



BULLETIN

Founded in 1925

Meeting Continuously Since 1946

March 2007

4026 Hummer Road #214 Annandale, Virginia 22003

Volume 59 Issue 7



The topic for March Unit Meetings is a LWVNCA Airports Update. All you need to know is in this **Bulletin**. Whether you wear green, orange or pink, read it and participate in a unit meeting—make your voice heard.

Calendar

March (Important Dates) **WOMEN'S HISTORY MONTH**

- 02 NCA Board Meeting
- 03 Briefing/ NCA Airports/Upper Conference Room
- 08 *International Women's Day*
- 11 **Daylight Savings Time Begins**
- 8,12,13,14 **Unit Meetings - Airports Update (NCA)**
- 16 Board Agenda Deadline
- 17 *St. Patrick's Day*
- 21 **Board Meeting - FC Budget Presentation/ April U.C. Letter Deadline**
- 28 **Board Meeting (Regular)**
- 30 FCPS Closed
- 31 Briefing (Sleep Concurrence)

April (Important Dates)

- 01 April Fools Day/Palm Sunday
- 2,3,4. FC BOS Budget Testimony
- 02 FCPS Closed Spring Vacation/ Last Day to Register for City & Town Election.
- 03 **May Bulletin Deadline/Passover Begins**
- 06 *Good Friday/NCA Board Meeting*
- 08 *Easter Sunday*
- 09 FCPS Reopen
- 09 - 12 Unit Meetings (**Sleep Concurrence**)
- 13 Board Agenda Deadline
- 18 **Board Meeting/May UC Letter Deadline**
- 21 59th Annual Meeting
- 22 *Earth Day*
- 19 Cities & Towns Voters Guide Published
- 27 *Arbor Day*
- 28-29 LWWVA Convention (Richmond)

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Please Note!
DST Is One
Month Longer-
from March to
November
starting
This Year!





President's Letter

So, here is what the 'March winds' are blowing our way:

- ▶ Daylight savings time starts earlier and goes later in 2007 - starts March 11 and ends November 4. Legislation mandating this change was passed by Congress in 2005 as part of an energy saving bill. Does that mean that Spring will start earlier, too?!
- ▶ The 2007 edition of *Facts For Voters* will be arriving in your mailbox soon (if it hasn't already). As last year, a personal copy of FACTS will be mailed to all names on the Bulletin mailing list. A PDF copy is also posted to our website. Call or email the office for additional quantities at lwvfa@aol.com or lwvfa@ecoisp.com. There are shipping and handling charges for additional copies unless you pick them up at the office.
- ▶ There are **two LWVFA board** meetings in March: March 21, where the folks from Fairfax County Office of Management & Budget present the proposed FY08 County Budget to the LWVFA board and interested members. They will also answer questions about the budget. *Anyone wishing to attend the presentation is welcome.* The board meeting starts at 10AM in the first floor conference room of the Packard Center (where all board meetings take place). The regular 'business of LWVFA' board meeting will be on March 28th, same time, same place! LWVFA will present formal testimony on the BOS budget at the public hearings held in early April.
- ▶ Speaking of budgets: The LWVFA FY07-08 Budget (will be adopted at Annual Meeting, April 21st) is an unpleasant "reality check!" As Budget Chair **Bill Thomas** stated, "the FY08 Budget is a 'perfect storm' of higher expenses for 07-08 with less revenue. [resulting from lower membership numbers]." So, I am sorry to say that we will be raising our individual membership dues to \$55 for next year, if approved at Annual Meeting.
- ▶ And, oh yes: **attend your March unit** meeting to learn the latest on our region's airports. See you there!

Sherry

FIRST CALL TO LWVFA ANNUAL MEETING APRIL 21, 2007, 10 AM

HUNTERS CROSSING CONFERENCE CENTER
GREENSPRING VILLAGE
7440 Spring Village Dr
SPRINGFIELD, VA. 22150

SPEAKER on Immigration (maybe)
followed by Luncheon
and a short business meeting to approve
budget, bylaws and program year
amendments & elect Officers and Directors.

Luncheon reservation form in April Bulletin
Cost will be less than \$25 per person.

CONGRATULATIONS TO LWVFA MEMBER SALLY ORMSBY!

Sally has been chosen "Citizen of the Year" by the Fairfax County Federation of Citizens Associations and *The Washington Post*. She will be honored at the 57th Annual Awards Banquet on Sunday, March 11, 2007, at the Fairview Park Marriott Hotel, 3111 Fairview Park Drive, Falls Church. The reception will begin at 6:30 p.m. and the dinner at 7:30 p.m. The Hon. Thomas M. Davis, III (R-VA) will be the keynote speaker. Tickets are \$60.00 per person. For more information or to purchase a seat at the banquet, please call (703) 266-6872

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Board Notes

Lavinia Voss

At the January 17, 2007, board meeting the following appointments were made, **Mary Grace Lintz** to the board as a third Program Director; **Anne Kanter** to ITPAC (Information Technology Policy Advisory Committee - Fairfax County).

Therese Martin presented the 2nd quarter Treasurer's report. **Carol Hawn** gave a 2007 Facts For Voters update on publication activities and dates. She told the board to plan to stay after the next meeting to prepare the mailing of the individual copies for each member. **Lorraine Hart** reported on our Voters Registration training plans.

Program Directors **Rona Ackerman & Lois Page** updated the board on the General Meeting plans for January 20, proposed that the briefing for the unit meetings on "Sleep" that has been added to the April schedule be held on March 31.

Action Director **Jane Hilder** gave a written update on the past month's action activities. She also recommended we renew our membership in AHOME with a \$50 donation. League Day at the General Assembly in Richmond on February 7, 2007 was also discussed, who was going, who needed carpools etc. Attendees to the LWVVA convention at the end of April in Richmond were also considered. There will be 16 delegate slots filled mostly by members of the board.

Janey George, Olga Hernandez and Sherry Zachry were to meet with the Prince William Area Unit leaders on January 26 at lunch to discuss the future of the unit and report to the board in February. The Unit Wrap-up meeting will be held at the Mason District Government Center on Saturday June 23, 2007

Justice Committee Chair **Judy Leader** submitted a written report on events to date for her committee. Membership, PR, and the Nominating committee submitted reports that were reviewed and accepted by the board.

Seen and Heard Around Fairfax and Beyond- Our website now has a "Fairfax In Action" section. Testimonies, letters to the editor, etc. are all posted there for your convenience. If you want a copy of anything, email or call the office at 703-658-9150 and leave a message and someone will get back to you.



The Mysteries of Chocolate

Like coffee, chocolate's quality is dictated by the type of bean used and the skill of the roaster. Varieties of cocoa beans can be mixed to achieve certain flavor profiles, nuances can be coaxed out during processing and their character can vary from year to year, enough so that exacting followers make their annual choices based not on manufacturer but on the bean.

Yet chocolate transcends other foods: It's what you'll find on your pillow in a fine hotel, a gift that carries a special message (and sometimes strings), a decadent treat, the preferred gesture of Valentine's Day (on which Americans will buy some 36 million boxes of chocolate!) and much more.

The Mayans and possibly others before yjem in present-day Central America were the first known people to crush the beans and make a beverage-bitter and probably cold, without the modern additions of sugar and milk. We know this from ancient Mayan writings, which refer to the drink as "food of the gods;" and images of cocoa pods carved into the walls of their elaborate stone temples.

Cocoa beans first came to Europe via Christopher Columbus, who brought a handful from his last voyage to the Caribbean islands in 1502, presenting them to King Ferdinand and Queen Isabella (who reportedly dismissed them as a curiosity). Two decades later, the Spanish explorer Cortes was greeted by the Aztecs with cups of a dark drink.

The hospitality was not returned: The Spanish conquered the Aztecs, but recognized cocoas value and began new plantations in the region. The Spanish kept chocolate a secret for about a century, until monks who were assigned the task of processing cocoa reportedly told their French counterparts about the drink.

From there, chocolate, now served with cinnamon, vanilla, and other spices, spread quickly to England and the rest of Europe. With industrialization, chocolate makers invented new ways to grind and press the beans, and prices dropped. In 1849, an English company introduced the first solid eating chocolate bar. The world hasn't been the same since.

Source: Talevich, Tim. [Cosco Connections](#), Feb. 07.

Superintendent's Community Advisory Council Report

Ginger Shea

What are the Fairfax County School Board's operational expectations for the school system? What are the student achievement goals and how can they be measured? These were the questions discussed at the November 28, 2006, meeting of the Superintendent's Community Advisory Council (SCAC) meeting. Superintendent Jack D. Dale and Ann Monday, assistant superintendent for instructional services, presented the staff's "reasonable interpretation and indicators" of these goals. (On December 7, the School Board adopted the academic goals and operational expectations without change, while making minor editorial changes to the Strategic Governance Manual.)

Goal 1, Academics, states, "All students will obtain, understand, analyze, communicate, and apply knowledge and skills to achieve success in school and in life." Dr. Monday explained that there is a commitment to develop an individual learning plan for each student; however, this plan would not be an electronic permanent record. She said they would start at the secondary level in developing learning plans that emphasize career connections and post-secondary goals.

A projected pilot for learning plans at the elementary level is scheduled for 2009-2010. In elementary school, "learning plans will be used to identify strengths and interests, and to monitor complex thinking and other academic and life skills."

The academic goals also state that students will:

- achieve their full academic potential in the core disciplines;
- communicate in at least two languages;
- explore, understand, and value the fine and practical arts;
- understand the interrelationship and interdependence of the countries and cultures of the world; and
- effectively use technology to access, communicate, and apply knowledge and to foster creativity.

Kaye Kory, the school board member representing Mason District, said that the school board has created an ad hoc "Linkages Committee" to explore how to maintain high quality linkages with the community.

FCPS Budget

The SCAC meeting held January 23 featured a fiscal forecast for Fairfax County and a discussion of the Superintendent's proposed \$2.2 billion budget for FY 2008. Although no new programs were proposed, funds were included to expand full-day kindergarten to 21 additional elementary schools (\$5.6 million); expand the Foreign Language in the Elementary Schools (FLES) program (\$.7 million) to 16 schools; complete the development of the 24-7 Learning Enhancements computer program to help teachers track student achievement (\$.7 million); expand the Positive Behavior Support program from 71 to 120 schools (\$.3 million); and expand the Applied Behavioral Analysis-Verbal Behavior secondary program (\$.4 million).

A total of 47 positions were added at a cost of \$1.3 million to cover an increase in the number of students receiving special education and English for speakers of other languages (ESOL) services.

Compensation and benefits increased by the following amounts (\$ in millions) :

Market Scale Adjustment (2%)	\$33.4
Health Insurance Increases	\$1.7
Retirement Rate Increases	\$13.2
Pick-Up of Employee VRS Retirement Contribution	\$5.8
Initiative for Excellence — Teacher Salary Enhancements	\$8.0

Morsels of Chocolate

Unsweetened chocolate, used in baking is basically pure chocolate, with no sugar or milk added. Bittersweet chocolate is the darkest of eating chocolate. It has at least 35% chocolate liquor. Milk chocolate has at least 10% chocolate liquor. Don't be fooled by a name: dark chocolate still has sugar and milk added.

Source: Talevich, Tim. Cosco Connections, Feb. 07.



Action Faction

Jane Hilder, Action Director
jc.hilder@verizon.net 703-960-6820

LWVFA President Sherry Zachry was busy early in the new year taking action on behalf of League. On January 6 she testified at the annual public hearing for citizens and organizations to convey their legislative priorities to the Fairfax County state representatives, both delegates and senators. Sherry's testimony reflected both LWVVA priorities for 2007 as well as issues that are particularly important to Fairfax County. It is posted on the LWVFA website local action page, and can be read or downloaded by going to this link: <http://lwv-fairfax.org/action.html>.

Sherry also submitted several letters to the editors relating to Virginia legislative issues, including opposition to Rule 18 in the House of Delegates procedures and the need for redistricting reform. Opposition to Rule 18 was a major issue for LWVVA in the 2006 Legislative's Women's Pre-session Roundtable in December. Sherry stressed it in her testimony on January 6. It was also stressed by Treasurer Therese Martin in testifying at a hearing in Reston on January 5, held by Senator Janet Howell and Delegate Ken Plum.

Delegate Plum introduced an amendment to Rule 18 that would require a recorded vote in House subcommittees when legislation is voted up or down. He asked for support from others who cared about open government, and his letter was sent out to LWVFA members in an action alert, as well as to the rest of the LWVVA member Leagues. Unfortunately, Del. Plum's amendment was defeated and subcommittees still can and do kill legislation with no record of who voted yea or nay. Although The Washington Post did not print Sherry's letter on that topic, they did print an editorial opposing Rule 18, but ultimately the side of open government was defeated in the House of Delegates.

The Washington Post also printed an editorial favoring redistricting reform in Virginia, and then on January 20 printed Sherry's follow-up letter supporting their editorial. Although some of the redistricting reform bills were killed in the House, SJ 352, sponsored by Senator Deeds, had been approved unanimously by the Senate and was still in consideration at press time. For status of LWVVA initiatives during the

General Assembly session, members should regularly check the Action Alert website <http://virginia.va.lwvnetorg/actionalerts.html>. This excellent site can keep you caught up on what is happening in Richmond, and which bills LWV has strong interest in. It makes the GA session more comprehensible.

Another important bill at press time was Sen. DeVolites Davis's bill requiring random election audits and a shift in Virginia to optical scan voting equipment, which leaves a paper record of votes cast SB840 had passed unanimously in the Senate. The companion bill in the House was HB 2707. LWVVA has joined the Verifiable Voting Coalition of Virginia which is strongly supporting this legislation.

In the U.S. Congress the most exciting news is the real possibility of voting rights passage for the District of Columbia. This has been a priority issue for LWVUS for years. At the General Meeting January 20 Rep. Tom Davis explained some of the history of DC voting rights and noted that the Congress of the 1700's never intended for DC citizens not to have any representation. They just could not agree on how to handle it.

The current plan to pair passage of a voting Representative for DC with an additional Congressional district in Utah is based on the knowledge that Utah fell only a few residents short of receiving another district in the 2000 census. It also means that both parties have a stake in the outcome and that Utah's Senators favor the bill.

The National Capital Area LWV held a public meeting January 25 to advance support for this bill. Reps. Al Wynn (D-MD) and Eleanor Holmes Norton of DC, as well as Rep. Davis's legislative counsel, spoke about the very promising prospect of passage for DC voting rights in 2007.

Morsels of Chocolate

Milk Chocolate was invented in 1876 by a Swiss chocolatier Daniel Peter. Chocolate as a popular candy got a huge boost from World War I. Soldiers were given chunks of chocolate in their rations; when they returned home, they wanted more. In the Gulf War, Hershey made a heat resistant Desert Bar. The higher the cocoa percentage, the more intense the flavor.

Source: Talevich, Tim. Cosco Connections, Feb. 07.

Court Watch Report ~ Look for it on the Web

Thursday Mornings in the J & D Court
Bette Hostrup

During the last few years, if you want to find Leaguers on a Thursday morning, you can pretty well count on finding them in the back of a courtroom in the Fairfax County Juvenile & Domestic Relations Court (J&D). You will see them observing a criminal hearing and filling out a League survey on how the Fairfax courts handle family abuse cases. Although not professional survey takers, Leaguers are in the courtroom watching, learning, and recording our justice system at work.

Over the years 40 Leaguers have given their time, effort, and support to the League's court watch program. From May 2005 until April 2006, they observed over 900 cases in Fairfax County's J&D courtrooms. Their collective survey efforts (with help of a computer program or two) produced the court watch report.

The report is divided into three sections: (1.) background information, (2.) survey results and (3.) court watchers reflections. The six-page report is available on the LWVFA web site at www.lwv-fairfax.org in a Portable Document Format (pdf). Download the report from the web and see how fellow Leaguers have made an impact in Fairfax County.

If you find the report interesting and have a few Thursday mornings free a year, Come Join Us! Call Bette Hostrup at 703-815-8820 to get things started.

Save The Planet: Stop Flying

A recent report indicates that aircraft are among the fastest-growing contributors to global warming: Some scientists think the high altitude makes a plane's emissions worse. So Britain is contemplating changes to meet its pledge to cut greenhouse-gas-emissions by 60% before 2050. One proposal is to give each citizen an annual allowance for flights, fuel, gas and electricity. If a person exceeds the allowance—say, by taking too many flights—he'll have to buy "carbon points" from someone under the limit. Could such a plan work in the U.S. to—cut our energy use—and our dependence on foreign oil.

Source: Intelligence Report, by Lyric Wallwork Winik. Parade Magazine, [The Washington Post](http://www.washingtonpost.com), 01/07/07.



Wild West Redux

Cattle rustling is a big business again. With beef prices up, a fattened 1,200-pound cow can bring in around \$1,000. So thieves are grabbing the animals off ranches in Texas and Oklahoma, loading them into large trailers, then driving them to auctions across state lines. Rustlers have been making off with more than \$8 million in animals and equipment a year.

Source: Intelligence Report, by Lyric Wallwork Winik. Parade Magazine, [The Washington Post](http://www.washingtonpost.com), 01/07/07.

For Your Information

Walter Reed Army Medical Center can no longer accept mail, CARE packages, or donations. Instead, visit the following Web sites to show your support for our Wounded Warriors:

<http://www.americasupportsvou.mil>

<http://www.defendamerica.mil/support.troops.html>

http://www.usocares.org/src/uso_donate.htm

<http://www4.army.mil/ocpa/tooursoldiers/>

<http://www.redcross.org>

<http://www.walterreedsocietv.org>

For those without computer access, contact your local National Guard or Army Reserve unit.

LWVNCA Airport Positions (Adopted in 1985)

Balanced use among the three major metropolitan Washington airports may be achieved through a variety of incentives to the use of Baltimore-Washington International and Dulles Airports, as well as disincentives to the use of Ronald Reagan National Airport.

Improved ground transportation is needed to both BWI and Dulles Airports; National Airport is overused and it is necessary to put limitations on its use; abating the noise problems - includes plane type; enforcing decibel limits, and reducing the number of flights per hour. (The scatter plan should not be re-introduced).

To avoid occurrence of noise problems, limit and control development around BWI and Dulles Airports, and maintain present buffer zones, we support: responsible comprehensive planning and zoning policies which limit development to industrial and/or commercial uses in the immediate vicinity of the airports; and the restriction of residential development in the surrounding area. (1985)

The Washington Region's Commercial Airports: An Update

Co-Chairs Naomi Glass & Carol Hawn

Committee: June Bashkin, Susan Cochran, Andrea Gruhl, Pat Lane, and Aleen Starkweather

In 1984, the League of Women Voters of the National Capital Area (LWVNCA) studied the region's three major commercial airports. Consensus was reached and positions were adopted. Since then, each airport has significantly changed and this update is needed; however, we will begin with a brief historical perspective of each airport. (LWVNCA Positions are on page 6 in this *Bulletin*.)

Baltimore/Washington International Thurgood Marshall Airport (BWI)¹

In 1946, the Baltimore Aviation Commission selected a 3,200-acre site near Friendship Church in Anne Arundel County for the purpose of constructing a new Maryland airport.² Friendship International Airport began scheduled airline service in July 1950. In 1972, the State of Maryland, through its Department of Transportation (MDOT), purchased the airport from the City of Baltimore for \$36 million, and the State Aviation Administration took over airfield operations. In 1973, the airport's name was changed to Baltimore/Washington International Airport to better reflect the regional character of the airport's service area. Between 1974 and 1979, \$100 million was spent to modernize BWI; upgrades included the construction of three air cargo terminals and the renovation and enlargement of passenger terminals, increasing the number of gate positions from 20 to 27. In 1980, the BWI Amtrak Rail Station opened; the first airport in the nation to have a rail station located on airport grounds. On October 1, 2005, BWI was renamed Baltimore/Washington International Thurgood Marshall Airport in honor of the Baltimore native and late United States Supreme Court Justice.³ The State of Maryland continues to own the airport, and operations are still administered through the Maryland Aviation Administration (MAA) within MDOT.⁴ BWI is the only major airport owned and operated by a state.

Ronald Reagan Washington National Airport (DCA)

In the 1930s, the airport facilities at Washington-Hoover Field, near the existing site of the Pentagon, were deemed inadequate for safe aircraft operations.⁵ In 1938, the Civil Aeronautics Board (predecessor to the Federal Aviation Administration FAA) selected the

site at Gravelly Point on the Potomac River, due to its proximity to the District of Columbia, to construct an airport to serve the air travel needs of the metropolitan Washington area. Since much of the 860 acres were under water, construction first commenced by filling the site with almost 20 million cubic yards of sand and gravel to create a solid surface on which to construct the runways. Today, 127 acres remain under water. In June 1941, Washington National Airport officially opened for service. The original terminal was 115,000 square feet and the airport overall was designed to be the most modern and sophisticated in the country. By 1946, over one million passengers per year were utilizing DCA. Between its opening and the time of the LWVNCA study, the airport had undergone four additional renovations, adding more than 42,000 square feet to the original facility. On February 6, 1998, President Clinton signed into law the bill changing the name to Ronald Reagan Washington National Airport, in honor of the 40th President.

Washington Dulles International Airport (IAD)

By the late 1940s, the need for an alternate airport to serve the metropolitan Washington region was apparent. To meet the growing demand for airport capacity, Congress passed the second Washington Airport Act of 1950 (amended in 1958) to provide for " . . . the construction, protection, operation, and maintenance of a public airport in or in the vicinity of the District of Columbia."⁶ After thorough study, 10,000 acres were purchased in Fairfax and Loudoun counties near Chantilly. The site was deemed far enough from other airports to provide adequate airspace for arriving and departing flights and the substantial acreage permitted air operations to be buffered from the neighboring communities. Initially, only 3,000 acres were graded for the new airport and boundaries of 8,000 feet were established at the end of each runway. Dulles International Airport (now Washington Dulles International Airport), was named for the late Secretary of State John Foster Dulles. It opened in 1962 as the first airport in the country designed for commercial jets.

At the time of the 1984 study, DCA and IAD were owned and operated by the (FAA) in the U.S. Depart-

ment of Transportation; the airports were the only commercial airports owned and operated by the federal government.⁷ The Nixon Administration initially proposed a transfer of these airports from the federal government to another independent body. In June 1984, then-Secretary of Transportation Elizabeth Dole also proposed that both airports be transferred to an outside governing entity.

On June 7, 1987, DCA and IAD were formally transferred from the FAA to the Metropolitan Washington Airports Authority (MWAA) under a 50-year lease agreement authorized by the Metropolitan Washington Airports Act of 1986. All property was transferred to MWAA with the federal government holding title to the lease. In 2003, the lease period was extended to the year 2067.⁸ The lease established the terms and conditions of MWAA's control, and most significantly that the property be used only for "airport purposes." MWAA is a public body, independent of all others; while created by the Commonwealth of Virginia and the District of Columbia, it is not an agency of either of them, nor is it a federal agency.

MWAA is governed by a 13-member Board of Directors; five members are appointed by the Governor of Virginia, three by the Mayor of the District of Columbia, two by the Governor of Maryland, and three by the President of the United States. It operates the two-airport system providing domestic and international air service in a structure that includes central administration, airports management and operations, and police and fire departments. It is not taxpayer-funded nor does it receive government appropriations for operating expenses, but is self-supporting and funds operations through revenues from aircraft landing fees, rents, and concessions; it also collects a facility charge from each passenger, used solely on government-authorized capacity and safety projects, including capital construction projects. MWAA is responsible for capital improvements at both airports and does receive federal and state grants and funding, as well as issues bonds, for capital improvement projects.

All three airports have undergone huge capital improvement programs within the past 20 years. It is necessary to consider these improvements within the context of their impacts on current airport use.

BWI Capital Improvements since 1984

In 1986, a new comprehensive development plan was

adopted for BWI; recommendations covered airfield and runway improvements, terminal expansion, parking, cargo facilities, noise abatement, and maintenance and fire/rescue facilities.⁹ In 2000, a five-year, \$1.8 billion expansion and improvement program was unveiled; groundbreaking on these projects occurred the next year and was completed in November 2006. With the completion of these capital improvements, the passenger terminal now encompasses 1.976 million square feet (45.4 acres) with five concourses, including four domestic and one international/swing, 70 jet gates, and 12 gates dedicated to commuter aircraft.¹⁰ Cargo facilities include a 395,000 square foot Air Cargo Center. New parking lots and garages have been built; approximately 25,600 regular parking spaces, plus 7,500 overflow spaces are available.

Light rail service to and from Baltimore connects directly to the airport terminal. Amtrak and MARC train service from both Baltimore and Washington utilize the BWI Rail Station; shuttle service links the station to the terminal. Regular Metrobus service connects the Metrorail Green Line to BWI. In 1990, Interstate 195 opened, providing direct access between BWI and Interstate 95, greatly improving vehicular access from both the Baltimore and Washington areas. Super Shuttle ground transportation service was initiated in 1995 with access to Baltimore, Annapolis, and Washington. Buses, vans, limousines and vehicles provide ground transportation to other locations in Maryland, including the fast growing southern areas of the state. It is expected the InterCounty Connector (ICC), approved for construction by the State of Maryland, will ease access to BWI for residents in the western Washington-area suburbs. In 1999, a BWI hiker/biker trail was completed; the 12.5-mile recreational trail is the only one of its kind in the nation encircling the property of a major commercial airport.

Currently, 48 airlines use BWI, including commuter, charter, and cargo airlines. Southwest Airlines is the predominant air carrier; in September 2006, over half (50.5 %) of all passengers flying in and out of BWI used Southwest Airlines.¹¹ In July 2006, the average number of daily operations for all airlines was 858, including 692 domestic passenger flights, 22 scheduled international nonstop flights, and 24 cargo flights. In 2005, 19.74 million passengers, an average of 54,088 per day, utilized BWI, down slightly from the previous year. Cargo volume, in 2005, 284.9 million

pounds of freight and mail passed through BWI. In 2001 and 2002, it was the fastest growing airport and among the 30 busiest in North America.

DCA Capital Improvements since 1984

Preparation of a master plan for DCA was initiated in 1982 but temporarily suspended while Congress developed legislation authorizing the transfer of DCA and IAD to MWAA.¹² That plan was adopted in 1988 and most recently updated in 1998. For the most part, all recommendations have been implemented. During the 1990s, a major renovation and expansion of DCA resulted in the construction of Terminal B/C that opened in July 1997.¹³ This terminal is approximately 1.0 million square feet with 100 airline ticket counters, 12 baggage claim devices, and 36 airline gates. All terminals and concourses combined now encompass over 1.5 million square feet, with a total of 44 gates. These renovations also provided a pedestrian connection to the Metrorail system. A new parking garage was constructed in 1996. Public parking is now available for 8,288 vehicles.¹⁴ About 5,000 taxicabs are dispatched at the airport each day. Future development plans include restoring the original Terminal A to its 1941 design and architecture. The historic terminal will continue to serve air passengers with airline gates, ticket counters, and concessions.

Even with the then-recently completed capital improvements at DCA, the airport was closed immediately after September 11, 2001. Although operations resumed the next month, general aviation activity, defined as all forms of aviation other than scheduled passenger, commercial, cargo, and military flights, ceased at DCA.¹⁵ In October 2005, the federal government finally permitted general aviation activity to return with numerous restrictions in place. They include the federal inspection of airplanes, baggage, and passengers, enhanced background checks for passengers and crew, and an armed security officer on each flight.¹⁶ These security officers often enplane at one of the area "gateway" airports, including IAD. Since resumption of general aviation flights at DCA, the monthly total has not exceeded 339.¹⁷

In 2005, a record 17.85 million passengers utilized DCA, an average of almost 49,000 per day.¹⁸ US Airways and its network of regional carriers, collectively known as US Airways Express, is the predominant air carrier, accounting for over 40% of all airline

operations between December 2005 and November 2006.¹⁹ Three million pounds of mail and 5.7 million freight pounds of cargo passed through DCA in 2005.²⁰ These are the fewest pounds of mail and freight ever recorded at DCA, and are significantly less than the 105.8 million pounds of mail and 114.4 million pounds of freight that passed through in 1988 and 1973, respectively.

IAD Capital Improvements since 1984

In 1985, the FAA, owner and operator of IAD at the time, completed a Master Plan Study that identified a comprehensive long-term program for airport development.²¹ Elements of the plan have been refined through subsequent planning and environmental studies. Unlike both BWI and DCA, where many of the major improvements recommended in the current, respective master plans have been completed, major construction improvements at IAD have begun in earnest only within the past decade. One of the first capital improvement projects completed was the expansion of the main terminal building to finish architect Eero Saarinen's original design.²² When first built at a cost of \$108.3 million, the two-story terminal was 600 feet in length; in 1996, construction was completed that added an additional 320 feet at each end. Also, the International Arrivals Building, opened in 1991, provides Federal Customs and Border Protection, Agriculture and Immigration Service.

The almost four billion dollar capital improvement plan, known as the Dulles Development Program or d2, began in 2000 and is now well underway to meet the projected demand of 55 million passengers per year at facility build-out.²³ The d2 Program includes the planning of two new runways (and construction of one), additional land acquisition, a new concourse as well as the extension of another, two parking garages, new air traffic control tower and associated infrastructure improvements, including a new underground passenger walkway and airport passenger train system.²⁴ The latter will replace the mobile lounges and plane mates that currently transport airline passengers between the main terminal and midfield concourses.

Currently, IAD has 128 airline gates in five concourses and hard stand locations.²⁵ A fourth runway, in a north-south alignment, is under construction and expected to open in 2008. Public parking is available for more than 25,000 vehicles. There are seven cargo

buildings on airport property with a total of more than 540,000 square feet of operational space. In 1983, IAD was fully connected to Interstate 66 and the Capital Beltway via the 16-mile Dulles Airport Access Highway (DAAH). Final plans continue to extend Metrorail to IAD in a two-phased rail expansion through Tysons Corner and continuing in the median of the DAAH to the main terminal and into Loudoun County. In addition, the Smithsonian Institution's National Air and Space Museum Annex, the Stephen F. Udvar-Hazy Center, was constructed in the south-east portion of IAD property and opened in December 2003, entertaining over 1.6 million visitors in 2005.²⁶

Signature Flight Support and Landmark Aviation Dulles, Inc serve as the Fixed Base Operators for the general aviation community at IAD. In April 2004, more than 50 corporations headquarter their flight departments at IAD, ranging in size from single aircraft operations to large fleets with their own hangar facilities, base staffs and services.²⁷ After September 11, 2001, general aviation activity increased at IAD due to the ban on general aviation flights at DCA. In 2003, they moved more passengers through IAD than 29 of the 40 airlines serving the airport.

Over 60 airlines utilize IAD for airport operations, including scheduled and chartered air carriers and regional airlines.²⁸ United Airlines, and its network of regional air carriers collectively known as United Express, accounted for over 54% of total operations for the twelve-month period beginning December 2005. In 2005, just over 27 million passengers utilized IAD, an average of over 74,000 per day, and 509.5 thousand operations (takeoffs and landings) occurred.²⁹ Each of these figures is a record. Almost 22.5 million pounds of mail and 637 million pounds of freight passed through cargo facilities in 2005. These pounds of mail are the fewest since 1967 and a dramatic drop from a high of 144.6 million pounds of mail in 1999. The Washington Airports Task Force estimates that, at design capacity, IAD could potentially process over nine million metric tonnes of cargo per year.³⁰

Overgrowth at National

At the time of the 1984 study, the prevailing opinion among citizens, and local, state, and federal officials was that DCA was overcrowded. The opening of IAD had not alleviated this situation. Both the FAA and the Metropolitan Washington Council of Governments

(MWCOG) had issued a number of proposals to limit the use of DCA. The MWCOG proposals ranged from demand driven use to closing the airport completely. Further, the National Capital Planning Commission (NCPC), the planning agency for the federal government in the National Capital Region, proposed phasing out DCA. This would have begun by setting passenger capacity at eight million per year, approximately half the number of persons utilizing DCA at the time. A chart in the 1984 LWVNCA study compared seven FAA and MWCOG proposed and/or adopted plans for the future of DCA. The chart looked at passenger capacity, aircraft size limitations, slots, the non-stop perimeter, and noise limits. Some of the regulations in place at that time to limit further growth at DCA continue in place today, with some modifications.

High Density and Perimeter Rules

The High Density, or "Slot," and Perimeter Rules are the foundations upon which the physically limited capacity at DCA is allocated.³¹ Each was also implemented to create balanced use among the Washington region's three major airports, but in particular balanced use between DCA and IAD, as well as limit the environmental impact of flight operations on the Washington region's inner core.

In 1969, the FAA enacted the High Density, or "Slot," Rule (Federal Regulation, 14 CFR §93.123).³² The purpose of this regulation is to reduce delays at congested airports as well as spur growth at nearby airports by limiting the number of instrument flight rule (IFR) operations (takeoffs or landings) occurring each hour.³³ Airlines are granted slots for each IFR takeoff or landing during a specific hour period. The High Density Rule also restricts the specific number of each type of aircraft that can use an airport in IFR conditions. Initially at DCA, the number of takeoffs and landings in IFR conditions was restricted to 60 per hour: up to 40 air carrier, commercial operations, 11 air taxi operations, and up to 12 others, such as general aviation aircraft operations. DCA is one of five airports in the nation governed at some time by the High Density Rule due to the airport's limited airfield capacity.³⁴

Because DCA serves primarily as a "short-haul" airport, operations are also governed by the Perimeter Rule, a federal law limiting aircraft flights to nonstop scheduled distances of 1,250 statute miles or less.

Because shorter flights require less fuel, the gross weight and associated aircraft noise is somewhat less than for longer flights. When first codified in the 1981 Metropolitan Washington Airports Policy, nonstop flights were limited to a distance of 1,000 statute miles. This was increased to the current 1,250-mile distance with the adoption of the 1986 Act.

Within the past decade, Congress has amended the High Density Rule. In February 1999, the U.S. Senate Commerce Committee passed an amendment that would allow 48 new slots a day at DCA; of these, half would be outside the adopted 1,250-mile perimeter. Local governments, interested groups, and citizens opposed this amendment. In a March 11, 1999 letter to then-Senator Charles S. Robb, Fairfax County Board of Supervisors' Chairman Katherine K. Hanley wrote, "The Fairfax County Board of Supervisors has consistently opposed legislation that would increase the number of flights and eliminate the perimeter ruleOur Board continues to strongly support the maintenance of the perimeter rule and the current slot number system as they presently exist."³⁵ As a result of the passage of the Aviation Investment and Reform Act for the 21st Century (AIR-21), in 2000, Congress permitted the FAA to increase the number of allowable air carrier slots per day by 24. Of these, 12 could be used for flights outside the perimeter. In December 2003, operational restrictions were further reduced; an additional 22 slots were allowed, including doubling the number of slots for flights outside the perimeter.

Development and Noise

The LWNCA study looked separately at the issues of development and noise. With regard to the former, the study correctly noted that development around airports lies within the authority of state and local governments and proceeded to briefly mention development plans and/or concerns near each airport. Since then, some jurisdictions near the three airports have taken action to mitigate noise by limiting residential development or other noncompatible uses around airport boundaries. Noise and noise abatement was a major topic of the 1984 study, although it focused solely on DCA, and specifically, plans to test and implement a "scatter plan." Because most land use regulations adopted by jurisdictions within the vicinity of an airport address the generation of aircraft noise, this material will look at these issues in concert with one another.

Measuring Noise

As the 1984 study states, "one of the most severe problems around any airport is noise – the magnitude of it which is measured by logarithmic units decibels, the frequency of it, and the time of day that it occurs." Noise is any sound considered to be undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.³⁶ There are many ways to measure the impact of aircraft noise. The standard measure, preferred by the FAA, is the day-night average sound level (noted as either DNL or Ldn), which is represented in "A"-weighted decibels (dBA).³⁷ This measurement is a twenty-four hour average sound level that takes into account the maximum levels of noise, the duration of each noise event, and the time each event occurs. The measurement assigns a "penalty" to nighttime noise to account for increased nighttime sensitivity. In 1978, the FAA established a noise threshold level of DNL 65 dBA as the level at which the general population could be expected to tolerate noise.³⁸ The American National Standards Institute standard for threshold levels of human activities specifies that thresholds above 65 dBA are not compatible with residential living.

Noise contour maps are often developed that plot noise estimates, in DNL, within airport environs. The noise contour lines connect points of equal values. For example, a contour line can be drawn to connect all points with a DNL 70 dBA, and another line could connect all points of DNL 65 dBA.³⁹ Most noise contours are plotted at 5 dBA intervals. Contour maps for all three airports have been developed to visually display a specified noise level across an area.

Land Use, Development, and Noise - BWI

The State of Maryland regulates development around BWI and has enacted land use laws that take into consideration airport noise issues. In 1974, the state required the delineation of noise zones and required jurisdictions near airports to adopt noise zone regulations for land use. These laws have been expanded in the years since initially adopted. Currently, an applicant seeking a county building permit for development projects within a four-mile radius of BWI, known as a Certified Noise Zone (CNZ) or Airport Zoning District (AZD), must first obtain an approved Airport Zoning Permit (AZP) from the MAA.⁴⁰ The purpose of the AZP is to identify land uses, obstructions, and wildlife

attractants incompatible with airport operations. The MAA Division of Noise Abatement performs a CNZ land use compatibility review to determine if the application conforms to the uses permitted in that zone, while the Office of Facilities Planning conducts both an obstruction analysis and a stormwater management and landscape review. An obstruction analysis determines if any construction or equipment use within the AZD would obstruct airspace around BWI; a stormwater management and landscape review evaluates whether these environmental factors have the potential to attract wildlife detrimental to aircraft flight operations. Maryland law requires an application be denied if the proposed land use is found to be incompatible with the CNZ or if the structure or environmental plans pose a hazard to aircraft.

Over the past decades, BWI has established a number of noise abatement programs to improve relationships, enhance communication, and lessen the burden of noise on neighboring communities. The MAA Airport Noise and Abatement Office (ANAO) directs the programs. The BWI Community Ambassadors Program was established in 1999 as part of a comprehensive community outreach plan.⁴¹ Ambassadors are employees who regularly meet with residents in 20 nearby communities impacted by airport operations to exchange information on airport facilities and services. This program complements the BWI Neighbors Committee, created in 1983 to serve as a liaison between BWI and impacted neighborhoods. Leaders from 11 nearby communities hold quarterly meetings at BWI to ensure continuing dialogue on issues of mutual interest. Discussions include such topics as ground access, long-range plans, operational changes, noise, parking, and land use.⁴²

A permanent noise monitoring system has been established around BWI, with stations at 23 sites. The MAA has provided community assistance within the airport environs, including \$9.3 million in federal and state funds to soundproof four schools (completed in 1991), as well as the distribution of \$19.9 million to assist homeowners in installing residential soundproofing and other noise-mitigating projects.⁴³ The state and federal government have spent almost \$41 million since 1985 to purchase homes in the CNZ and assist with owner relocation. Almost \$10 million was spent to purchase an entire mobile home park and relocate the residents. Citing the effectiveness of the noise

abatement program, the ANAO reported only 23 calls to the Airport Noise Hotline in the 4th quarter of 2005.

Land Use, Development, and Noise - DCA

Existing land use in the vicinity of DCA is predominately commercial, industrial, governmental, and parkland or residential, with no significant changes in use anticipated in the near future.⁴⁴ None of the jurisdictions abutting DCA currently have established zoning overlay districts to regulate land use or development within airport environs. Aircraft are restricted from flying over the National Mall and White House and within a one-half mile radius of the U.S. Naval Observatory.⁴⁵ As noted in the 1984 study, Arlington County, where DCA is located, does not have an ordinance regulating density or building height in the vicinity of the airport. The FAA, however, must be notified of proposed construction that could impact airspace. The study noted the FAA approved the construction of the then-USA Today Building in Rosslyn and proceeded to state, "several airplanes have flown very close to the building." In December 2006, the FAA warned the Arlington County Board of Supervisors that a proposed building in Rosslyn posed a hazard for flights coming in and out of DCA.⁴⁶

DCA is one of the most stringently noise-regulated airports in the country. Noise abatement procedures, carefully developed operational guidelines, were first implemented prior to permitting commercial jet operations at DCA in the early 1960s.⁴⁷ Pilots began using the aircraft flight patterns still currently followed, along the Potomac and Anacostia Rivers. Pilots are urged to use thrust management, cutting back on the power applied during takeoff. Even with abatement measures to lessen impact of noise within airport environs, there remains concern from residents living near the Potomac River. The Palisades Citizens Association, near Georgetown in the District of Columbia, monitors noise levels over their community.⁴⁸

Although not a curfew, restrictive nighttime noise regulations are also in effect from 9:59 p.m. until 7:00 a.m. Aircraft can use DCA during these hours only if the noise level for the aircraft type and model meets strict nighttime noise limits. Non-complying aircraft operating between these hours risk a maximum civil penalty of \$5,000 per violation. In 2005, 13 violations were recorded; civil penalties were sought for ten violations and three warning letters were issued.⁴⁹

As earlier noted, the LWFVCA study focused on the testing of a "scatter plan" at DCA to disperse aircraft and noise impacts more equitably among affected jurisdictions. Due to immediate citizen opposition, testing was stopped prior to its scheduled end date. In March 1985, the MWCOG Board voted to recommend to the FAA that it neither test further nor implement the "scatter plan."⁵⁰ A scatter plan has never been implemented at DCA.

For all three airports, but in particular, BWI and DCA, one of the most significant noise abatement efforts was achieved with the passage of the federal Aircraft Noise and Capacity Act of 1990 (ANCA).⁵¹ This directed the phased elimination of all Stage 2 turbojet aircraft by the end of 1999. In order to continue using Stage 2 aircraft within the contiguous United States, airlines were required to modify those airplanes with hushkits and undergo recertification of the planes. Few modified airplanes remain in use. The replacements, newly manufactured stage 3 aircraft, are significantly quieter than their predecessors. Because of ANCA, noise contours have shrunk substantially, the highest degrees of airport noise (DNL 70 dBA and higher) are now limited to within airport boundaries at all three airports, and most contours DNL 65 dBA and higher are also found within airport boundaries.

Land Use, Development, and Noise - IAD

The 1984 study noted, "Dulles Airport was built with noise and safety considerations in mind. A great deal of the surrounding land was purchased as a buffer. Fairfax County has included controls over development in their Comprehensive Plan and Zoning Ordinance, and Loudoun is now preparing plans for the Dulles area." The WATF notes that both counties have sustained compatible land uses around IAD when compared with other jurisdictions around major airports.⁵² Although the intent of both counties is to avoid land uses incompatible with airport operations, their policies and ordinances differ.

Fairfax County first adopted an Airport Noise Impact Overlay District (ANIOD) in 1977, determined by the extent of noise exposure predicted in the Environmental Impact Assessment for the IAD draft Master Plan.⁵³ In April 1997, the Fairfax County Board of Supervisors updated both the Comprehensive Plan and Zoning Ordinance with regard to development in the vicinity of IAD. The ANIOD, a zoning regulation, was estab-

lished for the general purpose of controlling conflicts between land uses and noise generated by aircraft, and to protect the public health, safety and welfare from the adverse impacts associated with excessive noise.⁵⁴

The ANOID encompasses the County's adopted DNL 65 dBA noise contour; the County regulates land uses within this noise impact area by enforcing acoustical performance standards. In addition, new residential development is prohibited in areas of DNL 65 dBA and greater. The Fairfax County Comprehensive Plan incorporates the DNL 60 dBA contour in policy language recommending against new residential development proposed within this noise exposure contour. Building heights within the vicinity of IAD should be in compliance with FAA regulations.

Loudoun County regulates land uses surrounding IAD to preclude encroachment, protect its residents, and protect flight operations through an Airport Impact Overlay District (AI), based on the most recent Part 150 Noise Study for IAD, performed in 1992. In 1995, the AI was established to acknowledge the unique land use impacts of airports, regulate the siting of noise sensitive uses, ensure that structure heights are compatible with airport operations, and complement FAA regulations regarding noise and height. The AI boundaries are based upon the DNL 60 dBA and DNL 65 dBA noise contours as well as an area extending one mile beyond the DNL 60 dBA contours. To administer these regulations, the Loudoun County Zoning Ordinance considers three components. For all areas within the AI Overlay District, as well as one-mile outside the DNL 60 dBA contour, a full written disclosure statement is required for all residential purchasers acknowledging they are within an area impacted by aircraft overflights and noise. For those areas between DNL 60 dBA and DNL 65 dBA, acoustical treatment is required to ensure interior noise levels within living spaces do not exceed an average of DNL 45 dBA. Also an aviation easement to MWA is required, providing aircraft a legal right to fly over property without restriction. In areas of DNL 65 dBA and higher, for the most part, new residential dwellings or other noise sensitive uses are not permitted. If a proposed structure is deemed potentially hazardous to air traffic, either in location or height, that structure must receive FAA certification that it will not constitute an air traffic hazard prior to construction.

Because of the buffering around IAD, MWA has not

implemented either noise abatement nor mitigation procedures. Recently however, the Pleasant Valley community, south of the now under-construction fourth runway, has raised questions about noise mitigation measures with regard to airport operations, and has sponsored community meetings to discuss current and future airport noise impacts.⁵⁵

Just as MAA monitors noise near BWI, MAA also monitors aircraft noise emanating from operations at DCA and IAD at 32 computerized stations in the metropolitan Washington area.⁵⁶ Results are published in a quarterly report on flight operations and aircraft noise. In 2005, DCA received 48 noise complaints from 33 callers. IAD received 147 noise complaints from 36 callers, including 44 complaints from one individual and 34 from another.⁵⁷

Endnotes

All web sites were verified 01/25/07 to 01/28/07

- 1 The three letters following each airport name is the official airport designator; they will be referred to by its respective designator.
- 2 <http://www.bwiairport.com/about_bwi/bwi_timeline/>
- 3 <http://www.bwiairport.com/about_bwi/thurgood_marshall/>
- 4 <<http://www.marylandaviation.com/>>
- 5 <http://www.mwaa.com/reagan/about_reagan_national/history_3>
- 6<http://www.mwaa.com/dulles/about_dulles_international_2/>
- 7 <http://www.mwaa.com/about_the_authority/history>
- 8 <http://www.mwaa.com/about_the_authority/faqs>
- 9 <http://www.bwiairport.com/about_bwi/bwi_timeline/>
- 10 <http://www.bwiairport.com/about_bwi/general_statistics/>
- 11 <http://www.bwiairport.com/about_bwi/statistics/71/>
- 12 Washington Metropolitan Airports Authority. 2004. *Draft FAR Part 150 Noise Compatibility Program Update*. p. I-9.
- 13 <http://www.mwaa.com/reagan/about_reagan_national/facts_3>
- 14 Rogalsky, Joe. 2006. "Many new additions at Reagan in '06." *The Examiner*. December 26. p. 5.
- 15 <http://www.mwaa.com/reagan/about_reagan_national/history_>
- 16 Rogalsky, Joe. 2007. "Dulles-to-National flights allowed as of today." *The Examiner*. January 2. p. 3.
- 17 <http://www.mwaa.com/_/File/_/npso1106ye.pdf>
- 18 <http://www.mwaa.com/reagan/about_reagan_national/>
- 19 <http://www.mwaa.com/_/File/_/npso1106ye.pdf>
- 20 <http://www.mwaa.com/reagan/about_reagan_national/>
- 21 Federal Aviation Administration. 2005. *Draft Environmental Impact Statement for New Runways, Terminal Facilities and Related Facilities at Washington Dulles International Airport*. p. S-1.
- 22 <http://www.mwaa.com/dulles/about_dulles_international_2/>
- 23<http://www.mwaa.com/dulles/about_dulles_international_2/history_2>
- 24 <http://www.mwaa.com/dulles/d2_dulles_development_2/>
- 25<http://www.mwaa.com/dulles/about_dulles_international_2/facts_2>
- 26 <<http://www.nasm.si.edu/udvarhazy/>>
- 27 Washington Airports Task Force. *Digest*. April 2004. p. 1.
- 28<http://www.mwaa.com/_/File/_/dpso1106ye.pdf>
- 29<http://www.mwaa.com/dulles/about_dulles_international_2/air_traffic_statistics>
- 30<<http://www.washingtonairports.com/noiseandlanduse/growthofdulles.htm>>
- 31 Button, Kenneth, Peter Arena and Roger Stough. 1999. "Relaxing the perimeter and high-density rules: implications for Washington Dulles International Airport." *Journal of Air Transport Management*. 5:97-104.
- 32<http://www.mwaa.com/about_the_authority/faqs/reagan/about_reagan_national/faqs_about_dca>
- 33 Washington Metropolitan Airports Authority. 2004. *Draft FAR Part 150 Noise Compatibility Program Update*. p. I-8.
- 34 The other airports governed at one time by the High Density rule are Chicago O'Hare, New York Kennedy and LaGuardia, and Newark.
- 35 Hanley, Katherine K. Letter to Sen. Charles S. Robb; 3/1/99
- 36 Washington Metropolitan Airports Authority. 2004. *Draft FAR Part 50 Noise Compatibility Program Update*. p. A-1.
- 37 Metropolitan Washington Airports Authority. *Flight Operations and Aircraft Noise Quarterly Report for Washington Dulles International Airport and Ronald Reagan Washington National Airport*. October, November, December 2005. p. 11.
- 38 <<http://www.caan.org/factsfigs.html>>
- 39 Washington Metropolitan Airports Authority. 2004. *Draft FAR Part 150 Noise Compatibility Program Update*. p. IV-5.
- 40 <<http://www.marylandaviation.com/content/permitsandforms/constructionzoning/index.html>>
- 41<<http://www.marylandaviation.com/content/communityrelations/noiseabatement/bwinoisezone.html>>
- 42<<http://www.marylandaviation.com/content/communityrelations/bwineighborscommittee.html>>
- 43 <http://www.bwiairport.com/about_bwi/general_statistics>
- 44Washington Metropolitan Airports Authority. 2004. *Draft FAR Part 150 Noise Compatibility Program Update*. p. III-13.
- 45Washington Metropolitan Airports Authority. 1993. *Noise Compatibility Study*. Figure II-2.
- 46Francis, David. 2006. "Board delays action on plan for Rosslyn building." *The Examiner*. December 11. p.4.
- 47<http://www.mwaa.com/reagan/about_reagan_national/airport_noise>
- 48Montes, Sue Anne Pressley. 2006. "In the Palisades, Everything But Clear Skies." *The Washington Post*. October 15. p. C12.
- 49Metropolitan Washington Airports Authority. 2005. *Flight Operations and Aircraft Noise Quarterly Report for Washington Dulles International Airport and Ronald Reagan Washington National Airport*. October, November, December. p. 20.
- 50 Washington Metropolitan Airports Authority. 1993. *Noise Compatibility Study*. p. II-5.
- 51<<http://frwebgate5.access.gpo.gov/>> 10/2/00
- 52 <<http://www.washingtonairports.com/noiseandlanduse/use.htm>>
- 53Washington Metropolitan Airports Authority. 2004. *Draft FAR Part 150 Noise Compatibility Program Update*. p. B-33.
- 54<http://www.washingtonairports.com/noiseandlanduse/county_policies.htm>
- 55 Hobbs, Bonnie. 2006. "New Runway Worries Pleasant Valley Residents." *CentreView*. November 16. p. 1.
- 56 Metropolitan Washington Airports Authority. *Flight Operations and Aircraft Noise for Washington Dulles International Airport and Ronald Reagan Washington National Airport*. October, November, December 2005. p. 11.
- 57 *Ibid*. p. 17.

NCA



NEWS

From January 5th board meeting minutes: Elinor Hart reported that the date for the Seminar on Relationship between DC and Congress had been changed to Thursday, January 25, 2007. Delegate Eleanor Holmes Norton (D-D.C.) and Congressman Albert Winn (D- MD) and Jim Moore from Congressman Davis' (R-VA) office were expected to speak.

Various options for raising funds were discussed and it was agreed that a committee be appointed to explore the possibility of offering a Capital Steps performance as a fund raiser. Two potential dates for a fund raising activity were August in honor of the ratification of the 19th amendment or February in honor of Susan B. Anthony's birthday and the founding of the League. The Board was reminded that January 26-27, 2007, is the LWVUS Board Meeting where legislative priorities for the upcoming year are decided. NCA members were encouraged to attend this meeting as they have in the past.

Convention arrangements for May 12, 2007 have been made by Andrea Gruhl (LWV-HC). Andrea proposed inviting Representative Steny H. Hoyer (D-MD) who is the current House Majority Leader, to speak. All NCA League members are invited to attend, in addition to the delegates. Following is information and a registration form for the event:

Saturday, May 12, 2007,

- 9:30 a.m., Registration
- 9:45 a.m. Seated, delicious breakfast
- 10:15 a.m. Welcome, Guest Speaker
- 11:00 a.m. Annual Meeting
- 1:00 p.m., Adjournment

**At the Westbury Ballroom,
Jurys Washington Hotel,**

**1500 New Hampshire Ave., NW,
Washington, DC 20036.**

Hotel is located at Dupont Circle. It is one block from the north exit of the Dupont Circle Metro Station on the Red Line. Valet parking is \$15.00 + tax (\$16.80).

Delegates and guests welcome. To register, mail completed form with \$30 check payable to LWVNCA, to: Bonnie Franklin, 3076 S. Woodrow St., #A2, Arlington, VA 22206. Telephone: 703-578-1935. Email: bfrank317@aol.com.

Deadline for registration is Tues., May 8. Registration is non-refundable.

Registration for 2007 NCA Convention, May 12, 2007

Date: _____

Name: _____

Address: _____

Official delegate from your League? Yes ___ No ___
(Presidents know delegate quotas.)

Telephone: _____

Email: _____

Local LWV: _____



Membership Update

Leslie Vandivere - 703-222-4173

LVandivere@cox.net



Welcome new members Linda Crafton of Burke who joined at the national level and Ann Solomon and Jane Barker of FXS, Deanna de Member of GSV, and Terry Rudman of PWA. We are glad to have all of you.

Free Eye Examination

Glaucoma accounts for 10% of blindness in the U.S. But because there often are no warning symptoms, half of the nearly 3 million Americans with glaucoma go undiagnosed until it is too late. If you lack health insurance, you may be eligible for a free eye exam through the EyeCare America program of the Foundation of the American Academy of Ophthalmology. To learn more, call 1-800-391-3937 or go to eyecareamerica.org.

Source: Intelligence Report, by Lyric Wallwork Winik. Parade Magazine, The Washington Post, 01/07/07

Justice Committee News

Judy Leader

Judy Leader participated in a Criminal Justice Advisory Board meeting on January 3, 2007. Jason Robbins of the Fairfax County Alcohol Safety Action Program (ASAP) made a presentation about the state program, which is administered by a 15 member Commission. There are currently 24 ASAP programs throughout Virginia. ASAP clients are referred by the courts or enroll voluntarily. Clients are interviewed by a counselor, classified as needing education, intensive education, or additional treatment. ASAP provides its own 20 hour education classes, but individuals who need additional treatment are referred to certified substance abuse treatment providers. Mr. Robbins reported that the number of alcohol-related fatalities in Virginia had dropped from 535 in 1990 to 322 in 2005. The Fairfax County program employs approximately 30 individuals. ASAP is a user-funded program. If an individual does not pay the service an intervention fee, he or she cannot have his or her license reinstated in the state. Laura Dawson, President of Northern Virginia Chapter of Mothers Against Drunk Drivers also gave a presentation about the death of her teenage son by a drunk driver.

Baba Freeman reports that the Fairfax County Board of Supervisors commended the Task Force on Supervised Visitation and Supervised Exchange (SVSE) for its comprehensive and thoughtful approach to addressing a critical issue affecting families undergoing divorce or separation. They accepted the Task Forces recommendations to establish a three phase model to promote safety and provide resources for conflicted parties during domestic violence and divorce proceedings. In Phase I, services will include supervising, observing, and recording group visitation and exchange while providing a suitably secure meeting space and exchange environment in the Old Courthouse. In Phase II, therapeutic and training components will be added. In Phase III, Phase I or Phase II will be replicated at different sites in the community. Sources of funding will include federal, state, and county government monies, local business sponsors, private foundations, and a sliding fee schedule for services. A budget is being developed.

Plans are going forward to tape a George Mason University Moot Court Competition for use in developing an in-school program, sponsored by the LWVFA., to educate local high school students and

college students about the trial process and the practice of law. If you are interested in participating in this program, contact Judy Leader at 703-524-0991.

Who Reads What and Why

1. *The New York Times* is read by the people who run the country.
2. *The Wall Street Journal* is read by people who think they run the country.
3. *The Washington Post* is read by people who think they should run the country.
4. *USA Today* is read by people who think they should run the country but don't really understand *The Washington Post*. They do, however, like their smog statistics shown in pie charts.
5. *The L.A. Times* is read by people who wouldn't mind running the country if they could spare the time and if they didn't have to leave L.A. to do it.
6. *The Boston Globe* is read by people whose parents used to run the country and they did a far superior job of it, thank you very much.
7. *The N.Y. Daily News* is read by people who aren't too sure who's running the country and don't really care as long as they can get a seat on the train.
8. *The N.Y. Post* is read by people who don't care who's running the country either as long as they do something really scandalous, preferably while intoxicated.
9. *The S.F. Chronicle* is read by people who aren't sure there is a country, or that anyone is running it; but whoever it is, they oppose all that they stand for. There are occasional exceptions if the leaders are handicapped minority feminist atheists who also happen to be illegal aliens from ANY country or galaxy as long as they are Democrats.

Source: LWV Pasadena VOTER July/August 2002.



VIRGINIA HAPPENINGS WOMEN'S HISTORY MONTH THEY WENT WEST - PART II

Bernice Colvard, League Historian

Some of the LoDo mural figures, referred to last month, were well known. Such as:

Margaret Tobin Brown (1867-1932) is better known to us via stage and screen as the **Unsinkable Molly Brown** for the extraordinary feat of rowing a Titanic boat to safety (7½ hours). Brown was the only woman passenger to do that.

At age 18, she had followed her brother from Hannibal, Missouri, to the silver mines of Leadville, Colorado. There, she met and married James J. Brown, who became a wealthy mine owner. Later they moved to Denver where they bought a house and turned it into a Victorian showplace (open today as a museum). Sources disagree as to whether or not Brown was ever admitted into Denver society. She worked for women's suffrage, organized labor, and other social issues.

Not as well known, **Virginia Donaghe McClung** (1857-1931), raised in New York City and educated in Virginia, became a well known writer and in 1917 traveled west for health reasons. An assignment for the *New York Daily Graphic* led her to the prehistoric cliff dwellings we know as **Mesa Verde** (Spanish for "Green Table"). McClung's crusade to preserve these irreplaceable historic resources led to the Colorado Cliff Dwellings Asso. (CCDA), patterned after Ann Pamela Cunningham's Mt. Vernon's Ladies Asso. In 1906, Mesa Verde received official designation as a national park.

Mary Rippon (1850-1935), well-educated, was the first woman to teach at the University of Colorado (1878). She was also one of the nation's first woman professors. She taught for 31 years, eventually becoming head of the Dept. of Germanic Languages and Literature.

Rippon had secretly married a student and had a daughter in 1889. The couple never lived together and kept the relationship hidden to protect Rippon's position at the university (school contracts & policy generally prohibited married women from teaching).

Sources:

<<http://www.museumoftheamericanwest.org>>

Schlyer, Krista. "The Legacy of Virginia McClung." *National Parks*, winter 2006.

Sherr, Lynn and Kazickas, Jurate. *Susan B. Anthony Slept Here*. Random House, NY, 1994.



Ladybugs Invade Mall Museum

In the warmer months of summer, ladybugs—thousands of them at a time—are set free by the National Museum of the American Indian. Once released out of specially made storage bags, the ladybugs head straight to the tobacco plants planted in the crop lands section of the Museum's landscape, along the building's south side facing Maryland Avenue SW...

Aphids are a threat to the tobacco plants because they suck all of the juices out of them, thus damaging them. On the other hand, ladybugs, particularly the convergent ladybird beetle (red-orange in color) are good insects and serve to protect the tobacco plants by eating the aphids that would otherwise destroy them.

Releasing the ladybugs means they don't have to use pesticide. Last summer, ladybugs were released every three weeks, and the Museum conducted its fifth ladybug release on the Friday after Labor Day. It has been a source of great interest and delight, especially among young visitors to the Museum, so next summer keep your eyes open for the ladybug releases and bring the entire family!

Source: Smithsonian Nat. Museum of the American Indian 06/06.

Iced Tea: America's Favorite Summertime Drink

Tea has been known as a hot beverage, for about 5,000 years. In comparison, iced tea is a fairly new invention. Although most of us have been taught that it was invented by Richard Blechynden at the St. Louis World Fair in 1904, cold tea drinks have actually been around since the early 19th century. The summer of 1904 was terribly hot and no one was interested in trying the hot tea samples being distributed by the East Indian Pavilion. So Blechynden came up with the idea of pouring it over ice much to the delight of the parched fair goers.

As refrigeration became more prevalent, the consumption of iced tea grew. "Tea with Ice Blocks" is how it is referred to in, *Recipes prepared especially for the General Electric Refrigerator* published in 1928. So, you see, iced tea was not "invented" in 1904. It was only made popular at that time. Now, eighty percent of all tea consumed in the US is iced tea.

Source: "The Tea Lady" Newsletter, summer 2006.

National Women's History Quiz

1. Who was the first woman appointed to serve as a Supreme Court Justice?

- a. Geraldine Ferraro c. Sandra Day O'Connor
b. Ruth Bader Ginsberg d. Margaret Chase Smith

2. In 1920 the 19th Amendment became part of the Constitution and expanded democracy by guaranteeing women's right to vote. How long did it take for women to win the right to vote?

- a. 22 years c. 52 years
b. 12 years d. 72 years

3. Harriet Tubman was one of the major "conductors" on the Underground Railroad. Which of the following did she also accomplish?

- a. Was a nurse, spy and scout for the Union Army
b. Rescued over 300 enslaved people
c. Returned to the South 19 times
d. All of the above

4. In what year did the the National Women's History Project spearhead the movement for what became National Women's History Month?

- a. 1920 c. 1990
b. 1970 d. 1980

5. Who were the three First Ladies who attended the National Women's Convention at Houston in 1977 and worked for the passage of the Equal Rights Amendment?

- a. Jacqueline Kennedy Onassis, Pat Nixon, Nancy Reagan
b. Betty Ford, Pat Nixon, Nancy Reagan
c. Nancy Reagan, Betty Ford, Rosalyn Carter
d. Betty Ford, Rosalyn Carter, Lady Bird Johnson

6. Why was the month of March chosen to be National Women's History Month?

- a. Spring is a good time for new ideas
b. There are no specific national holidays during March
c. March 8th is International Women's Day, which was the initial focus
d. The Seneca Falls Women's Rights Convention was held in March

7. In what year did the Equal Credit Opportunity Act make discriminating against women illegal?

- a. 1920 b. 1950 c. 1974 d. 1985

8. August 26th is celebrated as Women's Equality Day to commemorate

a. The work of women during World War II

b. The flappers of the 1920's

c. The birth of the contemporary Women's Rights Movement

d. The anniversary of women in the United States winning the right to vote

9. Who was the first African-American woman to win an Olympic gold medal in track and field?

- a. Wilma Rudolph c. Florence Joyner
b. Jackie Joyner Kersey d. Alice Coachman

Answers:

	9. d. Alice Coachman
	in the US winning the first Women's Day
	Johnson.
	5. d. Betty Ford
	3. d. All of the above
	1. c. Sandra Day O'Connor
	8. d. The anniversary of women in the US winning the first Women's Day

Source: First appeared on LWVUS Listserve, from the Oakland Community College, 2003

Top Phone Fans

In some countries in the developed world, almost everyone owns a mobile phone. In four European nations, the cell phones actually outnumber the people. The countries with the most mobile-phone subscribers per 100 inhabitants:

- | | |
|-------------------|-------------|
| 1. Luxembourg | 120 per 100 |
| 2. Sweden | 108 per 100 |
| 3. Italy | 107 per 100 |
| 4. Czech Republic | 103 per 100 |

The countries with the fewest subscribers:

- | | |
|-----------|------------|
| 1. Turkey | 45 per 100 |
| 2. Poland | 57 per 100 |
| 3. U.S | 59 per 100 |
| 4. France | 68 per 100 |

Source: Organization for Economic Co-operation and Development survey of 28 nations. Intelligence Report, by Lyric Wallwork Winik. Parade Magazine, The Washington Post, 01/07/07.

Unit Meeting Locations - Topic: NCA Airport Update

Members and visitors may attend any meeting convenient for them. At print time the locations were correct, *please use phone numbers to verify sites and advise of your intent to attend.* Some meetings at restaurants need reservations.

Monday, March 12	Wednesday, March 14	Thursday, March 8
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1:30 pm Greenspring Vill. (GSV)
 Hunters Crossing Craft Room
 Spring Village Drive, Springfield
 Call Jane 703-569-0079 for info.

Tuesday, March 13

9:45 am Annandale/Barcroft (AB)
 Mason District Governmental Center
 6507 Columbia Pike, Annandale
 Call Emily 703-346-9684 for info.

12:30 pm McLean (McL)
 McLean Community Center, Rm # 2
 1234 Ingleside Ave., McLean
 Call Anne 703-448-6626 for info.

7:45 pm Vienna Evening (VE)
 1835 S. Boniface Street, Vienna
 Call Gail 703-281-1143 for info.

Left-Handed

Left-handed men who finished all four years of college earned, on average, a whopping 21% more than similarly educated right-handed men. Curiously, the researchers found no wage differential among left -and right-handed women. Famous Left-Handers: Ronald Reagan, Bill Clinton, Benjamin Franklin, H. Ross Perot, Mark Twain, Jimi Hendrix, Paul McCartney, Kurt Cobain, Cole Porter, M. C. Escher, Michelangelo, Charlie Chaplin, Marilyn Monroe, Keanu Reeves, Oprah Winfrey, Babe Ruth, Fidel Castro, Jay Leno, and Bart Simpson.

Source: Morin, Richard. Unconventional Wisdom, The Washington Post., 8/9/06.

9:00 am Pr. William Area (PWD)
 1st Floor Conference Room, City Hall
 9027 Center St., Manassas
 Call Sheila 703-492-4574 for info.

9:30 am Fairfax Station (FXS)
 7902 Bracksford Ct., Fairfax Station
 Call Lois 703-690-0908 for info.

9:30 am Hollin Hills Day (HHD)
 Mount Vernon District Gov. Center
 2511 Parkers Lane, Alexandria
 Call Gail 703-360-6561 for info.

9:30 am Vienna Day (VID)
 10022 Lochness Court, Vienna
 Call Bobby at 703-938-1486 for info.

12:00 Chantilly/Herndon (CHD)
 Sully District Governmental Center
 4900 Stonecroft Blvd., Centerville
 Call Olga 703-815-1897 for info.

6:15 pm Dinner Unit (DU)
 Yen Cheng Rest. Main Street Center
 9992 Main Street, Fairfax
 Call Pier 703-256-1019 for info.

7:30 pm Pr. William Area (PWE)
 Great American Buffet Company
 8365 Sudley Road, Manassas
 Come at 7.00 pm for dinner.
 Call Sheila 703-492-4574 for info.

7:30 pm Reston Evening (RE)
 Reston Museum, 1639 Washington Plaza, Lake Anne Village Center
 Call Therese 703-471-6364 for info.



9:00 am Reston Day (RD)
 11908 Paradise Lane, Herndon
 Call Sharleen 703-620-3593 for info.

9:15 am Fairfax City Day (FXD)
 5204 Wilson Woods Court, Fairfax
 Call Jeanne 703-591-4580 for info.

9:30 am Springfield (SPF)
 Packard Center (Lg. Conf. Rm.)
 4026 Hummer Rd, Annandale
 Call Nancy 703-256-6570 or Peg 703-256-9420 for info.

7:45 pm Hollin Hills Eve. (HHE)
 8305 Brewster Road, Alexandria
 Call Jane 703-780-1773 for info.

April Unit Meetings Topic

Concurrence on "Sleep"

(Later start time for High Schools)



The League of Women Voters of the Fairfax Area (LWVFA)
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March, 2007**

**Sherry Zachry, President
Lavinia S. Voss, Editor**

The League of Women Voters is a nonpartisan political organization that encourages the public to play an informed and active role in government. At the local, state, regional and national levels, the League works to influence public policy through education and advocacy. Any citizen of voting age, male or female, may become a member.

-----fill-in all information and cut-off -----



LWVFA MEMBERSHIP APPLICATION

Current member dues thru **June 30, 2007**. Check all that apply:
Individual \$50 ____ Household (2 persons-1 *Bulletin*) \$75 ____ Advocate Member \$100 ____ New ____ Renewal ____
Reinstate ____ Donation ____ Subsidy ____ *We value membership—a subsidy fund is available, to use it, ✓ subsidy line and include whatever you can afford.* Student ____ Coll. Attending ____ Enrolled full/part-time student-half individual dues. Dues are **not** tax deductible. Tax deductible donations must be on a separate check made payable to LWVFA Ed. Fund.

Please Print Clearly!

Name _____ Unit _____

Address _____

City _____ State _____ Zip + 4 _____

Phone (H) _____ (W) _____ E-Mail _____

Please mail your check and completed application to: LWVFA 4026 Hummer Rd. Suite 214, Annandale, VA 22003-2403

Thank you for checking off your interests:

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Fx. Cnty Govt. | <input type="checkbox"/> Voting Procedures | <input type="checkbox"/> Health Care | <input type="checkbox"/> Schools |
| <input type="checkbox"/> Fiscal | <input type="checkbox"/> Environmental Quality | <input type="checkbox"/> Human Services | <input type="checkbox"/> Other (write-in below) |
| <input type="checkbox"/> Public Libraries | <input type="checkbox"/> Land Use Planning | <input type="checkbox"/> Judicial Systems | |
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Water | <input type="checkbox"/> Juvenile Problems | |