.

- 1-5 [1. **Environmental Impact:** The workshop revealed no environmental impediments to the construction of the proposed new runways.
- 1-3 [2. **Economic Need:** Employment in the National Capital region is indelibly linked to the availability of air service. Washingtonians typically buy two and one-half times as much air travel as the national average.



The major employers in the National Capital region are high tech industries, tourism and the federal government. The region's private sector has at least a 50% higher demand for air transportation than industries in other sectors.¹ For these reasons, any restrictions on the region's air transportation, and particularly restrictions due to a lack of runway capacity, will have a harmful, long-term effect on the region's employment and its economy, and the ability of the nation's citizens to visit their Capital.

- 1-3
3. Washington Dulles Serves the Nation's Capital: Washington's Dulles and National Airports are unique as they serve the nation as well as the local region. National cannot accommodate new runways. The expansion capacity at Washington Dulles represents a substantial portion, if not the totality of the runway expansion capability for the Nation's Capital. Consequently, these new runways need to be moved through the NEPA process and constructed in a timely manner.
4. Runway Separation: The FAA has an excellent record of good, long-range planning with respect to Washington Dulles – a record that began with the conception of the airport in the late 1950's, was sustained through the FAA's operation of the airport, and has since been maintained by the Metropolitan Washington Airports Authority (MWAA).

The two counties bordering Washington Dulles – Loudoun and Fairfax – have exercised considerable care over the decades to complement the FAA's work with compatible land uses around Washington Dulles. The counties' efforts largely have been successful, and as a result, Washington Dulles is considered an asset to the neighborhood by 87% of the people living closest to it.² The counties have based their land use planning upon noise contours developed by the FAA's Part 150 process. The modeling for that process was in turn based upon runway separation and other criteria defined by the agency.

Assumptions made concerning the many variables used in the FAA model to project these contours, and indeed the model itself, have changed since these planning contours were developed. While the assumptions and methodology used in the Part 150 process can easily be changed, the land uses cannot. Housing and industrial uses have developed in many areas around Dulles. To a very large extent, these uses were based upon data defined by the FAA process. It is vital for future harmony that the lateral separation selected for the new runways as well as the operational purpose and flight tracks defined for the airport's runways, produce a pattern of operation that is compatible with the land uses developed as a result of FAA's earlier guidance.] 1-5

The WATF further notes that proposed runways 1W and 19W will be the shortest of the airports runways. The other longer runways clearly would be more suitable for the operation of very large four-engine aircraft, which in turn would limit the exposure of flight operations to the immediate north and west of proposed 19W.

¹ The temporary closure of National Airport following the 9/11 attacks demonstrated this linkage. Ten thousand people were put out of work and another 80,000 jobs were threatened in the short term.

² DMC survey, which can be supplied upon request.

In practical terms, common sense suggests that 5,000-ft. lateral separation for runways 1W-19W is unacceptable as it is the shortest of the options proposed, would have the most potential to take future operations outside the planning contours, would be the most costly due to land acquisition requirements, and would appear to generate conflicts with the flight patterns associated with runway 30 Right. For these reasons, the WATF considers option 5 to be unacceptable, as are the no-build alternative, the off site alternatives, and build alternatives 5 and 6. This organization further recommends that you re-check your negative conclusions concerning simultaneous operations regarding build alternatives 1 and 2. 2-26

5. Integrity: The major reason excellent relations exist between the Metropolitan Washington Airports Authority and its neighboring jurisdictions at Washington Dulles is the integrity developed by the Airports Authority through its consistent, open, factual and cooperative actions with local communities. As a result:
 - a) the Airports Authority and the jurisdictions have worked together to achieve the current high standard of compatible land use around Washington Dulles.
 - b) Washington Dulles is one of the few major airports in this world that is not only at peace with its neighbors, but also is actively supported by those neighbors.

This amicable situation is based on good public policy exercised with integrity and is of enormous value to the aviation community as a whole.

The FAA should be careful to take no actions during this environmental process that could lead to an undermining of the trust that exists between the airport's neighbors and the airport.
[In particular, option 4 (5,000-ft. lateral separation) should be dropped unless advocated with the full support of Loudoun County.] 2-26

6. Time Scale and Traffic Growth: The forecast presented by the FAA at the workshop projects Dulles flight operations returning to the 1999 level at the end of 2007. Forecasting methods based on national norms have historically understated significantly the growth potential of Washington Dulles International Airport and its environs.

At this time, the nation's air transportation industry is in a state of major change. The effects of that change can be expected to lead to a significant growth in flight operations at Washington Dulles in the near term.

Washington Dulles is the gateway to one of the nation's major air service markets, and one which to date has been little stimulated by low fare air service. The WATF expects that will change in the near term, resulting in a substantially increased volume of flight operations as an increasing volume of low-fare service stimulates the market. Historically, a 50% reduction in fare leads to a 50% increase in travel volume and a similarly substantial increase in flight operations.

Mr. Frank Smigelski
October 24, 2003
Page 4

1-3 [Consequently, the WATF believes that Dulles will return to 1999 operational levels before the end of 2005.

In 1999, Washington Dulles International Airport was experiencing significant delays during peak periods due to a lack of capacity provided by the combination of existing runway and air traffic control capabilities. The new Potomac Consolidated TRACON should expand the capacity of the existing Dulles runways. Even so, the capacity gained from improved ATC likely will be insufficient to meet traffic needs at Washington Dulles much beyond 2005. [The first new runway is not expected to become operational until 2008 under the current EIS work schedule. Therefore, the WATF strongly recommends that the current EIS work schedule be accelerated to meet the following time scale:

- Issue of draft EIS – February 2004;
- Public hearing – March 2004;
- Issue of final EIS – June 2004;
- Record of Decision – August 2004.] 1-27

1-27 [Construction of a new runway is projected to take 18 to 24 months. A Record of Decision by August 2004 would enable a new runway to be in operation prior to the summer peak of 2006.]

As the environmental work to date has uncovered no environmental difficulties, experience with other Environmental Impact Studies suggests that the shorter time scale proposed is eminently feasible. We appreciate the work being undertaken by the FAA to create our new runways – you just need to do it faster.

Sincerely,


Leo Schefer



Dan and Ana Stapleton
<danandana@earthlink.net>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Dulles New Runways EIS

10/26/2003 11:01 PM
Please respond to
"danandana@earthlink.net"

I am a J41 Captain with Atlantic Coast Airlines and I live in South Riding, about three miles West of Chantilly. As a resident, I'm not too concerned about noise from arriving traffic, although lower (than departuers), will have the engines at a lower power setting. I figure they'll be only a thousand feet or so closer than the arriving traffic for 1L, which don't make much noise today.

29-11 [My concern as an airline pilot is that Dulles Tower and Approach control don't use the existing runways efficiently.] LaGuardia has only two runways, which cross, and they are constantly being used. Newark has a similar situation. Two parallel runways (the third, crossing runway doesn't get that much use, at least the times I have been there) are also in constant use. At EWR, they depart, for example, 4L and land 4R, and there are no gaps. Arriving traffic is kept tight, you have to go the assigned speed and get off the runway as soon as possible or you will mess up the operation. Departing traffic is sequenced so that there is very little "position and hold" time.

Meanwhile at Dulles, on the arrivals, especially from the North, we are vectored around, slowed down, told to descend, they don't seem to have control of the situation. Departing, they sometimes use the runup block to hold airplanes, we sit in position and hold for "spacing." For example: a regional jet just took off before me, possibly over the same fix, but I fly a turboprop - what are we waiting for? The weather's good all over the East coast. This happened last Thursday morning Oct 23rd at about 8:50am.

29-11 [New runways are fine, but it's a waste to spend Millions of tax dollars when we have wasted capacity on the existing runways.]

Dan Stapleton
26155 Nimbleton Square
South Riding, VA 20152
703-327-0835



Mizamp4@aol.com
10/24/2003 01:41 PM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Dulles Airport Traffic

Dear Mr. Smigelski:

Thank you for this opportunity to voice our opinion about the current air traffic and possibly increased air traffic in our Walney Oaks neighborhood.

Presently, our neighborhood is profoundly impacted by a large amount of air traffic that flies directly over our house. The planes fly very low and are very loud. Clearly, we understood when purchasing our home in 1998 that some air traffic would be a factor. Unfortunately, we feel that the traffic has increased and that noise restrictions must be provided. ANY kind of Dulles expansion would be detrimental to our neighborhood.] 24-1

Air traffic over our neighborhood is supposed to be restricted by certain times and flight paths. These restrictions are clearly abused on a weekly basis. At least once a week, we are awoken to the sounds of LOUD aircraft noise coming over our house anywhere from 3:30-5:30 a.m. During HOA meetings in our community, pilots from our own neighborhood have explained to us that this is not necessary. Apparently, there are plenty of other flight paths available that would not directly affect a neighborhood in the community. We find it completely unacceptable that planes are presently flying over our house at such absurd hours of the morning!] 3-16

We feel that the issues at hand are in desperate need of being addressed. An expansion to Dulles Airport of any kind would only make this situation worse. In addition, the inevitable increase of noise and air pollution would certainly affect our of daily lives and the value of our homes. We are requesting that stricter noise restrictions be put in place NOW and most certainly should be included in any plan for a Dulles expansion.] 3-34

Thank you for taking the time to listen to our concerns. Please let us know if there is anything we can do to assist in speeding this process along.

Sincerely,

Lori and Mario Zampielo
14061 Eagle Chase Circle
Chantilly, VA 20151



"Abby Maginn"
<aemaginn@hotmail.com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Noise abatement at Dulles

10/24/2003 03:39 PM

Dear Mr. Smigelski,

As a resident of Chantilly I was alarmed to learn of the newly proposed runway for Dulles to be located in Chantilly. Air traffic noise has become unbearable in our neighborhood. The planes fly so close to the roof that we can practically reach up and catch a flight. We are frequently awakened by the noise from these jets as it is. An increase in air traffic noise would have an intolerably negative impact on the quality of our lives. Also, a great many of the very old trees in the wooded areas and Fairfax County parkland near our home have died off in the last five years. I believe this is related to the dumping of hazardous materials from these aircraft. [Dulles needs a noise abatement program just like every other major U.S. airport.] I fully intend to work with all the concerned residents of Chantilly to protect the quality of our lives and our environment. 3-34

Sincerely,
Abby E. Maginn
14060 Eagle Chase Circle
Chantilly, Va.

See when your friends are online with MSN Messenger 6.0. Download it now
FREE! <http://msnmessenger-download.com>



"FERGUSON, Lynn"
<laf@nei.org>
10/31/2003 01:14 PM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: I need your response!

Dear <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" /><?xml:namespace prefix = st2 ns = "urn:schemas:contacts" />Mr. Smigelski,<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

This is my second attempt on this request, the first attempt was through the web-site, and I did not get an answer. I live in Farmwell Hunt in Ashburn, a small neighborhood that has 4 tight paths over it. Some nights, about 60 planes can fly directly over or by my house. My neighbors and I find the noise intolerable; the quality of our life has diminished. Some nights I am jolted out of my sleep at 2-3 in the morning.

3-16

I am aware of the new runways being planned at Dulles. I have also been told that if there are enough requests from a certain area, that something may be done to diminish the noise in the next step of the runway process. My questions are:

1. Who is the person responsible for receiving the requests to analyze our neighborhood?
2. In what format should these requests take?
3. What is the deadline?

23-25

My neighbors and I want to make sure we are heard.

Thank you,

Lynn Ferguson
43850 Sandburg Sq.
Ashburn Va
20147
202-739-8032



laf@nei.org

10/20/2003 05:16 PM

To: Frank Smigelski/AWA/FAA@FAA

cc:

Subject: DULLES EIS

Below is the result of your feedback form. It was submitted by
(laf@nei.org) on Monday, October 20, 2003 at 16:16:13

email: laf@nei.org

Comments: Dear Mr. Smigelski,
My neighborhood, Farmwell Hunt, has tremendous noise from departing planes.
Some nights, between 8-11pm about 50-60 planes will fly over my area, some
even rattle the windows. At times, I have been woken in the middle of the
night because of the droning of planes.

24-1 [Many of my neighbors are also finding the quality of their home life to be
poor because of the excessive traffic.] I know that you will be putting in new
runways that could possibly severely cut down on the flights over Farmwell
Hunt. I would like for you to hear from all concerned in my neighborhood,
would this be an issue you would analyze? Please let me know who we can write
and e-mail to. 23-25

Thank you,
Lynn Ferguson
43850 Sandburg Sq.
Ashburn, VA 20147

Action: Submit



COCHRAN378@aol.co
m
10/21/2003 09:06 AM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Proposed Runway Expansion at Dulles

Dear Mr. Smigelski,

I would like to voice my concerns regarding the proposed runway expansion at Dulles Airport. I live in the Chantilly area and am quite concerned about additional air traffic over my community. It is already very noisy during the day, and nighttime is no different. Many times my family has been woken up by airplane noise in the middle of the night. [I would like to see stricter noise restrictions placed upon the airport. It is my understanding that Dulles Airport is the only major airport in the US that does not have significant noise abatement restrictions. That seems ridiculous for such a large airport like Dulles handling a large number of flights daily. Especially the large international airlines coming in. These planes are very large and very noisy.]

3-34

Thank you for taking time to read my concerns. I hope that my concerns as well as others in the community are considered before moving forward on the expansion.

Regards,

Kim Cochran
Walney Oaks Community
14035 Rose Lodge Place
Chantilly, VA 20151



"Mark R. Braden"
<mbraden@cox.net>

10/17/2003 08:39 AM

To: "J.T. Griffin" <jtgriffin@mail.house.gov>
cc: "Coyle, Michael" <Michael.Coyle@fairfaxcounty.gov>, Frank
Smigelski/AWA/FAA@FAA
Subject: Dulles Airport Noise

Dear J.T.,

Further to our discussion regarding the airport noise from Dulles, there was a meeting held at Westfields High School on October 8th. As *The Chantilly Times* newspaper reported on the front page, "...most of those present at the meeting October 8 at Westfield High School were concerned about the noise". The Walney Oaks neighborhood where I live had a representative present, as did several other neighborhoods in the area.

As I stated in our earlier conversation, Dulles is the only major airport in the United States that does not have any published noise abatement procedures. With the planned expansion at Dulles and the number of flights expected to double over the next few years, now is time to take the communities that exist around Dulles into consideration and enact reasonable noise abatement procedures.

3-34

There are several neighborhoods along the Walney Road area that are forming or have already formed committees to lobby for stricter noise abatement for Dulles airport. This represents a major quality of life issue for these citizens. Support and/or suggestions from Congressman Wolf's office in this matter would be greatly appreciated!

Sincerely,
Mark R. Braden
Walney Oaks HOA
4516 Gaston Street
Chantilly, VA 20151
mbraden@cox.net



Don_Chiang@lcc.com

10/22/2003 11:15 PM

To: Frank Smigelski/AWA/FAA@FAA
cc: rebecca.chiang@ericsson.com
Subject: Air Traffic Noise and Dulles Runway Expansion

Dear Mr. Smigelski:

As a resident of Fairfax county, I am writing you to let you know my concerns over the lack of any regulation on the Dulles airport traffic noise. My home is located underneath one of the flight path and thus jet noise is one of the nuisance we have learned to cope since moved to our house in 2000.

In light of the upcoming plan to expand the Dulles runways, I urge you to take extra steps to regulate the noise level, as well limiting the amount of takeoffs and landings during specific hours in the day (such as the Washington Reagon Airport, where they do impose restrictions). Sometimes it is very difficult to get a good night's rest when a 747 jet roars overhead at 12 midnight!!!

3-34

I understand the need to expand the airport - it is a growth engine for the area economy, and I am a regular user of the airport. However, I do not believe such growth should be done at the expense of those who live under the shadow of flight paths who must put up with increase noise levels at ALL HOURS of each day. I think it is possible to ensure growth, and at the same time limit the noise level so it is possible to have some quiet time (such as 10 pm - 5AM).

I am excited to see Dulles grow. Please implement a smart solution that would place a some restrictions on noise level.

Thank you.

Kuo Chiang
Rebecca Chiang
14040 Eagle Chase Circle
Chantilly, VA 20151
(H) 703-803-6088
email: don_chiang@lcc.com



"Waseem Haider"
<whaider@nationwide-
loan.com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Walney Oaks

10/23/2003 09:38 AM

Sir,

We know there has been some development on Dulles Airport. We are already quite sick of the noise from the planes. My house is right in the way they land. Please do the need full that the landing could be from different side.

3-33

Thanks.

Waseem Haider
Vice President

Nationwide Financial Corp.
9302 Old Keene Mill Rd.
Suite D
Burke, Virginia 22015

703-569-3500
703-569-8333 fax

www.nationwide-loan.com



TTRRoth@aol.com
10/23/2003 01:30 PM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Runway expansion at IAD

Dear Mr. Smigelski,

I am writing you concerning the proposed runway expansions at Washington Dulles International Airport (IAD). I am a resident of Walney Oaks subdivision in Chantilly, Virginia. I am also a DC-10 pilot with a major air cargo freight company with a great deal of experience flying into major airports throughout the country at night. I believe that any talk of expansion at IAD should also include an assessment of the noise impact to the surrounding communities and the development of appropriate noise abatement procedures to lessen or eliminate this impact.

3-34

In my many years of flying large jet aircraft, I have become used to the various noise abatement procedures at all of the major airports throughout the country. These procedures range from specific routes and altitudes to avoid noise sensitive areas to simply using preferred runways during nighttime operations. These procedures are common and easily complied with and cause no undo hardship on the flying operations. We as pilots are used to these restrictions and comply with them on a routine basis. But I am always surprised when I fly into IAD and see that there are no published noise abatement procedures for this airport (I am referring to the Jeppesen arrival and approach charts that all commercial pilots use).

I know that IAD was here before many of the communities affected by the noise were built, but it is a fact that with the explosive growth in this region, more and more communities will be affected by the noise. Most of the airports in this country have adopted a "good neighbor" approach even though they were there first. I see no reason why IAD can't develop its own noise abatement procedures as well. For example, I believe from personal observations when flying into IAD that our community, which lies approximately 3.5 miles directly south of Runway 1R/19L on the extended runway centerline, is the community most affected by the noise. It also appears that the least noise sensitive runway for arrivals is runway 12, followed by arrivals on 19R or 19L. Therefore, I propose the following noise abatement procedures: (during nighttime operations, say 2200-0700)

1. When possible, a south flow should be the preferred direction. Departures should be on 19L/19R, and arrivals on 12 or 19L/19R. (I have flown many times into IAD when the winds were light or calm and they were landing to the north.)
2. When a north flow is required due to winds/weather, arrivals should be to 1L.
3. When departing 19L, a right turn to a heading of 210 degrees no later than 3 miles south of the field.

With the additional proposed runways, further procedures to lessen the noise impact should be explored. For example, if an additional North/South runway is built to the west of the current runways, consideration should be given

000001
to making it a Category II/III runway. Currently, only runway 1R is so equipped.

Washington Dulles is a great place to operate into and out of. The controllers are always professional and extremely competent and the facilities are second to none. I don't believe developing noise abatement strategies will adversely affect the operations at IAD, and the surrounding communities will benefit with increased property values and, most importantly, more restful nights. Thank you for considering these noise abatement proposals.

Sincerely,

Ted Rothschild
14020 Eagle Chase Circle
Chantilly, Virginia 20151
(703) 818-0760



Evajo@aol.com

10/23/2003 09:30 PM

To: Frank Smigelski/AWA/FAA@FAA

cc:

Subject: Runway Expansion at Dulles Airport/Concerned Homeowner

Mr. Smigelski,

I would like to voice my opinion over the runway expansion planned at Washington Dulles International Airport. I currently reside in the Walney Oaks Subdivision and I'm very concerned with the noise in my neighborhood increasing as airplane traffic doubles at Dulles. I understand that Dulles Airport is the only major airport in the U.S. with no published noise abatement procedures. I am requesting that the FAA include stricter noise restrictions in the plan as Dulles Airport expands.

3-34

Thank you.

Eva Tedeschi
Walney Oaks Subdivision
14030 Rose Lodge Place
Chantilly, VA 20151



Soman Atta
<abonguiabb@yahoo.com>
om>

10/23/2003 10:17 PM

To: Frank Smigelski/AWA/FAA@FAA
cc: vatsoman@yahoo.com
Subject: Concern about increase Airplane Traffic at Dulles Airport

Dear Mr. Frank Smigelski:

It is with great concern that we have just learned of the project to double airplane traffic at Dulles airport, VA. As home owners at the Walney Community (Chantilly), we are very much worried about the increase noise that is currently at a high level. We would like to voice our concern right now and have the opportunity to draw the attention of the FAA that such an increased level of noise will NOT be acceptable. It will deteriorate quite drastically our standard of living in the Walney Community.

} 24-1

We very much hope and count on your help and understanding.

Sincerely Yours

Kouassi and Victorine SOMAN
14096 Eagle Chase Circle
Chantilly, VA 20151 USA

Do you Yahoo!?

The New Yahoo! Shopping - with improved product search



"The Grady's"
<bkjm@cox.net>

10/23/2003 10:52 PM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Against Dulles Airport Expansion

Dear Mr. Smigelski:

Thank you for this opportunity to voice our opinion about the current air traffic and possibly increased air traffic in our Walney Oaks neighborhood.

Presently, our neighborhood is profoundly impacted by a large amount of air traffic that flies directly over our house. The planes fly very low and are very loud. Clearly, we understood when purchasing our home in 1998 that some air traffic would be a factor. Unfortunately, we feel that the traffic has increased and that noise restrictions must be provided. ANY kind of Dulles expansion would be detrimental to our neighborhood. 24-1

Air traffic over our neighborhood is supposed to be restricted by certain times and flight patterns. These restrictions are clearly abused on a weekly basis. At least once a week, we are awoken to the sounds of LOUD aircraft noise coming over our house anywhere from 3:30-5:30 a.m. During HOA meetings in our community, pilots from our own neighborhood have explained to us that this is not necessary. Apparently, there are plenty of other flight paths available that would not directly affect a neighborhood in the community. We find it completely unacceptable that planes are presently flying over our house at such absurd hours of the morning! 3-16

We feel that the issues at hand are in desperate need of being addressed. An expansion to Dulles Airport of any kind would only make this situation worse. In addition, the inevitable increase of noise and air pollution would certainly affect our daily lives and the value of our homes. We are requesting that stricter noise restrictions be put in place NOW and most certainly should be included in any plan for a Dulles expansion. 3-34

Thank you for taking the time to listen to our concerns. Please let us know if there is anything we can do to assist in speeding this process along.

Sincerely,

Catherine and Brian Grady
4510 Gaston St.
Chantilly, VA 20151



Rob Mozeleski
<robmozho@yahoo.com>

To: Frank Smigelski/AWA/FAA@FAA
CC:
Subject: Dulles Airport Noise Abatement

10/24/2003 07:55 AM

Mr. Smigelski,

My wife and I are five year residents of the Walney Oaks community in Chantilly, VA. I am writing today to ask that you consider the effects of noise from aircraft landing and taking off at Dulles Airport on our community. While we certainly understood that our neighborhood would be affected by aircraft noise when we moved in, we now understand that there may be some options for mitigating some of this nuisance. The frequency and timing of aircraft traffic has become significantly worse and I fear that expansion will exacerbate the problem further. A noise abatement plan for Dulles must be implemented. This should include alternate flight paths (which I understand are available) and restrictions on the hours planes can land and take off. My understanding from other neighborhood residents, who are also pilots, is that Dulles is one of the few major airports in the country without a noise abatement plan. While Dulles was originally built on "farmland", the rapid development in the Dulles area now makes such a plan a necessity. I ask you to consider these issues seriously.

3-34

Thanks you, and please feel free to contact me if you wish to discuss these issues.

Sincerely,

Rob and Laura Mozeleski
4508 Gaston St
Chantilly, VA 20151
703-378-9466

Do you Yahoo!?

The New Yahoo! Shopping - with improved product search
<http://shopping.yahoo.com>



"Patel Smita"
<patel_smita@bah.com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Increased airplane traffic at Dulles Airport

10/24/2003 10:22 AM

Mr. Smigelski,

I am, a homeowner on Walney Road in the Chantilly, VA area. I am very concerned about the FAA plans for increasing airplane traffic at Dulles Airport and in particular the increased aircraft noise over our community resulting from the expansion. I would like to request that stricter noise restrictions be included in your plans for the Dulles Airport expansion.

3-34

Thank you.

Smita & Viral Modi
14094 Eagle Chase Circle
Chantilly, VA 20151



patel_smita.vcf



Carlos Csicsmann
<Carlos_Csicsmann@
compuserve.com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Impose Noise Restrictions for Dulles Airport

10/24/2003 10:45 AM

Mr. Smigelski,

I am, a resident of Walney Oaks approximately 5 miles from Dulles Airport. Since the inception of our Neighborhood in 1996 we have been experiencing an increasing amount of air traffic. I was the first President of our Home Owners Association and held the position for 3 years, currently I am the chairman of our Architectural Review Board and President of the Walney Oaks Civic Association. Each month I receive emails, phone calls and personal visits from neighbors asking what can be done with the air traffic noise. Several neighbors (former pilots as well as current pilots) have formed a team to research and investigate what can be done about this increasingly noisy situation. Many are shocked to hear that Dulles Airport is the ONLY major airport in the United States not following a noise prohibition mandate by the FAA. Whether oversight or politics this is unacceptable and needs to be rectified. Western portion of Fairfax County is the fastest growing section of the county with the highest median income and soon to have the largest number of schools per square mile.

I am working with other Home Owner Associations to join this effort to contact you, our District Supervisor, our Governor, our House of Representative and our Senator to formerly request that noise restrictions be placed on Dulles Airport.

3-34

This matter is of the utmost importance and has reached critical mass for many residents. Our standard of living and most importantly our children our being impacted by the lack of concern Dulles Airport and the FAA has shown to date.

Please work with us to resolve this matter.

Sincerely,

Carlos Csicsmann
Walney Road HOA, Chairman ARB
Walny Oaks Civic Association, President



Lmann5263@aol.com

10/24/2003 12:54 PM

To: Frank Smigelski/AWA/FAA@FAA

CC:

Subject: Runway expansion at Dulles Airport

October 24, 2003

Dear Mr. Smigelski,

My name is Lezlie Mann and I am a homeowner in the Walney Oaks neighborhood in Chantilly, Virginia. I am writing to express my concern over the plan to increase airplane traffic at Dulles Airport. While I support capitalism and business growth, it bothers me that the airport can continue to grow without noise abatement procedures in place. (None that appear to be published for public access and record.)

I would like to request that stricter noise restrictions be included in the plan as Dulles Airport expands.] 3-34

Thank you in advance for taking into consideration the opinions and concerns of local homeowners and consumers who support Dulles Airport and related businesses.

Sincerely,

Lezlie Mann

4509 Gaston Street
Chantilly, VA 20151
703-502-0791



Theresa W Steffen
<tsteffen@us.ibm.com
>

To: Frank Smigelski/AWA/FAA@FAA
cc: ericandtheresa@worldnet.att.net
Subject: Increased Airport Traffic at Dulles Airport

10/24/2003 01:41 PM

Mr. Frank Smigelski, FAA
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, VA 20166

Mr Smigelski,

We are residents of the Walney Oaks Community in Chantilly, VA. We have extensive plane traffic from Dulles airport flying over our neighborhood. We understand that the Washington Airport Authority is planning to add at least two additional runways to Dulles. We have also been made aware by a pilot that lives in our neighborhood that pilots landing on the two existing north-south runways are often given an option as to which runway they would prefer to land on even though one approach takes the planes over parkland, Rt 28, and office buildings and the other approach takes the planes over private homes.

We are opposed to the addition of new runways until a noise abatement study has been completed. There is no reason that planes should approach or takeoff over private homes, especially at night, when there is an alternate route that is available that would avoid the private homes. We are often awakened at 4:00 am by planes landing directly over our home. There need to be stricter noise restrictions in place that require air traffic controllers to land planes in the route that causes the least noise to private residences.

3-34

Sincerely,

Eric and Theresa Steffen
Walney Oaks Sub-Division
14032 Rose Lodge Place
Chantilly, VA 20151
703-817-0444



"Anita Phares"
<anitaphares@mail.co
m>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Shhhhh

10/24/2003 07:29 PM

Dear Mr. Smigelski:

Thank you for this opportunity to voice my opinion about the current air traffic and the possible increased air traffic from Dulles airport in the Walney Oaks neighborhood.

Air traffic over our neighborhood is supposed to be restricted by certain times and flight paths, but there have been numerous times when we hear aircraft during hours of 3:30-5:30 a.m. (we have a baby and are often up anyway to hear the planes). During HOA meetings in our community, pilots from our own neighborhood have explained to us that this is not necessary, and that Dulles is the only airport in the country w/o noise restrictions.] 3-16

I am requesting your attention to the matter of noise especially as it will be increasing with additional runways planned for the Dulles airport. There should be stricter noise restrictions being put in place at this current time.] 3-34

Thank you for taking the time to listen to my concerns. I know that you'll be considering many factors when anticipating this expansion and I want you to know how important it would be to me and my fellow neighbors to keep things more reasonably quiet in Walney Oaks.

Sincerely,

Anita Phares
4517 Gaston St.
Chantilly, VA 20151

--

Sign-up for your own personalized E-mail at Mail.com
<http://www.mail.com/?sr=signup>

CareerBuilder.com has over 400,000 jobs. Be smarter about your job search
<http://corp.mail.com/careers>



"Rao's"
<rrao3@cox.net>

10/24/2003 11:23 PM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Airplane Noise levels at Walney Oaks

Mr. Smigelski,

I am concerned about the expansion plans at Dulles Airport and how it could affect the noise levels in my Walney Oaks community.

Please ensure that stricter noise restrictions are included in the plan as Dulles Airport expands.] 3-34

Thank you.

Regards,
Rajesh Rao
4530 Gaston Street
Chantilly, VA 20151



PRESTIEngineering@yahoo.com

10/25/2003 02:22 PM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: DULLES EIS

Below is the result of your feedback form. It was submitted by
(PRESTIEngineering@yahoo.com) on Saturday, October 25, 2003 at 13:22:47

email: PRESTIEngineering@yahoo.com

Comments: Mr. Smigelski and others interested in the fair assessment of the
Dulles airport runways EIS.

If we did not learn anything else from the 11th of September it is that the Washington region should add a 3rd airport for commercial purposes outside of the core INSTEAD of adding unnecessary capacity at Dulles. Today, we know for sure that National airport will not be available in a terror or national incident leaving only BWI and Dulles. The thought that an event at either airport will not close down the entire airport is ridiculous. Dulles does not need additional runways, the growth is overestimated and any available taxpayer resources should be targeted at a new facility. Since BWI and Dulles cover certain environs with convenience and proximity, it is my opinion a new airport should be considered South and East of the beltway in Maryland. I don't make this suggestion lightly as I recognize several folks in that region may be opposed to such a public infrastructure project but the needs of the region to have REDUNDANT and GEOGRAPHICALLY DIVERSE options during unplanned events necessitate the wisest planning in building airport facilities. Building MORE runways at Dulles is a bad idea. It does nothing to enhance capacity in the event Dulles is shut down. Additionally the environmental impact to the surrounding communities by adding more runways to Dulles should not be taken lightly. These communities already bear the overwhelming burden of such a large regional air transportation facility.

2-16

Thank you for the opportunity to comment.

I attended the runways EIS forums but work has precluded my adding my comments until now.

R/

Phil Lo Presti
Ashburn, VA

Action: Submit



Pat Dayman
<Pat.Dayman@atlantic
coast.com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/10/2003 05:51 PM

Name: Pat Dayman

J41 check Airman, Atlantic Coast Airlines

Atlantic Coast Airlines

Email: Pat.Dayman@atlanticcoast.com

Comments: Though more runways at Dulles would increase the potential to increase the volume, the poor quality of the ATC system would not be able to accept the volume. As it is the runways are under used compared to a high volume airport like JFK.

Money might be better spent training the controllers to do their jobs effeciently. I look forward to the day that there is no 20 mile intrail spacing when it is clear skies with no wind, or the day I don't have to carry holding fuel on a clear day, just in case Dulles puts me in a hold again, as the low volume of the arrivals has the controllers taxed.

If Dulles was controlled by JFK controllers for a 60 day trial, I think you would find that the volume of traffic would be greatly increased without breaking ground.

Pat Dayman

J 41 Check Airman

Atlantic Coast Airlines

29-11



"Dennis R. Tusing"
<afvet@adelphia.net>

10/10/2003 05:59 PM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

Name:Dennis R. Tusing

IAD CRJ Capt.

Atlantic Coast Airlines

Email: afvet@adelphia.net

Comments: Dulles controllers have the reputation of being the absolute worst in the country. Believe me when you fly into other airports out in the Midwest or West or even the south.....it shows. Dulles is bad.....very bad. If having more runways help...which I think they would...please bring them on quickly.

While we are waiting for the runways...hopefully....might I suggest you send ALL of the Dulles controllers out to ORD for some TDY for a few weeks to see how the real pros do it. That by itself would probably do wonders.

Thanks for asking for our input.

29-11



John Barrett
<jdbarrett33@hotmail.
com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/10/2003 08:41 PM

Name: John Barrett
Flight Officer
Atlantic Coast Airlines
Email: jdbarrett33@hotmail.com

Comments: How can Atlantic Coast or any other carrier expect to operate 375 flights per day from IAD? Is there a way that IAD controllers can look at ORD controllers to see if there is a way to make the flow in and out of IAD faster and more efficient?

29-11



"William E. Moryto"
<wmoryto@yahoo.com>
>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/10/2003 11:03 PM

Name: William E. Moryto
Captain
Atlantic Coast Airlines
Email: wmoryto@yahoo.com

Comments: Before any additional runways are added two things must come first:
1. Repair Rwy 12/30. It is in extremely poor condition and is a SAFETY RISK!!
If a high speed (or any speed) abort/emergency landing must be executed, the poor surface pavement conditions could have significant negative effects on that maneuver and the safety of the passengers aboard that aircraft.

30-11

2. Train the IAD controllers at ORD, LGA, JFK, EWR or BOS. They micromanage the ground and air traffic to the point of absurdity. For example: They tell us to "enter at Alpha and hold short of Alpha 5 contact Ramp Tower on 119.12"
Two things can be eliminated in this one scenerio and SHORTEN ATC communications which are MUCH TOO verbose at IAD.

29-11

A1. They give the frequency NOT NECESSARY, its published and we know it in our sleep) for entry onto their respective ramps. Other major airports do NOT need to give the freq, pilots do plan ahead.

B2. Just Instruct aircraft to go to a spot and there you must contact ramp tower for entry.

This can be done. Many airports; CVG, BOS, EWR, LGA, JFK, ORD use this simple procedure and they eliminate much of the micromanagement and stress of the controllers.

Just trying to provide useful suggestions.

Best Regards,
Bill Moryto



Steven Gombold
<steve.gombold@attglobal.net>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/17/2003 05:05 PM

Name: Steven Gombold

J41 FO

Atlantic Coast Airlines

Email: steve.gombold@attglobal.net

Comments: Usually adding runways at any airport is a good thing. However at IAD, I believe a more important issue are the controllers. I know Dulles can be busy at times, but I firmly believe that if we replaced some of our controllers, operations in and out of IAD will flow a lot more smooth. I know ORD and JFK have many more runways than IAD has, but they also have some of the best controllers in the world. There is no doubt in my mind that if we brought in more efficient controllers, the amount of arrivals and departures would increase significantly. You can't be efficient when you have 20 miles separation into Dulles on a VFR day.

29-11



Ed Zimmerman
<edznaz@yahoo.com>

10/18/2003 09:50 AM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

Name: Ed Zimmerman

ACA CRJ Capt

Atlantic Coast Airlines

Email: edznaz@yahoo.com

Comments: More runways would be nice, but the real problem is the atc at IAD.

I flew for the company for 5 years based out of IAD and still go thru there regularly as an ORD pilot, and the story is still the same. Too many restrictions, slow downs and overcontrolling on the ground. I suggest you

have a hard look at the ORD system and find why they work so well. I cannot say enough nice things about their methods and the results they produce.

Geographically, they have the same kind of challenges with close airports, yet they get the job done. For example, if I exit a runway at IAD, I must speak to ground before moving, even though I know full well how they will want me to head, or at least the start of it. At ORD, there are also typical routes, and they expect us to keep moving and get a word in when we can, and work it out like adults when it comes to conflicts. We are all careful professionals, and we should be treated as such. If this works at the nations busiest airport, it should work at Dulles.

29-11

Good luck, my companies profitability rests partially on your sucess,

Z



John Roberts
<wa4jr@arri.net>

10/18/2003 04:36 PM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

Name: John Roberts

CRJ Captain

Atlantic Coast Airlines

Email: wa4jr@arri.net

Comments: More runways will not help the situation at IAD. The present runways are under-utilized because ground control seems to have an on-going problem efficiently moving aircraft to their departure runways, and then Potomac Approach often places excessive "in trail" restrictions on departures.

New runways at IAD must accompany a fundamental change in the way ATC handles aircraft on the ground and in the air. If FAA would like to bring "Chicago Style" ATC services to IAD, then the new runways could be a good thing. Go to ORD and listen to the ground, tower and approach frequencies for a while, and my point will be crystal clear!

29-11



David Mullins
<dt_mullins@yahoo.co
m>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/20/2003 11:06 PM

Name: David Mullins
Pilot

Atlantic Coast Airlines

Email: dt_mullins@yahoo.com

Comments: To be honest, an additional runway 30 would be very beneficial for departing aircraft using one for northerly departures and one for southerly departures. This would allow the north-south runways to be used for arrivals, or visa-versa.

In the high winds of winter, some sort of approach to 30 that would allow the continued operations to the north-south runways would be good.

The bigger issue is that of current and future runway utilization. It seems to the pilot group that ATC at KIAD should easily be able to handle twice the amount of traffic it currently does. When we operate out of airports like KLGA, KERW, KBOS, KDTW and KORD it is truly amazing what the controllers do day after day good weather and bad. We really appreciate what they can do and have the greatest respect for them. These airports have as many limitations as KIAD does, if not more. At KIAD we see far too many ground stops, enroute slowdowns, large enroute spacing and 5 to 10nm gaps on final. The traffic just moves to slowly in and out.

29-11

More runways will eventually be need, but it would be much cheaper and faster to get ATC to get on par with the other airports.

Respectfully submitted.



George Bisagno
<Rjcaptain@msn.com>

10/16/2003 09:21 AM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

Name: George Bisagno

Captain

Atlantic Coast Airlines

Email: Rjcaptain@msn.com

Comments: For a years now I have been wondering why there haven't been any new runways added at Washington Dulles International Airport (IAD). IAD is the only International airport with major delays on clear days. The other day we departed Portland, ME (PWM) only to told not to exceed 250 knots for sequencing to IAD, and this was after we sat on the ground for 20 mins. waiting for our wheels up time. The weather was clear! Before we were handed off to Potomac approach I asked the New York center controller what the in trail sequencing was, he said 15 miles. I asked the Potomac controller why they needed 15 miles in trail, and he said they needed that to integrate the downwind arrivals into the final.

I also noticed that Potomac controllers don't tighten the spacing like most airports (3-5 miles), the closest I have seen is 5 miles and usually it's about 7-8 miles. A lot of this may have to do with the amount of airspace restrictions within the area, but if adding runways to IAD can increase the arrival rate then this needs to be done ASAP.

Washington Dulles has the potential to be a great "Gateway" airport to the people of the United States and the rest of the World.

1-22

Thank you,

Captain George Bisagno

Atlantic Coast Airlines



Eric Du Pont
<lovejets@aol.com>
10/15/2003 04:58 PM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

Name: Eric Du Pont
Captain
Atlantic Coast Airlines
Email: lovejets@aol.com

Comments: As an airline pilot I am for anything that promotes flying and safety. I certainly would welcome more runways at IAD. One concern I wish to address however is the lack of efficiency of the IAD ATCS. Along with more runways and preferably before more runways appear I would welcome a revamping of the IAD ATCS to try and alleviate the ever growing delays. 30 mile downwinds and 90 degree vectors off course along with speed reductions to 250 knots 300 NM away from IAD have become the norm regardless of whether the weather is clear blue skies or solid IMC. I understand the "problem" of having IAD, BWI and DCA so close together, but if ORD and LGA to mention only two can make it happen, why does IAD seem to be so far behind in efficiency?

Finally, while I may not offer a solution to the IAD ATC problem but rather bring the problem to attention, I completely support the concept of more runways in IAD.

29-11

1-22



"A. Scott Koester"
<a.s.koester@att.net>

10/26/2003 08:20 PM

To: Frank Smigelski/AWA/FAA@FAA
CC:
Subject: Response to IAD Runway Addition

Name: A. Scott Koester

Captain

Atlantic Coast Airlines

Email: a.s.koester@att.net

Comments: Washington National is maxed out, Baltimore is fine but too far for the residents of Northern Virginia. Dulles needs more runways and more level 5 controllers. The runways would help the movements, but without better controllers would be a waste of money. It doesn't take 4 ground controllers to work traffic at that size airport, they do it better and faster in ORD with 2. The approach controllers are just as operationally challenged, ask any center controller about them from here to the Mississippi what they think. If it is deemed to be a matter of opinion then ask anybody outside of Patomic Approach, the opinion will be unanimous.] 1-22
29-11



Paul Covert
<paulcovert@aol.com>
>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/23/2003 06:02 PM

Name: Paul Covert
Simulator Instructor
Atlantic Coast Airlines
Email: paulcovert@aol.com

Comments: Before commentting on more runways plan at IAD, how about some back ground information. What is the driving requirement(s) for additional runways. What is the FAA's position. What will be the pros and cons of such an undertaking both in cost, environment impact, and financial outlay and return?

23-9

Thanks... Paul Covert



"T. J."
<juno.com@relay1.faa.
gov>

10/23/2003 12:00 AM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

Name: T. J.
Supervisor
Atlantic Coast Airlines
Email: juno.com

Comments: I would oppose two additional runways at IAD b/c of noise levels that would increase due to the addition.

] 3-4



Don Kahrs
<Donald.Kahrs@atlanticcoast.com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/22/2003 03:01 PM

Name: Don Kahrs

Team Leader

Atlantic Coast Airlines

Email: Donald.Kahrs@atlanticcoast.com

Comments: This would be detrimental to the good of the community. Not only would it cause undo delay to IAD, it would create unnecessary traffic delays.] 1-10

If you look at the air traffic at IAD there is very rarely a Ground delay program. In addition it would destroy the environment. There is also a quality low cost housing shortage in Loudon and Fairfax counties. The use of the land to house people would be of much better use. How is the cost of the so called improvements to be handled? Increase of parking fees, and local, state and federal taxes? The only way that additional runways would be needed at IAD were if DCA was to close.] 24-4



Glenn Dombos
<glenn.dombos@atlanticcoast.com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/16/2003 04:14 PM

Name: Glenn Dombos

AMT

Atlantic Coast Airlines

Email: glenn.dombos@atlanticcoast.com

Comments: The traffic volume in the IAD area is bad enough, with the addition of more runways this will only increase the traffic volume and there is no plan to do anything to help the situation. In addition, you will be taking away the habitat from the wildlife of which there is scarcely enough to support them now, just look at all the dead animals on the roadways. Nothing has been done in the past or will be done in the future to relocate the wildlife. I am against the building of any future runways at IAD.

27-2
13-3
1-10



Vikki Redden
<Vikki.Redden@atlanti
ccoast.com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/19/2003 09:56 PM

Name: Vikki Redden

CS Supervisor

Atlantic Coast Airlines

Email: Vikki.Redden@atlanticcoast.com

Comments: I am concerned on how this will effect the traffic into the Washington area and how it will effect the home owners in that area as well.] 27-2
] 24-1



Todd Whitaker
<Todd.Whitaker@AtlanticCoast.com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/18/2003 01:29 PM

Name: Todd Whitaker
AMT
Atlantic Coast Airlines
Email: Todd.Whitaker@AtlanticCoast.com
Comments: STOP!!!!!!

Think about what your doing? More runways = more people. More people = more

traffic. More traffic = Increased road rage. More time sitting in traffic =
Less time with your kids. More wildlife restrained to a smaller habitat.
This area doesn't need more development. I feel we would be doing more harm
by adding additional runways at Dulles International Airport. Therefore, I
vote "NO!!!!!"

Thank you for taking my vote in consideration.

272
13-3
1-10



James Schuler
<jimschuler@hotmail.com>

To: Frank Smigelski/AWA/FAA@FAA
CC:
Subject: Response to IAD Runway Addition

10/17/2003 07:32 PM

Name: James Schuler
328Jet Captain
Atlantic Coast Airlines
Email: jimschuler@hotmail.com

Comments: While not privy to the ATC boundary system, personal experience has shown insufficient facilities during high traffic and weathered conditions.

1-22

In addition to the airborne congestion, ground saturation tends to be reached early on with the current alley/spot configuration.

Your time is appreciated to allow this forum.

Sincerely,
James Schuler
328Jet Captain



Norman Flaten
<Norman_Flaten@acaicorp.com>

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

10/17/2003 07:22 PM

Name: Norman Flaten
Lead A/C Inspector, ACA ORD
Atlantic Coast Airlines
Email: Norman_Flaten@acaicorp.com

Comments: I would investigate a little more if I were you. Just look at ORD and its surrounding area in relation to Mayor Daley. Not putting the man down but all sides have to be considered. Not only that, How long has IAD been under construction? I remember landing there back in 1987 and there was construction going on then. Finish a couple of projects first before considering this. Safety and Security is another consideration that has to be taken into account also.

30-2



Daniel Schon
<dschon@sc.rr.com>
10/11/2003 06:32 PM

To: Frank Smigelski/AWA/FAA@FAA
cc:
Subject: Response to IAD Runway Addition

Name: Daniel Schon
Captain Dornier 328, ACA
Atlantic Coast Airlines
Email: dschon@sc.rr.com

Comments: Dulles needs another crosswind runway to handle its normal capacity in wx ops.]1-22

Copy



October 31, 2003

Mr. Frank Smigelski
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane, suite 210
Dulles, VA 20166

Dear Frank:

Please find enclosed the transcripts from the October Citizen Meetings. We hope you find them helpful. They are the originals. We are also sending a copy to Al Nagy for his files.

As a reminder, if you receive other comments from the public, if you will share them with us, we will be sure they are added to our mailing database.

Please call if you have questions. Our number is: 757-460-4183.

Sincerely,

A handwritten signature in black ink, appearing to read 'Janette', written over the printed name.

Janette Crumley
Cordell & Crumley

Enclosure

Cc: Al Nagy. URS ✓

Dulles International Airport (IAD) Proposed Noise Abatement Procedures

Notes:

- * Dulles is the only major airport in the U.S. without any published noise abatement procedures
- * Runway 1R is the most noise sensitive runway for arrivals due to the communities along Walney Road (need to check this with map)
- * Runway 1R is the only Cat II/III runway, meaning that when the weather is less than ½ mile visibility this runway is the only one available
- * Currently, controllers allow pilots to choose any runway late at night when the traffic is light.
- * I put the 2200 - 0600 statement in there because that's what I typically see at most airports and I believe we would have the best chance to get this done only going for those times. If you want to try to get these procedures for all times, then we will have a tougher battle

Between the hours of 2200 to 0600:

1. If winds allow, a South operation using Runways 19L, 19R, and 12 for arrivals and Runways 19L and 19R for departures should be used.

- can use up to a 5 knot tailwind component *use 30 for departures!*

2. For departures using Runway 19L, turns on course should be initiated no later than 2 miles (2 DME) from the departure end of the runway.

3. If winds require a North operation, Runway 1L should be used to the maximum extent possible for arrivals.

4. If traffic conditions require the use of both 1L and 1R, consideration should be given to the type of aircraft when assigning runways for arrival. The aircraft types with the lowest noise signature should be assigned to 1R.

5. *Class* Cat II/III operations will be conducted to Runway 1R since this is the only *Stage* Cat II/III runway available.

6. Runway 12 is the least noise sensitive runway and should be used for arrivals as much as possible.

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

F



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FC

Name: David Kuntz

Organization/neighborhood: _____

Mailing Address: 25887 McKiesee Ln

City: S Riding State: VA Zip: 20152

E-mail: _____

Comments: Excellent planning and keeping the

public informed
More of road (alt plan 3)

FOLD

FC

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

F



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

Name:

Don Hill

Organization/neighborhood:

South Riding, VA

Mailing Address:

City:

State:

Zip:

E-mail:

don.bize@verizon.net

Comments:

1. I would like to see all material presented today on the Internet website

2. Concerned about the North South (new proposed) runway and potential noise from Departures; would like to know more

FOLD

FO

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003

F



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOL

Name: Ana Kocur
Organization/neighborhood: Ridings at Blue Springs
Mailing Address: 43884 Paramount Pl
City: Chantilly State: VA Zip: 20152
E-mail: ana.kocur@verizon.net

Comments: The proposed North-South runway will most likely have a significant impact on my quality of life. I will be very close and almost in a direct line with a new runway. I would think there is a very good chance that my home will be in a C5 Ldn zone. I am also aware that pursuant to FAA standards a C5 Ldn zone and above is considered incompatible with residential use while I was informed that MWA & Dulles are pursuing Plan 150 and that would provide for some property-specific noise mitigation, that is still rather unacceptable & would ~~as stated above~~ not affect the adverse impact to my quality of life as the outdoor enjoyment of my property would ~~be~~ not be helped. I would hope that this is taken into consideration & not just dismissed.

FOLD

FOL

Comments must be postmarked by October 24, 2003

Comment Sheet
FAA Public Meeting
Purpose & Need/Alternatives Review
October 7 & 8, 2003

F



**Dulles Airport New Runways
Environmental Impact Statement**



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Kam Flynn

Organization/neighborhood: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

E-mail: _____

Comments: Please mark maps showing arrival &

departure tracks with street names so

we can get our bearings better (ie. Centerville Rd
to Fairfax County Parkway)

Thanks!

FOLD

FOLD

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

Name:

ROGER PERETTI

Organization/neighborhood:

So Riding

Mailing Address:

25755 McDOON LANE

City:

So Riding

State:

VA

Zip:

20152

E-mail:

PERETSUR06@AOL.COM

Comments:

FOLD

- ~~TAXIWAYS~~ (WITHIN FEW HUNDRED FEET). THIS WOULD PREVENT SIMULTANEOUS LAUNCH/RETRIEVAL BUT WOULD ALLOW NEARLY SIMULTANEOUS TAKEOFFS & LANDINGS. MOST ~~ALL~~ BUSY AIRPORTS HAVE RUNWAYS VERY CLOSE (LAX, JFK, ORD, ETC). I SEE NO NEED TO LOCATE 12R/30L THAT FAR FROM 12L/30L.
- ALSO STRONGLY OBJECT TO 1W/19W IF IT WILL BE USED FOR TAKEOFFS TO THE SOUTH AND/OR LANDINGS TO THE NORTH - OVER EXISTING 12L/30L RUNWAY.
- DEMAND IS DOWN - ESTIMATED FUTURE USE IS NO LONGER VALID!
- CONCERNED ABOUT SAFETY ~~RE~~ AIRCRAFT NOISE, LIGHT EMISSIONS & AIR QUALITY IMPACT ON So. Riding

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

Name: Mitchell Corrie
Organization/neighborhood: South Riding
Mailing Address: 25928 Poland Rd.
City: Chantilly State: VA Zip: 20152
E-mail: MCORRIEL@YAHOO.COM

Comments:

The noise AS IT STANDS TODAY IS VERY BAD.
I CAN'T IMAGINE ADDING RUNWAYS. THIS WILL
DESTROY MY QUALITY OF LIFE.
I VOTE FOR THE "NO ACTION ALTERNATIVE" PLEASE.

FOLD

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: CHAU NGO

Organization/neighborhood: WESTWIND CROSSING COMMUNITY

Mailing Address: 43811 TATTINGER TERR

City: ASHBURN State: VA Zip: 20148

E-mail: chaungo11@hotmail.com

Comments: MY HOUSE IS LOCATED 1/2 MILE FROM EXIT 7 DULLES GREENWAY ACCE
IN THE WESTWIND CROSSING COMMUNITY. WE CURRENTLY EXPERIENCE A LOT
OF NOISE ON THE ^{DEPARTURE} ~~ARRIVAL~~ FLIGHTS TO DULLES AIRPORT. NOT BAD DURING DAY
TIME BECAUSE PEOPLE IS AT WORK. BUT WORSE AT NIGHT AND SOMETIMES
I GOT WAKE UP BECAUSE IT WAS SO LOUD OVER MY HOUSE!

I AM CONCERNED WITH THE IMPACT ON THE 2 NEW RUNWAYS. IT WILL
BE MORE CLOSER AND THE NEW CONTOURS WILL AFFECT US IN BOTH
DEPARTURES & ARRIVALS. I WOULD LIKE TO PROPOSE THE FOLLOWINGS
1/ THE AIRPORT TO BUY MORE PROPERTY/LAND TO THE SOUTH WHICH IS NOT
GROWDED TO BUILD THE NEW RUNWAYS RATHER THAN BUILT THEM
AT THE PROPOSED LOCATION THAT CLOSER TO A LOT OF DENSE COMMUNITIES
2/ TO REQUIRE THE IN & OUTBOUND FLIGHTS TO GO IN OR OUT
TO/FROM THE SOUTH RATHER THAN ^{FROM/TO} ~~THE~~ NORTH.

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FO

Name:

Sal Mattimiro

Organization/neighborhood:

Ashburn Farm

Mailing Address:

43506 Golden Meadow Circle

City:

Ashburn

State:

VA

Zip:

20147

E-mail:

salmo2001@adelphia.net

Comments:

①

In 1998 I was shown "Flight Paths" for departures which were supposed to travel north to the Potomac river before turning west. This is not happening. North bound departures are turning west/northwest upon wheels up. Why is this allowed? Is there a Fixed Flight Path? Is it enforced?

FOLD

FO

②

If you add a third north/south runway and my home falls into the area marked for higher noise levels, will I be compensated for the immediate decrease in my home's value??

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: David A. Edwards
Organization/neighborhood: Committee for Dulles
Mailing Address: 11701 Blue Smoke Trail
City: Reston State: VA Zip: 20191
E-mail: d.a.edwards@aol.com

Comments: We are eager to see the new runway projects proceed as rapidly as due process, careful study and analysis, and good planning will permit. The process is long, complex, and expensive, but essential in order to receive valuable input and analysis. Please undertake no unnecessary procedures that do not add effectively to the body of knowledge necessary to proceed. Continuing construction as quickly as possible is essential to the economic growth and effectiveness of the region. The economic stimulation resulting from an effective facility at Dulles are vital to the well-being of the flying public (business and pleasure) and the political jurisdictions of the Washington Metro Area. We urge MWAA, and the airlines which carry much of the cost, to move ahead rapidly to meet the needs of current airport users and users who will be present 40-50 years in the future. Both entities must ^{carefully} consider the future as well as the immediate costs to meet current needs. The Committee for Dulles supports either Build Option #3 or Build Option #4.

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Bob Ohweiser

Organization/neighborhood: ASHBURN VILLAGE

Mailing Address: 20730 JERSEY MILLS PLACE

City: Ashburn State: VA Zip: 20147

E-mail: Ohweiser @ AOL.com

Comments: - Are you going to relocate BALD EAGLE
before deforestation begins

- Will Loudoun county RECOVER REAL ESTATE
TAX FROM LAND ACQUIRED TO ESTABLISH
RUNWAYS

FOLD

FOLD

- CAN YOU CONTACT ME IF ANY MOBILE
LOUNGES BECOME INOPERABLE AND ABOUT TO
BE SCRAPPED

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FO

Name: A. Denny

Organization/neighborhood: W. Villas of Ashburn Village

Mailing Address: 20555 Killawog Terr

City: Ashburn

State: VA

Zip: 20147

E-mail: _____

Comments:

Presently, there are many airplanes over my house. I would not want anymore. At present they are low enough to see windows & sign name clearly.

FOLD

FO

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: Gail Zehner

Organization/neighborhood: _____

Mailing Address: 26206 Land's End Dr.

City: So. Riding State: VA Zip: 20152

E-mail: gailzehner@msn.com

Comments: The number of planes flying over my home currently seems to be increasing particularly after midnight. We are frequently awoken in the middle of the night. It is my hope that as a result of these new runways or an alternative to them that the number of planes & noise level over South Riding will decrease versus increasing.

FOLD

FOLD

Thank you!
Gail Zehner

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

Name:

Dennis McRore

Organization/neighborhood:

Ashburn

Mailing Address:

20404 ACTAVISTA WAY

City:

Ashburn

State:

VA

Zip:

20147

E-mail:

dmcrore@mail.com

Comments:

I am currently affected by the air traffic when I live. It seems to be day + night, take off + land. You need to make sure we don't get more air traffic when you build the new run way. You should build it in such a way as to disperse the traffic + more evenly spread it out. Also reduce the amount after 11:00 pm until 6:00 am.

FOLD

FOLD

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FO

Name:

Keith CRICHTON

Organization/neighborhood:

ASHBURN VILLAGE

Mailing Address:

21012 Fowlers Mill Circle

City:

Ashburn

State:

VA

Zip:

20147

E-mail:

CRICHTON@EROLS.COM

Comments:

Adjustment of departure paths to limit residential impact. Approaches follow 28 on north/south. Restrict certain aircraft exceeding noise levels particularly 747s that continuously exceed reasonable dB's currently exceeding levels w/o new runways lot alone w/ new runways.

FOLD

FO

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name:

Andy Garoung

Organization/neighborhood:

Ashburn

Mailing Address:

21049 Lowry Park Terrace #300

City:

Ashburn

State:

VA

Zip:

20147

E-mail:

Comments:

I was hoping that the departures for runways 1L/1R could depart along the centerline. It seems the aircraft are vectored 10° to the left and pass over Ashburn; whereas if they departed along the centerline they would overfly a less populated area. Mind you the aircraft nowadays are much quieter than the old DC-9s, however the Pratt & Whitney F77s that United and ANA can be quite loud.

I am also interested in growth as far as terminals and rail transportation goes. I find that these are more of an urgent issue than runways. I travel frequently and overhear passengers complaining about the Dulles people movers. Not only is that a swaying point for MWAA, it is for the main carriers that use IAD such as United and Atlantic Coastal.

Excellent presentation, thank you for having it nearby.

Comments must be postmarked by October 24, 2003

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name:

Tim Rooney

Organization/neighborhood:

Mailing Address:

40727 Cool Valley Cir.

City:

Aldie

State:

VA

Zip:

20105

E-mail:

Tim.Rooney@verizon.net

Comments:

I believe the proposed new Runway options are very UNFAVORABLE to the health, quality of life and real estate value of the homes and families on ~~the~~ or under the new approach paths.

I AM Strongly in Favor of the "no ACTION PLAN".

Dulles is already large enough to handle traffic for many years on the EXISTING Runways.

I don't believe the "operational Demand" can be only resolved through increasing Runway counts and ~~is~~ increasing the noise pollution across different areas of the County.

Comment Sheet

FAA Public Meeting

Purpose & Need/Alternatives Review

October 7 & 8, 2003



Dulles Airport New Runways Environmental Impact Statement



Thank you for your participation in today's workshop. Please provide your comments about this study in the area below and place it in the Comment Box before you leave. You may also mail or fax this form to the FAA. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Frank Smigelski and send it to 703-661-1370. Please print your comments clearly and concisely.

FOLD

FOLD

Name: David + Amy Odiorne
Organization/neighborhood: Ashburn Village Resident
Mailing Address: 21081 Roaming Shores Terrace
City: Ashburn State: VA Zip: 20147
E-mail: Odiornes@aol.com

Comments: I would like to know why aircraft are allowed to divert from flight
paths, such that they fly right over the Ashburn village and Ashburn Farms
communities. Since the noise is already a problem, how are we to
expect that it won't get much worse with the proposed new runways?
In my view, the only acceptable choice of building new runways
would be to put them ~~in~~ facing east-west - not north south.
Please keep in mind the communities that will be affected most. Also,
please make your decisions as if you were living in the areas
immediately being affected.

FOLD

FOLD

Thank you for this informative meeting

David W. Odiorne

COPY

1

FEDERAL AVIATION ADMINISTRATION

* * * * *

PRELIMINARY
PURPOSE & NEED AND ALTERNATIVES
PUBLIC MEETING
DULLES AIRPORT NEW RUNWAYS
ENVIRONMENTAL IMPACT STATEMENT

PUBLIC SPEAKERS

(Comments Given Directly to Court Reporter)

Farmwell Station Middle School
44281 Gloucester Way
Ashburn, Virginia

Tuesday, October 7th, 2003
5:00 p.m. - 8:00 p.m.

* * * * *

RUDIGER & GREEN REPORTING SERVICE

CERTIFIED VERBATIM REPORTERS

4116 LEONARD DRIVE

FAIRFAX, VIRGINIA 22030

703/591-3136

WWW.RUDIGERANDGREEN.COM

C O N T E N T S

SPEAKER	PAGE
SHARON R. BURKE 43966 Kitts Hill Tr. Ashburn, Virginia 20147	3
LYNN FERGUSON 43850 Sandburg Sq. Ashburn, Virginia 20147	4
ADELE DENNY 20855 Killawog Terr. Ashburn, Virginia 20147	5
HELEN SCHWARTZ 20855 Killawog Terr. Ashburn, Virginia 20147	6
JULIE HALSTEAD 20994 Fernridge Way Ashburn, Virginia 20147	7

* * * * *

P R O C E E D I N G S

1
2 MS. BURKE: Sharon R. Burke, 43966 Kitts Hill
3 Terrace, Ashburn, Virginia 20147. I object to the north
4 south runway because it's going to put more noise over my
5 house in Ashburn Village.

6 And I have been here eleven years with the
7 understanding that this was -- the status quo would
8 remain. And, let's see, oh, I really don't see why they
9 can't add two east west runways since that's more
10 industrial out in around there and less impact on schools
11 and regular people.

12 And I do think it's unfair to change the
13 rules. That's all. Thank you. The last three flights
14 that our family has taken, we have had to go to Baltimore.
15 And this airport does not do me any good. And I only
16 lives five miles or four miles away. And I don't know
17 why.
18
19
20
21
22
23

1 MS. FERGUSON: Lynn Ferguson, 4350 Sandburg
2 Square, Ashburn, Virginia 20147. My comments are that in
3 the past three months the plane traffic has picked up in
4 my area. From eight o'clock to eleven o'clock at night at
5 least thirty to forty planes will come by a night.

6 And I can hear all of them. Some of them come
7 so close to the house that they rattle the windows. I
8 have been woken up at two, three, four o'clock in the
9 morning by planes. And I can't get back to sleep because
10 they are so low and it shocks you awake.

11 I have fallen asleep for naps and been woken
12 up by a plane. So I think it's so excessive -- thirty to
13 forty planes a night. It used to stop at ten. Now, it's
14 stopping at eleven. Sometimes it goes on till eleven-
15 thirty.

16 I would like the traffic off of that area. I
17 sit in a triangle. That's it.
18
19
20
21
22
23

1 MS. DENNY: It's Adele Denny. And it is 20855
2 Killawog Terrace in Ashburn. At this point there are
3 numerous planes that come over my house. And it -- I'm
4 already able to see windows and signs -- you know, sign
5 names of the planes real clear.

6 I don't think I could handle any more and,
7 sure as heck, not any coming in any lower. It would
8 really, I think, affect quality of life in the area.
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23

1 MS. SCHWARTZ: Since I arrived here -- I'm
2 Helen Schwartz. I'm staying with my daughter. Since I
3 arrived here I have seen so many airplanes flying over the
4 house and the height that I can see all the windows on the
5 large airplanes.

6 And it seems like it's flying towards -- into
7 the house or away from the house. I don't know how
8 exactly to describe it -- and not only one at the time,
9 but I have seen two, three at the time flying like in
10 formation.

11 Are they landing or -- I have no idea what
12 they are doing. But the noise is very loud. And it's
13 very disturbing. And I don't think they should fly that
14 low over any house.

1 MS. HALSTEAD: Mine is really short actually.
2 This isn't enough known yet to make a major comment. I'm
3 Julie Halstead. And -- address? 20994 Fernridge Way,
4 Ashburn, Virginia 20147.

5 My family and I live in Ashburn Farm, an area
6 that it seems will be directly affected by increased air
7 traffic and noise created by a new north south runway. I
8 am concerned about the increased noise pollution and the
9 addition of air pollution to an area which already has a
10 severe ozone problem.

11 Can you put a P.S.? Additionally, I am
12 concerned about the late night -- say, two in the
13 morning -- flights, mostly of the older cargo planes that
14 actually wake me up and rattle the house. I'd like to
15 know if those would continue or increase. Does that sound
16 good?

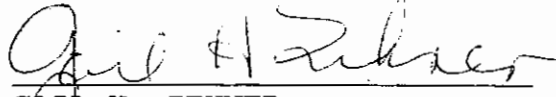
17
18
19 * * * * *

20 (Whereupon, at approximately 8:00 o'clock
21 p.m., the Public Meeting was concluded.)
22
23

CERTIFICATE OF NOTARY PUBLIC

I, Gail H. Zehner, the Certified Verbatim Reporter who reported the foregoing proceedings, do hereby certify that they are true and correct to the best of my knowledge and ability; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of October, 2003.


GAIL H. ZEHNER
Notary Public in and for the
State of Virginia at Large.

My commission expires:
October 31, 2005

COPY

FEDERAL AVIATION ADMINISTRATION

* * * * *

PRELIMINARY
PURPOSE & NEED AND ALTERNATIVES
PUBLIC MEETING
DULLES AIRPORT NEW RUNWAYS
ENVIRONMENTAL IMPACT STATEMENT

PUBLIC SPEAKERS

(Comments Given Directly to Court Reporter)

Westfield High School
4700 Stonecroft Boulevard
Chantilly, Virginia

Wednesday, October 8th, 2003
5:00 p.m. - 8:00 p.m.

* * * * *

C O N T E N T S

SPEAKER	PAGE
EILEEN McFARLAND 11923 Richland Lane Oak Hill, Virginia (Will be moving to South Riding)	3
JIM DOHERTY 25809 Planting Field Drive South Riding, Virginia 20152	4
BETTY DOHERTY 25809 Planting Field Drive South Riding, Virginia 20152	5
VICTOR THORNTON 14021 Eagle Chase Circle Chantilly, Virginia 20151 (Walney Oaks & Walney Village HOA)	6
MITCH CORRIEL 25928 Poland Road Chantilly, Virginia 20152	8
STEPHEN VANDIVERE 13825 Baywood Court Centreville, Virginia 20120 (Cabells Mill Community Association)	9
JEFFREY M. PARNES 3153 Ramesses Court Oak Hill, Virginia 20171 (jeffrey@parnes.net) (Chantilly Highlands Civic Affairs; Sully District Council Land Use & Transportation; Sully District Transportation Advisory Committee)	10
MICHELLE POLSKI 15212 Phillip Lee Road Chantilly, Virginia 20151 (Pleasant Valley Subdivision)	11

* * * * *

P R O C E E D I N G S

MS. EILEEN MCFARLAND: My name is Eileen McFarland; 11923 Richland Lane. I presently live in Oak Hill. Actually I'm a person of few words, but I just wanted to say I appreciated the study and the efforts that went into all the environmental issues here. I had no idea that this preceded building like this, so it made me aware of it.

Actually I'm moving to South Riding, so I'll be in South Riding.

And just to say thank you.

1 MR. JIM DOHERTY: My name is Jim Doherty;
2 25809 Planting Field Drive, South Riding, Virginia. I
3 have one comment, and the comment is that I think a runway
4 that's three football fields away from Route 50 is too
5 damn close and dumb.

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

1 MS. BETTY DOHERTY: My name is Betty Doherty;
2 25809 Planting Field Drive, South Riding, Virginia.

3 I just wanted to tell you that it's very well
4 organized and a nice presentation, and the people were
5 very knowledgeable and very friendly, and gave me good
6 information about websites.

7 The main concern, they didn't have an update
8 on the noise. Well, I guess they will have it eventually,
9 and I don't know when that will be. But I am very
10 interested in what the noise and what the new patterns
11 will be for takeoffs and landings.

12 Thank you.
13
14
15
16
17
18
19
20
21
22
23

1 MR. VICTOR THORNTON: My name is Victor
2 Thornton; 14021 Eagle Chase Circle, Chantilly, Virginia
3 20151.

4 My reason for coming tonight is to attempt to
5 get someone to listen to reason about publishing noise
6 abatement procedures at Dulles Airport. It is the only
7 major international airport in the country that does not
8 have published noise abatement procedures.

9 These are approach flights from Washington
10 National, from Chicago O'Hare, Baltimore International,
11 LAX. They all have operational procedures that deal with
12 noise. Dulles has nothing published.

13 We have attempted in the last twenty-four
14 months or so to get Dulles to accept procedures that were
15 written by pilots. These are the procedures. I'm going
16 to attach those to my written comments that I leave here
17 tonight.

18 My request is pretty simple: that we incur
19 voluntary compliance with a written noise abatement
20 procedure to be published by the FAA and to have those
21 procedures implemented from the hours of 10:00 o'clock at
22 night to 7:00 o'clock in the morning. It's that simple.

23 P.S. The FAA wants to turn this over to

1 political people and make it a political issue.

2 Politicians don't fly or guide airlines, but if we have to
3 go that route we will.

4 That's it.

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

1 MR. MITCH CORRIEL: My name is Mitch Corriel;
2 25928 Poland Road, Chantilly, Virginia 20152.

3 As it stands today, I find that the aircraft
4 traffic, the noise levels in my home are untenable and
5 outrageous as it stands.

6 I live in the South Riding neighborhood and I
7 find that the traffic begins at 6:30 a.m. and is loud
8 enough as it stands today to wake me from my sleep. It
9 persists from 6:30 in the morning until 10:00 in the
10 afternoon, and then resumes once again between 5:00 p.m.
11 in the afternoon and 8:00 p.m. in the afternoon, causing
12 me to not even be able to enjoy my backyard.

13 I find in the evenings that I have to return
14 to the inside portion of my home and close all the doors
15 and windows to get away from the noise. I cannot imagine
16 what life would be like if an additional two runways were
17 built at Dulles Airport.

18 I strongly and most vehemently vote for the No
19 Action Build Plan.

20 Thank you.
21
22
23

1 MR. STEPHEN VANDIVERE: My name is Stephen
2 Vandivere; 13825 Baywood Court, Centreville, Virginia
3 20120.

4 As I was observing, a large part of the
5 existing area is grass, and we were talking about the
6 influence on birds. When the grass is mowed, the birds
7 come and harvest the seeds.

8 It suddenly occurred to me to wonder if the
9 use of other ground covers such as mondo grass or adjuca
10 have been considered.

11 In addition, I wondered if the grass gets
12 watered and whether there might be another kind of ground
13 cover that would both not need watering, not need mowing,
14 and not attract the birds, which presumably would save
15 money.

16 The other comment I have is a question which I
17 expect I'll see answered at the next stage, and that is
18 how much will the consumption of potable water increase as
19 a consequence of the build option that is selected.

20 That's all.
21
22
23

1 MR. JEFFREY M. PARNES: My name is Jeff
2 Parnes. I live in Chantilly Highlands, which is due east
3 of the east-west runway as it currently is configured.

4 I'm all in favor of making sure that Dulles
5 Airport operates in a safer environment, and I understand
6 that having these additional runways will enable them to
7 run in a safer environment.

8 My concern was for my neighborhood that there
9 be no adverse impact in overflights and noise.

10 In looking at the presentation tonight, I
11 notice that very few planes, either (a) take off to the
12 east or land from the east, although I do know for a fact
13 that that does happen since I have seen that and I can
14 wave to the planes as they fly over my house.

15 I have been told that most flights will be
16 taking off to the west, and until the forty-five knot
17 condition exists will be landing north or south and not
18 affecting our neighborhood.

19 In that case the impact to the Chantilly
20 Highlands neighborhood seems to be insignificant and we're
21 glad of it.

22 Thank you.

23

1 MS. MICHELLE POLSKI: My name is Michelle
2 Polski; 15212 Phillip Lee Road, Chantilly, Virginia.

3 This is the flight plan. See how it comes
4 right over this subdivision? Well, that's us right there
5 (indicating). It goes right over the house. In the
6 existing departure flight tracks on Page 21, Flight Plan
7 19CD2, as it leaves Dulles Airport it comes right over our
8 house.

9 It's not used all that often, but there are
10 times in the middle of the night. There are times when it
11 has just cleared the trees, and it rattles the house, it
12 rattles the windows, and this flight plan should be
13 stopped.

14 Any of the other existing ones on either side,
15 they're fine, but the one that comes right over Pleasant
16 Valley Subdivision should be stopped.

17 Thank you for your time.
18
19
20
21
22
23

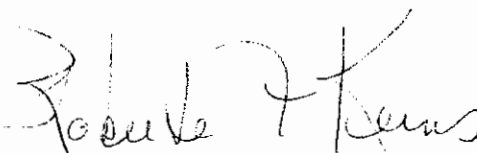
* * * * *

(Whereupon, at approximately 8:00 o'clock
p.m., the Public Meeting was concluded.)

CERTIFICATE OF NOTARY PUBLIC

I, Roberta F. Kerns, the Certified Verbatim Reporter who reported the foregoing proceedings, do hereby certify that they are true and correct to the best of my knowledge and ability; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.

IN WITNESS WHEREOF, I have hereunto set my hand this 12th day of October, 2003.

A handwritten signature in cursive script, reading "Roberta F. Kerns", written over a horizontal line.

ROBERTA F. KERNS
Certified Verbatim Reporter



FAIRFAX COUNTY

DEPARTMENT OF PLANNING AND ZONING

Director's Office

Suite 755

12055 Government Center Parkway

Fairfax, Virginia 22035-5506

Telephone: (703) 324-1325

Fax: (703) 324-3924

V I R G I N I A

MAY 6 2004

Mr. Brad Mehaffy, Environmental Specialist
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane
Suite 210
Dulles, VA 20166

Dear Mr. Mehaffy:

On April 21, Noel Kaplan of my staff attended a Federal Aviation Administration (FAA) public workshop at which preliminary environmental impacts associated with the proposal to construct two new runways at Washington Dulles International Airport were presented. Even though a Draft Environmental Impact Statement (DEIS) has not yet been released (we were told that the DEIS is due in August), the public has been invited to submit comments to the FAA on the information that has been provided. Through this letter, I am presenting this agency's comments. We understand that there will be additional opportunities to provide comments during the formal public comment period associated with the release of the DEIS.

We have previously sent scoping comments on this project (in a July 11, 2002 letter to Frank Smigelski), related comments to a project consultant (in a March 12, 2003 letter to URS Corporation), and follow-up comments to a January 14, 2004 agency briefing (in a letter to you dated February 17, 2004). You should have copies of all of these letters, but if you need us to provide additional copies, please let us know.

In general, our earlier comments remain valid, and therefore we will not be repeating them here. However, we do want to stress the following based on the information that was presented on April 21:

- We were pleased to see that the FAA has provided information regarding the DNL 60 dBA noise contour that would be associated with each alternative. However, we question why the build alternative contours look the way they do in light of a statement that was made at the January 14 agency briefing that suggested that operational demand is not expected to vary among alternatives (and we reiterate our earlier comment that justification for this assumption should be explained thoroughly in the DEIS). We were informed that the contours that were presented at the meeting are preliminary but received no insight regarding the factors that caused the "build alternative" DNL 60 dBA contour to be more expansive in Fairfax County than the "No Action" DNL 60

dBA contour. While one graphic presented at the meeting suggests that an assumed increase in the number of nighttime operations may be responsible (an assumption we question below), details are needed regarding operational assumptions that have been applied in the modeling efforts. This information should be presented in the DEIS along with any noise contour information. We also reiterate our earlier comment that noise impacts should be projected under various reasonable operational and airspace alternatives (e.g., preferential use of certain runways) and that a map showing the maximum potential areas of exposure to noise exceeding DNL 60 dBA, DNL 65 dBA, and DNL 70 dBA should be developed.

- A graphic presented at the meeting (displaying the number of events above a nighttime impact of SEL 90 dBA) suggests that, for the build alternatives, there will be an increase in nighttime operations in areas of Fairfax County located south of the north-south runways when compared with the No Action alternative. It is not clear why such an increase would be needed. FAA and the Metropolitan Washington Airports Authority should strive to minimize the number of nighttime operations over residential areas located to the south of the Airport, and any proposal to increase such operations (compared with the No Action alternative) should be justified clearly in the DEIS.
- The information presented at the April 21 meeting identifies a departure track for each of the two build alternatives that would take northward-departing (but southbound) traffic from the new north-south runway over the Town of Herndon, Franklin Farm, and Fairfax Center areas; a similar track is not identified for the No Action alternative. This information also indicates that there will be build alternative arrival tracks (associated with an east-west runway) that would be located over residential areas in Fairfax County; these tracks would not be present for the No Action alternative. The DEIS should very clearly identify the extent and nature of operations anticipated for these flight tracks. Further, we reiterate our earlier comment that the identification of noise "impacts" should not be limited to areas inside the identified noise contours; at least some consideration should be given to quantifying the extent of noise level increases of DNL 3 dBA or greater for each of the build alternatives when compared with the No Action alternative, even for noise levels as low as (or lower than) DNL 45 dBA.
- We had previously commented that there is a need to recognize locally-defined areas of environmental sensitivity in the discussion of natural resource issues. While this information was not presented at the April 21 meeting, a project consultant assured us that the County's regulatory and policy definitions (e.g., Resource Protection Areas, floodplains, and Environmental Quality Corridors) would be considered in the DEIS. We continue to offer our assistance to you and other project staff and consultants in defining these areas of interest.

Mr. Brad McHaffly

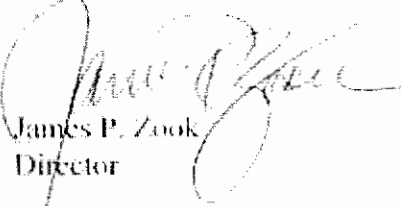
Page 3

- A map identifying "Noise Sensitive Receptor Locations with Year 2010 DNL 60 dBA Noise Contour" in the meeting handout package is confusing in that it identifies existing residential areas south of the Airport in Fairfax County in the "land use" categorization but not by the "residential structure" or "subdivision" symbols. Clarification is needed.

As noted earlier, other comments made in our previous correspondence remain valid. If you have any questions about our comments, please contact Noel Kaplan at 703-324-1210.

I thank you for holding the recent public workshop and for affording us with the opportunity to provide these comments.

Sincerely,



James P. Zook
Director

JJZ:NHK

cc:

Board of Supervisors

Fairfax County Airports Advisory Committee

Anthony H. Griffin, County Executive

Robert A. Stalzer, Deputy County Executive

George Nichols, Principal Environmental Planner, Metropolitan Washington Council of Governments

Noel H. Kaplan, Environment and Development Review Branch, Department of Planning
and Zoning



April 27, 2004

Mr. Brad Mehaffy
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, VA 20166

Dear Mr. Mehaffy:

The Dulles Corridor Rail Association (DCRA) has reviewed the options presented at the Federal Aviation Administration (FAA)'s workshop April 21st and recommends build option 3. DCRA further recommends that the departure procedures used to calculate the noise contours for option 3 be modified to reflect the procedures used earlier to develop the contours that form the basis for county land use plans developed in the early 1990's.

Fairfax and Loudoun counties, which border Washington Dulles International Airport, have consistently supported the aviation community by zoning compatible land uses based upon the FAA's noise projections. Today, the areas surrounding Dulles either have been or are about to be developed. It is unreasonable for the aviation community to change departure assumptions so that they undermine local planning to avoid serious noise problems in neighborhoods around Washington Dulles.

DCRA supports option 3 because:

- It is superior to option 4 with respect to neighborhood noise; and
- It has much lower costs in terms of land acquisition and other environmental impacts. We note that these impacts are in any case minor and should be easily mitigated.

"No build" is not a valid option, as it would deprive the National Capital region of approximately 40% of its planned airport capacity. The elimination of airport capacity planned since 1985 would make no sense.

For the last two decades the region has evolved around the planning projections for Washington Dulles. Surface transportation, for example, is evolving to match the growth of the Dulles region and Dulles Airport. This includes a 23- mile extension of the Metrorail system from the Orange line at Falls Church to Dulles Airport and into Loudoun County.

DCRA is a non-profit organization formed to advocate rail in the Dulles corridor, advise public officials on transit-related issues, and build community support for the project. Rail was selected as the Locally Preferred Alternative in December 2003. We expect the design of the first phase to Wiehle Avenue to be underway shortly. Rail is essential to serve the international airport of the National Capital and its planned expansion.

Thank you for this opportunity to comment.

Sincerely,

Patricia Nicoson
President

BOARD OF DIRECTORS**CHAIRMAN****Stanley F. Harrison****PRESIDENT****David J. Schuler****Ronald D. Abramson**

Executive Director, Washington Airports Task Force

J. Robert Bray

Executive Director, Washington Airports Task Force

Anthony J. Brindock

Executive Director, Washington Airports Task Force

Robert E. Buchanan

Executive Director, Washington Airports Task Force

Michael Canzian

Executive Director, Washington Airports Task Force

Douglas M. Carter, III

Executive Director, Washington Airports Task Force

Edwin J. Colodny

Executive Director, Washington Airports Task Force

General John R. Dalbey, USMC (Ret.)

Executive Director, Washington Airports Task Force

Larry DePace

Executive Director, Washington Airports Task Force

Stanley D. Deuberry

Executive Director, Washington Airports Task Force

Myron P. Enright

Executive Director, Washington Airports Task Force

LT. Gen. William H. Fitch

Executive Director, Washington Airports Task Force

F. Gary Ganczynski

Executive Director, Washington Airports Task Force

Andrew S. Garret

Executive Director, Washington Airports Task Force

Stephen J. Gelman

Executive Director, Washington Airports Task Force

LT. Russell Gertlitz

Executive Director, Washington Airports Task Force

Michael E. Hagans

Executive Director, Washington Airports Task Force

John T. Hartzel, Jr.

Executive Director, Washington Airports Task Force

William A. Hartzel

Executive Director, Washington Airports Task Force

Larry H. Ham

Executive Director, Washington Airports Task Force

The Honorable A. Linnard Hallowell, Jr.

Executive Director, Washington Airports Task Force

Charles S. MacFarlane

Executive Director, Washington Airports Task Force

Kathryn A. MacLone

Executive Director, Washington Airports Task Force

John Macrioli

Executive Director, Washington Airports Task Force

The Honorable John D. Marsh, Jr.

Executive Director, Washington Airports Task Force

LT. Gen. T. H. Miller

Executive Director, Washington Airports Task Force

Thomas G. Moore

Executive Director, Washington Airports Task Force

Peter Moskado

Executive Director, Washington Airports Task Force

John O'Donoghue

Executive Director, Washington Airports Task Force

LT. Gen. Robert E. Parker, USAF (Ret.)

Executive Director, Washington Airports Task Force

The Honorable David M. Roper

Executive Director, Washington Airports Task Force

Robert M. Pinkard

Executive Director, Washington Airports Task Force

Thomas E. Pompa

Executive Director, Washington Airports Task Force

LT. Gen. Michael D. Ryan, USMC (Ret.)

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

Charles B. Walker

Executive Director, Washington Airports Task Force

David C. Whitestone

Executive Director, Washington Airports Task Force

John S. Wilson

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

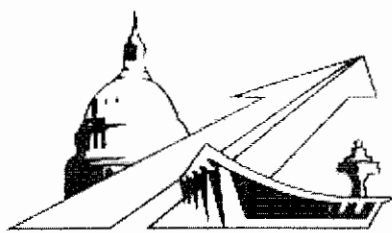
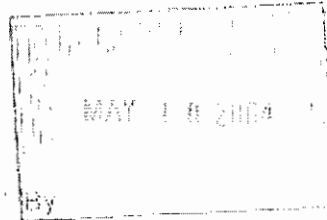
Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

James W. Tond

Executive Director, Washington Airports Task Force

**Washington Airports Task Force**www.washingtonairports.com

May 7, 2004

Mr. Brad Mehaffy
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, VA 20166

Dear Mr. Mehaffy:

The Washington Airports Task Force (WATF) supports Build Option 3 for the proposed runway expansion at Washington Dulles International Airport.

Further, we strongly recommend that:

- a) the Federal Aviation Administration (FAA) take a goal of December 31st this year for a Record of Decision;
- b) the operational assumptions used to calculate the noise contours be amended to conform with the existing planning contours upon which land uses have been developed.
- c) significant change to the noise contours should be made only if:
 - there is major potential benefit to the economic health of the National Capital region, and
 - the changes are made in conjunction with Loudoun and Fairfax Counties.

In support of these requirements, the WATF notes:

1. Prior to the closure of the crosswind runway for repairs, the airport's runways were operating at capacity around 4:00 p.m.
2. A 60% increase in daily flight operations is reliably expected over the next four to six months.
3. No serious environmental concerns exist, and the WATF believes those concerns that have been determined can be readily mitigated, and indeed, some of the mitigation already is in-hand.
4. A particularly important point – neighboring jurisdictions have diligently worked for well over a decade to ensure compatible land uses around Washington Dulles as the area develops. The excellent relations that exist between Washington Dulles and its neighbors is a function of good long range planning based upon noise contours provided by the FAA's own past

process, and upon trust between the aviation side and local jurisdictions. *Therefore, any arbitrary action by the aviation side that would adversely affect existing residential uses without the agreement of the jurisdictions and stakeholders concerned would jeopardize the current excellent relations, which are so valuable to aviation and neighborhood interests alike.*

5. A survey of residents living closest to Washington Dulles, conducted for the WATF between April 5-9 this year, showed that:
 - 90% of neighboring residents consider the airport to be an asset. Among the other 10%, three of four had a favorable opinion of the airport.
 - Nearly 90% were aware of the airport's presence prior to selecting their home.
 - 70% generally have a favorable opinion of the new runways, and no widespread evidence of negative attitudes toward the airport or its Capital Improvement Program was found.

The survey's findings are attached, and the complete document can be provided on request.

These results parallel the results of a similar survey conducted in November 2000, show that the land use policies of neighboring jurisdictions are working, and they underline the enormous value, in social as well as aviation terms, of the current harmony that exists between the airport and its neighbors.

6. Discussion with pilots regularly operating from Washington Dulles and with air traffic experts strongly suggests that the draft noise contours presented April 20th and 21st are incorrect. We believe the appropriate revisions should bring the contours into approximate alignment with the contours upon which the neighboring land uses have developed.
7. No public policy or technical reasons have been advanced to support a 5,000-ft. runway separation. Indeed, there are community, cost, and operational negatives associated with this separation. The United States is one of the most technologically advanced nations in the world and it is inconceivable to this organization that the FAA could not provide accurate radar equipment to assist flights serving the Nation's Capital.

Thank you for this opportunity to comment.

Sincerely,



Leo Schefer

**Washington Dulles International Airport
Neighbors Study**

April 5-9, 2004

**Prepared by
The DCM Group**

Washington Dulles International Airport Neighbors Study

Conducted for the Washington Airports Task Force
April 2004

METHODOLOGY

The survey was conducted April 5-9, 2004. A total of 500 residents of neighborhoods and communities adjacent to Washington Dulles International Airport were surveyed in an area bordered by the Potomac River on the North, I-66 on the South, the Fairfax County Parkway/Centreville Road on the East and Belmont Road/Goose Creek on the West.

The main survey consisted of 400 completed interviews. An additional over-sampling of 100 completed interviews was conducted in the Ashburn and South Riding communities.

The sample was scientifically selected from a universe of all telephone households in selected zip codes surrounding the airport. All respondents were selected on an nth name, random basis.

The survey instrument was prepared by DCM Research in consultation with The Washington Airports Task Force.

The results were keyed, verified and tabulated using an ABtab statistical analysis program.

The confidence factor in a survey of this size is projectable to a universe or population to within plus/minus 5 percentage points in 95 out of 100 cases.

It should be noted that a survey of this nature is simply a measure of opinions held by respondents at the time it was conducted. It is not a prediction, nor should findings be projected into the future.

THE SAMPLE

Of those interviewed:

- 91% own their homes.
- More than half (54%) have lived in their homes five years or less.
- 51% have family incomes of \$75,000 or more.
- 48% are under 45 years of age.
- Nearly nine in ten (89%) say they are registered to vote.
- 91% travel by air, of which nearly 80% took at least one flight in the past year and 30% made six or more trips.
- 82% say they use Dulles for all or most of their flights.

OVERVIEW

The results of this 2004 survey mirror those of the 2000 study and other previous polls in demonstrating that residents of communities and neighborhoods surrounding Washington Dulles International Airport broadly use the Airport and view it as an asset. This is, no doubt, due in no small part to the efforts of the Washington Airports Task Force and the Metropolitan Washington Airports Authority as well as area governments that have adopted and enforced land use policies to protect flight paths from residential development.

It is difficult to find anything approaching significant negative numbers in the results. One possible exception might be the lack of awareness of upcoming major improvements at the airport.

Overall general and more specific findings include:

- **Overall Use and Opinion of Dulles Airport**
 - Most of Dulles' neighbors travel annually by air, use Dulles as their primary airport, and have an overwhelmingly (94%) favorable opinion of the airport in general, a finding identical to the 2000 survey.
 - Positive opinions are based on the airport's location and accessibility (36%), good management/operations (12%), and the fact that it is less congested/crowded than other airports.
 - Only three respondents complained about the mobile lounges, only two about parking conditions.

- **Dulles as a Neighborhood Asset**
 - Nine of ten respondents agree that Dulles is a neighborhood asset. Three percent aren't sure.
 - These findings are up a bit from the 2000 survey in which 87% agreed the airport was a neighborhood asset.
 - Concurrence that Dulles is a good neighbor is found in every region and demographic group surveyed.
- **Airport Choice Factor**
 - Sixty-one percent choose their airport on the basis of closeness to their home/work (36%) and overall convenience (25%). Thirty percent say airfare.
 - In 2000, 70% cited closeness/convenience and 22% airfare.
- **Awareness of Dulles in Home Selection**
 - Nearly nine of ten respondents say they were aware of Dulles' proximity when selecting their home, and three of four say they are aware of aircraft noise today.
 - In 2000, 93% said they were aware of Dulles' proximity and 76% said they are aware of noise at the time.
- **Take-off/Landing Noise Impacts**
 - Of those who are aware of aircraft noise, 92% say it is acceptable, and nearly eight of ten say the noise level is less (58%) or about (20%) what they expected. One in six residents say noise levels have greater impact than they anticipated.
 - In 2000, only 87% considered noise levels acceptable. Nineteen percent said impacts were greater than expected; 72% about what was expected. The "lesser impact" option was not offered in 2000. (Note: Some of the difference here might be attributable to the fact that a 2004 sample includes several additional neighborhoods to the east and southeast.)

- **Noise Level Changes**
 - In terms of noise levels changes over the past year, 78% say levels are about the same and 9% believe levels are less. Only 8% say levels have increased.
 - In 2000, 74% said levels were similar to the previous year, while 17% said they were greater and 5% said levels were less.
- **Awareness of Planned Major Improvements**
 - Fewer than half of respondents (44%) have heard about any major improvements planned for Dulles. However, when read a description of those upgrades, 93% expressed a favorable opinion.
 - In 2000, three of four respondents had heard of plans to improve Dulles, and 90% had a favorable opinion of the list read to them.
 - In terms of specific improvements, current plans to replace the mobile lounges (86%) and improve road access (82%) elicit the most favorable response. Only 21% of those surveyed have used the new covered daily parking garages. However, among that group, 91% are favorably impressed.
- **New Runways**
 - About 70% are generally favorable towards the new runways, although the fact that most people are unaware of these plans creates a mischief opportunity for runway opponents. (In 2000, 74% had a generally positive view of new runways.)
- **Overall Report Card**
 - Again, as with the 2000 survey, this study finds no evidence of widespread negative attitudes towards Washington Dulles Airport, its operations or proposed capital improvement program.

REGIONAL PROFILES

The sample universe was sub-divided into four geographic regions – north, south, east and west. The number of completed interviews in each region was proportional to the region's population as a percentage of the entire geographic region surveyed.

- **North – (Ashburn, Countryside, Loews Island, Sterling) 48% of sample universe**
 - 93% of those surveyed have a generally favorable opinion of Dulles.
 - 89% view Dulles as an asset.
 - 89% say they were aware of Dulles' proximity when choosing their home.
 - 75% say they are aware of aircraft noise.
 - 92% of those who hear air craft noise say current levels are acceptable.
 - Only 13% say takeoff/landing noise levels are higher than they anticipated; 57% say levels are less.
 - 10% say noise impact has increased in the past year; 11% say it's declined.
 - Only 47% have heard of major improvement plans, but when told what they are, 94% have a favorable opinion.
 - 75% have a generally favorable opinion of the new runways.
- **South – (Centreville, Chantilly, South Riding) 38% of sample universe**
 - 93% have a generally favorable opinion of Dulles
 - 88% view Dulles as an asset.
 - 84% say they were aware of Dulles' proximity when choosing their home.
 - 78% say they are aware of aircraft noise.
 - 92% of those aware of aircraft noise say current levels are acceptable.
 - Only 17% say takeoff/landing noise levels are higher than expected; 62% say they are less.
 - 5% say noise impact has increased in the past year; 7% say it has decreased.
 - Only 38% have heard of major improvement plans, but when read a list, 93% have a favorable opinion.
 - 62% have a generally positive reaction to the new runways; only 9% negative.

- **East – (Copper Crossing, Chantilly Highlands, Franklin Farms—west of Fairfax County Parkway, Highland Mews, McNair Farms,) 9% of sample universe**
 - 97% have a generally favorable opinion of Dulles.
 - 88% view Dulles as an asset.
 - 91% say they were aware of Dulles' proximity when choosing their home.
 - 65% say they are aware of aircraft noise.
 - 95% who are aware of aircraft noise say it's acceptable.
 - 27% say takeoff/landing noise impacts are greater than expected; 50% say less.
 - 6% say noise impact has increased in the past year; 9% say it has decreased.
 - 50% have heard of major improvement plans, but 94% have a favorable opinion when told what those projects are.
 - 68% have a generally positive view of the new runways.
- **West – (Aldie, Arcola, Ashburn, Brambleton and other areas east of Belmont Road and Goose Creek) 6% of sample universe**
 - 91% have a generally favorable opinion of Dulles.
 - 88% view Dulles as an asset.
 - 100% say they were aware of Dulles' proximity when choosing their home.
 - 91% say they are aware of aircraft noise.
 - 90% who are aware of aircraft noise say it's acceptable.
 - 25% say takeoff/landing noise levels are greater than expected; 50% say less.
 - 14% say noise impact has increased in the past year; 14% say it has declined.
 - 59% have heard of major improvement plans, while 86% have a favorable opinion when told what those improvements involve.
 - 64% have a generally positive view of the new runways; 19% are negative.

ASHBURN-SOUTH RIDING OVER-SAMPLE

This survey followed a recommendation made in 2000 to over-sample neighborhoods to the south and west. In addition to the universal sample of 400, an additional 100 interviews were completed in the Ashburn and South Riding areas. Distributed proportionally, it translates into 58 interviews in South Riding and 42 in Ashburn.

For the observations below, the Ashburn-South Riding interviews completed in zip codes 20148 and 20152 in the 400 sample were combined with those in the over-sample for a total universe of 141 respondents.

- Generally speaking, results found in the over-sample of Ashburn and South Riding reflected those of the 400 sample universe.
- 94% have a favorable opinion of Dulles, and 86% consider it an asset.
- 93% were aware of Dulles' proximity when selecting their home, 90% are aware of aircraft noise and, of those, 90% considers current levels acceptable.
- Nearly half (47%) say that take-off/landing noise is less than expected, while 28% say it is greater.
- 14% say impact has increased in the past year; 10% feel it has declined.
- Less than half (47%) say they have heard of major improvement plans, but 94% say they have a favorable opinion of those described to them in the survey.
- 64% have a generally positive view of the new runways, and 16% a generally negative view. Thirty percent have a very positive view vs. 10% very negative.
- **Ashburn (Zip 20148)– 59 completed interviews**
 - 95% have a generally favorable opinion of Dulles.
 - 88% consider Dulles an asset.
- **South Riding (Zip 20152) – 82 completed Interviews**
 - 93% have a generally favorable opinion of Dulles.
 - 85% consider Dulles an asset.

GENDER

- Men and women share similar views in similar percentages regarding overall positive view of Dulles and the belief that Dulles is an asset.
- Women appear to be slightly more aware of aircraft noise, although 92% of men and women view current levels acceptable.
- Men (55%) are more likely to say they have heard of major improvement plans than women (34%), but both are favorably impressed by specifics.
- No significant overall difference exist regarding feelings towards new runways

REGISTERED VOTERS – 89% of Sample

- 93% have favorable opinion of Dulles.
- 87% view Dulles as a community asset.
- 90% were aware of Dulles' proximity when choosing their home.
- 77% say they are currently aware of aircraft noise, and of those, 92% say current levels are acceptable.
- 60% say takeoff/landing noise is less than expected; 16% say greater.
- 9% say noise impacts are greater in the past year; 8% say less.
- Only 46% have heard of major improvement plans, but 93% have a generally favorable opinion when read the list of improvements.
- 68% have a generally positive opinion of the new runways; only 7% negative.

AGE

- There are no dramatic differences on most questions within major age categories.
- Seniors are somewhat more likely to say they weren't aware of the airport's proximity when they chose their home, but less likely to hear aircraft noise

LENGTH OF RESIDENCE

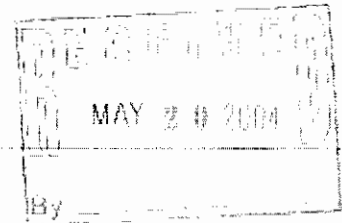
- No real differences exist in terms of generally favorable view of Dulles, the airport as an asset, the acceptability or aircraft noise or expectations of noise versus actual levels.
- Longer term residents are more likely to be aware of improvement plans, although in no group does professed awareness exceed 50%.
- With regards to new runways, negative levels are in single digits.

OTHER OBSERVATIONS

- Among the 9% of the sample that does not consider Dulles to be an asset, 76% have an overall favorable opinion of the airport.
-
- 93% of those who were not aware of Dulles' proximity when purchasing their home have an overall favorable opinion of the airport.
-
- 73% of the 4% who have an unfavorable opinion of Dulles consider the level of aircraft noise to be acceptable. Fifty-five percent say takeoff/landing noise is less than they expected. Twenty percent of the unfavorables say noise impacts have increased in the past year. Sixty-seven percent say impacts are about the same.
-
- 80% of those who have an unfavorable opinion of Dulles have a favorable opinion of the proposed improvements, and 47% have a favorable opinion of the new runways. Only 13% have an unfavorable opinion of the new runways.
-
- 85% of the 9% who don't consider Dulles to be an asset considers aircraft noise levels to be acceptable. Forty-eight percent of these individuals say take-off/landings have less impact than expected while 41% say impact is greater.
-
- In short, even among that small group with negative opinions of some aspects of Dulles Airport, there are many positive opinions.



Committee for Dulles



Mr. Brad Mehaffy
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, VA 20166

May 18, 2004

Dear Mr. Mehaffy:

The Committee for Dulles strongly supports Dulles Airport Runways Build Option 3 for the proposed runway expansion at Washington Dulles International Airport. No significant environmental concerns have been identified during the EIS process, and those minor concerns that have been identified can be readily mitigated. In fact, mitigation efforts have already begun to address these concerns. With the use of appropriate traffic control radar, the proposed 4,300-foot separation between runways appears to fully meet FAA standards and we recommend this.

In addition, there are very reliable indications that beginning in the summer of 2004 a very rapid increase in flight operations will begin to build at Dulles, and operations will soon far exceed all previous activity. It is very clear that the additional runways will be needed in the very near future, and that the authorizing Record of Decision necessary to allow construction must be granted before the end of 2004.

Nevertheless, we are greatly concerned that both the proposal for the greater (5,000 foot) runway separation deemed necessary to assure safety in Build Option 4, and operational changes being considered by FAA's Potomac Consolidated TRACON, would bring about severe changes to the projected noise contours that have long served as land use planning guidance for adjacent Loudoun and Fairfax Counties.

These neighboring jurisdictions have worked diligently for nearly thirty years to ensure compatible land uses around Washington Dulles as the area continues its rapid development. The excellent relations that have existed between Washington Dulles and its neighbors are a function of good communications and good long range planning based upon updated noise contours provided by the FAA years ago. Large communities in the vicinity of the airport were consciously located where they are to avoid aircraft operations impact based upon the best information from FAA. A legacy of trust has been developed. The resulting pattern sets a national standard for excellence in airport-community relations in the United States.

The Committee for Dulles urges the FAA to, **before the public hearings in the fall of 2004**, reanalyze the operational assumptions used to establish these proposed flight path changes to be absolutely certain that effective flight operations must be altered in such a way as to

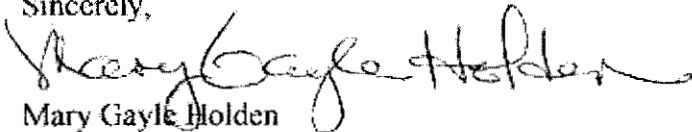
Mr. Brad McHaffy
May 18, 2004
Page 2

redirect flights causing them to pass at low altitude directly over large residential communities in the vicinity of the airport.

If overridingly important safety and other technical considerations make the proposed TRACON flight path changes absolutely essential for the operational effectiveness of Dulles Airport, then it is compellingly incumbent upon senior FAA officials to meet formally with senior county officials to fully explain the necessity of this action. This must be done in addition to and beyond the context of the Draft EIS process.

Dulles International Airport is a vital and essential resource serving the Nation's Capital and millions of businesses and residents in the surrounding region. The safety and operational effectiveness of an expanded Dulles Airport are of very great importance. Nevertheless, senior FAA officials have the responsibility to do everything possible to avoid compromising the long-standing trust and cooperation between Dulles Airport and the adjacent communities.

Sincerely,



Mary Gayle Holden
President

Karen Fletcher
15207 Philip Lee Road
Chantilly VA 20151
office phone: 240-497-6179
no private fax number available

F A X S H E E T

DATE: April 13, 2004
TO: Brad Mehaffy
FAX NUMBER: 703-661-1370
SUBJECT: Dulles New Runways EIS
NUMBER OF PAGES: COVER ONLY

I am unable to attend neither of the scheduled Public Information meetings on the new proposed runways at Dulles Airport. However, I am happy for the opportunity to share my comments via fax.

As you can tell from my street address, I live in the Pleasant Valley subdivision of Chantilly. Today, the noise levels generated by air traffic over this neighborhood are unacceptable to those of us who live there. Air traffic seems to have increased incrementally over the past few years I've lived in Pleasant Valley as far as continuing later at night and beginning again earlier in the morning, higher levels of noise, and volume of airtraffic has increased. It's my understanding that very few formal complaints have found their way to the Dulles Noise Complaint Line. I hope that is not the only source of information the FAA will utilize to help make determinations regarding noise impacts to surrounding neighborhoods.

Right now, Chantilly and surrounding neighborhoods are experiencing a very high level of real estate development where there was no population before. I would like to see the FAA install noise monitoring equipment not only in Pleasant Valley but all newly developed residential areas within 15 miles or whatever mileage radius from Dulles Airport is determined to have a significant, audible impact on residential areas by departing or approaching air traffic.

I would like to see hours of operation limited at Dulles Airport to reduce noise levels between the hours of 9pm and 7am every day of the week, at least for runways that greatly impact noise levels in residential areas. Currently air traffic can be heard at high decibel levels as late as midnight and as early as 5 am on any given day of the week.

Lastly, I'd like to see the FAA help implement increased utilization of runways at Dulles Airport that have less noise impact on residential areas.

Thank you for the opportunity to share my concerns with the study panel. Please provide me an acknowledgement of receipt of this communication either by calling the number referenced at the top of the page, or via mail at the address noted.

Karen Fletcher 4.13.04

Warren & Melanie Paris
15234 Louis Mill Dr.
Chantilly, VA 20151

22 April 2004

Mr. Brad Mehaffy, FAA
Washington Airports District Office
23723 Air Freight Lane, Suite 210
Dulles, VA 20166



Subject: Dulles New Runways EIS

To Whom It May Concern:

This letter is concerning the excessive noise levels from International Airport Dulles (IAD). I wanted to provide some feedback on this topic, as do many other concerned residents.

I would like to begin by expressing my appreciation for the effort of the local officials in supporting the quality of life within local communities. I applaud any efforts towards the improvement of the wellness of families that can benefit from a safe and serene environment.

However, the issue that I would like to voice is among many in the Pleasant Valley neighborhood and surrounding communities south of IAD. First let me begin with that the noise from airplanes, traffic, motorized equipment and daily activities already fill the daily buzz around our communities. To add more runways, can only mean that this will become more of a serious 'blaring' problem. In fact, noise levels in communities across the county has increased by more than 10+ percent in recent years, with aviation noise increasing at an even faster rate.

Airport noise, or more accurately excessive noise from arriving and departing jets, from IAD continues to degrade the quality of life and the safety in the Pleasant Valley area and neighboring communities. The noise we are currently experiencing will wake you from your sleep, prevent normal conversation in a neighboring property, is seriously intrusive to daily life, tranquility, concentration and many more. These decibel (DB) levels are certainly above the 65 DB averages the FAA allows over a 24-hour period. With the excessive aircraft in the air, a vital concern is towards the safety of the residents below as traffic increases in the sky above us. There now appears to be a growing concern on this topic for the Pleasant Valley neighborhood and the surrounding communities.

I'm not certain what the solution will be, but certainly creating additional runways that head towards the Pleasant Valley neighborhood is not the answer. We've endured a great deal from the current runways and path of flights. Officials need to take a long hard look at if they were living in these neighborhoods would they be so quick to make such choices.

Please take time to understand and to listen to the voices of the community. We look forward to working with county, state, federal and other officials in seeking a balanced approach to address and remedy these noise issues with the residential, airport and business communities that are south of IAD, and the plan for expanding IAD.

Sincerely,

Warren & Melanie Paris

May 4, 2004




Mr. Brad Mehaffy
FAA
Washington Airports District Office
23723 Air Freight Lane
Suite 210
Dulles, VA 20166

Dear Mr. Mehaffy,

I received a postcard about the expansion of Dulles Airport. My husband and I live in the Brambleton Section of Loudoun County in a new neighborhood at the intersection of Ryan Road & Belmont Ridge. We realized when we moved in that there would be some air traffic and for the most part we had been okay with it and are for expansion & modernization of Dulles Airport. What we are not okay with is the increasing amount of air noise that we are hearing around midnight, 4 am in the morning, 6 am in the morning. We were of the assumption that commercial aircraft did not fly between what I would call "sleeping time", the same time that I expect quiet time from neighbors. If this is going to increase than we are opposed to any expansion.

We are also noticing a lot more low flying large jetliners flying directly over our house. They seem to be only a few hundred feet above us and especially seem to be flying these routes on Thursday and Sundays. This does concern me.

Please advise your thoughts.

Sincerely,

Linda & Tom Mockbee
22811 Vickery Park Drive
Brambleton, VA 20148
703-542-5344
lmockbee@yahoo.com

Comment Sheet



Dulles Airport New Runways Environmental Impact Statement



Thank you for your interest in the Washington Dulles International Airport New Runways Environmental Impact Study. Please provide your comments about this study in the area below and send it to the Federal Aviation Administration by mail or fax by May 7, 2004. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Mr. Brad Mehaffy and send it to 703-661-1370.

RE: Physical Address
20855 Conesus Sq.
Ashburn, VA 20147

Name:

Sharifa Alkhateeb

Organization/neighborhood:

Ashburn Village, Ashburn, VA, "The Villas"

Mailing Address:

P.O. Box 942

City:

Great Falls

State:

VA

Zip:

22066

E-mail:

nacmw@aol.com (but rarely use it) - please use fax

Phone (703) 980-6333

(703) 726-1073

Comments:

I was unable to attend your meeting on April 20. However, I have noted the closeness of planes every day & I called your office twice & also had them send me info. My house is parallel bordering Marlboro Dr. Planes fly just past my bedroom low enough that I see them ^{clearly} underneath. The planes fly over at such hours that it is IMPOSSIBLE to get a full night's sleep. For example on May 12, there were flights at 12:08 am (after midnight), 12:10 am, 12:19 am, and then again at 6:11 am. On 6/3/04 there was a plane at 4:30 am. Today, June 13, there were 19 planes very early with one string right outside my bedroom & then a parallel string approx. 2,000 feet away. The times were 6:45 am, 7:00 am, 7:10 am, 7:12 am, 7:14 am, 7:16 am, 7:18 am, 7:21 am, 7:22 am, 7:24 am, 7:26 am, 7:28 am, 7:29 am, 7:31 am, 7:35 am, 7:37 am, 7:43 am, 7:46 am, and 8:08 am. At 1:11 am

This is the normal pattern that repeats itself daily.

I request that you change the plane height & pattern so that planes will reach a much higher level before flying over residential areas (this one is for active adults 55+ and another 2,000 unit 55+ is going to be built exactly contiguous with this one).

If the angle of flight is moved away from our residential area 45° the sound will be remote enough not to sound, as it does now, as if the airplane is flying near the house roof top.

This low flight & continuous flight pattern causes my house to shake, my mirrors to rattle, and my bed to shake as a marmar. I am sure this is extremely physically unhealthy and I request you to find a just solution.

Sincerely,

Sharifa Alkhatib

Comment Sheet



Dulles Airport New Runways Environmental Impact Statement



Thank you for your interest in the Washington Dulles International Airport New Runways Environmental Impact Study. Please provide your comments about this study in the area below and send it to the Federal Aviation Administration by mail or fax by May 7, 2004. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Mr. Brad McHally and send it to 703-661-1370.

Name: Cynthia Shang

Organization/neighborhood: Pleasant Valley Neighborhood Connection

Mailing Address: 15121 Elk Run Rd

City: Chantilly State: VA Zip: 20151

E-mail: shang@wizard.net Phone: 703-502-1098

Comments: As the web site administrator and newsletter editor for our community of approximately 550 homes
I am writing to you to voice our communities concerns regarding the proposed Alternatives 3 and 4 as detailed
at the April 21, 2004 workshop. As depicted in the arrival paths, our community will have a dedicated arrival
path DIRECTLY over our community. Although we currently do not have a dedicated path, residents have often
been awoken at early morning hours (1AM, 5:15AM, 6:30AM and this morning 5/6/04 at 4:20 AM) by low
flying aircraft. Although quite a few of us have called the hotline to complain, we do not have any assurance
that anything is being done. To dedicate an arrival path DIRECTLY over our neighborhood (please see attached)
will exacerbate an already bad situation. Since we realize that our complaints often fall on deaf ears, and that
the runways will be built regardless of the fact that the O₃ level are outside the NAAQC level (Severe), we
respectfully request that the arrival paths (and any affected departure paths) be adjusted so that they do not
fly directly over our neighborhood. Conversations outside are often impossible as is sleeping with open windows.
We fear that the ability to live here will become unbearable with dedicated flight paths directly over head. As
before, we request that a Part 150 study be performed and that you adjust the flight paths so that there are
no dedicated paths directly in line with our neighborhood. Thank You.

RECEIVED
MAY 19 1964
By

PLEASANT VALLEY NEIGHBORHOOD & SSO HOMES

ATTACHMENT 7 TO
CYNTHIA SHAW'S COMMENTS
FROM 4/21/04 WORKSHOP

Comment Sheet



Dulles Airport New Runways Environmental Impact Statement



Thank you for your interest in the Washington Dulles International Airport New Runways Environmental Impact Study. Please provide your comments about this study in the area below and send it to the Federal Aviation Administration by mail or fax by May 7, 2004. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Mr. Brad Mehaffy and send it to 703-661-1370.

Name:

JOHN CARLSON

Organization/neighborhood:

LONDON VALLEY ESTATES, DULLES, VA

Mailing Address:

12006 TROSSACK RD.

City:

HERNDON

State:

VA

Zip:

20170

E-mail:

john.carlson@andrew.com

Comments:

please see attached.

Further Comments from an earlier letter on "Justification to Opposition to new Dulles North-South runway" John Carlson 5/4/04

My concerns with the new runways plan lie mostly in the construction of the new North-South runway. What I find particularly disturbing is any plan that involves acquisition of new land. I believe it is unfair to area homeowners who knew only of the current airport boundaries at their time of their purchase (which is the case for me), and made the decision to invest based on the expectation that the airport boundaries would not move. I attended the FAA public meeting in April, and spoke to many of the staff involved in the Environmental Impact Study and found that the North-South runway is the preferred runway over a new East-West runway. **While I am sure there are technical justifications from an air traffic control perspective, the simple fact is that the North South runway is far more intrusive to homeowners than a new East-West runway, and this cannot be ignored by the FAA and Dulles Airport planners.**

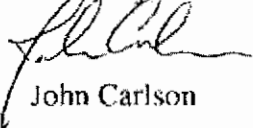
Currently, the existing North-South runways align in a course where low-flying aircraft are predominantly over Route 28, the Dulles Greenway, and various Industrial parks. The proposed North-South runway will bring low-flying air traffic much closer to several high-density subdivisions. These subdivisions include hundreds of townhouses and single-family homes just west of the intersection of the Dulles Greenway and Loudoun County Parkway. In addition, new subdivisions of high end luxury homes being built off of Rt. 606, Old Ox Road, will be suddenly much closer to low-flying airport traffic, which was previously only a minor annoyance and detractor to home values.

If the airport expansion is inevitable, I would respectfully propose the following modifications to the current runway construction plan:

1. **Limit the expansion to only a new East-West runway, as proposed in the "Build Alternative 6" as outlined in the environmental impact study. This clearly has the least impact on the homeowners and taxpayers in the vicinity of the airport.**
2. **If the construction of a new North-South runway is unavoidable, its use must be limited to landing approaches from the North, and only as a last resort during peak airport loads.**

As a twenty-two year, tax paying resident of Fairfax county, and soon to be resident of Loudoun County, I respectfully ask for consideration of these requests.

Sincerely,



John Carlson

(For reference, the following text is from my earlier submission)

Justification to Opposition to new Dulles North-South runway

- Will **significantly** impact all residents of the very densely populated city of Ashburn in Loudoun County, which lies directly to the north of the proposed North-South runway.
- The area directly to the North of the proposed runway is populated with several dense subdivisions that were previously only mildly affected but will now be very adversely affected.
- Visual and noise impacts will also adversely affect the new Toll Brothers "Loudoun Valley Estates- The Overlook and The Preserve" developments along Rt. 606, spanning over 260 acres just west of the airport. Many of these homes are currently valued at close to one million dollars each. Reduction in these property values not only impacts the residents, but also the county in the collection of property taxes.
- The current assessment has not completed the study of how many areas will experience noise increases.
- In my opinion, there is not sufficient justification for the two new runways that would negatively impact area residents. As outlined in the environmental consequences section under "Direct and Indirect Jobs" created, there is only an increase of about 4 to 5% in the cases where the new runways are built, versus no new runways being built. Furthermore, the "Economic Contribution" only increases by around 6% for the case where new runways are built versus no new runways, and most likely does not account for the negative economic impacts of reduced property values.
- It is not fair to homeowners in the region who bought property with the knowledge of where the airport property boundaries were at the time. Any proposals that involve acquisition of new land should be eliminated as candidates.
- Areas to the North and South of the airport are already heavily traveled over, while very little of Fairfax County lies under the designated flight paths. Addition of these new runways will only increase this disparity.
- Estimates of future flight needs for the airport are based on recent history in the region during a period of high growth in population and businesses that top the national records. These estimates are likely too high as the growth of the region has slowed.

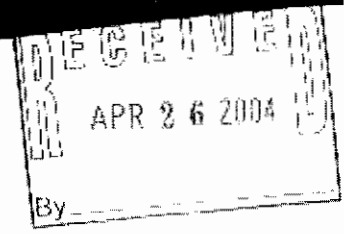
Proposed Alternatives in order of most preferred to least preferred

1. No new runways constructed.
2. Construction of only the new East-West runway such as that proposed in "Build Alternative 6". Building only this runway would eliminate the need for the airport to purchase new land. In addition, far fewer communities will be affected, as the region west of the airport is far less dense than to the North.
3. Construction of "Build Alternative 1". Building only this runway would also eliminate the need for the airport to purchase new land, and create less impact to communities in the North. Restrict flight paths from areas Northwest of the airport, and use only in peak periods or in emergencies.
4. Construction of "Build Alternative 3". Restrict flight paths from areas Northwest of the airport, and use only in emergencies.
5. Construction of "Build Alternative 4". Restrict flight paths from areas Northwest of the airport, and use only in emergencies.

Comment Sheet



Dulles Airport New Runways Environmental Impact Statement



Thank you for your interest in the Washington Dulles International Airport New Runways Environmental Impact Study. Please provide your comments about this study in the area below and send it to the Federal Aviation Administration by mail or fax by May 7, 2004. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Mr. Brad Mehaffy and send it to 703-661-1370.

FOLD

FOLD

Name: Geoff Shearer

Organization/neighborhood: Sully Station

Mailing Address: 14408 Brookmere Dr.

City: Centreville

State: VA

Zip: 20120

E-mail: gshearer@cox.net

Comments: The proposed runway expansion is unjustified at this time and represents a waste of taxpayer dollars. In 2001, the FAA's APO Terminal Forecast predicted a 20% growth in demand at Dulles Airport. The actual operations count, taken from the MWA website, shows a decline in operations beginning in 2000. In fact, the operations have gone from 465,195 in 1999, to 335,397 in 2003; 129,798 fewer operations which represents a 30% decline! The graphs that you display show an increase in total operations from 2002 to 2003 when in fact the operations decreased at the same time Loudoun County grew by 30%. Another factor that you have not addressed is "competing airspace" around Washington, DC. Simply stated, even if you had unlimited capability to arrive and depart aircraft, you only have finite capability once the aircraft are airborne because they compete with other traffic from Washington National and Baltimore International Airports. Also, your graphs on "forecasts" predict demand at 577,653 operations by 2010; that's 70% in 6 years verses FAA's 20% in 10 years. You need to share the truth with the public.

Comment Sheet

Dulles Airport New Runways
Environmental Impact Statement

Thank you for your interest in the Washington Dulles International Airport New Runways Environmental Impact Study. Please provide your comments about this study in the area below and send it to the Federal Aviation Administration by mail or fax by May 7, 2004. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Mr. Brad Mehaffy and send it to 703-661-1370.

FOLD

FOLD

Name: J. SCOTT MILLER
Organization/neighborhood: PLEASANT VALLEY SUBDIVISION, FAIRFAX COUNTY
Mailing Address: 4341 COB RUN RD
City: CHANTILLY State: VA Zip: 20151
E-mail: MILLERJS@COX.NET
Comments: SEE ATTACHED LETTER

V/R

J. SCOTT MILLER

1. SE ML

FOLD

FOLD

J. SCOTT MILLER
4341 CUB RUN RD
CHANTILLY VA 20151
(703) 961 1559

Dulles New Runways Comment Sheet

I wish to document my strong opposition to Design Alternatives 3 and 4 for Dulles Airport's proposed New Runways. I oppose these alternatives because the resulting northbound arrival flight tracks for either of the proposed new north-south runway locations cross over a residential populated area, namely the 500+ homes in the Pleasant Valley subdivision of Fairfax County VA.

It is unacceptable that these runways would be located such that their arrival flight tracks will intentionally pass over a residential neighborhood. None of the six alternatives thus far considered were realistic. Clearly, given the key requirement for simultaneous independent operations along with the location of the known residential areas, any realistic alternative would have proposed north-south runways further to the west.

I further wish to document my concern with the veracity of some of the preliminary results and conduct of the environmental study to date.

1. None of the current environmental conditions previously supplied in the fall of 2003 were available for comparison.
2. The predicted year 2010 noise exposures for the "No Build" alternative show realistic departure flight tracks, many which cross over the aforementioned residential neighborhood, (as is sadly in fact the case). The predicted year 2010 noise exposure for alternatives 3 and 4, however, show all departure flight tracks overlying each other and conveniently not crossing over Pleasant Valley subdivision. This clearly biases all the resultant noise exposure results.
3. The predicted year 2010 DNL Noise Contours for the east west runways are relatively large compared to the runway dimensions, implying that there is substantial utilization of said runway, when in fact it is known the east west runway carries a small minority of daily operations. The 65 dBA DNL contour for the north south runways, on the other hand, are depicted as small relative to the runway dimensions, (conveniently) coming no where near residential neighborhoods.
4. The Apr 2004 public workshop included more intuitive (and very welcome) noise statistics predicted in year 2010, namely the 'number of events above L_{max} 70 dBA' and the 'number of events above nighttime SEL 90 dBA.' However, no current (existing) statistics of the same type have yet been made available.
5. None of the representatives at the Apr 2004 public workshops could explain what (if any) post project verification exists in the new runways process. For example, would actual year 2010 DNL Noise Contours be generated to verify that noise exposures were in fact as low as promised? Or would effects on downstream floodplains and wetlands be verified to be as optimistic as was concluded in the 2004/2005 FEIS?
6. None of the representatives at the Apr 2004 public workshops could explain the review and approval process between the MWAA and neighboring jurisdictions like Fairfax County in the areas of noise exposure planning and stormwater management planning.

J. SCOTT MILLER

A SK. ALL

Comment Sheet

Dulles Airport New Runways
Environmental Impact Statement

Thank you for your interest in the Washington Dulles International Airport New Runways Environmental Impact Study. Please provide your comments about this study in the area below and send it to the Federal Aviation Administration by mail or fax by May 7, 2004. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Mr. Brad Mehaffy and send it to 703-661-1370.

FOLD

Name:

DOREEN & Chuck Gumas

/ 703-437-5424

FOLD

Organization/neighborhood:

Mailing Address:

2100 Sugarloaf Ct

City:

Herndon,

State:

VA

Zip:

20170-4008

E-mail:

Comments:

Attachment Follows (1 Page)

Thank You,

FOLD

FOLD

Dulles Airport New Runways Environmental Impact Statement
Attachment to "Comment Sheet"

Attention: Mr. Brad Mehaffy (FAX: 703-661-1370)

Doreen & Chuck Gumas
2100 Sugarloaf Ct.
Herndon, Virginia 20170-4008
703-437-5424

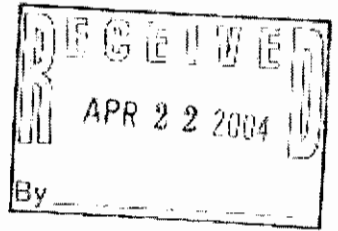
Our comments:

1. We find Alternatives 3 & 4 preferable to the No-Action alternative, principally due to the potential area-wide, adverse economic impacts that may arise from limited air-access to the IAD service region.
2. We prefer Alternative 4 over Alternative 3, due to the larger separation in the runways, which appears to offer a higher degree of safety under a wider range of weather conditions and with lower reliance upon the most sophisticated air traffic monitoring equipment. The greater margin of safety, when integrated over time, may make the difference between a "perfect record of no-accidents" versus "one or maybe a few." Meanwhile, the marginal difference in cost of Alternative 4 over Alternative 3 is sufficiently small (~5%) that it appears to be the superior long-term investment of public funds.
3. However, we are very concerned about noise impacts:
 - a. From the data displayed at the April 20-21 Public Workshop, both Alternatives 3 & 4 yield horrid L_{max} 70 dBA contours (for daytime events) over the eastern Ashburn area. Residents of that and similarly impacted areas have every justification in being revolted; future airport operations will be continually criticized for the noise that is propelled into these residential communities. (We presently reside outside of both the day/night contours, given today's traffic loads, and can testify to the dramatic, disturbing loudness of individual events!) We request that the FAA require every conceivable noise reduction and *safety measure* to minimize the noise and safety impacts to area residents.
 - b. We presently experience on occasion, very loud persistent engine noise that appears to be associated with engine testing. These events occur at night (sometimes 1-3 AM) approximately once a month and may persist for an hour or more each. We request that noise from these events be monitored, reduced, and directed away from residential areas.
4. Likewise, we are very concerned about Air Quality, particularly as air traffic increases:
 - a. Residing east of the airport, we are downwind, and can testify to the already disturbing buildup of exhaust fumes and fueling vapors; these are particularly evident during "inverted" and low-wind weather conditions, which occur regularly, and we are very concerned about the effect of increased such emissions (of all types -- including those from service vehicles such as fueling trucks and testing stations). In particular, equipment should be installed to recapture vapors that are released during fueling, and electric-power should be used for taxiing/loitering aircraft and other service vehicles.
 - b. Furthermore, we note from the charts that the existing VDEQ monitoring stations are NOT positioned to capture the effects of taxiing and loitering aircraft on taxiways and runways, whose exhaust fumes and fueling vapors drift mostly eastward from the airport and less so north or south. Monitoring stations MUST be located to better monitor these pollutants.
 - c. Lastly, the 2010 Future Air Quality chart indicates that "Construction-related Emissions" will be ABOVE the "General Conformity Rule." This is ABSOLUTELY UNACCEPTABLE. Construction related emissions MUST be controlled to remain within the conformity rule(s)

Comment Sheet



Dulles Airport New Runways Environmental Impact Statement



Thank you for your interest in the Washington Dulles International Airport New Runways Environmental Impact Study. Please provide your comments about this study in the area below and send it to the Federal Aviation Administration by mail or fax by May 7, 2004. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Mr. Brad Mehaffy and send it to 703-661 1370.

FOLD

FOLD

Name: Jiehuun Li
Organization/neighborhood: Loudoun Valley Estate
Mailing Address: 43520 Lucketts Bridge Cir
City: Ashburn State: VA Zip: 20148
E-mail: jiehuun_li@yahoo.com

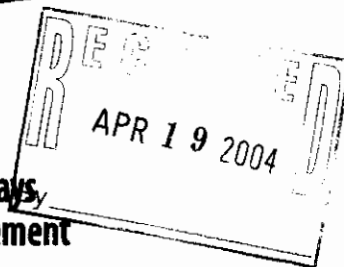
Comments: ① Noise sensitive receptors should be placed to the north-west of the airport to cover the fast-growing residential and commercial communities in that direction. Currently there is no receptor installed in the 772 & 607 intersection area.

② Number of events above daytime/nighttime maps need to be supplemented with detailed maps that show noise contours under different weather patterns and/or conditions (i.e. wind direction). The average approach adopted to create these maps now does not tell the whole story. As a resident in a community close to the airport, for certain part of a year I'm ^{often} disturbed by noisy airplanes passing by early in the morning. Because it does not happen as often during other periods of a year, the average approach will bring down the number of events to well below one per day, but the fact that residents are disturbed by noisy airplanes during certain periods of a year or under certain weather condition should not be overlooked.

Comment Sheet



Dulles Airport New Runways Environmental Impact Statement



Thank you for your interest in the Washington Dulles International Airport New Runways Environmental Impact Study. Please provide your comments about this study in the area below and send it to the Federal Aviation Administration by mail or fax by May 7, 2004. To send in by mail, please fold where noted, adhere with tape and add a stamp. To fax, mark it to the attention of Mr. Brad Mehaffy and send it to 703-661-1370.

Name: Dan Adams

Organization/neighborhood: Fair Oaks Farms

Mailing Address: 13613 Chevy Chase Lane

City: Chantilly

State: VA

Zip: 20151-3374

E-mail: daniel_r_adams@hotmail.com

Comments: My interest/concern is with flight path changes associated with adding another E/W runway. At present there is very limited approach from the east and all departures are to the west. Will this continue with the new runways? Adding departures to the east or significantly increasing the number of approaches from the east would have a deleterious effect on my quality of life here. I have been unable to find any information on this aspect of the proposed changes...

FEDERAL AVIATION ADMINISTRATION

* * * * *

ENVIRONMENTAL CONSEQUENCES
PUBLIC WORKSHOP

DULLES AIRPORT NEW RUNWAYS
ENVIRONMENTAL IMPACT STATEMENT

PUBLIC SPEAKERS
(Comments Given Directly to Court Reporter)

Farmwell Station Middle School
44281 Gloucester Parkway
Ashburn, Virginia

Tuesday, April 20, 2004
5:00 p.m. - 8:00 p.m.

* * * * *

C O N T E N T S

SPEAKER	PAGE
DAVID BUTOW 42442 Belmont Glen Place Ashburn, Virginia 20148	3
STEPHEN HORVATH 43939 Beaver Meadow Road Sterling, Virginia 20166	4
TIM KELLEHER 20595 Broadnax Place Ashburn, Virginia 20147	5
SAL MATTIMIRO 43506 Golden Meadow Circle Ashburn, Virginia 20147	7

* * * * *

P R O C E E D I N G S

MR. BUTOW: Okay, David Butow, 42442 Belmont
Glen Place, Ashburn, Virginia. My comment is build it.

1 MR. HORVATH: My name is Stephen Horvath. I
2 live at 43939 Beaver Meadow Road. My only problem is that
3 Alternative 4, you do not give a comprehensive detailed
4 map showing where my property is. I must know that. It
5 is close to your border I think.

6 You've expanded one time. Now Alternative 4
7 calls for a different expansion. I must know in detail
8 where that fence line will be. Thank you very much.

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

1 MR. KELLEHER: My concern is is that they
2 have -- with the addition of a third runway the flight of
3 the aircraft taking off to the north flies over my home
4 and over two or three schools relatively, you know, in a
5 short period -- or the distance from the airport to these
6 schools is pretty close.

7 And the concern is, obviously, if there is an
8 issue they could hit a school. And the concern would be
9 if there was a way to somehow when these things take off
10 is to divert the aircraft around -- at a minimum at least
11 around the schools in the Ashburn area.

12 Also, I will say that it appears that the
13 Metropolitan Washington Airports Authority and, I guess,
14 if it's URS, at least in the presentation it looks like
15 they've done a very thorough job with the EIS. And the
16 people were very knowledgeable.

17 And it was actually very -- a learning
18 experience for me in coming in. They did a good job.

19 The contour drawings that they showed for
20 the -- I guess they call it the DNL 65 contour -- is
21 predicated on a planning year, I guess, of 2010 which
22 then, based on, I guess, capacity, they could go through
23 and develop these contours.

1 One thing that would be interesting to see is
2 is that the contours that are demonstrated on that drawing
3 don't represent Dulles in its full capacity for three
4 runways. At some point later in life they are going to
5 add more aircraft.

6 Those three runways will be at capacity. It
7 would be interesting to see what the DNL 65 contour line
8 would be for the three runways when Dulles is at full
9 capacity for those three runways. I think it would be
10 considerably larger than what is shown currently on the
11 drawings.

12 That's it. I'm done.

1 MR. MATTIMIRO: Sal Mattimiro, 43506 Golden
2 Meadow Circle, Ashburn, Virginia. I spent most of my time
3 tonight discussing noise levels over the Ashburn area. I
4 went through the existing condition noise contours from
5 the last meeting back in October.

6 I looked at all of the overlays for the two
7 remaining -- I guess there is three remaining choices --
8 selections -- for runways. One is no runways. And two is
9 building both the east west and the north south runways,
10 so for a total of five -- going from three to five.

11 But they've eliminated all the options where
12 they only added one runway. I'm disgusted that they would
13 actually start eliminations and changes and reductions to
14 the process without having an open forum or a meeting -- a
15 town meeting to discuss this kind of -- these kind of
16 things in public, that they do everything where it's
17 spread across a room where you only get to talk to one or
18 two people at a time and nobody from your neighborhood.

19 It seems very well prepared to shove this down
20 our throat. The noise levels from the 2002 existing DNL
21 noise contours do not in any way, shape, or form match the
22 2003 Flight Operations and Aircraft Noise Quarterly
23 Reports for Ashburn.

1 They are consistently in the 60, 63s to 66s --
2 67, 68s on the DNL levels. And yet the 2002 noise
3 contours show that nowhere in Ashburn does anything cross
4 the 65 DNL. I'd like that contradiction explained.

5 I know where I live that we -- when in '92
6 when the study was done -- the future study -- the
7 modeling -- it was based on a completely different take
8 off and landing pattern where aircraft taking off to the
9 north off the west-most runway would be going up toward
10 the Potomac before turning west.

11 However, because of changes to Reagan National
12 airspace, they now have to turn much sooner after leaving,
13 which puts them well below the Potomac as they are turning
14 west on the northbound departure which puts them a little
15 bit to the north of my home in Ashburn.

16 Noise levels are easily in the 60s. In
17 addition, if you put another runway to the west of that
18 with a north departure -- northbound departure -- that
19 aircraft would have to curve also the west which would put
20 it over or to the south of my house, increasing the noise
21 level in my backyard and through my open windows -- which
22 is already near unacceptable, despite the Loudoun County
23 overlays which show that I would not be inside of the

1 noise level -- a noise area that needed any type of
2 insulation or anything.

3 That's just a couple of my comments. I don't
4 want to keep going on and on. I'm very very very upset
5 that decisions are already being made without any type of
6 town meetings. I find this probably bordering on illegal.

7 I'm close to getting a lawyer. I might have
8 to do a town meeting on my own. Unless someone contacts
9 me sometime soon that is the action I'll take. My phone
10 number is 703-858-7798.

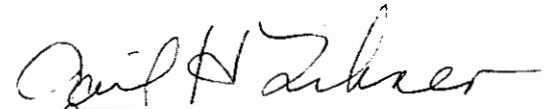
11 * * * * *

12 (Whereupon, at approximately 8:21 o'clock
13 p.m., the Public Workshop was concluded.)
14
15
16
17
18
19
20
21
22
23

CERTIFICATE OF NOTARY PUBLIC

I, Gail H. Zehner, the Certified Verbatim Reporter who reported the foregoing proceedings, do hereby certify that they are true and correct to the best of my knowledge and ability; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.

IN WITNESS WHEREOF, I have hereunto set my hand this 23rd day of April, 2004.



GAIL H. ZEHNER, CVR
Notary Public in and for the
State of Virginia at Large.

My commission expires:
October 31, 2005

COPY

1

FEDERAL AVIATION ADMINISTRATION

* * * * *

ENVIRONMENTAL CONSEQUENCES
PUBLIC WORKSHOP

DULLES AIRPORT NEW RUNWAYS
ENVIRONMENTAL IMPACT STATEMENT

PUBLIC SPEAKERS
(Comments Given Directly to Court Reporter)

Westfield High School
4700 Stonecroft Boulevard
Chantilly, Virginia

Wednesday, April 21, 2004
5:00 p.m. - 8:00 p.m.

* * * * *

C O N T E N T S

SPEAKER	PAGE
MIKE BELL 3001 Taylor Makenzye Court Herndon, Virginia 20171	3
ROHIT DHROV 43847 Tattinger Terrace Ashburn, Virginia 20148	5
CHRIS JAESCHKE 2634 Iron Forge Road Herndon, Virginia 20171	11
CYRIL KOVAL 13629 Old Chatwood Place Chantilly, Virginia 20151	12
TERESA WOLKEN 13629 Old Chatwood Place Chantilly, Virginia 20151	13
PETER ROBERTS 15247 Louis Mill Drive Chantilly, Virginia 20151	14
SUZIE STERRETT 43339 Ritter Lane South Riding, Virginia 20152	15
JANE WIEGAND 13527 Old Dairy Road Oak Hill, Virginia 20171	16
JEFF PARNES 3153 Ramesses Court Oak Hill, Virginia 20171	17

* * * * *

P R O C E E D I N G S

MR. BELL: My name is Mike Bell. And I live at 3001 Taylor Makenzye Court, Herndon. And that's VA 20171. And really I've just got three comments that I would like to make.

First of all is a very positive one. Over the last five years there has been a tremendous improvement in the noise environment from where I live -- far less noise, disturbance from ground running at night and far less take off noise. So thank you very much for that. And it is appreciated.

But the two negative comments I wish to make are these -- firstly, the enormous amount of pollution which is caused by ground based vehicles at the airport, in particular, diesel vehicles which are used on the airport or which are supplying the airport in any form.

In particular, I am bound to say that it's very often possible to see the pollution with big clouds of black smoke coming out of either a push back tractor or a vehicle delivering people to parking lots.

And in those cases I'm absolutely convinced that the airport police should be empowered to stop that vehicle and take it off the road.

1 And I think if you make improvements like that
2 you will gain a lot of friends -- not just who are users
3 of the airport, but people in the environment who might
4 otherwise wish to complain or object to some of the
5 development.

6 And I think this is a useful balancing action
7 that you can take, particularly if you get some publicity
8 for it. And it may also be possible that you can require
9 that vehicles -- for example, those serving parking
10 lots -- should be electric vehicles and totally pollution
11 free as regards their use on the airport itself.

12 And the last comment I want to make regards
13 the reprovision of trees when the developments take place.
14 You'll have extensive reprovision for wetlands as provided
15 by law. But apparently the reprovision of trees is not
16 required by law.

17 But I do think this is something that you
18 might want to do voluntarily. But, again, getting useful
19 publicity about it and making a very positive contribution
20 to the environment and mitigating some of the negative
21 publicity you are going to get in other areas.

22 So thank you very much for listening. It's
23 appreciated. And I wish you well.

1 MR. DHROV: Okay. My name is Rohit Dhrov. I
2 live in Ashburn, Virginia. The Zip Code is 20148. And
3 the address -- street address -- is 43847 Tattinger
4 Terrace.

5 This is a community of a few single family
6 homes and townhouses. I purchased the property in
7 September of 2002, from Pulte. So it was a brand new
8 property. At the time the property survey was done. And
9 I was assured that the flights and such -- you know, I was
10 a little bit under -- in the flight path.

11 But it was not a terrible situation. I myself
12 drove to the property -- even stayed overnight in one of
13 the new model houses -- they usually don't make those
14 exceptions but they allowed me to do that -- and got
15 comfortable that it was okay.

16 I've been living there since. And up until
17 now I've had no complaints really. Occasionally there
18 will be a plane that flies by and makes some noise but
19 it's really not too bad at all.

20 I also understand the 2010 alternative plan
21 being shown. It does show that with the increased traffic
22 if we do nothing at all, take no action, that things would
23 get really worse.

1 However, looking at the decibel curves for
2 both the Lmax and the SELs -- which is I guess the
3 exposure level of the noise -- I'm concerned that
4 Alternative 4 is certainly not going to work because
5 looking at the four contours of noise that were shown --
6 60 decibels going all the way, I think, to -- I don't know
7 -- 80 decibels or something -- or 90 decibels -- all four
8 of those are very close to each other.

9 And they are all four very close to my house.
10 I live in, you know, the -- right off of exit number 7 off
11 of the Dulles Greenway. And I feel that my community --
12 which is closest to that exit on the south side of Loudoun
13 County Parkway -- would be impacted by either Alternative
14 3 or 4, especially owing to I believe the new runway
15 called zero one slash one nine -- the 01/19 runway in
16 Alternative 3 or 4.

17 Of course, 4 is far worse so I'm not even
18 going to talk about that. But 03, which is the most
19 preferred alternative at this point is what I was told, is
20 still not good enough for where I'm living.

21 I would request that either the runway be
22 shorter or that runway be eliminated completely. I
23 believe that the only reason that runway is, in fact,

1 being built, and the only reason that Alternatives 5 and 6
2 --- which I'm assuming had only a four runway plan, not a
3 five runway plan -- is because you wish to have three
4 runway redundancies for the future.

5 But, you know, in the future, the planes may
6 be better. They may be able to fill more people -- seven
7 to eight hundred people per flight, instead of the two
8 hundred to three hundred people per flight right now.

9 I think that that may be going too far in
10 trying to build redundancies and inconveniencing a lot of
11 the new houses and the new communities that are already
12 being built.

13 And the people have put up close to half a
14 million dollars to purchase a lot of these houses which I
15 think is -- makes me feel very bad in terms of my
16 investment being impacted by this proposal.

17 Even though it's down the road, I don't think
18 I'll be able to sell my house if, in fact, this proposal
19 goes through at the appreciated price at which it is right
20 now. I certainly expect the price to be impacted by this
21 proposal.

22 Nobody wants to live near the red line being
23 shown in one of those curves. And all four of those lines

1 -- the red line, the green line -- all of those contours
2 -- were clumped so closely together that a plane could
3 easily fly over my house.

4 Or actually, it's not so much flying over my
5 house, it's the fact that they will fly by my house -- a
6 lot of them. And the more they do that the longer the
7 exposure time is which is what really matters.

8 And I am concerned. Even though the nighttime
9 picture looks better than the no action plan, I still feel
10 that we can do better here. We don't have to go with the
11 Alternative 3. Let's not commit to it now. Let's look at
12 this further.

13 Let's look at Alternatives 5 and 6 that were
14 never presented which I believe were developed but are not
15 shown in any of the exhibits. I believe that they talk
16 about a four runway plan. They talk about the south
17 runway, the -- through the east west runway and did not
18 show the 01/19 runway.

19 And I would like to see what that runway looks
20 like. Also, I believe another self-imposed constraint
21 that the FAA and the Airport Authority have imposed upon
22 themselves in coming up with all these plans is the
23 assumption that we can not purchase more land west of the

1 current airport property, which is an alternative that
2 needs to be looked at.

3 It may be somewhat costly. It may be somewhat
4 farther from the current concourse. But we can always
5 build a second concourse. The two can be connected. I --
6 you know, I understand that there may be a cost impact. I
7 think there may be some environmental impact study in
8 excess of what you would need to do were you to limit this
9 project within the airport property.

10 But I still think that it's a worthwhile
11 exercise to go through and fully assess the impact and
12 fully inform the public -- the people, the communities and
13 the houses, the individuals whose investments and life
14 savings are involved here, especially for, you know,
15 younger buyers like myself.

16 So I would request you to please show
17 alternatives showing four runways as well in the next
18 public hearing and show us fully what the investment looks
19 like there, what the noise contours look like there. And
20 also perhaps, if you so wish, explore the possibility of
21 building a runway further west -- a north south runway
22 further west of the current airport property.

23 And here when I'm saying "west," I mean west

1 of the current east west runways. That's all I have to
2 say. Thank you very much.
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23

1 MR. JAESCHKE: My name is Chris Jaeschke, J-a-
2 'e-s-c-h-k-e. I live at 2634 Iron Forge Road in Herndon,
3 which is approximately two miles straight from the airport
4 eastern-most runway.

5 I have the impression that this process is
6 very thorough and comprehensive because I'm also familiar
7 with the NEPA process, the National Environmental Policy
8 Act, and that all bases seem to be covered. And I'm
9 impressed with the consultants' work.

1 MR. KOVAL: My name is Cyril -- C-y-r-i-l --
2 'A., middle initial, Koval, K-o-V as in Victor-a-l.
3 Address is 13629 Old -- O-l-d -- Chatwood -- C-h-a-t-w-o-
4 o-d -- Place, Chantilly -- C-h-a-n-t-i-double L-y,
5 Virginia 20151.

6 My general comments are looking through these
7 plans, I feel that it's well thought of, well planned, and
8 everything is taken into consideration. So in my opinion
9 things should be positive for all involved.

10 And that's my final comment.

11

12

13

14

15

16

17

18

19

20

21

22

23

1 MS. WOLKEN: The only thing is that in terms
2 of the noise receptors, that Saint Veronica's Church on
3 Centreville Road is not showing. It's a new church that
4 is just in the process of being built.

1 MR. ROBERTS: Okay. My name is Peter Roberts.
2 I live at 15247 Louis Mill Drive, Chantilly, Virginia
3 20151. A couple of comments.

4 The proposal is based on the continuing growth
5 of the airport. However, I think due to security and
6 other things, that might be limited. And you might want
7 to take that into account.

8 The other thing too, I think the airport
9 should investigate a cleaner running ground support fleet
10 that's more environmentally friendly. And I also think
11 they need to present the impacts from first building the
12 north south runway and then followed by the east west.

13 You know, what happens if they don't build the
14 east west runway or if they delay?

15
16
17
18
19
20
21
22
23

1 MS. STERRETT: Jeff and Suzie Sterrett,
2 '43339 -- that's three threes -- Ritter Lane, South Riding,
3 Virginia 20152. Just a general quick overview and look at
4 today's presentation, my only concern is basically the
5 noise that may affect us where we live in South Riding at
6 this point.

7 I would say that we are concerned more over
8 the departures than the arrivals and how this will impact
9 us in a noise -- and not so much inside, but outside.
10 Like if we're sitting on the deck having a, you know,
11 dinner out on the deck in the summer, will the noise
12 affect us greatly?

13
14
15
16
17
18
19
20
21
22
23

1 MS. WIEGAND: My name is Jane Wiegand at 13527
2 Old Dairy Road, Oak Hill, Virginia 20171. This was very
3 informative. I live right in the Franklin Farm
4 development area which is very close to the airport.

5 I just wasn't sure which way the proposed
6 runways were going to run. So it looks like it's pretty
7 much side by side with the existing runways. So I don't
8 think there's going to be as much of a change for my
9 neighborhood -- maybe a little bit more pollution.

10 But I don't really see too much of a major
11 change. I could be wrong. Maybe I didn't interpret all
12 of the posters correctly.

13

14

15

16

17

18

19

20

21

22

23

1 MR. PARNES: I'm the ninth address listed,
2 Jeffrey Parnes, 3153 Ramesses Court, Oak Hill, Virginia
3 20171. Three comments at this point. Most of them are
4 comments on the presentation itself, not about the
5 contents of the presentation.

6 The first one is you ought to number the
7 slides so that when we refer to one we can say, "On slide
8 29 it shows following," rather than just on slide with a
9 name on it that we have to look up.

10 Now I'm going to tell you on slide that starts
11 of with "No arrivals from" -- all right, on the No Action
12 Arrival Departure slide you show no arrivals from the east
13 on the east west runway.

14 Since I live under that east west runway's
15 approach, I know it's used approximately ten times a year.
16 And we can wave to the planes as they come in. You show
17 no arrivals. That's a problem that needs to be resolved.

18 On the floodplain impact area slide -- which
19 is one of the later ones -- there is a watershed boundary
20 shown between Broad and Cub Runs. And in the area between
21 the new concourse area and the current terminal the
22 watershed boundary line seems to follow the county lines
23 between Loudoun and Fairfax.

1 And it seems unusual that a watershed boundary
2 should follow exactly the county line. So that looks
3 spurious that somebody fudged when the lines didn't line
4 up where they should have. That needs to be re-examined.

5 Overall, as I indicated, in Chantilly
6 Highlands where I live, we are currently under the east
7 west runway approach. And the new southern-most east west
8 runway will be south of our community so there will be no
9 adverse impact in that respect.

10 I do note that the noise isobars are showing
11 that they go further east than Route 28. The Dulles
12 discovery area which is currently commercial industrial
13 and may very well come in and ask for residential, is now
14 in an area that is -- has a noise impact that it didn't
15 before.

16 We, in the Sully District Council, will be
17 reviewing your presentation to us on the 3rd of May. And
18 we will use your charts to address or raise that concern
19 for those developments. Thank you.

20 * * * * *

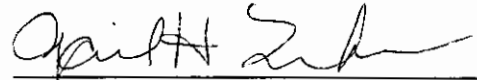
21 (Whereupon, at approximately 8:15 o'clock
22 p.m., the Public Workshop was concluded.)

23

CERTIFICATE OF NOTARY PUBLIC

I, Gail H. Zehner, the Certified Verbatim Reporter who reported the foregoing proceedings, do hereby certify that they are true and correct to the best of my knowledge and ability; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.

IN WITNESS WHEREOF, I have hereunto set my hand this 23rd day of April, 2004.



GAIL H. ZEHNER, CVR
Notary Public in and for the
State of Virginia at Large.

My commission expires:
October 31, 2005