



September 16, 2020

To: Fairfax County Planning Commission  
1200 Government Center Parkway, Suite 552  
Fairfax, VA 22035

RE: Stonebrook PCA 78-S-063-08, RZ/FDP 2019-SU-005

Dear Chairman Murphy & Planning Commission Members,

The Committee for Dulles (CFD), which is comprised of over 70 business, airlines, individuals, and non-profits, CFD was established in 1966 and is the oldest standing organization promoting the growth of operations at Washington Dulles International Airport. On behalf of CFD, I'm sending this letter to inform you that CFD is in full support of the letter sent to you by Michael J. Cooper, the State & Local Government Affairs Manager for the Metropolitan Washington Airports Authority (MWAA), dated September 16, 2020.

In our support of the region's growing international airport, we have a long history of opposing noise sensitive uses being constructed in areas that are significantly impacted by flight operations. IAD currently offers 24-hour operations and can handle the world's largest aircraft with no nighttime flight operational restrictions. Traditionally, both Fairfax and Loudoun Counties worked with MWAA to ensure that noise sensitive development does not encroached in these areas to avoid conflict that so often leads to flight restrictions at other airports around the world.

In an email dated June 5, to the Fairfax Board of Supervisors by one of our members, Paul Pukkli, Paul wrote in part the following paragraph.

*"I have lived in northern Virginia since 1995 and work in Fairfax County just south of Route 50 and directly in line with the west parallel runway at IAD. I am a frequent user of IAD and fly out of our airport on a weekly basis. IAD is a vitally important transportation and economic asset to me, but more importantly, to the entire northern Virginia region. Over the years, I have admired the strong working relationship between the Metropolitan Washington Airports Authority (MWAA), Fairfax County, and Loudoun County in working together to control development in proximity to IAD in order to minimize noise impacts on the residents of both Counties. It is truly rare to see this type of cooperation in other communities around the country. I have always used the MWAA/Fairfax/Loudoun partnership as the model that other regions should consider when doing land use planning and making development decisions in the environs of their airport."*

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The Stonebrook application of 134 new residential units are proposed to be built in the currently recognized 65-70 LDN, an area that the FAA recommends no new residential construction. Inviting people to live in housing directly under the flightpath of a major growing 24-hour operational international airport with aircraft around 950 feet overhead is not wise or sound planning. Yet, that what this application proposes to do.

Don't be fooled by the current slowdown of operations due to the pandemic. Dulles will bounce back and it will see increased operations well into the future. This will only mean that these proposed residential units, if allowed to be built, will be impacted by increases in noise disturbances. This proposed location for housing is not at all a suitable location in which to invite adults and children to live. They will not be able to enjoy their yards, their optional rooftop decks, their community play areas, their sidewalks and/or trails. All this proposal does is to setup future conflict between this community and the airport.

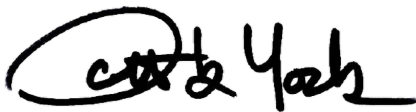
CFD highly recommends that you just say NO to this proposal. Say NO to housing in the 65-70 LDN noise contour. Say NO to having houses directly under the arriving aircraft that are flying straight over this location at 950 feet. Say NO to Stonebrook to protect those potential future residents from frequent high levels of aircraft noise! Say NO to Stonebrook to protect the airport.

IAD's future growth needs to be assured without the threat of any pressure for nighttime restrictions because we failed to make the right land use planning decisions. Let us not jeopardized this regional global air transportation hub by locating noise sensitive uses such as the Stonebrook proposal, within the 65 LDN noise contours, areas the FAA deems as "Highly Annoyable."

Please recommend denial of the Stonebrook application.

Thank you for your consideration of this matter. Please do not hesitate to contact me if I can help address any questions or provide further information regarding this letter.

Sincerely,

A handwritten signature in black ink that reads "Scott K. York". The signature is written in a cursive style with a large, looping initial "S".

Scott K. York  
Interim Executive Director  
[scottyork@committeefordulles.org](mailto:scottyork@committeefordulles.org)