

12/27/16 - 1/18/17

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HCCA Testimony on CB8-2017

PV

Paul Verchinski <verchinski@yahoo.com>

Reply all |

Wed 1/18, 3:27 PM

CouncilMail; Paul Verchinski <verchinski@yahoo.com>

HCCA TESTIMONY ON...
21 KB

BWIAirplane TracksColu...
310 KB

2 attachments (331 KB) Download all

I had a request last night to send you the testimony given last night. I've attached the written testimony and the figures cited. As stated in the testimony, BWI's operating hours should be restricted if BWI is adamant concerning NextGen.. I have had cargo planes wake me up at 3 and 4 AM.

IMHO, if this situation is not resolved soon, we will be subjected to more and more airplane noise as BWI keeps expanding. MD also has an airport in Hagerstown which should start taking some airflights.

Paul Verchinski, HCCA Board, 5475 Sleeping Dog Lane Columbia, MD 21045 410.997-3879

HCCA TESTIMONY ON CB7-2017, AMENDING THE LIVABLE HOMES TAX CREDIT

PAUL VERCHINSKI, TESTIFYING ON BEHALF OF THE HOWARD COUNTY CITIZENS ASSOCIATION (HCCA). WE STRONGLY SUPPORT THIS LEGISLATION.

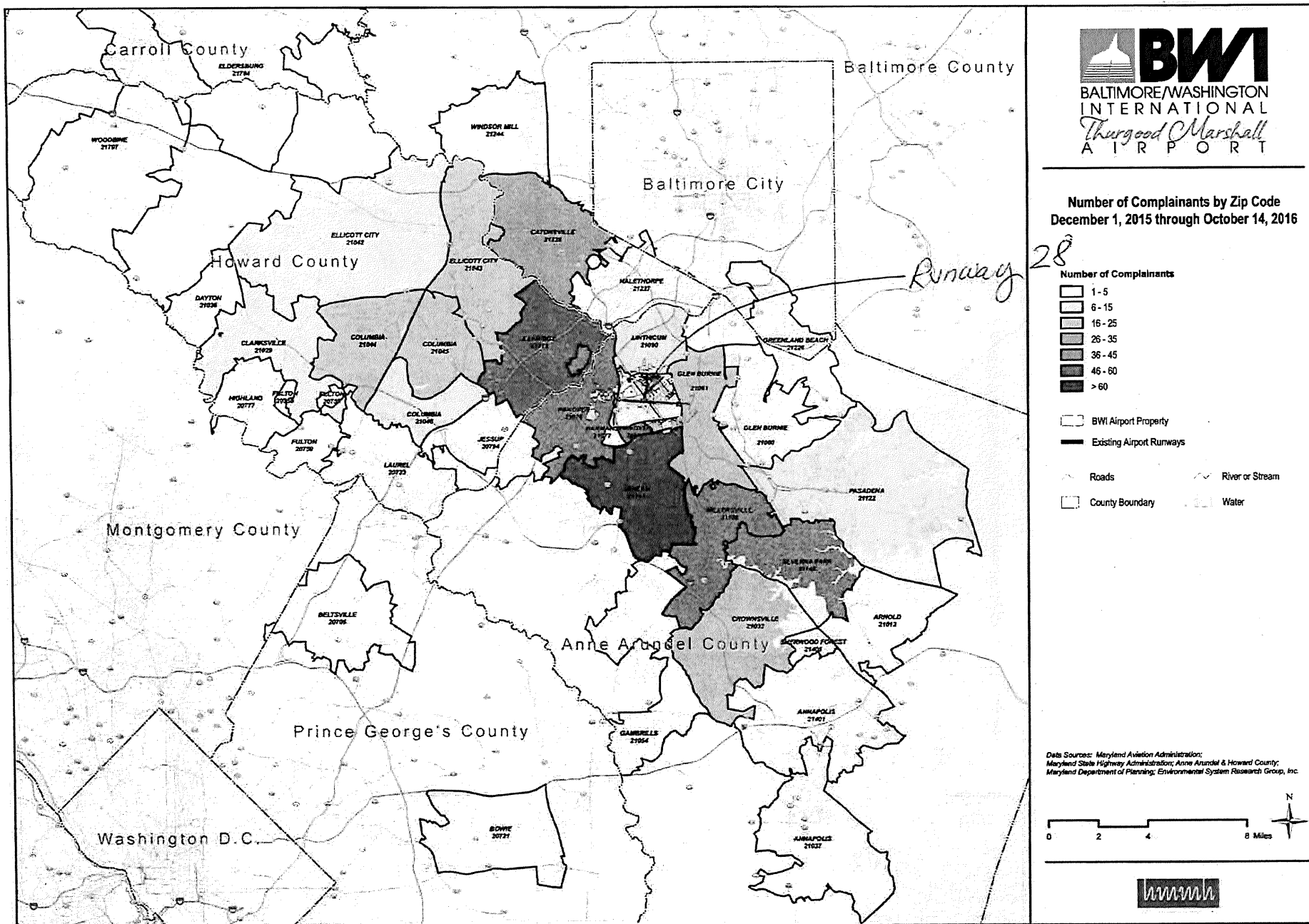
WE HAVE SOME SUGGESTIONS ON WHAT YOU MIGHT ALSO CONSIDER:

1. OLDER RESIDENTS DO NOT KNOW WHAT THEY DON'T KNOW. AS A PRE-CONDITION FOR DOING THESE IMPROVEMNTS, AN AGE FRIENDLY ASSESSMENT DONE BY A CERTIFIED AGING IN PLACE SPECIALIST SHOULD BE DONE AND NOT EXCEED \$100 AS AN ELIGIBLE COST.

2. HOWARD COUNTY ENCOURAGES THE DEVELOPMENT OF NEW 55+ AGE-RESTRICTED ADULT HOUSING COMMUNITIES. IF A BUILDER INSTALLS ITEMS THAT ARE NOT REQUIRED BUT ARE OPTIONAL OR DESIRABLE UNDER THE 2002 "URBAN DESIGN GUIDELINES FOR AGE-RESTRICTED ADULT HOUSING IN HOWARD COUNTY" , A BUYER WOULD BE ELIGIBLE FOR THE LIVABLE HOMES TAX CREDIT. EXAMPLES INCLUDE; LEVER HANDLES ON KITCHEN AND BATHROOM SINKS, PLUS SHOWER, CLOSET RODS ADJUSTABLE FROM 3 FEET TO 5 FEET 6 INCHES, ETC. THESE COSTS SHOULD BE LESS WHEN INSTALLED AS PART OF THE NEW BUILDING. THE BUILDER WOULD HAVE TO CERTIFY THE COSTS.

HCCA APPRECIATES THAT THE COUNTY EXECUTIVE HAS BEEN PROACTIVE ON AMENDING THE LIVABLE HOMES TAX CREDIT, BUT WE ALSO ASK THAT YOU AND THE COUNTY EXECUTIVE UPDATE THE 2002 URBAN DESIGN GUIDELINES PER OUR LETTER TO YOU DATED OCTOBER 27, 2016 WHICH WE HAVE ATTACHED.

FIGURE 1



HARRIS MILLER MILLER & HANSON INC.

Noise Measurement Report for 5475 Sleeping Dog Lane Columbia, MD 21045
June 2016
Page 5

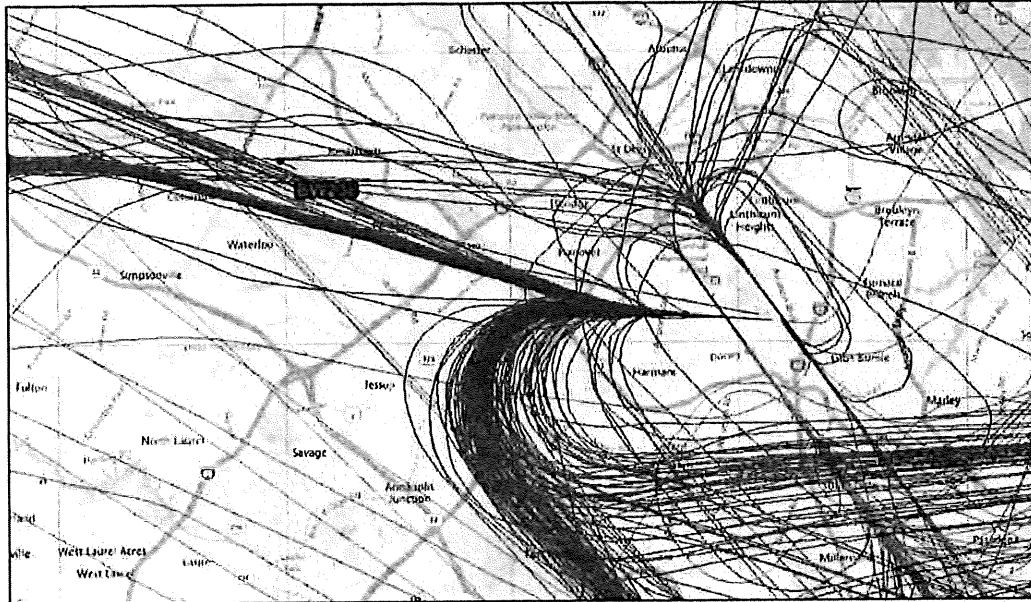


Figure 3. All Flight Tracks for a West Flow Day – May 17, 2016
(red = arrivals, blue = departures)

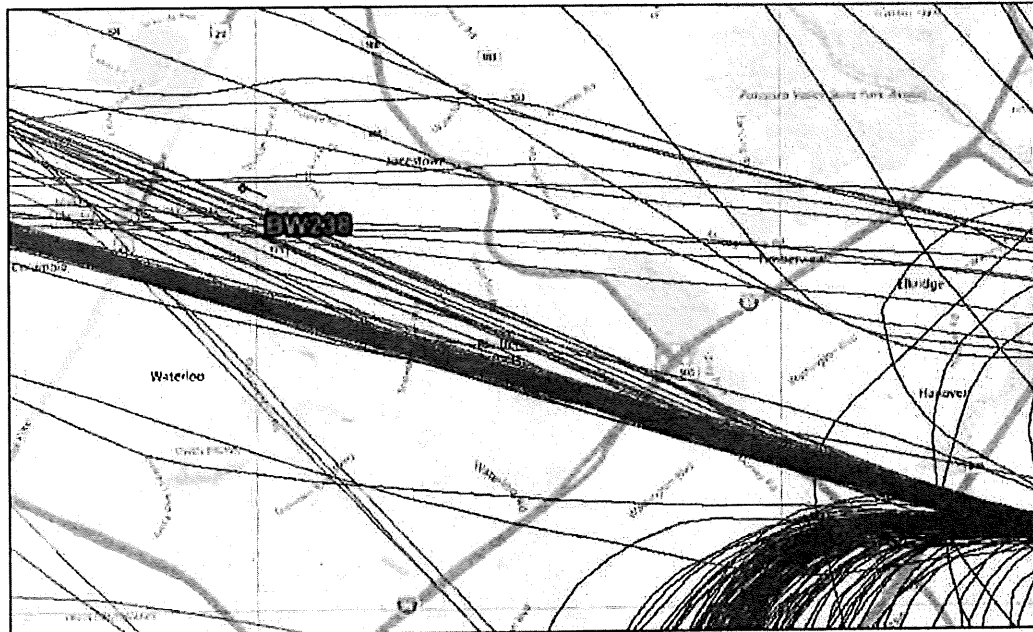


Figure 4. All Flight Tracks for a West Flow Day – May 17, 2016
(red = arrivals, blue = departures)

Electronic Testimony, Bill No. 8-2017

BD

Barbara Deckert <bdcouture@aol.com>

Tue 1/17, 9:17 PM

CouncilMail

Reply all |

testimony, HowCo Coun...

388 KB

Download

For your reference, please find my written testimony regarding Bill No. 8-2017 attached and pasted below:

Barbara Deckert
bdcouture@aol.com

Barbara Deckert
6075 Claire Drive
Elkridge, MD 21075
410-796-0628
bdcouture@aol.com

January 17, 2017

Howard County Public Hearing: Bill No. 8-2017

Written Testimony:

My name is Barbara Deckert. I have lived in my home in Elkridge for 32 years, but it's only in the past two years, since NextGen started, that noise from the airport has been a problem. I have always been very tolerant of occasional noise from planes, because for 30 of those years it was unusual and insignificant. For about the past two years, however, NextGen-caused noise from BWI has impacted my everyday pleasure in life; it's affected my health; and it's affected my finances.

NextGen Noise is Lowering My Property Values:

According to a study sponsored by the FAA, noise from airports lowers property values up to 19% for moderately priced homes.¹ My house is valued at \$380,000,² close to the median Howard county home price of \$368,000.³ This means that for my home, and for every other home in Howard County, that's a potential loss in property values of about \$72,000. That's a huge chunk of my net worth, which I hoped to pass onto my children.

Since there are about 70,000 owner occupied homes in the county⁴, that's a potential for over five billion dollars in lost property values because of NextGen. Of course, not all households are under flightpaths now, but since the FAA can change those paths however and whenever they please, your house could be next. If property values go down, so ought property taxes, resulting in

huge potential losses in revenues for the county. I am not capable of calculating exactly how much that loss might be, but you folks are, and you should.

NextGen is Making Me Sick:

Jet emissions affect a 25 mile radius around an airport, so that means all of Howard county is polluted by BWI. That pollution can cause lung, throat, nasal, larynx and brain cancer, lymphoma, leukemia, asthma, and birth defects.⁵ With NextGen, flight paths are concentrated instead of scattered, so those areas affected by jet emissions are also more concentrated. I would not want to live underneath or downwind of I95 if it were suspended above my house, but I am living under the I95 of planes, because of NextGen.

Since NextGen, my neighbors have noticed unusual deposits of black soot on their siding, patio furniture, and cars; that soot is probably also in our lungs. I don't want to get lung cancer in 5-10 years because of FAA policies.

NextGen is causing noise pollution that is making us sick. The effects of excessive noise have been thoroughly established in scientific literature. Noise initiates a stress reaction, and causes or exacerbates cardiovascular problems such as hypertension and heart disease⁶. For every 10 dB increase in noise levels, stroke risk increases by 10%. Noise that leads to sleep disruption also causes and exacerbates cardiovascular disease, obesity, and diabetes. These planes don't just wake us up at night. Many county residents must sleep during the day: shift workers, our medical personnel, and our first responders. The ill, the young, and the elderly are prevented from needed sleep by the sound of jets overhead, especially during open-window months. Excessive noise causes disruptions in learning, job performance, and social communication: we can't sit on our decks and talk to our neighbors while jets are roaring overhead. Excessively loud and repeated exposure to noise also causes hearing loss.

To explain some noise measurements: 70 dB is regarded as annoyingly loud; 110 dB is the threshold for human pain and is 16 times louder than "annoyingly loud." Hearing damage occurs above 80 dB. At my house, jets have caused noise levels up to 107 dB⁷.

You might not be able to tell from looking at me, but I do try to take good care of myself, so no one else has to, but my health has suffered as a result of noise and air pollution from NextGen. I won't go into the gory details, but as documented by my doctor, my hearing has worsened, and my health declines have been stress related. I am retired and have chosen to live a very simple life; my only change in stress for the past two years has been the daily barrage of noise bombs from BWI. The health consequences of NextGen have probably affected hundreds of thousands of Howard county citizens similarly, *even though they may not know it*.

We hear the noise bombs from BWI every day, but it's been difficult for most of us to document the extent of this noise pollution because:

BWI and the MAA are Part of the Problem:

Remember that slightly obnoxious saying from the sixties, "If you're not part of the solution, then you're part of the problem?" Well, BWI and the MAA are definitely part of the problem, and we cannot rely on them for solutions.

County residents have had nothing but trouble when they have tried to document the extent of noise from the airport. BWI is in charge of policing their own noise pollution, but they decline to do so. To date, they have not published a noise report since Q4 2014. At the FAA/MAA meeting last October, the Director of Noise promised new noise reports by December 8 but that hasn't happened. She stated that the reason they decline to document the NextGen noise problem is because the reports have been 'going through the review process.'⁸ However, these reports are not written by BWI, but by a contractor, HMM&H. Do you think that the MAA has spent two years looking for typos? I don't. In my opinion, BWI and the MAA are in the business of altering and concealing public records regarding the noise pollution that they cause. Even their contractor has complained that their noise monitors are outdated and in poor repair⁹, I think by choice.

A few of us have had noise monitors in our back yards and have received noise reports, but the conclusions contradict the data: no matter what the noise levels, no matter where the humps are on the bell curves on the graphs in these reports, BWI always concludes that exposures meet the FAA's arbitrary 65 dB DNL that the FAA requires outside of noise zones. None of Howard County is in a noise zone. That's BWI's story, and they're sticking to it.

The MAA has acknowledged that NextGen procedures do not comply with MAA-prepared and FAA-approved noise abatement programs, which state that outside of noise zones, planes are supposed to be above 3,000 feet, not 700-1500 feet as is now the norm in our county. They claim they are working with the FAA to return to 1990's flight procedures. However, as far as we know, all they have done is write two letters to the FAA. That's it.

The MAA declines to stop the FAA, so we are going to have to.

Many of you may be wondering:

What Could Happen if Howard Sues the FAA?

I like reading the comments to articles in local media about this issue. Sometimes, they're amusing. Recently, responding to WTOP's on-line article about this proposed bill, one commenter said, "If it wasn't for BWI, Howard county wouldn't even exist." Well no, that's not true. Many people have an exaggerated and irrational fear of messing with the airport. They think that any change in airport operations will cause our economy to tank, our jobs to disappear, and ticket prices to go up.

None of that is going to happen. Two years ago, before NextGen, planes flew in and out of the airport just fine and our local economy and employment rates have not changed. Scattering the flightpaths and raising the altitudes of planes flying over the county will not make the skies fall in Howard County.

I think that NextGen is a 40 billion dollar fiasco. The FAA claims that it will increase safety, but hazardous runway incidents have actually increased by 25% over the past year⁶. They claim that it will save fuel and reduce pollution, but those are merely PR talking points that are actually unproved assertions. In November 2014, the FAA actually told the *Sun* that NextGen would reduce noise! That sure didn't happen. As far as I can tell, the only people who have benefitted from NextGen are the contractors who made money from building it, and the airlines who might be saving money on fuel. Ticket prices sure haven't gone down. Why should we pay for the profits of these companies?

In our culture, we love the *myth of progress*: that's the idea that just because something is newer, that it is necessarily better. However, that's not always the case. NextGen is newer, but it is not necessarily better than the old procedures.

Lawsuits Against the FAA are Working:

Civil actions been filed in DC, Phoenix, Chicago, Santa Cruz, and Newport Beach CA. Changes in flightpaths and procedures are just now starting as a result.

Without legal action, the FAA will continue to deny that a noise problem even exists.

The FAA has unilaterally imposed flight path changes at BWI which have affected our environment, the finances, and the health of hundreds of thousands of Howard County residents *without due process*.

Please pass this bill, and please protect me and the rest of the county from financial losses and from human suffering.

Notes:

1. Booze-Allen & Hamilton Inc., "The Effect of Airport Noise on Housing Values: A Summary Report" *Office of Environmental and Energy Federal Aviation Administration*, September 15, 1994:17. See also Randall Bell, MAI, "The Impact of Airport Noise on Residential Real Estate, *The Appraisal Journal*, 2001.
2. www.zillow.com
3. www.wikipedia.org "Howard County, MD."
4. <https://suburbanstats.org/population/maryland/how-many-people-live-in-howard-county>
5. 6. "A Review of the Literature Related to Potential Health Effects of Aircraft Noise," *PARTNER Project 19 Final Report*, Partnership for Air Transportation Noise and Emissions Reduction, an FAA/NASA/Transport Canada-sponsored Center of Excellence, July 2010.
7. According to the raw data from a noise monitor placed on my property by BWI in fall of 2015, obtained via PIA request, published on FaceBook page "BWIQuiet."
8. Video Interview with Ellen Sample on 10/28/2016, posted on FaceBook, "BWIQuiet," 10/27/2016.
9. "Baltimore/Washington International Thurgood Marshall Airport Airport Noise Zone Update," HMM&H Report No. 305160.012, Dec. 2014, Prepared for MAA, p. 59.
10. *Wall Street Journal*, 11/30/2016.

TESTIMONY:

I'm Barbara Deckert, 6075 Claire Drive, Elkridge. I have lived in my home in Elkridge for 32 years, but it's only in the past two years, since NextGen started, that noise from the airport has been a problem. The FAA's NextGen has affected my everyday pleasure in life, my health, and my finances.

NextGen Noise is Lowering My Property Values:

The FAA tells us that noise from airports lowers property values by up to 19%. For my median priced home, that amounts to a personal loss of \$72,000. For the county's 70,000 owner occupied homes, that's a loss of over FIVE BILLION DOLLARS in value. If property *values* go down, so should property *taxes*, and *revenues* for the county. Please do the math.

NextGen is Making Me Sick:

Jet emissions affect a 25 mile radius around an airport, so that's all of Howard. This *air* pollution, now concentrated under narrow flightpaths, can cause cancer, asthma, and birth defects.⁵

NextGen-caused *noise* pollution is making us sick. Noise initiates a stress reaction, which causes sleep disruption, cardiovascular disease⁶, stroke, obesity, diabetes, and hearing loss.

My health has deteriorated as a result of noise and air pollution caused by NextGen. That's probably also true for hundreds of thousands of county residents, *whether or not they know it.*

BWI and the MAA are Part of the Problem:

They are not going to fix this for us.

To date, BWI has not published a noise report since Q4 2014. Their noise monitors are outdated and in poor repair^a. They *claim* they are working with the FAA to return to 1990's flight procedures, but as far as we know, all they have done is write two ineffective letters to the FAA.

What Could Happen if Howard Sues the FAA?

Many people have an exaggerated and irrational fear of messing with the airport. They think that any change in airport operations will cause our economy to tank, our jobs to disappear, and ticket prices to go up.

But *none* of that is going to happen. Scattering the flightpaths and raising the altitudes of planes will not make the skies fall in Howard County.

The FAA has *unilaterally* imposed flight path changes which have affected our environment, our finances, and our health *without due process.*

Please pass this bill. Protect me and the rest of our county from financial losses and human suffering.

Thank you.

CB8-2017

C
O Carolan <cbstansky@comcast.net>
Tue 1/17, 8:44 PM
CouncilMail; Kittleman, Allan

Reply all |

Dear Howard County Council Members,

I support CB8-2017. I was unable to attend tonight's hearing.

I live in Dunloggin in District 1. I have communicated several times with Jon Weinstein about this issue since September 2016 when I noticed a dramatic increase in plane noise from several flight paths near and often directly over my property. I did attend the October FAA "open house" and found it to be only marginally helpful. (I will share my follow-up email to the BWI/FAA if you are interested in seeing that.) I was saddened to speak with several residents (eg. Elkridge, Hanover & Severna Park) who live closer to the BWI than I do, but who stated the noise has never been an issue---unit Next Gen! I am forwarding my email of 12/31/16 to Jon as my testimony for tonight's hearing. (See below)

In addition, today I sent three more noise complaints to BWI regarding the following:

1/14/16: I arrived at BWI on a jet over AA County that again was incredibly low on approach. Using data available on the Southwest inflight WiFi, I was able to see that we were at an altitude of 30K feet when 30 minutes from expected landing, and 22K feet at 22 min. out. However, our descent became even more rapid and we were at 3000 feet 5 minutes out, and only 1500 feet over Hanover. Again, I could see the color of cars even in a driving rain!

1/16/17: I heard loud plane noise over my home at multiple times yesterday: 5:45am, 6:46am, 7:00am, 8:25am, 9:39am and 6:00pm and 6:20pm. I went outside and observed a large arriving jet (not SW) at 8:25am that I estimate was at less than 3000 feet based on prior discussions with someone at BWI/MAA.

1/16/17: I saw a Southwest arriving jet flying low over Rt 29N/Rt 32E intersection at 5:29 pm. I believe planes that fly so low can be distracting to drivers, in addition to the noise pollution they generate. Again, I estimate it was at less than 3000 feet.

Further, I am worried that information being provided by BWI/MAA may not be reliable.

One neighbor informed me she received a response to her noise complaint about three low planes around midnight saying they had no data on planes at that time, yet when she called the sender from BWI she was told their tracker was not turned on at the relevant time! I received an email response to my #3 below saying they had no data on flights at the time I observed. I now wonder if the tracker was off, or, if these were planes bound for Dulles or Reagan, why is BWI not tracking complaints in their "home area" for any aircraft in the Next Gen Metroplex for Baltimore and Washington? Finally, another neighbor shared a recent response from BWI that makes it sound as if the "concerned community" must form a roundtable, whereas prior messages seemed to indicate that the FAA must act to create a roundtable and delays were because the FAA had not yet responded.

Given the lack of action by the FAA and BWI/MAA, I am glad that Howard County has proposed this legislation should legal methods be required and hope you will support CB8-2017.

Carolan Stansky (info below)

From: Carolan [mailto:cbstansky@comcast.net]

Sent: Saturday, December 31, 2016 12:02 PM

To: Weinstein, Jon

Cc: Smith, Gary

Subject: Airplane Noise

Jon,

Thank you for your continuing efforts regarding BWI plane noise.

I happily read the article today in the Howard section of the 1/1/17 Baltimore Sun (while the rumble of planes could be heard above my Ellicott City home).

I have continued to document my complaints to via the BWI/MAA Noise Complaint Form at least weekly.

I believe there are three distinct flight paths that now affect my home:

1. Arrivals to BWI on a SSE path, some of which are below 3000 feet (per a October phone conversation with Ellen Sample at BWI/MAA) and are the most disturbing when they occur (but in fairness, do not occur daily). To me, this is exceptionally low given I am 15 miles from BWI.
2. Departures from BWI on a NW path that seem to fly over Long Gate or the Columbia Mall (to the SW of my home, but still clearly audible). I hear this noise throughout the day on most days and I find it very distracting and unnatural. It feels as if I am living in a thunderstorm that won't move away! This noise often wakes me up, disturbs my concentration during the day, distracts me from reading, conversation, and TV in the evenings, and disrupts my sleep.
3. Flyovers on a W path. I am not sure if these are BWI arrivals or departures, or if they are flights to Reagan National. While outside on Tues. 12/27/16, a 65 degree winter afternoon, I observed contrails and heard jet noise from over 20 planes on this path from 2:15-3:30pm. Previously, I would have attributed that noise to the NW departures (#2 above), yet the contrails visible that day gave me a new clues to why the noise seems almost nonstop on certain days as I saw--and heard-- planes on both this westerly path and the "usual" NW path. (Note: I used the compass on my iPhone to determine these directions.)

Additionally, I flew in to BWI on a Southwest flight from Boston on the morning of 12/27.

I have many times spotted the "Big Lots" store in Hanover during the approach for landing. However, that day I could identify the color of each car in the parking lot, rather than only making out the sign from above. It is very clear to me that the FAA/MAA has made major changes to the flight patterns, especially plane altitudes, over Howard and Anne Arundel counties.

I greatly appreciate your efforts to have the FAA address the negative impacts the changes at BWI are having on our communities.

Happy New Year!

Carolan Stansky
3826 Plum Meadow Dr.
Ellicott City, MD 21042
home 410-461-4249

Reply all | Delete Junk |

Written Testimony FOR CB8-2017

Eric Hastings <eric.hastings@gmail.com>

Reply all |

Tue 1/17, 12:30 PM

CouncilMail; Sayers, Margery; Weinstein, Jon

I would like to testify in support of the resolution enabling action addressing the implementation of the Next Generation Air Transportation System, Legislation number CB8-2017. I apologize for not being able to attend and provide my testimony in person.

As others are likely to testify, the implementation of this system over the past few years has adversely impacted communities like ours that are well outside of what had traditionally been considered the airport's immediate area. The implementation process itself provided no voice to communities like ours, and in fact appeared to be completed in a manner that obscured its true goal. Notifications were provided by BWI that there would be only temporary runway closures and changed flight patterns, but the permanent change in patterns was never communicated.

We have rigorously pursued answers about this change through the MAA, but unfortunately they appear unable to do anything other than get messages about "further research" from the FAA. Our numerous complaints through the MAA's website have resulted in some reaction and attention, but little actual action by those that have the power to do anything, namely the FAA or the airlines.

I would like the council to understand the real, personal effect this has on citizens of their county. My wife Cathy grew up in Glen Burnie park in a house located within 10,000 feet of the end of a primary BWI runway. Therefore, she has direct, personal knowledge of the impact air traffic can have on home life. When we settled in Howard County 20 years ago to raise our family, she thought she had left behind the stressful, noise-filled daily interruptions of the airport. True, we were still close by, and would notice the occasional flight in the distance, but that was OK as a price to pay for enjoying close proximity to all the region has to offer.

Unfortunately, the last few years have brought back the experiences of growing up for Cathy. Even sitting inside our house this winter, with the windows all shut, she pauses and notices flights rumbling the walls, starting around 6AM and continuing through the day. When outside, conversations need to stop while flights pass by, turning a peaceful walk through our neighborhood into a cause for irritation and stress.

I urge the council to pass this resolution to allow our officials to have a voice against the larger corporate forces that have made Howard County a slightly less enjoyable place to raise a family.

Eric Hastings
7372 Gardenvue Drive
Elkridge, MD 21075

Reply all | Delete Junk |

CB 8-2017 - support

Reply all |

Tue 1/17, 12:01 PM
CouncilMail

I support your action to seek relief from the flight path issues.

While I am excited that BWI is expanding and bringing business to the community, I have been (as some of you already know) terribly distressed with the increased activity over my home and my community. During the seasons when I want to enjoy my outdoor spaces, there times of the day with the air traffic is so constant, it is not possible.

Thank you for helping find a reasonable solution to the traffic. Rush hours in the morning and evening in my area now include the roar of low flying aircraft...sigh.

Best,
Anne

Anne Towne
7355 Hidden Cove, Columbia, MD 21046
410-952-0310

Testimony in support of CB8-2017, Authority to sue over NextGen

GP

GECA President <president.geca@gmail.com>

Tue 1/17, 7:42 AM

CouncilMail

Reply all |

Keep

Here is our testimony from GECA. I plan on testifying in person this evening, and providing paper copies as well.

Drew Roth, President, GECA

GECA Testimony in support of Council Bill 8-2017

Drew Roth, President, Greater Elkridge Community Association

GECA strongly supports this legislation. We are very grateful that Calvin Ball and Jon Weinstein have introduced this and we offer our most sincere thanks.

The Hanover community has had a strong negative impact from new flight paths implemented under the Federal Aviation Administration Nextgen program in May 2015.

Since that date, GECA has tried to resolve this issue by working with the Maryland Aviation Administration, the FAA, and our elected officials at the county, state, and federal levels.

The head of the MAA, and our Congressional representatives have sent letters to the FAA asking that the FAA address the increase in noise in our communities. The FAA has not meaningfully responded to these requests, and the noise continues unabated.

Under the National Environmental Protection Act of 1970 (NEPA), this situation should not occur. NEPA requires all federal agency actions to include an Environmental Assessment (EA) and, for actions with significant impacts, an Environmental Impact Statement. Noise affecting the surrounding community is a significant impact.

The FAA did follow the process and produce an EA for Nextgen in the "Washington DC Metroplex", which includes BWI. The FAA received a Finding Of No Significant Impact based on this EA, and proceeded to implement Nextgen in our area.

The EA repeatedly states that under Nextgen, there would be no significant changes to flight paths under 3000 feet above ground level. However, there are many changes to flight paths

under 3000', and these changed low level flight paths are the cause of the increased noise in our community.

Implementing the Nextgen program differently than was described and approved under the NEPA process should be properly subject to legal challenge. We have been enduring this for nearly two years, and we have exhausted all other avenues to address this issue.

A reasonable outcome would be a court order requiring flight paths to remain within the established noise zones below 3000 feet above ground level. This would not move the noise problem onto someone else, since zoning has not allowed residential development within the noise zones for the last 20 years under the Maryland noise abatement law. Homes within the noise zone prior to the noise abatement law have received noise mitigations. This outcome is asking nothing more than the FAA implement the Nextgen program that they described in the DC Metroplex Environmental Assessment.

Detailed notes with references on this matter may be found at

https://drive.google.com/file/d/1Wz4OpV_0torqtOC4WID1XTztyCGwPXCmu5xk-PQF5CI9HAo6ssjioI3CaBP0k2tuIXeRXHwev1yHEqp1/view?usp=sharing.

Reply all | Delete Junk |

RE: Council Bill 8-2017

KP



Katherine Peterson <peterson.katherine7@gmail.com>

Mon 1/16, 9:21 PM

CouncilMail

Reply all |

Dear Council Members,

I am writing to support Council Bill 8-2017. The changes made in the BWI runway patterns have resulted in a disruptive increase in noise at an unrelenting pace in our neighborhood. We have lived in our house for 20 years. We knew the airport was there when we bought the house. Then, every few days we would hear substantial airplane departure or arrival noise. I wouldn't have called it a problem. Now, since the implementation of the FAA's Next Gen plane departure noise begins just after 5:00 a.m. and continues throughout the day until late into the night every single day. The altitude of the planes also seems much lower. The noise is so loud that conversation can not continue when one is out of doors. It isn't much quieter inside.

When we attended the FAA's meeting for the citizens of the affected neighborhoods we were told that there was an environmental impact study that concluded that there was no significant impact; that the increases in noise did not meet a minimum standard. When questioned, FAA representatives became increasingly vague about the contents of the study. Upon my request I was told that the study was not available for public inspection. When I requested the noise data to examine for myself, the answer first relied on the complicated nature of noise modeling and my supposed inability to understand the complicated math involved. After being disabused of that idea, the FAA representative eventually revealed that there really was no data. The impact to my neighborhood was never measured in any way, nor apparently was it even considered as part of the study.

The Next Gen plan is touted by the FAA as a wonderful thing. It will save the airlines a great deal of money. It saves that money at my and my neighbor's expense. I am asking Howard County to take steps help us. I believe that Bill 8-2017 is a good start.

Thank you,

Dr. Katherine Peterson

6420 Sedgwick St.

Elkridge, MD 21075

Reply all | Delete Junk |

The Importance of Bill CB8-2017

katp@rcn.com

Reply all |

Sun 1/15, 4:31 PM

CouncilMail

RE: Council Bill 8-2017

Dear Council Members,

I would like to state the importance of moving forward with this measure. I literally now live on a BWI runway due to the actions of the FAA. The groups of multiple takeoffs occur regularly before 5:00 am and don't stop until well after midnight most days. For months I have had to function on 5 hours or less of sleep often 7 days a week and especially holidays. When I purchased this house 22 years ago it did not even show on the FAA's noise measurement mapping, including the most recent 2014 - 2017 projections. It is so loud now due to the FAA concentrating the takeoff corridor to such a narrow width and lower elevation that a normal conversation cannot continue outside. Inside, the jet noise often rattles the windows and prevents any type of restful sleep. I have recently paid off my mortgage with the expectation of spending my retirement in this house but because of the FAA's total disregard for the residents of Howard County I can no longer envision that happening without government intervention. The previous occasional loud takeoffs, mostly by foreign cargo flights, were acceptable but the constant screaming drone of groups of 3 or more planes separated by less than a minute, over and over, dozens of times a day, is impacting my health. The FAA violated the current agreements with the MAA by imposing Next Gen. The FAA could revert to the previous flight patterns at any time while correcting the problems with Next Gen and then implementing the legally agreed upon updates, but they have demonstrated they will not. It is apparent the FAA's disrespect of State and Local government can only be addressed in court. Unless the Council is considering rezoning Elkridge into an industrial park and providing compensation to move the residents into western farmland, it is time to put an end to the FAA's madness.

Respectfully yours,

Mark Peterson

6420 Sedgwick St.Elkridge, Howard County, Maryland 21075(410) 796-3120

Testimony in Favor of CB8-2017--Legal Action against FAA authorized

RW Robyn Winder <rgwinde@gmail.com>
Fri 1/13, 9:00 AM
CouncilMail

Reply all |

Testimony In Favor of CB8-2017--Legal Action against FAA authorized

We are writing to express our strong support of CB8-2017--Legal Action against FAA authorized. Our family has lived in our home in the Hanover area of Howard County since May 1992. Before NextGen, we had a quiet community, and even though we knew BWI was nearby, we barely noticed it. Suddenly, in 2015, we went from almost zero awareness of airport noise to what is now perpetual awareness of airport noise to the nth degree. Like a continuous pin prick to an exposed nerve, this constant roar of airplane traffic is a pain from which there is no escape.

The unwarranted changes to flight paths, precipitated by the NextGen system, have adversely affected the greater Elkridge area in general and Hanover in particular by profoundly undermining the quality of life in our previously quiet and serene neighborhoods. Since May 2015 when the new flight paths were implemented, our health, our happiness, our peace of mind, and our property values have been under constant assault by this unprecedented, relentless noise.

This is our daily nightmare: we are literally bombarded by hundreds of flights a day, both takeoffs and landings. We wake up to the noise; we go to sleep to the noise. Although the departures, due to engine roar, are especially devastating, the noise impact of landings is also horrific. Moreover, the landings, just like the departures, are extremely close to our homes, in some cases directly over them. They are so close and so noisy that most people would find them as frightening and disruptive as the takeoffs. Both takeoffs and landings are equally intolerable and should be moved as far away from our neighborhoods as they were before NextGen. We believe that this constant bombardment by airplane noise, which has become a daily nightmare for thousands of Greater Elkridge residents, is an urgent matter that demands prompt attention and immediate relief.

The foregoing scenario is repeated with comparable negative impacts throughout areas of Greater Elkridge all day, every day, and half the night without cease. We have seen the numbers, we have seen the charts, we have seen the diagrams, we have seen the pictures, but

none of this data can capture the unrelenting daily torment of constant bombardment by aircraft noise.

Both before and since the implementation of NextGen, the FAA has shown utter contempt and blatant disregard for the noise impact on the residents of the surrounding area. The NextGen Environmental Assessment (EA) of December 2013 and the FAA's March 9, 2016, response to the MAA's letter dated October 22, 2015, are further evidence of the FAA's indifference, incompetence, and arrogance. Indeed, as the following bullets indicate, the FAA's entire approach is laughably inaccurate, almost completely irrelevant, and deeply insulting to the Elkridge community, which continues to suffer the painful consequence of the FAA's thoughtless action.

- The EA of NextGen in the Washington D.C. Metroplex, which includes BWI, received a Finding of No Significant Impact (FONSI). The EA is utterly fraudulent because **it failed to study any impact below 3000 ft AGL**, which is where the noise affecting our community occurs.
- Further, the EA claimed there would be no flight path changes below 3000 ft AGL, which is a blatant falsehood. If the MAA and the community had been honestly informed of these flight path changes, we would have protested the changes and ensured that no FONSI was issued because, let us assure you, there is "significant impact" on the community.
- The FAA's March 9, 2016, letter to the MAA disregards the central issue of continuing and constant noise from runway 10/28 and disingenuously focuses instead on the noise that occurred from runway 15/30 during the closure of runway 10/28 last fall. The letter pretends that all our noise problems were a result of that closure and now they are gone, even though the MAA went to great pains in its letter to indicate *the noise from flights using runway 10/28 is a separate and ongoing problem*. Because the FAA refused to address the key issues delineated in the MAA's letter, we can only assume willful ignorance or outright dishonesty on the part of the FAA.
- The FAA claims in its letter that there was an altitude change made on February 4, 2016, that "should keep aircraft over the Potomac River up to a mile from the departure end of the runway." Clearly, this refers to an airport other than BWI, thereby indicating that little care or concern was taken in preparing this letter since the FAA cannot even get the airport in question right. Therefore, the FAA letter is obviously a slapdash, botched, cut-and-paste job which not only should be an embarrassment to anyone who works for the federal government but which is an infuriating affront to the many residents of our community who must endure the ruinous impact of their ill-conceived actions.
- Finally, it took **five months** for the FAA to respond to the MAA's letter, and the response included baldly inaccurate information and blatantly disregarded the continuing noise generated by aircraft using runway 10/28.

Taken together, the FAA's attitude before the implementation of NextGen and its subsequent response to our requests for a remedy can only be described as deeply insulting, utterly incompetent, and completely fraudulent. Furthermore, their willful blindness to the full nature and scope of the noise problem belies the FAA's claim of "full transparency and coordination of [their]

proposed actions." The fact that the FAA is implementing this system all across the country without regard to its human impact is a national scandal. The FAA has implemented changes that have destroyed the peace of mind and ruined the lives of residents across the United States.

We hope we have convinced you that this is an urgent matter requiring a resolution as soon as possible. The FAA must return to pre-NextGen flight paths to and from BWI. This, we believe, is the only solution that is guaranteed to provide prompt and certain relief to your fellow citizens who continue to suffer in Hanover and Greater Elkridge. We therefore urge you to support CB8-2017.

James and Robyn Winder
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Hanover, MD 21076

NextGen



Diane Dunlap <ddunlap42@gmail.com>

Fri 1/6, 8:31 AM

CouncilMail

Reply all |

Thank you for providing leadership on this issue that is negatively affecting so many of us.

I am a retiree who moved to Howard County to be close to my son and grandchildren. I live in the Woodlands townhouse development just West of BWI and I-95 in Ellicott City. I walk my two dogs four times a day in this lovely area. I am home most of the time. Up until the FAA/BWI Next Gen change, we have been very happy with our choices to be in Howard County. I was very happy with my choice of retirement location. Now, loud noise is a constant part of my days. I want it to stop.

The Next Gen changes have added constant noise to my formerly quiet retirement. Every time I walk my dogs, I count the number of planes directly overhead. Most days we average about one every 4 minutes, which means that there is constant airplane noise coming and going during every walk. This was formerly a relaxing time of exercise and communion with the outdoors. The noise has completely ruined this. I don't know what the chances are of danger from airplanes when there is always one over your home, but I know it is more than when there was only one airplane or so every month or so.

What is most upsetting to me, however, isn't just the noise and the potential danger. It is that this happened without any public notice that it was coming. When I first inquired about the increased noise, I was misdirected by the BWI staff person who answered the phones that it was a "temporary" realignment for resurfacing of runways. By the time I understood that the change was permanent, it was too late to look for a new place to live without loss in property values. When I tried to register a formal protest with BWI, I was directed online to a "single incident" form that I could fill out. The form didn't capture the fact that this is now a constant nuisance. The only BWI response from filing the form was a months later e-mail invitation to an "open house" where the FAA could explain to any citizens who showed up how there was nothing we could do to change the decision because it was already implemented and because it was part of a national plan to "save money."

How could BWI (and the FAA) perpetrate such a lie and misdirection to so many people? How can the FAA affect so many lives and remain so callous to our complaints? How can they continue to say that this decision is "saving money" when they don't take into account what they are costing us? Bad decision, badly implemented. We deserve better.

I didn't chose my home because it was under the airplane paths. I chose it because it provided

a quiet retirement. My family carefully chose this location for our investment. I look to Howard County to try and get this decision changed for all Howard County residents, since individual complaint is obviously not enough to make a difference.

I support anything that you can do to get BWI/FAA to reverse this decision. If you can modify Howard County rules on noise to include airplane noise, I also applaud using that potential revenue source to penalize each airline, BWI and the FAA. Generated income won't help me, but it will help my county fight back.

Thank you.

Diane Dunlap
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Electronic Testimony - FAA Complaints - Noise Pollution from Aircraft 12/27/2016

PJ Piel, Jim <jpiel@mtb.com>
Tue 12/27/2016, 11:25 AM
CouncilMail

Reply all |

I am providing electronic testimony regarding the noise pollution from aircraft taking off and landing at BWI Airport. My house, address below, is 10 miles from the airport in Elkridge MD – located West / Northwest of BWI. I have lived in my house since 1999, and there were no planes flying overhead between 11pm and 6am until the past few years.

Some nights, aircraft are taking off or landing in the middle of the night. I have heard low flying jet aircraft over my house at 1am, 2am, 3am, 4am. It is so loud that you almost jump out of bed. These middle of the night flights are one or two planes and do not seem to be correlated with bad weather in other parts of the country which may have shut down air travel the day or night before. I doubt these are passenger aircraft. In any event, such a low altitude ten miles from the airport should be stopped. These planes should be required to maintain sufficient altitude to minimize noise, like they used to.

Every day, jet aircraft take off from BWI airport and fly over my house beginning at about 5:21am. It is so loud that it must wake up every resident in Elkridge and Columbia.

During normal hours after 6am, depending on the day, aircraft fly directly overhead one after another every 45 seconds for a period of time using the same course and bearing. It is repetitive and highly annoying. A small change in direction by a few degrees would likely help a lot, because it is when we are directly below the jet wash that you can't hear your TV inside your own house. This is especially bad from the type of aircraft with two engines located in the tail section such as the McDonnell Douglas MD11. For whatever reason, these types of jets produce much more focused noise and vibration than jets with engines located under wing. Maybe the new air traffic control system can plot courses taking consideration of data on population center locations and re-route travel over less congested areas like farmland. The excessive noise will eventually have a negative economic impact on this community unless it is corrected in my opinion.

In contrast, many nights I have stayed at hotels across the street from JFK Airport in Queens NY, one of the busiest airports in the world, and not one time in ten years did I ever hear a plane taking off or landing. Not once. How can that be, if I was in a hotel across the street? Why can't their method be used at BWI?

In summary, I have lived in my house since 1999, and there were no planes flying overhead between 11pm and 6am until the past few years. There were low flying incoming aircraft during regular hours, which was always annoying. This has gotten much worse in the past two to three years. Planes should not be allowed to take off and land in the middle of the night unless it is an emergency or the planes were delayed from taking off earlier due to weather problems elsewhere. If a BWI flight was scrubbed for mechanical reasons, and a replacement plane is flown in to BWI in the middle of the night, I would consider that an acceptable emergency to help those stranded travelers get to their destinations on

time. From a safety standpoint, planes shouldn't be allowed to fly at such low altitude < 1,000 feet 10 miles away from the airport. I shouldn't be able to wave to people inside the windows of these jets 10 miles away from BWI. They shouldn't be this low even 5 miles from the airport in my view. One bird strike could bring down a plane this low. Changes should be made to reroute the approach and take off over less populated areas. If they approached BWI from the south, from the Chesapeake Bay, it would be much safer to both passengers and residents, and there wouldn't be this noise pollution to any populated areas. Why not use what they do at JFK Airport at BWI to **eliminate** the noise?

Finally, I must add my theory that the FAA is run by former airline industry executives who don't care about noise. Their sole objective, in my view, is to maximize the **economic** profit to their former employers. I doubt that any part of their compensation is tied to reducing residential noise pollution complaints, so why would anything be done? Would you do something you are not paid to do, especially if it cost you a highly lucrative job? I am trying to move at least 30 miles west of here to get away from the noise, so hopefully they are not flying < 1,000 feet 50 miles away from BWI – but that could be next.

Sincerely,

Jim Piel
7733 Patuxent Oak Court
Elkridge MD 21075

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