



Local governments working together for a better metropolitan region

April 10, 2006

District of Columbia
Bowie
College Park
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

Manny Weiss (AEA1) Administrator
Federal Aviation Administration Eastern Region
159-30
Rockaway Blvd
Jamaica, New York 11434-4848

Subject: *FAA Aeronautical Study No. 2005-AEA-2958-OE*

Dear Administrator Weiss:

I am writing to express concern regarding the Federal Aviation Administration's recent determination to support increased stack heights at Mirant's Potomac River Generating Station. Currently, stacks are 164 feet above ground level (AGL) 197 feet above mean sea level (AMSL). If this proposal comes to fruition, the final height of these stacks will be 214 feet AGL, 247 feet AMSL. We have strong concerns that this recommendation may impact the safety and management of air traffic at Ronald Reagan National Airport.

This determination raises clear safety issues. As noted in the referenced document, the Metropolitan Washington Airports Authority (MWAA) strongly opposed any increase in height to the plant's stacks. Managing general aviation, helicopter and commercial air traffic in our region requires a delicate balance and careful management. The MWAA position considers any stack height increase a burden to users of the Airport. We believe that this safety concern should receive additional review by the FAA.

Safety is the first priority of the Metropolitan Washington Airports Authority, the Federal Aviation Administration, airlines, and other agencies responsible for management of our air transportation system. The communities around National Airport are densely populated areas. While there are economic and community impacts of airports, the safety concern outweighs all others.

Bringing General Aviation back to National Airport has been a priority for the Council of Governments since 9-11. In addition to safety concerns, we also have reservations that changes to stack heights will most directly impact General Aviation and helicopter at a time when we are struggling to bring back General Aviation and to carefully manage helicopter traffic in the region.

As you know, the Metropolitan Washington Council of Governments is the regional organization of the Washington area's major local governments and their governing officials, plus the area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives -- 250 members in all. It is our responsibility to coordinate regional issues such as transportation planning, air and water quality, public safety programs, and adequate housing for the region, among others. Air traffic and its impact on the surrounding residences is an issue that COG has studied and discussed for many years.

Due to the safety concern already raised by the MWAA, we request that a discretionary review of the determination of no hazard to air navigation would be conducted. Should you have any questions regarding this concern, please contact me at 703-838-4500.

Sincerely,

Rob Krupicka, Chair
Committee on Noise Abatement and Aviation at National and Dulles Airports
Member, Alexandria City Council

WOODROW WILSON BRIDGE NOISE COMPLAINTS

**Transportation & Environmental Services
April 11, 2006**

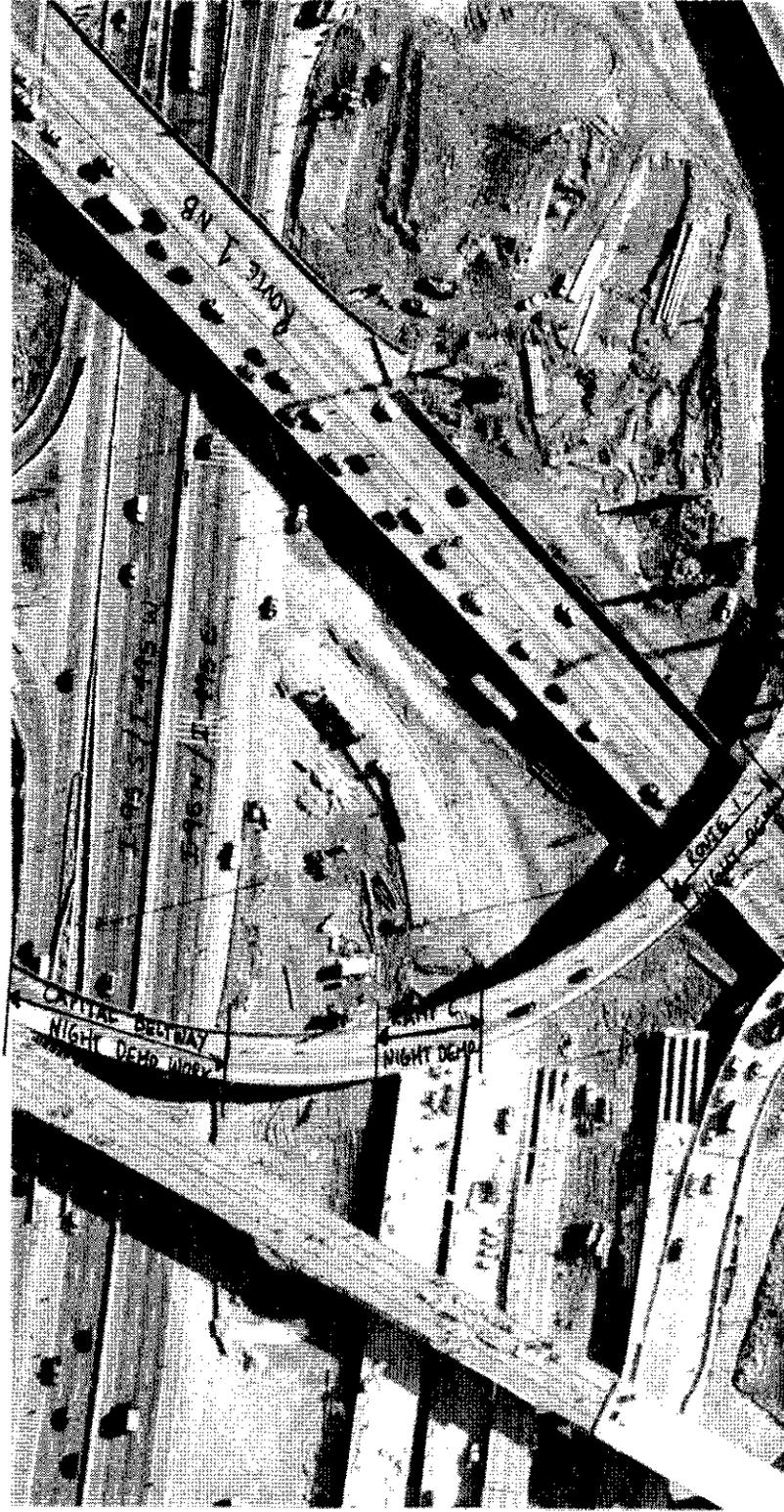
Current Permits

- **The City's ability to regulate noise from Federal Highway Projects, within their Right-Of-Way is limited.**
- **A Comprehensive Noise Permit for daytime and evening work was negotiated.**
- **There is provision of supplemental permits for night time work only for safety and technical reasons.**



Location of April 7-8 nighttime work

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Transportation & Environmental Services

April 7-8 work

- **Demolition of old ramp to the outer loop.**
- **The section to be demolished was over Rt.1 and required complete closure and detour.**
- **The work could not have been completed safely during daytime.**



Future Work

Work that is not feasible during daytime is being permitted under supplemental permit (see Aerial)

- **April 13, 2006 to remove ramp over the new Ramp C.**
- **April 21 through April 23, 2006 to remove ramp over the outer loop, inner loop, and the C-D lane.**

Proposed hours are from 8:00 p.m. to 5:00 a.m. Discussing some Sunday work in lieu of Night work



Transportation & Environmental Services

Proposed Noise Mitigation Measures

- **Limiting noisiest parts of the activity to before midnight.**
- **Require VDOT/Project to broaden public outreach program (based on the area where complaints originated). Flyers, VMB, website, hotline.**

