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COMMONWEALTH OF VIRGINIA
DEPARTMENT OF AVIATION
5702 Gulfstream Road
Richmond, Virginia 23250-2400

VIRGINIA AVIATION BOARD MEETING

STONEWALL JACKSON HOTEL AND CONFERENCE CENTER
24 South Market Street
Staunton, Virginia 24401

9:00 A.M.

CRANE-SNEAD & ASSOCIATES, INC.
4914 Fitzhugh Avenue - Suite 203
Richmond, Virginia 23230
Tel. No. (804) 355-4335

1 VAB Attendees on April 25, 2007:
2 MR. ROGER L. OBERNDORF, Chairman
3 MS. MARIANNE RADCLIFF, Vice Chairman
4 MR. RANDALL P. BURDETTE, Director,
5 Department of Aviation
6 MR. TERRY J. PAGE, Manager FAA, WADO
7 MR. BOB DIX, Region 1
8 MR. RICHARD C. FRANKLIN, JR., Region 6
9 MR. ALAN L. WAGNER, Region 7
10 MR. BITTLE W. PORTERFIELD, Region
11 MR. WILLIAM J. KEHOE, Region 5
12 MR. JOHN J. BEALL, JR.
13 Senior Assistant Attorney General
14 DOAV Staff, Federal Government Representatives, Airport
15 Managers and Sponsors, Consultants, Engineers, State
16 Government Representatives, Business Owners, and City
17 and County Representatives
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1	TABLE OF CONTENTS	
2	Call to Order	4
3	Roger Oberndorf, Chairman	
4	Review and approve minutes	4
5	Reports/Announcements:	
6	a. DOAV Report	4
7	Report by Randall Burdette, DOAV	
8	b. FAA Report	26
9	Report by Terry Page, FAA	
10	c. VAOC Report	32
11	Report by Greg Campbell, VAOC	
12	Old Business	36
13	New Business:	
14	a. Tentative Allocations from the	
15	Commonwealth Airport Fund	40
16	Report by Mike Swain	
17	Public Comments and Questions	49
18	Roger Oberndorf, Chairman	
19	Board Member Comments and Reports	49
20	Adjourn Meeting	50
21		
22		
23		
24		
25		

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2 MR. OBERNDORF: I call the regular meeting of the
3 Virginia Aviation Board to order.

4

Do I hear a motion on the Minutes?

5

MR. DIX: Move approval, Mr. Chairman.

6

MR. PORTERFIELD: Second, Mr. Chairman.

7

MR. OBERNDORF: All in favor?

8

BOARD MEMBERS: Aye.

9

MR. OBERNDORF: Opposed?

10

NOTE: No opposition voiced.

11

MR. OBERNDORF: The ayes have it.

12

13

We are ready for the Department of
Aviation report. Randy.

14

15

MR. BURDETTE: Thank you, Mr. Chairman. Finally
flying weather is back. Welcome to spring.

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Our vision as we've continued the work
with the multi-way system. Looking through this hard work
possible. Three-phase mission: Events, aviation systems,
safety and security and economic development, you see a lot of
information data on the economic development side as far as
the reauthorization. Promote aviation awareness and
education, provide executive flight services for the
Commonwealth leadership. As we mentioned earlier, sent out
the news to you, it's good news, we got two aircraft, Beech --
coming into the fleet. The Board is bringing

1 them on board. I think they will really enjoy the increased
2 comfort and ride. We have eleven-passenger capability.

3 Aviation safety statistics. Since
4 we last met we have had four accidents. I will tell you
5 a little bit of detail about that. We are not surprised
6 to see the trend here, the trend this time of year, we start
7 seeing an increase as people start breaking out their aircraft
8 and begin the spring flying. We hoped to see fewer, but
9 that's the way it is right now.

10 Classification. Single-engine land were
11 the most recent accidents we will talk about in
12 detail in a moment. We looked at the printouts, 2005, we
13 saw basically single engine were predominant, but 2005
14 had a low rate of only 13 accidents. Before, 2006 was a
15 significantly bad year for us. As a whole, we had
16 twenty-five accidents, most of them focused on single-
17 engine land, including experimental there.

18 This year so far we have had five
19 single-engineland, one earth craft. These are the
20 aircrafts that are involved in the accident incidents.
21 We have discussed January and February at the last
22 meeting. Since our last meeting, we have had a
23 helicopter struck power lines while checking a gas line,
24 a 172 veered off the runway, struck a sign, minor pilot
25 injuries, a Beech Sundowner, aircraft bounced on landing,

1 applied brakes, departed runway, came to rest upright.
2 Unfortunately this month we have had a pilot reported a
3 medical emergency resulting in two fatalities. That was going
4 into Danville, wasn't it, Mike? I believe it was going into
5 Danville. The pilot crashed about a mile short of the runway.

6 MR. PORTERFIELD: The pilot is the one that had
7 the medical emergency?

8 MR. BURDETTE: That's the inference we have right
9 now. We don't have NTSB. The pilot incurred medical
10 emergency. That's really all we have right now. The
11 crash was about a mile short of the runway. We are
12 assuming that it was a pilot issue.

13 Looking at the location of the
14 accidents, we had two down in Danville in 2007. So
15 looking at the spread, we really don't have a pattern
16 that says we have an area that either has a navigational
17 or congestion area issue.

18 Injuries and fatalities for 2007, we
19 have had three with no injuries, and then we have had
20 one minor injury, one serious, and one accident with two
21 fatalities.

22 The weather, as we commonly see, time
23 and time again, is really not a factor, these are VFR
24 accidents, we don't see an IFR one at all so far in 2007.
25

1 Pilots' residency, we looked to see if
2 there is something that we can help do with our pilots
3 internally. The accidents we have seen to date, we have
4 four of them out-of-state pilots, two of them are in-
5 state Virginia residents. For 2007 we haven't gotten
6 any NTSB reports back that says this is the result and
7 this is the cause of the accidents. We don't have any
8 information to share with you today. As soon as those
9 are posted, we will see where they are. But historically,
10 the landing phase is always the most dangerous, it is
11 the most tired part of the flight. It is one of the
12 critical parts of the flight. We expect to see that trend
13 continue.

14 How does Virginia compare with the U.S.?
15 We are trying to monitor to see how we are doing across
16 the board. This year, starting off seeing 2005, we had
17 a very good point, less than 1 percent, 2006 was bad for
18 us at 1.9 percent. And this year so far, early in the
19 season, we are at 2.3 percent of the national total.
20 Six accidents, we're up to 259. When we compare with
21 the latest data we were able to get from FAA, 2005 data,
22 we had about 3 percent of the aircraft in the U.S. We
23 had about 3 percent, little over 3 percent of the hours
24 flown 2005, saying 2.3 percent could be relevant, but
25 it's never what we want. We want to always try to go

1 lower than that.

2 Virginia Aviation Safety Week is coming up. John
3 Nance will be our special guest speaker for the program. We
4 will be traveling four days next week going to the National
5 Airspace Museum, Virginia Aviation Museum, Air and Space
6 Center and the Air Transportation Museum. What we will be
7 doing at those meetings, John Nance will go over, talk about
8 resource management, talk about the various accidents we've
9 had, talk about how Resource Management might assist. We will
10 also bring the people that attend up to our safety statistics
11 and ask for their assistance and also give them a brief
12 overview on what has happened on reauthorization.

13 I would like to invite anybody, many of
14 the board members attending I will see you at some of these,
15 and let you know in advance I will be glad to meet with you.
16 The resources --- has just been raised to the Air Safety
17 Foundation and all reported at the active Web site
18 Landings.com, NTSB reports, the State Police accident reports.

19 You might recognize development we feel the
20 FAA reauthorization is probably one of the most significant
21 acts to come before us in recent history. Yesterday you heard
22 from the FAA on their position on the reauthorization act.
23 You heard from me on our analysis of the act and how they
24 impact Virginia as a whole.

25 Today I have asked Henry, we call him

1 Henry O., as many of you know, he is President of the
2 National Association of State Aviation Officials, to join
3 us give you a perspective on what is going on on the
4 Hill, and what is going on in the House, what is going
5 on in the Senate and the House, and things that are
6 happening. Henry just came from last night briefing the
7 Lieutenant Governors' Association, so if you would help
8 me welcome Henrico O. to the podium, please.

9 (Applause). Henry Ogrodzinski.

10 MR. OGRODZINSKI: Thank you very much,
11 Mr. Burdette, Mr. Chairman, ladies and gentlemen. It is
12 a pleasure to be before the Board again. I sincerely
13 appreciate your invitation.

14 As Mr. Burdette mentioned, I was
15 briefing the National Governor's Association yesterday
16 afternoon, and the presentation that I am passing out
17 now to the members of the Board and others was the back-
18 up material that I provided NGA yesterday. For those of
19 you, if we run out of copies, if anyone would like
20 additional copies, just give me your e-mail address and I
21 will e-mail the entire package to you.

22 One of the things that you need to know
23 about, for those of you who may not be familiar with the
24 NASAO, is that NASAO has been around for seventy-six years.
25 NASAO was invented by the states, because the states

1 did not feel that the federal government was adequately
2 involved in aviation, and believed that aviation clearly
3 was the wave of future transportation. So, we have been
4 around for a long time. You, on this Board, have been
5 instrumental in the economic development of aviation
6 here in the Commonwealth. And there are bodies like you
7 across the nation. I report to fifty-two people,
8 including Randy Burdette, the State Aviation Directors
9 of Aviation in all fifty state, Guam and Puerto Rico.
10 So what I am about to share with you is a consensus of those
11 states' views and how we view this bill, and how we
12 have been working with folks on the Hill. Randy has
13 briefed me on the views of the Commonwealth, which are
14 substantially similar to NASAO's. In some cases there
15 are slight divergences because, of course, the NASAO
16 paper must be based entirely on consensus so that we can
17 speak with one voice before Congress as NASAO. And,
18 of course, the Commonwealth has its own voice. So we
19 very often find ourselves working in parallel, never
20 against each other.

21 But the first page in that hand-out is
22 just some background on NASAO.

23 The second page, very important, is our
24 2007 National Legislative Agenda. As a member of the
25 Board of Directors of NASAO, Randy Burdette worked on

1 this with the NASAO legislative committee, and this paper
2 has been on the street for over a year now. It
3 was re-endorsed this January, and re-endorsed this
4 March; but I hasten to say that it has been on the
5 street for over a year, because we wanted to make sure
6 that the administration and its endeavors to put
7 together an aviation bill were on the right track.
8 Unfortunately, they diverged greatly from what the
9 states believe are most important to any
10 re-authorization bill.

11 There are thirteen points here that the
12 states collectively believe must be included in any
13 re-authorization program. And unfortunately, the
14 administration has either not gone far enough on some of
15 these points, or has totally ignored most of those
16 points. Since you have that before you, I am not going
17 to read all of those to you. But let me just mention
18 also that NASAO has testified before the House
19 Aviation Subcommittee, and we testified that the
20 President's bill was not in the public interest. We
21 reviewed it. We looked at all the detail. You saw a
22 briefing yesterday from Mr. Burdette which pointed out
23 many of the features of the bill, which is clearly not
24 in the public interest; so that was NASAO's view
25 before Congress a few weeks ago. And I've included the

1 testimony of Travis Balien of Colorado, who is Randy's
2 counter-part in the state of Colorado, and this year the
3 Chairman of NASAO.

4 If I may, I just want to highlight a
5 couple of minor things, well, not minor, but some things
6 we put together in the testimony that we think is
7 extraordinarily important. Although NASAO opposes
8 this bill, we, we are part of the group that is working
9 to modernize the Air Traffic Organization. I serve on
10 the Institute Management Council of the JPDO, the Joint
11 Program and Development Office. The states collectively
12 want to see the Air Traffic Organization modernized, and
13 in fact, we think modernization is too timid a word; we
14 think transformation is necessary. We are very much
15 involved with ADSB. We are very much involved with all
16 the programs that we need in order to prepare this nation
17 for a three-time growth in passenger traffic for the
18 airlines by 2025. So we are very active in this.
19 Unfortunately, the President's bill, although it talks
20 about reform, although it talks about next gen, has
21 nothing to do with it. It is simply a bill that
22 transfers costs from some users to other users.

23 The President's bill does not go far
24 enough in AIP. The Airport Improvement Program is
25 extraordinarily important to the Commonwealth and to all

1 states across the nation. This year, if we were not
2 working under a continuing resolution, we would have
3 3.7 billion dollars in AIP for all of the states.
4 Unfortunately, what the President is proposing for next
5 year is only 2.7 billion dollars. NASAO strongly
6 recommends 3.8 for next year, and growing by one hundred
7 million dollars for each succeeding year of the
8 reauthorization. In that, we are very close to what
9 the General Aviation Associations are saying, and very
10 close to what the Airport Association, such as Triple A,
11 E and ACI are saying. We do put these analyses
12 together, independently, representing our own interests.
13 In my case the interests of the states and the states'
14 constituents. But it's remarkable that most of the
15 other organizations in Washington that work on aviation
16 issues and NASAO are so close together on so many
17 facets of this bill.

18 Because so many states operate large
19 airports, like BWI and Honolulu International, we do have
20 some experience in large airport operation, and we think the
21 President's bill goes in the right direction by
22 increasing PFC's, but just doesn't go far enough. We
23 believe the number that should be targeted is \$7.50,
24 and there ought to be additional flexibility for those big
25 airports, because then they are not using the AIP money that

1 our smaller airports can use across the nation.

2 Unfortunately, and I know Ben DeLeon of
3 FAA was here yesterday; unfortunately, the non-primary
4 grant, non-primary entitlement has become a bone of
5 contention in this bill for a lot of us. By the way,
6 one thing I want to stress, and I have stressed every
7 time I have talked about this bill, is that there is no
8 rift between NASAO, the states and FAA. I see Mr.
9 Page here at the front table, we work with FAA every day
10 of our lives, both at the Washington level and here in
11 the Commonwealth, in the capitol and at each individual
12 airport, every airman and every FAA employee interact
13 in some fashion. I mean no criticism of FAA in any way;
14 I am, however, highly critical of this bill, which is not
15 in the public interest. This bill was not written by
16 FAA; it was written by political entities.

17 The NPE's, the Non-Primary Entitlements,
18 as Randy explained yesterday, there will be four
19 categories, the largest category getting \$400,000, the
20 smallest category getting zero. The states,
21 collectively, disagree with this. I have been working
22 with FAA, and I met with them most recently two
23 weeks ago at 800 Independence Avenue in the Airports
24 Office talking about how we might modify this part of
25 the proposal so that it can work better for the states.

1 They are currently, FAA is currently running some
2 calculations for me. I have asked them for technical
3 assistance in examining the NPE program, and where we,
4 the states, might find a way to make it appropriate for
5 all of us within the parameters set up by the
6 administration. I'm meeting again with FAA this
7 afternoon at 2:00 P.M. to go over those numbers, because
8 I think we may be able to, we the states may be able to
9 find a way to make some modifications with folks on the
10 Hill, to talk about how we might improve the
11 administration's proposal.

12 One of the things that we do support
13 about the Administration's proposal, is the \$300,000,000
14 floor under state apportionment. We must not let state
15 apportionment fall any further. We must protect that.
16 And we are very strong in our support of that, and in
17 fact, in our meeting today with FAA, in my meeting today
18 with FAA I will be talking about how we may be able to
19 put more money into state apportionment for every state,
20 rather than seeing that eroded.

21 We are very disappointed, because as
22 you know, many states are EAS states, Essential Air
23 Service states. NASAO has recommended, for over a
24 year, that EAS be funded at \$127,000,000 at a minimum. That
25 is the minimum that we need for the Essential Air Service

1 program.

2 This bill would cut EAS to
3 \$50,000,000 and take sixty rural communities that have
4 no other access to the Air Transportation network out of
5 the program. We do not believe that is in the public
6 interest.

7 One of the things that puzzles me and
8 NASAO is this constant drive to change the funding
9 system. The administration wants to change the funding
10 system. The airlines want to change the funding
11 system, and yet, Dr. Gerald Billingham of the GAO says
12 there is no reason to change the system, it works just
13 fine. Inspector General Calvin Scoble of DOT says the
14 system works just fine, we don't have to change it. DOT
15 Inspector, retired DOT Inspector General Ken Meade says
16 the system works just fine, we don't have to change it.
17 And last September the Acting Director of the
18 Congressional Budget Office said, if we don't touch the
19 system, we will have nineteen billion dollars in an
20 uncommitted balance in the Trust Fund by 2010.

21 And so changing the system is not in
22 the best interest of the public, it's not in the best
23 interest of the aviation community.

24 We have had, as you know, a general
25 fund contribution of a certain level over the years.

1 Historically it has approached as much as 25 percent of
2 the AIP budget has come from the general fund.
3 Unfortunately, this administration would cap the general
4 fund contribution at 19 percent, which is completely, it
5 is incredible that they would cap it at 19 percent,
6 because every American, as you well know, benefits from
7 the entire transportation system. Whether they fly or
8 not, whether they get FedEx packages or not, they benefit
9 from the system. And so every American needs to
10 contribute to the system, and that's why NASAO is
11 advocating a 30 percent general fund sharing.

12 We think, collectively, as the states,
13 that the administration is seeking to throw away thirty
14 years of wise governance of FAA and AIP for a system that
15 is unproven, and frankly, unnecessary. It will, in our
16 view, cripple general aviation. Increasing that tax by
17 300 percent is going to drive down the number of hours
18 flown both by business and private pilots; that means
19 that Board that Randy told you about yesterday, is going
20 to have to meet again and decide to spin up the taxes
21 one more time, which means fewer people will fly.

22 Now one of the fragile parts of this
23 bill is that this bill would take about thirteen cents
24 from that fuel tax, and the international departure and
25 arrival tax, and that's what AIP would be based on. The

1 Airport Improvement Program for the entire nation would
2 be based upon that. So what happens if we start flying
3 fewer hours? The number of dollars goes down. The
4 number of dollars available to our nation's airports
5 goes down. What if there is another SARS scare and
6 international travel stops? What, heaven forbid,
7 happens if there is a genuine pandemic and international
8 travel stops? Our airport programs also stop in that
9 case. That, clearly, is not in the public interest.

10 Speaking of the public interest, one
11 thing we must have taken out of this bill, is the fact
12 that Randy told you yesterday about this Board. Now
13 this Board has a number of people with fiduciary
14 interests, apparently those people who are going to
15 lend FAA five billion dollars in this program, so FAA
16 will be beholden to them, and then there are the airlines
17 interests and a number of other people. In this Board,
18 they will make a recommendation to the FAA administrator,
19 she will become the appropriator, not Congress, and the
20 decision of the secretary is final. This is the thing
21 that is definitely not in the public interest. The
22 decision of the secretary is final regarding fees and
23 taxes, regarding safety, regarding - I mean, the Board is
24 in charge of safety. In spite of what the
25 administration will tell you, it says in the bill that

1 they are in charge of safety, the Board, this new Board
2 of Directors of FAA. And none of their decisions can be
3 reviewed by the judiciary.

4 There are two prohibitions in this bill
5 that prohibit judiciary review of these decisions.
6 That, clearly, is not in the public interest, and that's
7 why the states collectively must oppose this bill.

8 The 7.5 percent ticket tax works very
9 well. I know the airlines and the administration will
10 say, oh-h-h, you know, that's a lot of money, it
11 doesn't match, it's not quite right. Well, if it's not
12 quite right, we can fix it. But, I have never heard an
13 airline passenger complain about 7.5 percent of their
14 ticket tax going to the system. And the airlines, of
15 course, think it's their money, and as we all know,
16 passengers pay taxes, not airlines.

17 The administrator has said repeatedly
18 that if anyone has a better idea than this, show me.
19 Before Congress we said vision one hundred works very,
20 very well. Vision one hundred has provided us the best
21 funding for our aviation system in the history of
22 aviation. Let us take vision one hundred, let us take
23 the NASAO thirteen points, let us even take some of the
24 existing bill like the three hundred million dollar
25 floor under state apportionment, and go back to Congress

1 and work on a new bill, and discard this one entirely.

2 Now Randy asked me to mention a little
3 bit about what is going on in Congress right now. On
4 the House side and the Senate side, they are preparing
5 their own versions of this bill. They have been doing
6 this ever since the Easter break. Unusually, many
7 staffers stayed in Washington during the spring break,
8 while their members went back to the district, and they
9 the end of May, we will see some new products, and I
10 believe there will be a second round of hearings on
11 those products. So there is a good probability that we
12 will be able to have a bill to vote on before the
13 September 30th elapse of the taxes and authorization of
14 the current bill. However, NASAO is very concerned.
15 You saw an article from the Associated Press two week
16 ends ago. It came out of San Francisco. I talked to
17 that writer for two-and-a-half hours over two days,
18 telling him about the importance of general aviation
19 to our rural communities, talking about emergency air
20 evacuation, talking about angel flight. I wasn't
21 quoted.

22 Yes, sir.

23 MR. BURDETTE: Henry, maybe some of the Board members
24 and some of the others didn't see the article, could you
25 paraphrase the article you are referring to?

1 MR. OGRODZINSKI: Thank you very much, Mr.
2 Burdette. The article basically said general aviation
3 is subsidized by commercial aviation, and that smaller
4 airports that do not have commercial traffic are being
5 subsidized by the airlines. And clearly it was an
6 airline generated article. It appeared in nine hundred
7 newspapers across the country. For the past forty-eight
8 hours or so I have been furiously writing letters to the
9 editors of those newspapers saying, no, that was not
10 true. Here are some facts for you. But that is clearly
11 a concerted attack on those who are saying that this
12 bill does not answer the mail.

13 Now I am very concerned, the President
14 of the airport, of the Aircraft Owners and Pilots
15 Association, Phil Boyer, is very concerned, and the
16 President of the NBAA, the National Business Aviation
17 Association, Ed Boleman, is very concerned. We are so
18 concerned about this very well-funded attack, that we
19 feel it cannot go unanswered, and we have been -- We are
20 the founding members of a new coalition, a new alliance.
21 It's called the Alliance for Aviation Across America.
22 We just kicked it off two weeks ago, because we need to
23 make sure that average Americans, and especially opinion
24 leaders across the country, who do not understand
25 aviation but who are political leaders and opinion leaders

1 understand that there is another story out there, not
2 just the propaganda being spread by the administration
3 and the airlines. So we put together this Alliance. I
4 was at a press conference two weeks ago. I was one of
5 the folks who spoke, along with a mayor from West
6 Virginia whose community would be devastated if they
7 lost their General Aviation Service. I spoke with the
8 President of the League of Rural Voters. I spoke with
9 the President of the Air Care Alliance, which is the
10 group that includes Angel Flight America. So there is a
11 big group out here that is now coming together to
12 oppose this bill, because we believe it is absolutely
13 necessary. There is just too much misinformation out
14 there. I saw that Randy grabbed his computer and is furiously
15 trying to do something with that --

16 MR. BURDETTE: I'm bringing up the Web site for
17 you.

18 MR. OGRODZINSKI: He's bringing up the Web site
19 for us. If nothing else, from this presentation, if you
20 have an opportunity, go to AviationAcrossAmerica.org.
21 It's all one word. AviationAcrossAmerica.org. And you
22 will see a Web site there where you can join the
23 Aviation Alliance. You will see a Web site where you
24 can send a letter to your member of Congress. You will
25 see facts and figures there to bolster the argument of

1 those who say that this bill is not in the public
2 interest, and facts and figures that will bolster the
3 argument of those of us who want to preserve America's
4 entire network of airports. And, by the way,
5 someone at NGA asked me yesterday do I hate the
6 airlines? No, I don't hate the airlines. I fly the
7 airlines several times a month. I think almost
8 everybody in this room flies the airlines. But, they
9 are attacking a large component of the entire system,
10 and that's what we have. We put it together that way
11 intentionally, it's a system, it's a National Aviation
12 Transportation System. And you just can't chop off a couple
13 of arms and a leg and say well, the airlines don't serve
14 that gang, and they don't need to be funded. So, no,
15 I'm not anti-airlines, but I'm definitely against their
16 views on these issues.

17 If I may, Mr. Chairman, I will be happy
18 to answer any questions, or deal with any tomatoes or
19 rotten eggs.

20 MR. OBERNDORF: Do we have any questions from
21 the Board or the audience?

22 MR. FRANKLIN: What's the scuttlebutt about what the
23 leaders, the committees, charged with this work have said
24 about some of the key provisions?

25 MR. OGRODZINSKI: First of all, thank you very

1 much. First of all, in the House, I see almost
2 universal opposition to the many, many of those key
3 provisions we are talking about. Chairman Oberstar said
4 a couple of weeks ago, that we ought to give this bill a
5 decent burial. The Chairman of the House Aviation
6 Subcommittee, Mr. Costello, said that, when the
7 Administrator was testifying before him,
8 subsequently, he said you are defending the
9 indefensible. So there are many people in the House who
10 are strongly opposed to most of the provisions in this
11 bill, especially the most onerous ones, the prohibition
12 and judicial review and things of that nature. However,
13 in the Senate--I wish I had a better word--but one of
14 the words we use on the Hill is squishy. We've got a lot
15 of squishy people up there. People who told me last
16 year they were going to oppose user fees, are telling me
17 this year everything is on the table. Both Democrats
18 and Republicans are saying well, we may have to consider
19 additional fees to raise more money. I keep telling
20 them, GAO says you don't need more money. CBO says you
21 don't need more money, so why do you need to raise more
22 money? A good friend of mine, a senior staff member on
23 the Republican side said, just a week ago, we need to
24 raise a billion dollars more. I still don't understand
25 why. I keep pursuing that. I try to make sure that

1 they understand the arithmetic of the problem.

2 And this is a Web site of the Alliance
3 for Aviation Across America. The Web site itself is
4 AviationAcrossAmerica.org.

5 MR. BURDETTE: Henry, does the bullet --

6 UNIDENTIFIED: Randy, maybe you can put that
7 bullet right there. I will have to send a letter.

8 MR. BURDETTE: Does that go to Oberstar?

9 MR. OGRODZINSKI: Yes. Or send a letter to
10 Congress.

11 NOTE: Conferring about placement of screen.

12 MR. OGRODZINSKI: Every one of you in this room
13 is eligible to join the Alliance. And on behalf of NASAO,
14 I encourage each and every one of you to join the
15 Alliance. There is no cost. There is nothing there
16 that says, you know, you are an opponent of this or
17 that; only that you are an opponent of user fees. No
18 user fees. And it would be very helpful to have your
19 name up there along with the thousands of names. By the
20 way, we started out with five hundred people. And I
21 think we are over five thousand now. So the Alliance is
22 growing. And that's very important.

23 Any other questions, please?

24 Mr. Chairman, Mr. Burdette,
25 apparently --

1 MR. BURDETTE: Well done. Thank you.

2 MR. OGRDZINSKI: Thank you very much. I
3 appreciate your time, and again it is an honor to appear
4 here again. I appreciate your patience. (Applause)

5 MR. BURDETTE: Mr. Chairman, that concludes the
6 Department of Aviation Report.

7 MR. OBERNDORF: Thank you very much. Next is
8 the FAA Report, Terry Page.

9 MR. PAGE: Mr. Chairman, members of the Board, I
10 wish we had a little bit more enthusiasm for you.
11 (Laughter)

12 Ladies and gentlemen, I have a short
13 list of items I would like to bring before the Board,
14 and also the audience today.

15 First, the newest engineer in our
16 office. Our newest project engineer is with us today.
17 I would like to introduce him to the Board. Wayne Switzer.
18 Wayne, stand up and take a bow. Wayne comes to us --
19 (Applause) Wayne is our engineer that comes to us from
20 MWA, formerly of the Metropolitan Washington Airports
21 Authority. He was an engineer on staff there for quite a
22 few years. He has good airport experience. He's
23 learning to work with smaller airports in MWA,
24 obviously. And his area of responsibility is the
25 Tidewater of Virginia and up the Eastern Shore. He will

1 be handling the airports in that area for our office. We
2 are pleased to have Wayne on board.

3 Also today we have Valerie Cook with
4 us. Valerie has been with us to the VAOC meeting and
5 also here for the Board today. So, say hi to
6 Valerie. (Applause) Valerie is with FAA in Air
7 Traffic Organization. She is in an executive training
8 program. Executive management training programs. She
9 wanted to see how this part of FAA works. How we work
10 with the states, how we work with the airport sponsors.
11 So she came down to attend the VAOC meeting and the
12 Board meeting today, to see how this relationship works.
13 We are pleased to have her, also.

14 On my list of technical items, just
15 to note that this year we close out grants always that are
16 four years old. So any sponsors that have grants
17 that were issued in 2003, we will be closing out by
18 mid-July time frame, recovering those funds to use
19 on other grants this year. That will be a deadline
20 for our sponsors, mid-July to get the final
21 documentation on any of those older grants. I think we
22 have about fifteen, overall, in Virginia that need to be
23 closed out, get the final documentation in, and there
24 is nothing really that difficult. It is all moving
25 along fairly quickly. Usually, the toughest grants are land

1 acquisition projects to close out, get the final land
2 documentation in. That's on the oldest grants.

3 There is on the new grants, grants for this
4 year. The deadline was published in the Federal
5 Register of May 1st to notify FAA if an airport is going to
6 use its entitlement money, its federal entitlements, either
7 non-primary entitlements or air carrier entitlements.
8 That doesn't mean they have to have a grant application
9 to us, but they do need to let us know if they are going
10 to use those entitlements; otherwise, we turn them
11 back in and it becomes discretionary money, and can be
12 used for other airports. We do need to know if an
13 airport is not going to use those funds by May 1st.

14 We have good news on this year's
15 program. This year's Federal grant program, before I
16 left the office, I ran a printout to see how far into
17 the program we are. A normal year in Virginia is about
18 \$80,000,000 in grants for airport development. Order of
19 magnitude. Goes up as high as a hundred, a hundred and five
20 million dollars some years, some years it has been down
21 to as low as sixty million dollars; depending on what
22 projects, what needs we have. This year we have already
23 put into the system for release through the Congressional
24 process over sixty million dollars as of now. It will
25 be a healthy year, I believe. That includes projects

1 such as the new runway at Dulles, 26 million dollars
2 there; taxiway renovations in Roanoke, over 16 million
3 dollars there. Some noise mitigation in Roanoke also for 2
4 million dollars. The Chesterfield runway
5 rehabilitation, Danville land acquisition, the Lynchburg
6 runway extension rehabilitation projects; and as we saw
7 yesterday, the Tappahannock project, the last phase of that,
8 the apron construction for the new Tappahannock airport.
9 All of these are in there, along with a few other smaller
10 projects. We are up to the 60 million dollar level already
11 here in mid-April. Should be a very good year. We are
12 moving quickly with the program.

13 Our program doesn't run all year long,
14 like the Board's does. You all meet every two months
15 and allocate your funds; our highlight, our high time of
16 the year is after the Congressional appropriation from about
17 April through July. Our whole program comes in in a big
18 flood. After July we are out of money, dead in the water
19 until next year we get the appropriation again.

20 In a very short period with a lot
21 of activity. We are in the middle of that right now.
22 But things are moving well, sponsors are getting the
23 documentation in to us, and the consultants are working
24 real hard, and everything is going very good this year.
25 We are ahead of the game.

1 The issue now, next years program and
2 beyond. The final request for discretionary money. If
3 someone wants to be in next year's program, has to be in to
4 us by April 30th. That is our deadline. So, an airport
5 sponsor out there, consultants also, make sure your
6 sponsors are aware that April 30th is the cutoff for us
7 to get requests in for next year's program. We take
8 our ADO requests, mix them with the other requests from
9 the other ADO's in the Eastern Region, and come up with a
10 final program that then goes into Washington headquarters,
11 to be mixed with the whole nation request, to be
12 finalized by June 1st. That month of May is when we do
13 that finalizing work. The end of April is the deadline
14 for discretionary requests for next year.

15 And I would like to thank the
16 Department, Randy, your staff met with my staff down in
17 Richmond, we all had a nice get-together in their conference
18 room. We went over the plans for next year's Federal grant
19 program with the Department, to see what requests that you all
20 have in front of the Department for upcoming years, make
21 sure that our priorities are your priorities, that we are
22 aware of what is going at all the various airports, trade
23 information back and forth, update each other, had a real
24 good meeting here in early April we all sat down together
25 and went through that. We do this every year. It's a regular

1 thing, in April we get together and discuss our airports
2 with our staffs and make sure we are all working together
3 to improve Virginia's airports. We do appreciate that, Cliff
4 and Randy, for the staffs all getting together.

5 That's the last thing on my list. I'll
6 take any questions, Mr. Chairman. If you all have any
7 questions, I'll be glad to address those.

8 MR. BURDETTE: Terry, the sweep-up period
9 where other states may not have been able to utilize their
10 money, and where Virginia may have opportunities, are we
11 prepared for that? What does your crystal ball look like as
12 we come in, is everybody being as efficient in getting the
13 money, are there any opportunities ahead of us that we might
14 be able to take?

15 MR. PAGE: We have quite a few projects that we
16 are still waiting for those discretionary monies to come in
17 for. Quite a long list. I have the list with me over here.
18 What we have is a list of the region of all projects, and in
19 order of priority, and they start working their way down that
20 list. And we still have quite a few projects that are on
21 that list. What helps us is the sooner we get the projects
22 off the top of the list, as the money comes up, the faster
23 we can pick up further down the list. So we are doing real
24 well in getting these early projects out of the way.
25 So I'm optimistic that we'll be able to reach all those

1 projects, that we have the requests, and they're in our
2 discretionary program this year. We believe we will reach
3 them all. The AIP program is healthy this year. It is a
4 little tricky this year, because this is the last year of the
5 current authorization; so a lot of times people try and
6 use their money and not carry it over. What they carry
7 over, we turn into discretionary money and can reallocate
8 this year. If they don't carry it over and use it all, it's a
9 little bit less at the end of the year for reallocation.

10 But I'm optimistic we will be able to
11 get everything we've got in our program this year. Last year
12 we left a few. We weren't able to reach a few last year, so
13 we've got to make sure get all this year. So if the sponsors
14 and consultants have done their part to get those requests in,
15 get the bids in, getting all the grant applications together
16 for us, I think we are in pretty good shape.

17 MR. OBERNDORF: Any other questions from the
18 Board, or the audience? Thank you, Terry.

19 MR. PAGE: Thank you.

20 MR. OBERNDORF: Next will be a VOAC report from Greg
21 Campbell.

22 MR. CAMPBELL: Mr. Chairman, members of the Board:
23 Good morning. My name is Greg Campbell. I am Director of
24 the Shenandoah Valley Regional Airport. I'm filling in today
25 for Mark Courtney, who is the VAOC President. He was not

1 able to make this meeting, due to the need to testify on
2 the Hill today for some very relevant topics.

3 First of all, I want to thank you all for
4 moving your meeting to Staunton, and doing that in
5 conjunction with the VAOC Spring Workshop. Also, I
6 want to thank the Department of Aviation for all of
7 their assistance with the workshop, particularly in
8 developing the program and providing us with some
9 speakers. We had a wonderful work session this year,
10 probably one of the most well-attended that we have held
11 so far. We had about one hundred attendees.
12 And as you may be aware, this spring workshop is open
13 to all airport sponsors, both VAOC member airports
14 and non-members. We are able to do that through
15 the generous support of many of the businesses here in
16 the Commonwealth that are involved in aviation, mainly
17 consultant firms. We also want to thank those folks.

18 As I mentioned, the program committee
19 put together some very interesting topics that were very
20 relative to some of the things that are going on and some
21 of the discussions that you all had over the last year.
22 Some of those topics were construction management for
23 airport sponsors, grant administration, which the
24 Department of Aviation provided some insight into how to
25 make that process a little easier for airport sponsors,

1 safety and security for GA airports, and a whole session
2 dedicated to obstructions. Also, another session was
3 held regarding insurance and liability for airport
4 sponsors.

5 So a very worth while conference. That
6 sort of makes up our VAOC report, because it has been our
7 focus over the last couple of months.

8 I will certainly be glad to take any
9 questions.

10 Again, I want to thank you all for your
11 willingness to combine your work session and your
12 regular session with the VAOC Spring Workshop. It's
13 very difficult for many of our member airports and
14 non-member airports to get out and attend a lot of
15 meetings, and by combining these two, it certainly helps
16 the attendance for both the VAB meetings and for the
17 workshop.

18 Next year we will return to Staunton,
19 and we would like to request that you all consider once
20 again having your meetings in conjunction with the spring
21 workshop. But again, I just want to thank you.

22 If you have any questions, I will be glad to take
23 those, but otherwise, welcome to Staunton. Now that I'm
24 done with the VAOC report, just to let you know, the City
25 of Staunton is one of the five member jurisdictions that

1 make up the Shenandoah Valley Regional Airport Commission.
2 They are joined by the cities of Waynesboro, Harrisonburg,
3 and the counties of Augusta and Rockingham. On behalf of all
4 those, welcome to the valley. We are glad to have you.

5 MR. PORTERFIELD: Thank you. We are glad to be
6 here.

7 MR. BURDETTE: Greg, before you leave, sir. Vernon
8 and Cliff sent out a notice to remind everybody on
9 obstructions, and we want to make sure everybody has every
10 opportunity to take care of those before our August Board
11 meeting of course, with our major distribution. With that
12 e-mail and the letters, the obstructions, do you feel that the
13 airports are getting the word on obstructions, that we're
14 reaching the audience we need to reach?

15 MR. CAMPBELL: I think so. It's one of the topics
16 that came up early on with the Planning Committee, so I
17 think there is a lot of top-of-the-mind awareness of
18 obstructions with much of the discussion that the
19 Board has held over the past six months or so.
20 So I think the awareness is very high. The good thing
21 was we had a lot of the smaller airports that maybe
22 haven't made it to the VAB meetings actually attend the
23 spring workshop, and I think some eyes were opened to
24 not only requirements, but how to understand what they
25 are facing, PhotoSlope, and how to read that, and

1 generally just to be aware of obstructions. So I think that's
2 kind of my sense, but I'll certainly be glad to consult with
3 the VAC Board and make sure that
4 they feel comfortable the message is out there.

5 MR. KEHOE: Mr. Chairman.

6 MR. OBERNDORF: Yes.

7 MR. KEHOE: I just want to say, Greg, that I
8 participated in the full VAOC Workshop, it's the best
9 one, to my knowledge, that has been held, period. Was
10 well attended, as you said, and I would like to see the
11 Board, I know, we are going to talk about our meeting
12 format, Mr. Chairman, in a little while. I would like to see
13 us consider also supporting the workshop as one of the
14 meetings that we involve ourselves in.

15 MR. OBERNDORF: We have been doing this for a
16 number of years. I think we will continue. I don't
17 think there is any dissension on the Board about that.

18 MR. KEHOE: Good.

19 MR. OBERNDORF: Okay, thank you, Greg.

20 Okay. Now we'll have old business. I
21 know we would like to talk about the meeting format.
22 Who wants to start it off? Marianne, do you have any
23 suggestions?

24 MS. RADCLIFF: I don't really have a suggestion,
25 except for the fact that I think there is room to do a

1 compromise there where it doesn't all have to be on one day,
2 but Alan Wagner here was enlightening me that he thinks that
3 it's perfectly acceptable to do it in the evening and then
4 the following day, so maybe he should lay out his proposal,
5 which is, I think, very good.

6 MR. OBERNDORF: Can we make that in the form of
7 a motion?

8 MR. WAGNER: I would like to move that for the
9 ability for improved attendance of Board members, as
10 well as for ease of access of those people who are
11 members of VAOC, that to make a minimum impact on
12 their average work days and in consideration of the costs
13 necessary to attend these meetings, and to try to
14 promote as much harmony as we can and as much we
15 feel we will be able to get done, that we consider
16 instead of taking up two full work days for what appears
17 to be three to five hours worth of real committee work and
18 workshop work; that instead we consider getting together the
19 evening before our meeting, have it be a public available
20 meeting, and a dinner meeting, that would allow for
21 workshop activities to take place, a collegial atmosphere.
22 It's a lot nicer to break bread together, I think, than just
23 sitting in a big room, and you know, sometimes there are big
24 attendances like we have here, and there are other times we
25 have had maybe five or six people sitting out in the

1 audience, that were not members of the Department; so as to
2 have a dinner meeting, open to the public, where the workshop
3 activity could take place, and then the next morning have a
4 meeting like we are having here today, again open to the
5 public, where the business aspect will take place.

6 The support of the VAOC and its meetings here, I think is
7 critically important, too. I agree with you. We have
8 done that. And it has been, I think, very beneficial to all
9 concerned. There has been a free flow of ideas. So that at
10 those meetings, that there would be an evening meeting or
11 if it was necessary to continue or add time in the afternoon,
12 I think would afford everyone the opportunity for the
13 conference, for those people who would like to attend other
14 aspects of the VAOC meeting, to support that as well.

15 For those meetings in Richmond, the
16 same idea, but it would be an evening meeting and then a
17 morning set aside for business. I think that would allow
18 us to have maximized attendance. It would minimize the
19 impact financially to the various participants, and I
20 think allow us to be more in line with those other Boards
21 that meet on behalf of the state. We are the only Board
22 of our size, or smaller, that has a two-day meeting.
23 And it is a significant impact. There may be one or two
24 exceptions, but for the majority, the majority of folks
25 meet for a one-day meeting.

1 So I would like to move that we
2 consider changing our meeting format so that the
3 meetings would be an evening meeting, and a morning
4 meeting, as opposed to two half days that actually
5 constitutes two full days of business.

6 BOARD MEMBER: Mr. Chairman, I will second the
7 motion.

8 MR. OBERNDORF: Any discussion?

9 MR. KEHOE: Just a question. Allen, you did say
10 that that, of course, would, if we decided to do
11 something like the workshop, and particularly the annual
12 meeting --

13 MR. WAGNER: Right.

14 MR. KEHOE: -- which this year in Virginia Beach
15 would be an extended meeting.

16 MR. WAGNER: Yes, sir.

17 MR. OBERNDORF: Allen, as part of that it ought to be
18 the August meeting at the conference should be the same
19 format as in the past.

20 MR. WAGNER: Yes, sir.

21 MR. OBERNDORF: And we may make some modifications,
22 depending on where the meeting is held, but the Richmond
23 meetings definitely would be the evening and morning
24 format.

25 MR. WAGNER: And if possible, those not in

1 Richmond, as well.

2 MR. KEHOE: Well, let's say wherever possible,
3 we should go to the evening and morning format.

4 MR. WAGNER: Certainly.

5 MR. OBERNDORF: Any other discussion?

6 MS. RADCLIFF: Mr. Chairman, I have a question.

7 MR. OBERNDORF: Ms. Radcliff.

8 MS. RADCLIFF: First of all, simple tragedy that
9 the court reporter was not here to record that
10 outstanding motion and did get all of Randy's
11 presentation yesterday. VAOC, don't they have a -- We have a
12 spring meeting -- Okay. Isn't there another one we do it
13 in conjunction with, too? Just the conference. Okay.
14 I'm thinking there was a (Overlapping)

15 MR. OBERNDORF: All in favor?

16 BOARD MEMBERS: Aye.

17 MR. OBERNDORF: Opposed? The ayes have it.

18 Any new business now? All right.

19 Mike, if you have the tentative allocations?

20 MIKE SWAIN: Mr. Chairman, Members of the Board,
21 good morning.

22 If you would turn to the program tab in
23 your manual. The first sheet in there is Commonwealth
24 Airport Fund Statement. Shows our starting fund. I
25 would like to refer next to the, actually the second

1 page, which is the memo to the Board from Cliff Burnette,
2 Director of Airport Services Division, highlighting
3 changes that have taken place since that financial
4 statement was printed. It is a two-page memo. I
5 will not go over all of them, but basically these are changes
6 due to partial reimbursement of the Bridge Loan,
7 return of a tentative allocation, and the return of
8 balances of closed projects.

9 The second page of the memorandum,
10 which is shown at Page 3, at the bottom, highlights
11 funds available as of today for allocation. And the Air
12 Carrier Reliever Discretionary Fund. You have
13 \$1,804,707.02 available for allocation.

14 In the General Aviation Discretionary
15 Fund, \$118,610.77.

16 As we discussed projects yesterday, I
17 would like to turn now to Region 1, and simply as we have
18 done in the past, review these on a regional basis. And
19 actually Regions 1, 2 and 3 we have no requests. So if you
20 would turn to Region 4. We will start there.

21 The first project request and
22 recommendation in Region 4 is Richmond International
23 Airport, access road, in the amount of \$1,074,097.92.
24 The staff recommends funding for that project.

25 And on the second page following that,

1 there's a request Tappahannock, Essex County, for
2 terminal building furniture in the amount of \$25,000.
3 And another request from Tappahannock for maintenance
4 equipment storage building construction, in the amount
5 of \$21,000, and the staff recommends funding of all
6 three projects.

7 MR. OBERNDORF: Do I hear a motion?

8 MS. RADCLIFF: Mr. Chairman, I move the approval
9 of the staff recommendations for this project.

10 BOARD MEMBER: I second.

11 MR. OBERNDORF: All in favor?

12 BOARD MEMBERS: Aye.

13 MR. OBERNDORF: All opposed? The ayes have it.

14 MIKE SWAIN: Region 5. On the first page.

15 Request from Charlottesville-Albemarle for T-Hangar Taxi
16 Lane construction in the amount of \$568,311.

17 And on the page following. Request
18 from William M. Tuck, taxiway Drainage Improvements
19 design/construction, request for \$49,182. The staff
20 recommends funding of both of those projects.

21 MR. FRANKLIN: Mr. Chairman, I move the staff
22 recommendations for Region 5.

23 BOARD MEMBER: Second.

24 MR. OBERNDORF: All in favor?

25 BOARD MEMBERS: Aye.

1 MR. OBERNDORF: Opposed? The ayes have it.

2 MIKE SWAIN: Region 6 we had no requests.

3 So if you would move to Region 7. On
4 Page 1. For the first page of Region 7 request from
5 Hampton Roads Executive, Hangar Site Preparation; for
6 West T-Hangar construction, increase in the amount of
7 \$140,400. The staff recommends approval of that
8 project. And on the next page, there are two other
9 requests from Hampton Roads Executive versus the
10 Wetlands Mitigation, Phase I, for the Replacement Runway;
11 second request from Hampton Roads on this page,
12 Replacement Runway design. The staff recommends not
13 funding those two projects.

14 MR. WAGNER: Like to move the staff
15 recommendation for Region 7, Mr. Chairman.

16 BOARD MEMBER: Second.

17 MR. OBERNDORF: All in favor?

18 BOARD MEMBERS: Aye.

19 MR. OBERNDORF: Opposed? The ayes have it.

20 MIKE SWAIN: And that's it.

21 MR. WAGNER: I have a question, Mike.

22 MIKE SWAIN: Yes, sir.

23 MR. WAGNER: In the past we have asked as to being
24 able to track what the request is and then the turn
25 around time for approval for some of our projects; and

1 we are awaiting the EA's being turned around to the
2 various sponsors. Do you have any idea how long it really
3 takes, because many times it seems like the sponsor is
4 ready, the Department is ready, the FAA is ready, and
5 yet as a customer we are not being served well by the
6 EA, the EA being delivered in a timely fashion. Do you
7 have any idea how that works?

8 MIKE SWAIN: I would like to defer to Cliff on
9 that.

10 MR. WAGNER: It actually depends, the timeliness
11 of getting the EA approved depends on the scope of the work,
12 obviously complexity, and it's a two plus process by DEQ as
13 well as by the FAA. And in the case, you are referencing
14 Hampton Roads, I believe, with FAA that's waiting for
15 approval, and Terry can probably speak to the scheduling
16 of that.

17 UNIDENTIFIED: I just thought that whether it was
18 something in my region, we have a lot of wetlands conflicts,
19 but a lot of times we are ready to go, and it seems to just be
20 delay, delay, delay, and I'm concerned about monies that
21 are going to come out of Terry, they are going to say,
22 well, we are going to have to re-alot that or go some
23 place else with it. And I was just, I'm kind of
24 curious, have we ever really tracked, do we have any
25 idea, gee whiz, it's a variable because there is no

1 performance measures. I know I have to return a phone
2 call within so many hours, you know.

3 CLIFF BURNETTE: But the question is whether Terry can
4 conclude it in his office or whether it has to go up to
5 headquarters.

6 MR. WAGNER: I have never heard him complain on the
7 FAA, I always heard out of the environmental side. As to,
8 you know, who is doing the assessment and that sort of thing.

9 MR. PAGE: Let me address that a little bit,
10 Dr. Wagner. Most of the environmentals for certainly the
11 federally obligated airports have to be signed by FAA.

12 MR. WAGNER: Right.

13 MR. PAGE: So if there is a, the
14 ultimate end signature comes from our office. So we are
15 aware of the status, and if there is a delay, we are
16 involved somewhere along that way, the Hampton Roads
17 project is especially complicated because of the quantity of
18 wetlands. We were informed by the Corps this project,
19 if they knew then what they know now, they would have
20 required this to be an EIS. They wouldn't have let
21 it go through as an EA. They have approved to go through
22 as an EA because they are aware of all the impacts. We
23 are getting it assigned to the higher level because of
24 the level of impacts. It's a little bit more complicated
25 than your average EA. And it has taken at least every

1 bit of four years. But, there are other ones that are
2 short form EAs that can take as little as two or three
3 months.

4 MR. WAGNER: Right.

5 MR. PAGE: So I think according to the
6 complexity of the project, Cliff is one hundred percent
7 on that, but the average is two years for an environmental,
8 a normal environmental assessment, not a short form but a
9 normal project with average impacts. The high side of
10 that would be if it is very complicated, it would be
11 closer to four years like we have at the Hampton Roads
12 Airport.

13 MR. WAGNER: Thank you very much.

14 BOARD MEMBER: I have one other question. You
15 are saying that by the end of this month, our airports
16 have to make sure they have requested for their
17 disbursements for the federal funds, or they will be
18 withdrawn and reallocated. Are these matching funds
19 that we are expecting or anticipating our state dollars
20 to be able to match them to be released? If they are
21 reallocated?

22 MR. PAGE: They just need to notify us that they
23 are going to use those entitlement funds this year. That
24 they are going to give us a grant application --

25 MR. WAGNER: But if they don't, when you take

1 those monies back and reallocate them, should we, as a
2 state, have budgeted the funds to be able to match them
3 if they are going to be reallocated in a different way
4 for the rest of this year?

5 MR. PAGE: What they will be reallocated to are
6 the projects that we are already requesting funds for
7 that are already in our program. I have a list of all
8 the projects that are seeking discretionary funds. We
9 knocked off the top half of those projects. And this is
10 what -- to reallocate those to the next ones down the
11 list. They are already in the program.

12 MR. WAGNER: Okay. But do we, as the State
13 Board, need to have funds set aside and reserved to be
14 able to match those funds for you to be able to release
15 them to the new or different projects?

16 MR. PAGE: They will need to be, have state
17 matching funds, but they are already in the program. And
18 the state has --

19 MR. WAGNER: So we already have the funds
20 matched to it, but we will just be moving it from this
21 set of projects as a link to another set of projects
22 as a link, presumably.

23 MR. PAGE: If they are already in the program,
24 it's just a matter of once we have assigned the funds, I
25 guess no one really cares where those monies came from.

1 They will just be, show up as Federal funds for the
2 project. The state funds are already somewhere in the
3 works. (Overlapping) We will have time to allocate
4 those monies.

5 MR. WAGNER: I just want to make sure we have
6 budgeted the funds, or we have the ability to move
7 quickly enough to withdraw those funds from a project
8 that did not get funded, so as to be able to have that money
9 to maximize the Federal allocations that are available to us.

10 MR. PAGE: It works out real well, also, because
11 if the funds are available by the June Board meeting, if
12 the project is known they can come before you then; if
13 not, the August Board meeting, when you have more funds
14 available to the Board, works out well, then you can
15 catch up on the ones that are already on the case.

16 MR. WAGNER: Just wanted to make sure. Thank
17 you very much.

18 MR. BURDETTE: Mr. Chairman, if I may. Another thing,
19 Dr. Wagner, on your point. The FAA is very aware and
20 concerned about the environmental assessments holding up
21 projects. In fact in the reauthorization bill they have set
22 money aside to streamline that process. This is a national
23 problem they are aware of, and they are working to take
24 action on that.

25 MR. WAGNER: Thank you, Mr. Director.

1 MR. BURDETTE: Thank you.

2 MR. OBERNDORF: Okay. Hearing any other
3 comments from the Board?

4 MR. KEHOE: Mr. Chairman, as you are aware, the
5 Charlottesville-Albemarle Airport, there has been a
6 management change. Brian Elliott, the long-time manager
7 has moved on. He has been appointed Assistant County
8 Executive, and Barbara Hutchinson, and Barbara, if you
9 would stand please, has been named acting director at
10 Charlottesville-Albemarle Airport. (Applause) And
11 there are many of us hopes she becomes the permanent
12 director. Thank you.

13 MR. OBERNDORF: Thank you very much. Do we have any
14 comments from the audience? Yes, ma'am.

15 MS. HUTCHINSON: I would just like to take this
16 opportunity to thank you for, again, adjusting your
17 schedule to meet the VAOC schedule that enables a lot of
18 participation, and it is a great sign of support for the
19 airports that you are able to do that.

20 I also would like to thank the staff again
21 because of their support for our workshop, and the speakers
22 and the audio-visual and everything that they do, and I
23 know that's a great chore for them, and we greatly appreciate
24 their effort.

25 Finally, I would also like to recognize

1 the staff. I know Cliff and Mike and Amy and Jerry have
2 undertaken an effort to turn around things to airports
3 more quickly, such as pay requests or grant amendments or
4 what have you. In our case it has just been remarkable,
5 not just a noticeable improvement but phenomenal, and we
6 greatly appreciate whatever you are doing to do that.
7 It is a boon for us with out construction projects to be
8 able to pay the contractors more timely, and just keeps
9 things running a little more smoothly; so we greatly
10 appreciate those efforts.

11 And finally, we would just like to thank
12 you for the funding for our project. That was a project
13 that came in over-bid earlier in the fiscal year. We
14 were real excited when Cliff announced at the last VAOC
15 meeting there would be funds available, so this will be
16 a great project for our GA community, and we
17 appreciate those funds. Thank you.

18 MR. OBERNDORF: Thank you very much, appreciate that.

19 Hearing no other comments from the staff or
20 Board, I declare the meeting adjourned.

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HEARING ADJOURNED AT 10:00 A.M.

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CERTIFICATE OF COURT REPORTER

I, Howard Keith Crane, do hereby certify that I was the court reporter at the foregoing Virginia Aviation Board Meeting on April 25, 2007, held at the Stonewall Jackson Hotel and Conference Center, 24 South Market Street, Staunton, Virginia.

I further certify that the foregoing transcript is a true and accurate record of the foregoing hearing.

Given under my hand this 7th day of May, 2007.

Howard Keith Crane, RPR, CSR 0313034

