



Minutes – September 2, 2014 ACCF Membership Meeting

The meeting was called to order at 7:30 pm by President Mike McMenamain at Hazel Auditorium. Following the Pledge of Allegiance, the agenda, Treasurers' report and June minutes were approved. The Gold parking lot now requires a new pass.

Program: Candidates Night

The following candidates spoke and if opposed answered delegates' questions:

County Board

1. Alan Howze
2. John Vihstadt

School Board

1. Barbara Kanninen
2. Audrey Clement
3. Nancy van Doren – (technically unopposed, but answered questions)

County Treasurer

1. Carla de la Pava - unopposed

U.S. Senate

1. Robert Sarvis (L)

U.S. House of Representatives

1. Don Beyer (D)
2. Micah Edmond (R)
3. Gwendolyn Beck (I)
4. Gerry Blais (IG - Independent Green)
5. Jeffrey Carson (L)

Announcements

President McMenamain announced on behalf of Executive Committee Chair Terri Prell that the Executive Committee will meet at 7:30pm on Sunday Sept. 7 at the Fire Station on Wilson Blvd. Kathryn Scruggs invited delegates to attend the Sept. 22nd Community Workshop on Affordable Housing at Washington Lee High School, starting at 6:30pm.

There was no unfinished business.

New business

Jim Pebley submitted a motion with Martha Moore and Jackie Snelling regarding the FAA standards for building height in Rosslyn. It was referred to committee.

The meeting adjourned at 9:50 pm until the next membership meeting on October 7, 2014.

Respectfully submitted:
Randy Swart, Secretary

DRAFT Motion by Arlington County Civic Federation Delegates Martha Moore and Jim Pebley Re. FAA Navigation Hazard Evaluation Rulemaking Change

Introduced September 2, 2014

Whereas the Federal Aviation Administration (FAA) has proposed making a change to the way it evaluates hazards to aircraft navigation by such obstacles as tall buildings; specifically to Part 77 of the 14 CFR governing such evaluations, and

Whereas the proposed change would address emergency situations where an aircraft departing Reagan National airport to the north suffers an engine failure (i.e. mechanical failure or foreign object damage such as ingestion of a large bird) by ensuring height of buildings in Arlington do not pose a substantial risk to such aircraft when aircraft climb performance is significantly reduced by One Engine Inoperative (OEI) operations and

Whereas the proposed OEI change poses substantial safety considerations for all Arlingtonians, not just building developers in that taller buildings in Rosslyn may dictate changing the route of engine-out aircraft to fly over residential areas to the east and

Whereas the FAA notified Arlington County government of an open meeting on the proposed changes on June 25th, 2014 and would be soliciting inputs from concerned parties that would be received until July 28th, 2014, it is noted however that the County Manager did not seek the input of the Civic Federation nor advise the Civic Federation leadership about the meetings and the input deadlines and

Whereas the Metropolitan Washington Airports Authority (MWAA) and airline operators substantially agreed with the proposed FAA rulemaking change in the interest of aircraft safety and

Whereas, the County Manger forwarded a letter to the FAA on behalf of Arlington County Government indicating that the County suggested deferring the rulemaking change because of perceived economic impacts that may adversely affect development, be it therefore

Resolved, that the Civic Federation is opposed to the concept that flight safety and associated risks-consequences of an aircraft-building collision are of lesser importance than economic concerns as cited by letters from local developers and the Rosslyn BID which stated concerns that the, “Proposed OEI Policy will impact building heights, property values and the quality of life in Rosslyn...” be it

Further resolved that the Civic Federation is opposed to emergency flight operations over residential areas being instituted by “Engine Inoperative Operations” flight paths resulting as an alternative to avoiding higher navigation hazards in the Rosslyn area and be it,

Finally resolved that the Civic Federation urges the Arlington County Government work with the FAA to craft an overlay ordinance governing building heights as described in Section § 15.2-2294 of the Code of Virginia titled, “Airport Safety Zoning” that states that localities which have an airport or airport approaches within their boundaries “shall by ordinance, provide for the regulation of the height of structures and natural growth for the purpose of protecting the safety of air navigation” by implementing the guidance that such an “ordinance may be designed and adopted by the locality as an overlay zone superimposed on any preexisting base zone” rather than relying on FAA evaluations to determine whether or not a building’s height and location vis-à-vis flight navigation risk poses unacceptably high safety consequences.

For more information see this link: <http://www.regulations.gov/#!docketDetail;D=FAA-2014-0134>