

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-PQF5CI9HAo6ssjiol3CaBP0k2tulXeRXHwev1yHEqp1/view?usp=sharing.

GECA Status Report on Airport Noise in Hanover Jan 2017

This note describes the history of actions taken to address the airport noise experienced in Hanover, Maryland, caused by aircraft departing BWI Runway 28 under the FAA Nextgen flight procedures.

Timeline of past events

May 2015:

- The FAA instituted new departure flight paths for Runway 28.
- Residents of Hanover, Maryland experience greatly increased, unprecedented aircraft noise.

Fall 2015:

- The MAA closed Runway 28 for construction.
- Flights that would have departed on Runway 28 depart from Runway 15R instead.
- The use Runway 15 R for departures caused enormously increased noise for all of Elkridge, including the Hanover neighborhoods.

October/November 2015:

- The head of the MAA, and our US Congressional representatives Sarbanes, Ruppertsberger, and Cummings send letters to the FAA asking for resolution to the noise issues caused by the Nextgen program.
- The MAA letter ([page 1](#), [page 2](#)) clearly states that the issue with noise from the Nextgen implementation is separate and distinct from the issue with noise from the runway closure.
- The MAA letter clearly states that the Environment Assessment required for the implementation of Nextgen in the DC Metroplex (which includes BWI) falsely states that Nextgen will have no changes to flight patterns under 3000 feet Above Ground Level.

January 2016:

- At the January GECA meeting, the MAA presented flight path data that documents that the change in flight paths for Runway 28 departures results in planes turning right immediately after takeoff, which causes the increase of noise over Hanover.
- The MAA presented modeled data for the new TERPZ SIX procedures, which suggest the planes will no longer turn to the right immediately after takeoff, thus resolving the noise issue.
- The MAA agrees to gather actual observed data of the flight paths under TERPZ SIX, and to present it at the March GECA meeting.

February 2016:

- The TERPZ SIX procedures are instituted.
- Hanover residents experience no reduction in airport noise.

March 2016:

At the March 2016 GECA meeting, the MAA provided the promised flight data for the TERPZ SIX procedures, and a letter from the FAA in response to the MAA letter of October 2015. ([page 1, page 2](#))

April 2016: MAA writes letter to FAA, echoing the community concerns regarding the accuracy of the EA, and emphasizing that Nextgen is the cause of our concerns. ([letter](#))

July-September 2016: State and local officials meet with FAA to make plan to address noise concerns. ([news article](#))

Sometime in late summer 2016: noise in Columbia (Long Reach) and western Ellicott City becomes an issue. GECA has not discussed this with the MAA (not in our area) and we have no official flight path data.

October 2016: FAA holds public information session, shows data consistent with MAA data from March 2016, declares these flight paths have no impact based on modeling done by their consultant, promises to start BWI community working group.

Hanover Flight Data From March 2016

This data describes the current flight paths in Hanover.

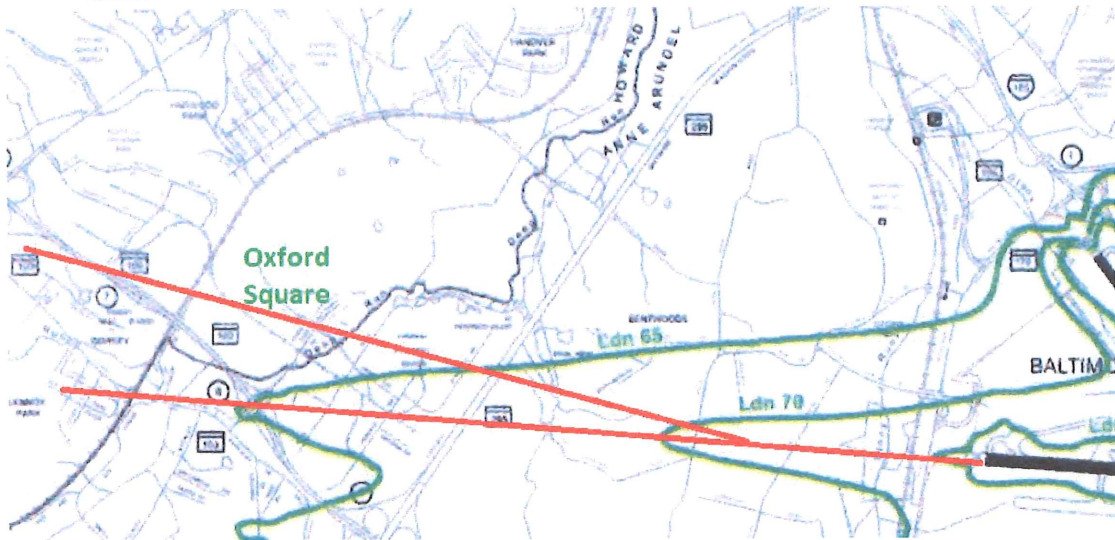
Scatter Plots showing aircraft location three miles out from the center of Runway 28
[Summer 2012, pre Nextgen](#)
[January 2016, under Nextgen](#)
[February 2016, under Nextgen TERPZ SIX](#)

Flight track density plots
[Summer 2012, pre Nextgen](#)
[January 2016, under Nextgen](#)
[February 2016, under Nextgen TERPZ SIX](#)

Interpretation of flight data:

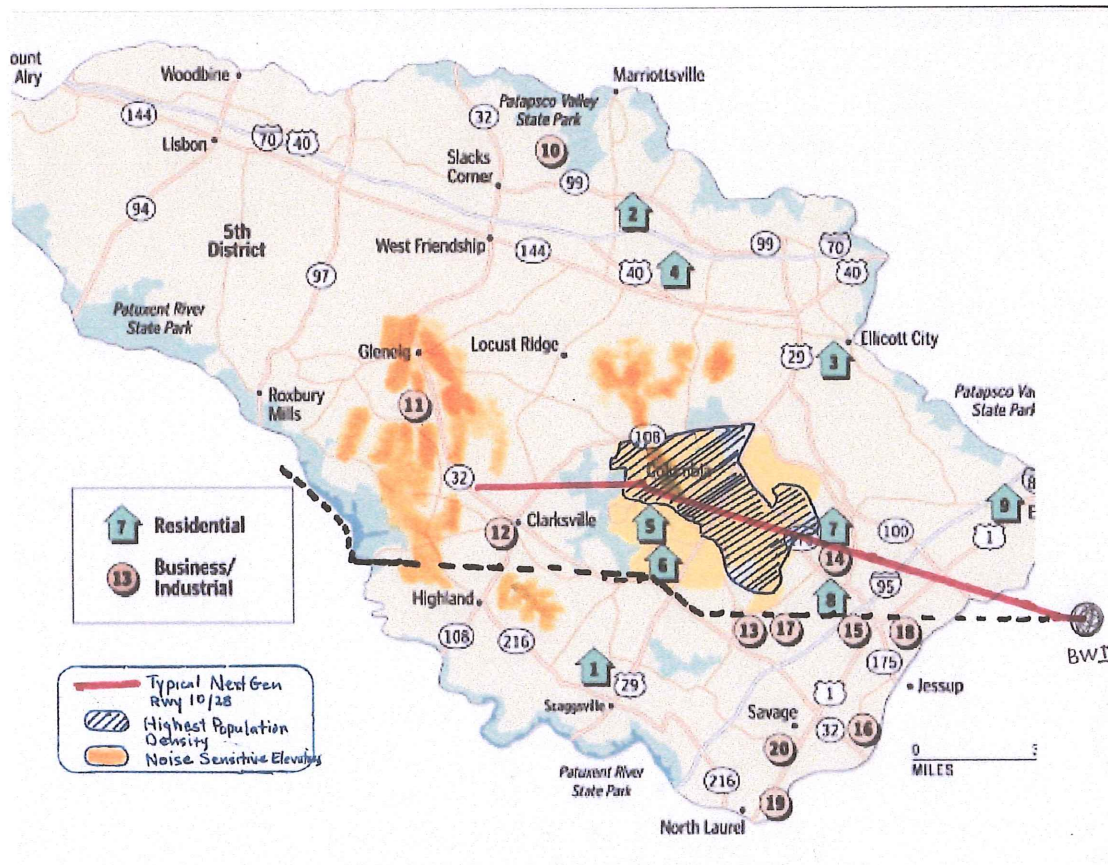
- The data clearly shows the turn to the right under Nextgen which causes increased noise in Hanover.
- The data clearly shows the turn to the right occurs under 3000' AGL, contrary to the Nextgen program as described in the DC Metroplex Environmental Assessment.

- The data clearly shows the change to TERPZ SIX procedures did not eliminate the turn to the right, or have any material change to flight paths and aircraft noise in Hanover.
- Comparing the Nextgen observed flight data with the [2014 BWI Noise Zone map](#), it is clear that, under TERPZ SIX, planes departing Runway 28 are flying outside the established noise zone.
- If one were to recalculate the noise zones to reflect the actual flight paths under TERPZ SIX, the Oxford Square development would lie within the 65 dB DNL boundary.
- Oxford Square is currently partly built out, and it is planned to include 1500 residential units.



The lower red line is the pre-Nextgen path. The upper red line is the current TERPZ SIX flight path.

This diagram shows the NextGen flight path farther out over Columbia.



FAA Letter from March 2016.

At the GECA meeting in March, the MAA representatives shared the FAA response ([page 1](#), [page 2](#)) to the MAA letter of November 2015.

There are a number of issues with this response:

- The FAA response correctly states that the Nextgen program for the DC Metroplex was described in an Environmental Assessment (EA), was properly coordinated with the MAA, and received a Finding Of No Significant Impact. However the program as implemented is different than what was described in the EA. Specifically, the EA states repeatedly that there will be no changes to flight paths under 3000 feet, and the program as implemented has significant changes to flight paths under 3000 feet, resulting in aircraft noise levels that significantly deviate from the approved BWI Noise Map, with major impacts on the surrounding communities. The letter from the MAA specifically calls out the discrepancy between the EA and the program as implemented. The FAA response ignores this issue.

- The FAA response attributes the community noise complaints to the use of Runway 15R while Runway 28 was closed for construction. The MAA letter directly and correctly states that the community residents are primarily concerned with noise from Nextgen departure procedures under 3000 feet AGL. This is not a runway closure issue, and the FAA letter does not address our clearly stated citizen concerns.
- The FAA response claims that the flight procedures have been changed to increase the altitude flown by departing aircraft, and bizarrely talks about aircraft remaining over the Potomac River. The flight path data indicates no change in aircraft altitude under the new TERPZ SIX procedures. It should not be necessary to point out that the Potomac River is far from any departure flight paths from BWI.

Conclusion

Nothing in the FAA response to date, whether in the form of revised flight procedures or written replies to our concerns, has addressed our concerns in any way.

In the past, the FAA and MAA and local communities have worked together so that residential development and investment, by both homeowners and real estate developers, can occur with a documented and predictable expectation of what areas will be impacted by aircraft noise.

Under the FAA Nextgen program, that cooperation and predictability is gone. Major developments such as Oxford Square have been planned, approved, and partly completed with an understanding that they are outside the BWI noise zone. Until Nextgen, where planes now fly directly overhead, and 1500 residential units of Oxford Square lie within the 65 dB DNL boundary, where no new residential development should occur. How much will it cost the MAA and Maryland taxpayers to mitigate the impact of the noise caused by FAA's Nextgen program at Oxford Square?

In Hanover, long-term homeowners have lost the enjoyment of their property, and have lost the value of their investment in their homes, as a result of the FAA's callous indifference to the community.

To describe Nextgen as having no impact below 3000 feet AGL in the EA, and then to implement something entirely different, where planes fly directly over 1500 new residential units at an elevation of less than 2000 feet, is scandalous. It is fraudulent. It is dishonest.

This should not stand.

Date: December 12, 2016

To: Councilman Calvin Ball

From: Jimmy L. Pleasant
6274 Woodcrest Drive
Ellicott City, MD 21043

Re: FAA NextGen Noise

Dear: Councilman Calvin Ball

My house is directly under a newly formed BWI Airport's departing flight path, which resembles a freeway in the sky. This is due to FAA's NextGen Program, which changed BWI departing flight paths, starting early 2016.

A once quiet neighborhood is now rocked and heavily impacted by almost constant stream of aircraft noise, from early in the morning around 5:15 AM through late at night around midnight, everyday of the week.

Average number of airplanes per day over my house is between 150 and 170, the most in one day so far was 202. The frequency of these airplanes is a torture and we are drowning in jet noise. My house sounds like a war zone, the noise is causing extreme discomfort.

The neighborhood is also being crop dusted by emissions from many airplanes. This air pollution will lead to a significant public health hazard by carcinogens, causing high cancer rates. This is a health hazard for people in the community who live under one of the new flight paths.

My quality of life has significantly been decreased by FAA NextGen flight paths changes..

I believe that the airport runway changes will significantly affect the current value of this property, unfortunately.

Living under this newly formed FAA NextGen flight path is a nightmare!

Sincerely,



Jimmy L. Pleasant

Nov. 27,2016

Flights departing over 6274 Woodcrest drive, Ellicott city, Md.

5:37 AM	7:30 AM	9:06 AM	11:32 AM	2:44 PM	4:52 PM	6:37 PM	8:22 PM	10:17
5:41 AM	7:39 AM	9:11 AM	11:37 AM	2:47 PM	4:55 PM	6:39 PM	8:24 PM	10:19
6:09 AM	7:41 AM	9:16 AM	11:38 AM	2:51 PM	4:59 PM	6:50 PM	8:31 PM	10:23
6:12 AM	7:42 AM	9:20 AM	11:46 AM	2:54 PM	5:06 PM	6:52 PM	8:39 PM	10:42
6:13 AM	7:44 AM	9:22 AM	11:56 AM	2:56 PM	5:08 PM	6:56 PM	8:41 PM	
6:19 AM	8:13 AM	9:24 AM	12:09 PM	2:58 PM	5:10 PM	7:01 PM	8:50 PM	
6:29 AM	8:14 AM	9:31 AM	12:13 PM	3:01 PM	5:13 PM	7:23 PM	8:52 PM	
6:35 AM	8:16 AM	9:34 AM	12:14 PM	3:07 PM	5:16 PM	7:26 PM	8:54 PM	
6:36 AM	8:19 AM	9:41 AM	12:16 PM	3:13 PM	5:24 PM	7:30 PM	8:57 PM	
6:37 AM	8:22 AM	9:47 AM	12:26 PM	3:15 PM	5:26 PM	7:34 PM	8:59 PM	
6:38 AM	8:24 AM	9:48 AM	12:31 PM	3:16 PM	5:28 PM	7:38 PM	9:03 PM	
6:41 AM	8:30 AM	9:51 AM	12:39 PM	3:18 PM	5:31 PM	7:42 PM	9:06 PM	
6:44 AM	8:32 AM	9:53 AM	12:54 PM	3:19 PM	5:33 PM	7:46 PM	9:10 PM	
6:47 AM	8:34 AM	10:02 AM	1:05 PM	3:28 PM	5:35 PM	7:50 PM	9:14 PM	
6:49 AM	8:35 AM	10:08 AM	OUT 1HR	3:29 PM	5:37 PM	7:56 PM	9:16 PM	
6:52 AM	8:40 AM	10:10 AM	2:00 PM	3:31 PM	5:46 PM	8:00 PM	9:17 PM	
6:53 AM	8:42 AM	10:26 AM	2:06 PM	3:33 PM	5:57 PM	8:05 PM	9:29 PM	
7:02 AM	8:52 AM	10:40 AM	2:08 PM	3:40 PM	5:58 PM	8:07 PM	9:33 PM	
7:12 AM	8:53 AM	10:54 AM	2:22 PM	3:42 PM	6:00 PM	8:09 PM	9:38 PM	
7:15 AM	8:56 AM	11:05 AM	2:23 PM	3:52 PM	6:10 PM	8:11 PM	9:42 PM	
7:19 AM	8:58 AM	11:17 AM	2:29 PM	4:18 PM	6:12 PM	8:12 PM	9:51 PM	
7:20 AM	8:58 AM	11:26 AM	2:35 PM	4:20 PM	6:17 PM	8:16 PM	9:53 PM	
7:22 AM	9:01 AM	11:30 AM	2:41 PM	4:22 PM	6:27 PM	8:18 PM	9:56 PM	
7:25 AM	9:03 AM	11:31 AM	2:44 PM	4:46 PM	6:30 PM	8:20 PM	10:06 PM	

[Home](#) > [Flight Info](#) > [Air Traffic](#)

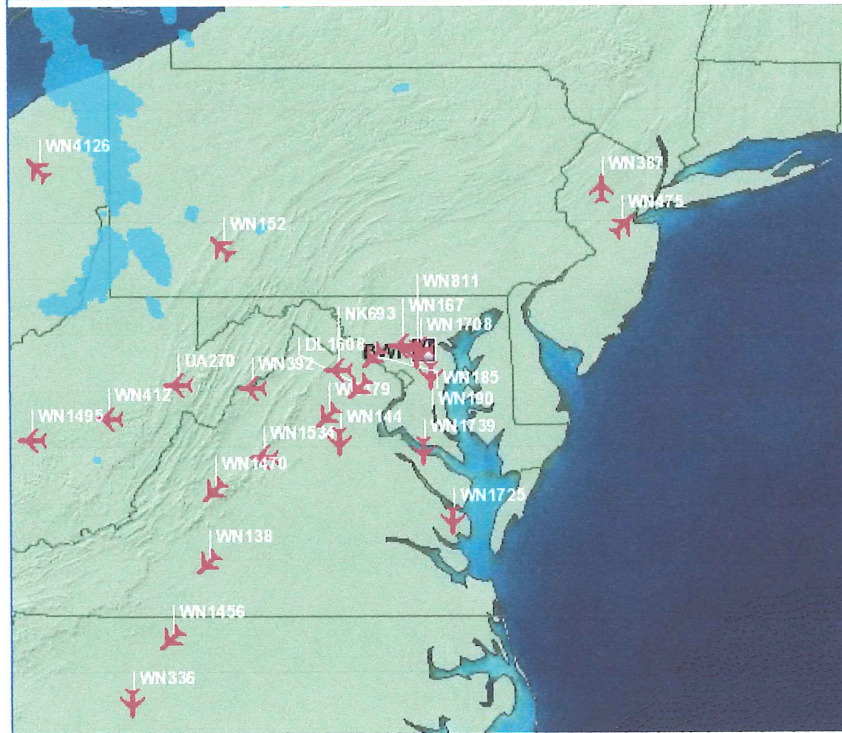
Air Traffic

Updated Jan 9 - 8:56 AM ET

Flight Info

- [Arrivals](#)
- [Departures](#)
- [Air Traffic](#)
- [Flight Tracker](#)
- [Airlines](#)
- [Flight Schedules](#)
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CURRENT BWI AIR TRAFFIC



View

- Arrivals
- Departures
- Zoom In

Flights

- Departures
- Arrivals

Airlines

- AA - American Airlines
- AC - Air Canada
- AS - Alaska Airlines
- B6 - JetBlue
- BA - British Airways
- DL - Delta Air Lines
- DY - Norwegian Air
- G4 - Allegiant
- UA - United Airlines
- VC - ViaAir
- WG - Sunwing Airlines
- WN - Southwest Airlines
- WW - WOW Air

[All Airlines](#)

Weather

- Rain
- Mixed
- Snow
- Light Heavy



Flight information is derived from [OAG flightview](#)® data.

[Home](#) > [Flight Info](#) > [Air Traffic](#)

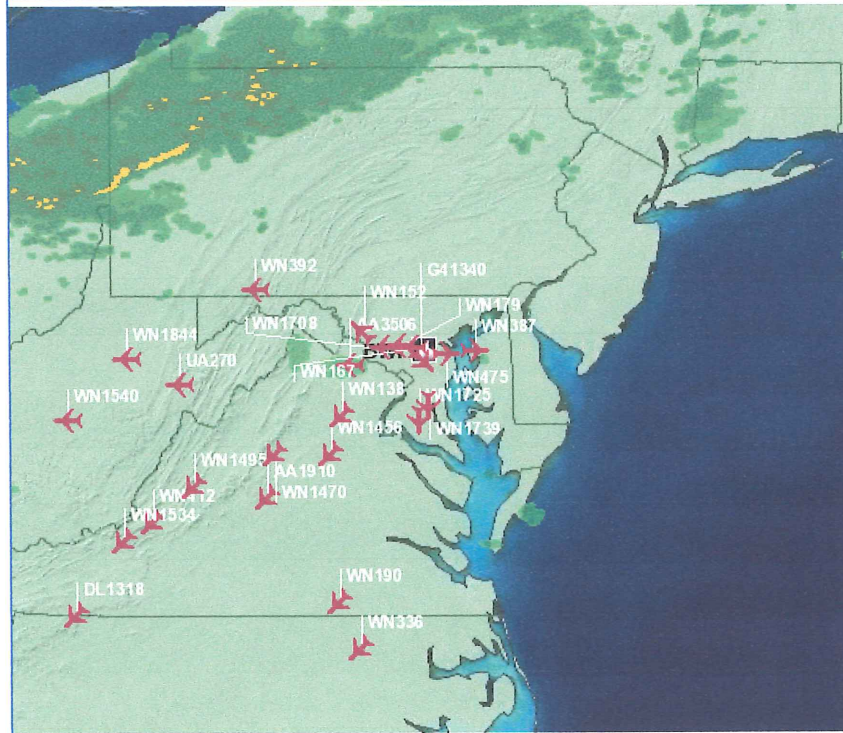
Air Traffic

Updated Jan 12 - 8:56 AM ET

Flight Info

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CURRENT BWI AIR TRAFFIC



View

- Arrivals
- Departures
- Zoom In

Flights

- Departures
- Arrivals

Airlines

- AA - American Airlines
- AC - Air Canada
- AS - Alaska Airlines
- B6 - JetBlue
- BA - British Airways
- DL - Delta Air Lines
- DY - Norwegian Air
- G4 - Allegiant
- UA - United Airlines
- VC - ViaAir
- WG - Sunwing Airlines
- WN - Southwest Airlines
- WW - WOW Air

[All Airlines](#)

Weather

- Rain
- Mixed
- Snow
- Light
- Heavy



Flight information is derived from [OAG flightview](#)® data.

Testimony on Bill No. 8-2017

Russ Swatek
8141 Tamar Drive
Columbia, MD 21045
swatek1@yahoo.com

I am pleased to see that the Council is concerned about the excessive noise impacting Howard County residents. However this proposed Bill is too narrow in its focus. It should address taking the necessary action required to eliminate the excessive noise from all sources, to include the noise emanating from the Merriweather Post Pavilion (MPP). Howard County residents have been complaining more in recent years about MPP noise, and their concerns should be addressed.

The Maryland State Legislature increased the allowable noise levels for facilities such as MPP in 2013, and ever since the number of complaints about MPP noise has been increasing. The Office of Law should be authorized and encouraged to institute any civil action or other proceeding against the Maryland State Legislature necessary to return allowable noise levels back to the pre-2013 limits.

Also there are actions the Howard County Council and Executive can take now within the constraints imposed by the current state legislation that would greatly diminish the annoyance factor of the repetitive bass note beats emanating from MPP. These actions were listed in a September 10, 2015 letter from the Howard County Citizens Association to the Howard County Council and Executive. I have included this list below and would be pleased to talk with any of you about them.

Thank you for your consideration of this matter,
Russ Swatek

The following is from the September 10, 2015 letter from the Howard County Citizens Association to the County Council and Executive, Subject: *Please Act on Howard County Noise Concerns*

Howard County Council

Amend Noise regulation Section 8.900 to either reference or include correct dBA maximum limits.

Amend Noise regulation Section 8.900 to allow for noise violation penalties up to the maximum allowed by COMAR.

Limit the volume of low bass notes that residents hear and feel in their homes.

There is a “C” weighting scale that is much more level across the entire range of human hearing than the “A” weighting. A noise measurement in terms of dBC much more completely represents the total amount of noise present. “C” Weighting is usually used for Peak measurements and also in some entertainment noise measurement, where the transmission of bass noise can be a problem. Due to the difference in weighting scales it is possible to produce noise that measures 95 dBA but that only measures 94 dBC with only a little of the bass booming noise allowed by 95 dBA.

The County should enact noise maximum limits with the same numerical and distance limits as specified by the 2013 legislation for an outdoor concert venue with a capacity of over 15,000 individuals or for the then current state specified limits, but specify both dBA and dBC limitations rather than just dBA limitations. This would not prohibit such a venue from producing 95 dBA noise, but would qualify how it does so that it would not include the loud bass notes to the degree that is obviously bothering residents today. There are noise measurement devices that measure both in terms of dBA and dBC.

Howard County Executive

Enable and instruct Howard County enforcement officials to take immediate action.

It appears that even when the Howard County Police or Environmental Health personnel take sound measurements, they are not able to interpret them in the field. I have been told they need to return their sound meters to the Health Department to upload and analyze the readings, and subsequently the Health Department will take enforcement action if they deem it justified. This does nothing to protect the community in real time. If the Police observed someone pouring diesel fuel into one of our lakes the Police would halt it immediately, not just issue a warning or say we may get back to you. Excessive noise is also a pollutant and should be treated similarly.

Until Howard County has operative noise limits, instruct Howard County enforcement officials to treat noise complaints as nuisance complaints under Howard County regulation Section 12.110 Nuisances.

Impose consequences commensurate with the violation if one occurs to deter repeat occurrences.

The fines we have heard were levied on MPP due to the noise violations for the May 30th and May 31st noise violations were insignificant. Noise generators either in violation of the established noise limits or deemed to be creating a nuisance should be told to lower the volume immediately, and then the event terminated within three minutes if they do not comply. Repeat occurrences within the same day should cause immediate event termination.

Jesse M. Chancellor
11030 Gaither Farm Rd.
Columbia, MD 21042

Thank you for this opportunity to share our concerns about the implementation of the NextGen system at BWI-Marshall airport. I support passage of CB8-2017.

Before I begin, I would ask that you consider the attachment to my testimony. We live about 17 miles from the airport and this is a noise log of arriving and departing aircraft over our house for a single day in September of last year. There were about 240 planes and I didn't count each one. It is truly intolerable and is destroying the quality of life that we sought when we moved to Howard County over 25 years ago.

For my testimony, I will quote excerpts from a letter sent last July by our Gaither Farm Homeowners' Association to the County Executive, which expresses my views.

AND I QUOTE:

"[Our] community has recently become affected by a substantial increase in airplane noise generated by flights to and from [the] airport. ... [W]e believe this increase in noise was created by the [FAA's] NextGen air traffic control modernization program [...].

While we are aware of the potential benefits of the NextGen system (and support them in theory), they are by definition future-based. Meanwhile, NextGen has created "winners" and "losers" in the here and now.

The effect of this is a loss of quiet, which is one of the essential elements of value in our neighborhood.

We now have a major factor weighing on the enjoyment of our community that was implemented without clear warning or any community input. As far as we know, there were no environmental reviews completed on the effect of this system.

As members of a larger community, we do not simply want to shift this problem to our neighbors. We do not want a different, but equally narrow, set of flight paths created over a different part of Howard County. The FAA created this tremendous local and national problem and they should solve it. Meanwhile,

1. We support the [MAA's] request that the FAA revert to old BWI air traffic patterns.

2. We believe that comprehensive environmental reviews should be conducted by the FAA in keeping with the MAA-prepared and FAA-approved noise compatibility program or state-mandated noise abatement programs for BWI.

3. The FAA should update its 1970 noise standards and consistently apply them.

UNQUOTE

I would add that the new NextGen departure highway over Columbia traverses the most densely populated part of our County and directly affects ten public schools, Howard Community College and Howard General Hospital. CB8-2017 is necessary to get an arrogant, unresponsive and indifferent federal bureaucracy to consider the health, environmental, quality of life and economic effects of their decisions.

Thank you.

Tuesday 9/20/16 - Low clouds
Foggy

STARTS - 5:11 am
~~one on two - then...~~

6:40 - VL, L - S/SW - ARR

6:42 - D -

6:?? - Dep

6:49 - ARR - S/SW

6:49 - DEP

6:51 - D

6:53 - ARR - ~~L~~, L - S

6:55 - ARR - L, S/SW

6:57 - ARR - VL, VL - S

6:58 - ~~ARR~~ - VL, VL - S/SW

7:00 - ARR - L - S

7:05 - ARR?

7:05 - D

7:06 - ARR, VL, VL - S

7:07 - D

7:08 - A, VL, VL - S

7:10 - A, VL, VL - S

7:12 - A - S

7:14

7:16 - A - S

7:17 - A - S

7:19 - A - VL, VL, S

7:19 - D

Check
arriving
US military
warehouse
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see

7:22-10?	8:42
7:24-D	8:43
7:26-ARR, VLownd	8:44-5
7:26-	8:46
7:35-D	8:50
7:36-	8:52
7:39	8:55
7:40	8:56
7:43	8:58
7:47	9:01
7:51	9:04
7:54	9:06
8:00	9:07-8
8:05	9:14
8:07	9:22
8:09 VLownd	9:25-6
8:13	9:28
8:15	9:29
8:16	9:30
8:17	9:32 VLownd
8:18	9:39
8:19 VLownd	9:42
8:20	9:46
8:29-A	9:47
8:39	
8:41-2	

9:50		12:08
9:54		12:12
9:55		12:23
10:06		12:29
10:07		12:41
10:18		12:44
10:19		12:47
10:23		12:52
10:25		1:01
10:34		1:08
10:39		1:08
10:43		1:08
10:45		1:19
10:45	S/S/V/L, VL	1:22
10:59		1:22
11:05		1:24
11:22	VL, VL	1:27
11:28		1:29
11:39	VL, VL	1:32
	LUNCH	1:37
	STOP	1:38
11:48		1:48
11:57		1:48
11:53		1:48
12:06		STOP

2:11
 2:12
 2:19
 2:21
 2:28 - VL, VL - SFS
 ^{Southwest}
 2:30 - VVL, VL - SWed
 2:32 - Screening
 ^{VLoud} ^{Prot Plan}
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 3:24 - VLoud
 3:26 - VL
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3:41
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168

5:15		6:48 - A, L, S
5:23		7:11
5:27		7:13
5:38		7:17 200
5:39		7:29
5:42	propeller	7:31
5:44-5	- Drp	7:47 - D
5:44	-- AR	7:51
5:45-6		7:53
5:49 VL		8:08
5:50	VL	8:09
5:52		8:15
5:53		8:16
5:55		8:20
6:02		8:37 - D
6:09		8:37 - A
6:17		8:42
6:22	} Blessed Relay!	8:44
6:32	} 10 WHOLE MINUTES	8:46
6:33		8:52
6:34	VL, VL-ARR-S/W	8:55
6:35	Helicopter	8:54
6:36	ARR	8:57
6:39		9:01
6:41		9:03
		9:07
		9:18

9:25

9:47

(2 more)

10:03

10:07-8

10:08

10:12

10:15

10:16-17

10:18 ~~19~~

10:28

10:38

(1 more?)

10:57-8

11:05

240 or more

Gaither Farm

HOMEOWNERS' ASSOCIATION

July 5, 2016

The Honorable Allan H. Kittleman
Howard County Executive
Office of County Executive, George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Dear County Executive Kittleman:

The Gaither Farm community has recently become affected by a substantial increase in airplane noise generated by flights to and from BWI Thurgood Marshall (BWI) airport. Since we have never experienced this before in the approximately 30-year history of our subdivision, we believe this increase in noise was created by the Federal Aviation Administration's (FAA) NextGen air traffic control modernization program at BWI. Because of the impact on our community, we are supportive of local and state efforts to work with the FAA to take action against noise caused by changes in flight patterns.

While we are aware of the potential benefits of the NextGen system (and support them in theory), they are by definition future-based. Meanwhile, NextGen has created "winners" and "losers" in the here and now. On a recent weekend day, one of our residents counted 45 loud planes lumbering directly over our area and low enough for distinct air carrier markings to be easily discernable. This count didn't include the even greater number of departing flights that have seemingly made the sky above our homes into an air highway. In our community, overflights were once rare; now they are nearly constant. The situation is annoying and frustrating. We can only expect it to worsen as NextGen allows for an increase in system capacity in the coming years, with an accompanying greater detrimental effect on our community.

The effect of this is a loss of quiet, which is one of the essential elements of value in our neighborhood. As you may know, our area sits amidst conserved farmland, significant environmental set-asides and Hobbits Glen golf course. It has been largely a haven of quiet for decades. Previously tranquil outdoor time has been completely lost. Indoor activities can only be enjoyed if our windows are closed. We now have a major factor weighing on the enjoyment of our community that was implemented without clear warning or any community input. As far as we know, there were no environmental reviews completed on the effect of this system.

As members of a larger community, we do not simply want to shift this problem to our neighbors. We do not want a different, but equally narrow, set of flight paths created over a different part of Howard County. The FAA created this tremendous local and national problem and they should solve it. Meanwhile,

1. We support the Maryland Aviation Administration's (MAA) request that the FAA revert to old BWI air traffic patterns.

c/o CVI, 6300 Woodside Court, Suite 10, Columbia, MD 21046
Phone: 301-596-2600 Fax: 301-596-2082

Gaither Farm

HOMEOWNERS' ASSOCIATION

2. We believe that comprehensive environmental reviews should be conducted by the FAA in keeping with the MAA-prepared and FAA-approved noise compatibility program or state-mandated noise abatement programs for BWI.
3. The FAA should update its 1970 noise standards and consistently apply them.

At each stage of this process, affected communities should be informed in an open, public process and local and state political leaders and agencies should be consulted. While these decisions are being discussed and weighed, we also ask that the FAA immediately disperse the flights over a broader area and raise the flight ceiling to reduce the immediate impact on the Gaither Farm community and all other affected communities until a comprehensive solution can be found.

Sincerely,



John Startt
President
Gaither Farm Homeowners Association
c/o CVI
6300 Woodside Court, Suite 10
Columbia, MD 21046
301-335-1948 cell
sbupp@me.com

cc: Alexandra Wohl, Special Assistant, County Executive Allan H. Kittleman, George Howard Building
3430 Court House Drive, Ellicott City, MD 21043

Greg Fox, Howard County Council, George Howard Building, 1st Floor, 3430 Court House Drive
Ellicott City, MD 21043

Karen Knight, Special Assistant to Councilman Greg Fox, George Howard Building, 1st Floor, 3430
Court House Drive, Ellicott City, MD 21043

Linda Curry
707 Cottonwood Drive
Severna Park, MD 21146

Greater Severna Park Council
Airport Noise Committee

The effects of the NextGen system on the areas surrounding BWI have been dramatic. Both Howard and Anne Arundel counties have been enduring a seemingly uninterrupted flow of low flying aircraft day and night. The noise levels are constant and unrelenting. Having a conversation in one's own yard is almost impossible. The quality of life for many in our communities has been diminished. Some see moving as their only recourse.

The same problems Howard and Anne Arundel counties have been experiencing with BWI are mirrored at National airport. Many communities around National are looking for relief from the crushing aircraft noise.

We realized while researching the airport noise issue that this was a nationwide problem. Cities across the country cooperated with the FAA and logged complaints with their local airport authority to no avail. They soon grew frustrated with the FAA and decided to seek legal action instead.

The Greater Severna Park Council's Airport Noise Committee has been in communication with communities around BWI affected by the noise. The hope is that through our shared BWI experience we can find solidarity and work together to obtain a solution. In time that solidarity might include those around National Airport as well.

Thank you,

HCCA TESTIMONY ON CB8-2017, BWI AIRPLANE NOISE FROM THE NEXT GENERATION AIR TRANSPORTATION SYSTEM (NEXT GEN)

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

HCCA ~~IS~~ **HAS ALWAYS BEEN** CONCERNED ABOUT THE QUALITY OF LIFE IN HOWARD COUNTY. NOISE POLLUTION IS A **MAJOR** QUALITY OF LIFE ISSUE AS BOTH COUNCILMEN BALL AND WEINSTEIN HAVE REPEATEDLY STATED. **WE WOULD LIKE FOR THE COUNCIL TO FOCUS NOT ONLY ON NEXTGEN, BUT YOUR CONSTITUENTS COMPLAINTS FOR THE LAST THREE YEARS REGARDING EXCESSIVE SOUND EMITTING FROM MERRIWEATHER POST PAVILION (MPP).**

THIS NOISE POLLUTION FROM AIRPLANES IS 24/7 AND 365 DAYS OF THE YEAR. I PERSONALLY GOT INVOLVED WITH THIS NOISE POLLUTION ISSUE LAST YEAR WHEN IT BECAME EVIDENT THAT DEPARTURE PATHS FROM BWI HAD SIGNIFICANTLY CHANGED AND NOW COME OVER MY HOUSE.

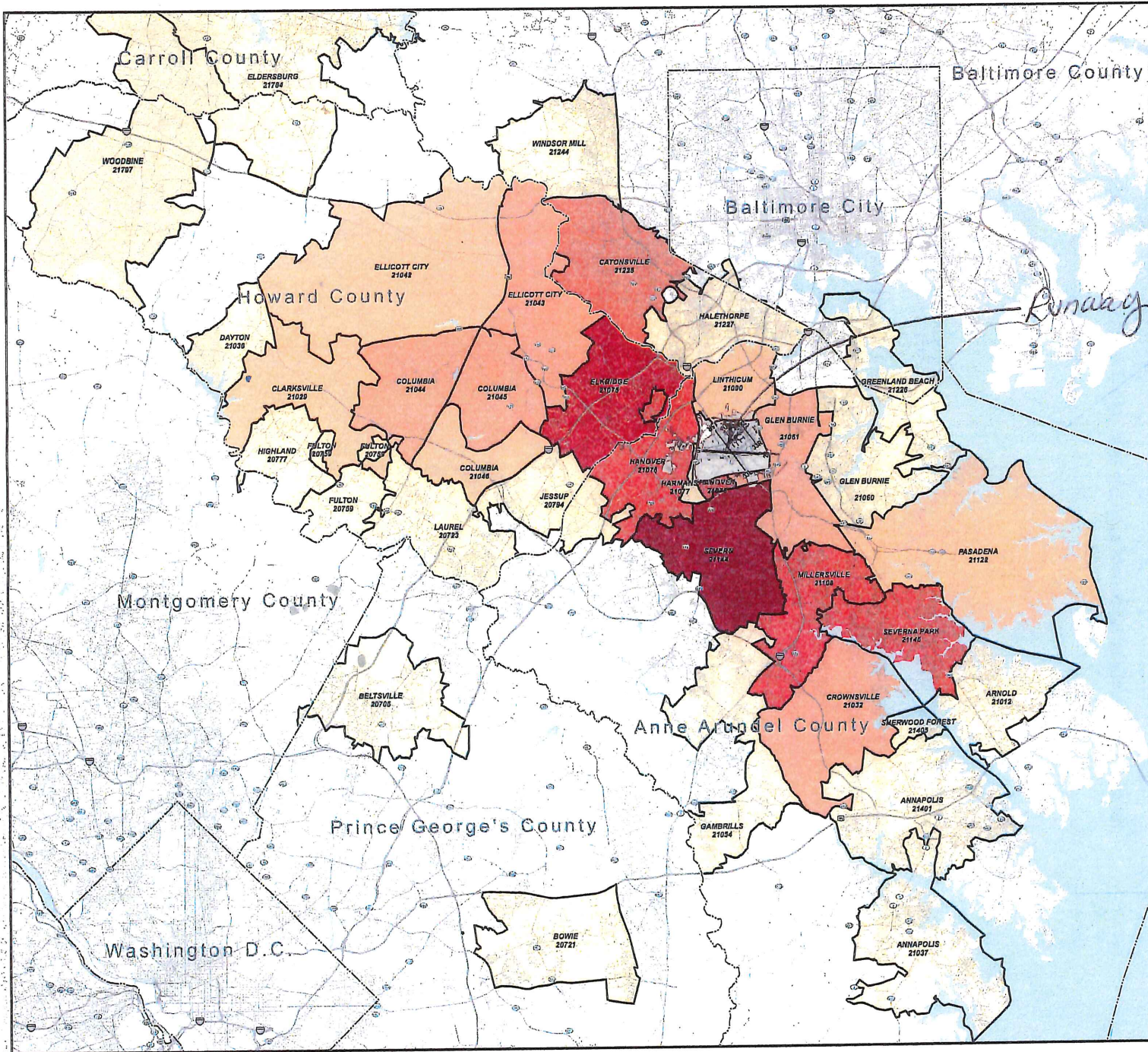
I'VE LIVED IN OAKLAND MILLS SINCE 1973 AND THERE HAS NEVER BEEN AN AIRPLANE NOISE ISSUE UNTIL LAST YEAR. I REQUESTED AND **RECEIVED** FROM THE MARYLAND AVIATION ADMINISTRATION AN AIRPLANE NOISE MONITOR LOCATED AT MY RESIDENCE DURING JUNE, 2016. THE RESULTS SHOWED THAT THE NEXT GEN SYSTEM, RECENTLY PUT IN PLACE, HAS NOW CONCENTRATED AIRPLANE DEPARTURES FROM RUNWAY 28 (FIGURE 3 AND 4) IN ROUGHLY A 2 MILE WIDE AIR CORRIDOR. (SUPPOSEDLY, MAJOR FUEL SAVINGS OF UP TO \$180 BILLION WILL BE REALIZED BY THE AIRLINE INDUSTRY THROUGH NEXT GEN.) SO WHAT DID THEY FIND AT MY LOCATION? THE AVERAGE DAY NIGHT SOUND LEVEL WAS 54 DECIBLES. "FOR NOISE LEVELS BETWEEN 65 DECIBLES AND 75 DECIBLES, RESIDENTIAL LAND USE IS CONSIDERED INCOMPATIBLE" PER THE FAA. SO HOW HAS THAT AFFECTED ME? MY HOUSE WAS BUILT IN 1970 AND INSULATION IN THE WALLS IS 2.5 INCHES. (TODAYS HOMES ARE BUILT WITH 5.5 INCHES OR MORE OF INSULATION IN THE WALLS.) I BOUGHT ONE INCH RIGID INSULATION WHICH I PLACED IN MY WINDOWS EVERY NIGHT TO HELP DAMPEN THE NOISE. **THE NOISE WAS NOT RESOLVED AND CONSTANTLY WAKES ME UP AND WAKES ME UP AS EARLY AS 5 AM.** I CAN NO LONGER OPEN MY WINDOWS AT NIGHT DURING THE SPRING, SUMMER, AND FALL. I HAVE REPEATEDLY PUT IN NOISE COMPLAINTS TO THE MAA. (SEE FIGURE 1, COMPLAINTS BY ZIP CODE FOR A 10 MONTH PERIOD) AN ARTICLE IN THE COLUMBIA FLIER ON OCTOBER 20, 2016 NOTED THAT THE MAA HAD FAILED TO USE \$12.4 MILLION IN FEDERAL FUNDS SINCE 2008 TO PAY FOR SOUND INSULATION PROGRAMS.

IN OCTOBER 2016, I WAS INVITED TO AN OPEN HOUSE BY THE MAA AND FAA TO DISCUSS NEXT GEN AND ITS IMPACTS ON SURROUNDING COMMUNITIES. THE OPEN HOUSE DID NOT ADDRESS MY CONCERNS NOR DID IT COME UP WITH ANY SOLUTIONS OTHER THAN TO MEET AGAIN AT SOME FUTURE DATE (STILL HAS NOT OCCURRED). I SPOKE WITH AN FAA REPRESENTATIVE AND ASKED WHEN NOISE PARAMETERS WERE LAST UPDATED BY THE FAA. I WAS TOLD - 30 YEARS AGO. THERE IS NOW A VAST DIFFERENCE IN HOW AIRLINES USE AIRPORTS. 30 YEARS AGO, THERE WAS NO EXTENSIVE HUB AND SPOKE SYSTEM WHERE AIPLANES ARRIVED AND DEPARTED IN NARROW TIME WINDOWS AND AFTER DEREGULATION IN THE 1980S, THE INCREASE IN AIRPLANE USEAGE. (BWI LAST YEAR HAD 23 MILLION PASSENGERS USE THE AIRPORT). BY AVERAGING NOISE LEVELS OVER A 24 HOUR PERIOD, THE FAA AND MAA ARE INGNORING THE CONCENTRATION OF AIPLANE NOISE CLUSTERED BETWEEN 5 AND 8 AM, 11 TO 1 PM, 5 TO 7 PM AND 10 TO MIDNIGHT. IF AIPLANE NOISE WAS AVERAGED FOR EACH OF THOSE CLUSTERED TIMES, THE DECIBLE LEVELS WOULD BE SHOWN AS UNACCEPTABLE. THE 24 HOUR AVERAGING REFLECTS A DIFFERENT ERA WITH FEW AIRPLANE LANDING AND DEPARTURES.

SO, YES WE SHOULD JOIN WITH OTHER COMMUNITIES IN PRESSING LITIGATION. HOWEVER, YOU SHOULD CONSIDER OTHER REMEDIES. BWI IS A STATE OWNED AIRPORT. SOME AIRPORTS RESTRICT TIMES FOR AIRPLANE LANDING AND DEPARTURES LIKE REAGAN AIRPORT. OUR SUGGESTION TO YOU IS TO PRESS OUR GENERAL ASSEMBLY TO RESTRICT BWI'S HOURS OF OPERATION TO 6 AM TO 10 PM. STUDIES HAVE DOCUMENTED THAT WE NEED 8 HOURS OF UNITERRUPTED SLEEP TO FUNCTION WELL. A NOVEL APPROACH TO ALSO CONSIDER IS TO RESTRICT AIRPLANES USING HOWARD COUNTY AIRSPACE BELOW 8,000 FEET DURING 10 PM AND 6 AM. AIRSPACE IS NOT OWNED BY ANYONE BUT, WE BELIEVE, YOU MAY HAVE THE AUTHORITY - SINCE THIS IS PUBLIC SPACE - TO REGULATE ITS USEAGE.

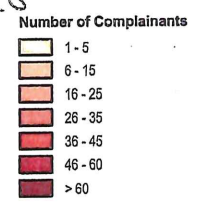
HCCA APPRECIATES THE COUNCIL BEING PROACTIVE IN THIS AND ASK THAT YOU ALSO STEP UP TO THE PLATE REGARDING OTHER NOISE POLLUTION ISSUES INCLUDING MPP FOR THE HEALTH, SAFETY AND WELFARE OF YOUR CONSTITUENTS.

FIGURE 1



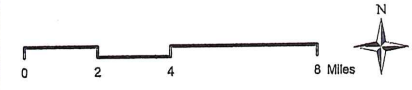
**Number of Complainants by Zip Code
December 1, 2015 through October 14, 2016**

Runway 28



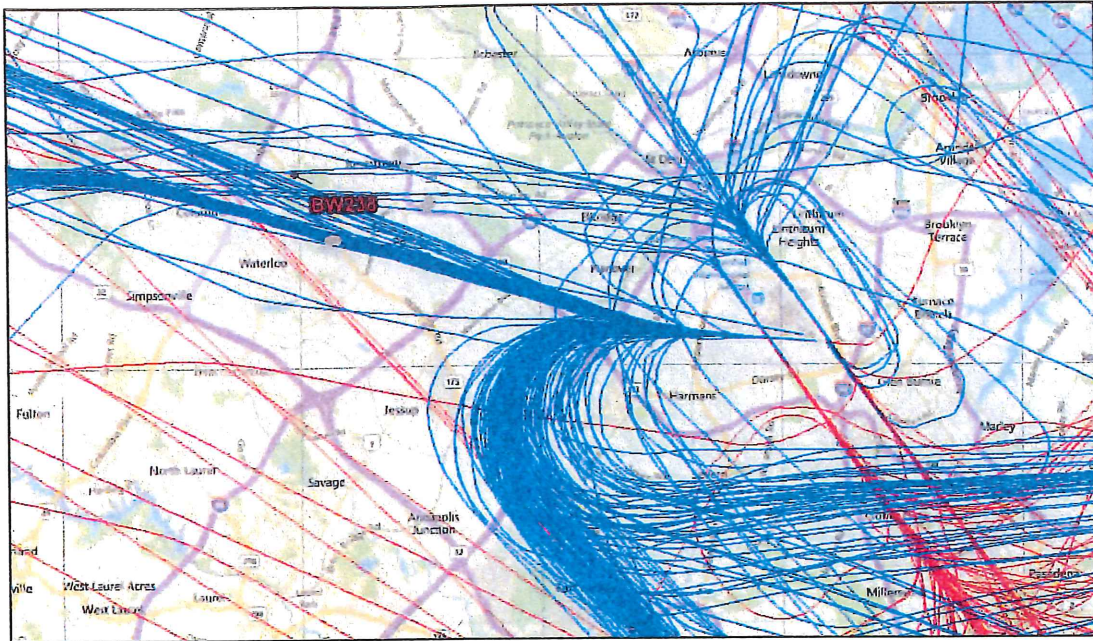
- BWI Airport Property
- Existing Airport Runways
- Roads
- River or Stream
- County Boundary
- Water

Data Sources: Maryland Aviation Administration; Maryland State Highway Administration; Anne Arundel & Howard County; Maryland Department of Planning; Environmental System Research Group, Inc.

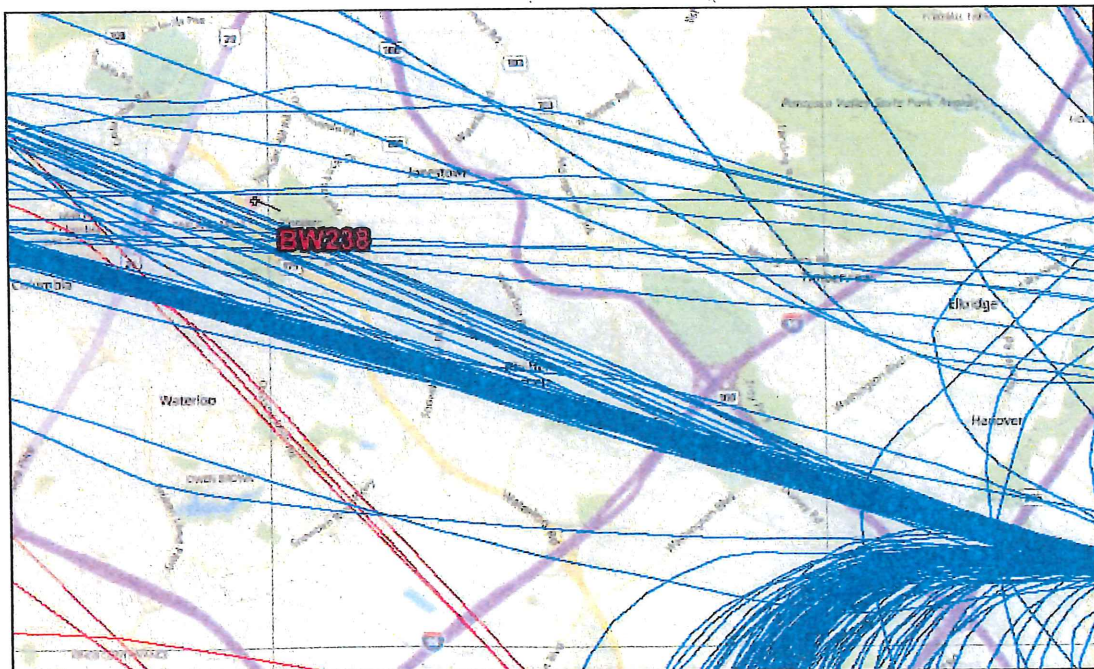


HARRIS MILLER MILLER & HANSON INC.

Noise Measurement Report for 5475 Sleeping Dog Lane Columbia, MD 21045
June 2016
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**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)**

Ellen Flaherty
6229 Deer Season Run
Columbia, MD 21045

Position: I support the legislation to take legal action against the FAA.

- Researched area before home purchase in Long Reach 7 years ago – not in BWI noise zone according to BWI Noise Maps.
- Noise monitoring report shows over 3000 flights over my home in a 16-day period. Flights run from approximately 5am to midnight, 7 days a week.
- Over 2500 flights were in the decibel range of 65 – 84. Decibel levels that FAA itself deems incompatible with residential land use. Many of these flights were also below the 3000 ft altitude that the FAA presented to have this program approved.
- The FAA uses averages to skirt the issue that the NextGen program is in violation of both the altitude and decibel levels presented in it's Environmental Assessment to have this program approved.
- The MAA has contacted the FAA regarding this point and has been ignored, as have all residents, community leaders, and local political representatives.
- The only effective path to engage the FAA regarding the NextGen program has proven to be legal action. As demonstrated by Phoenix, New York, Boston, and the Bay Area, Culver City, and Newport Beach in California. The FAA ignored all requests for program review until legal action was taken.

As a resident and business owner in Howard County, I truly appreciate the efforts of Jon Weinstein and Calvin Ball to initiate this necessary action to protect the health and financial stability of the citizens of Howard County.

Aircraft Noise Measurement Report

6229 Deer Season Run

Columbia, MD 21045

Prepared by Harris Miller Miller & Hanson, Inc.

April 2016

HARRIS MILLER MILLER & HANSON INC.

Noise Measurement Report for 6229 Deer Season Run Columbia, MD 21045
April 2016
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1. INTRODUCTION

This memorandum presents the measured aircraft noise levels for the period of March 11 to 28, 2016 at 6229 Deer Season Run Columbia, MD 21045. This residence is located approximately 6.4 miles west-northwest of the western end of Runway 10/28 of Baltimore-Washington International Thurgood Marshall Airport (BWI Marshall). Figure 1 shows the location of the measurement site (marked as BW236) relative to BWI Marshall. Measurement data were collected and analyzed on behalf of the Maryland Aviation Administration (MAA) by Harris Miller Miller & Hanson (HMMH) and Straughan Environmental (SE). The equipment was regularly checked for function and calibrated during the measurements. With the exception of brief periods during calibration, noise levels were monitored continuously throughout the measurement period.

At the conclusion of the measurement period, data were uploaded to the MAA's Noise and Operations Monitoring System (NOMS). The NOMS compared the times of loud noise events to its database of aircraft radar flight paths. Loud noise events which occurred while aircraft were passing within the vicinity were identified as aircraft noise. This matching of noise events to individual aircraft flights makes possible the calculation of the total aircraft noise exposure over a particular hour or day as well as the full measurement period. Additionally, the relative contribution of different aircraft types (e.g. jet aircraft, propeller aircraft, helicopters) or operations (e.g. arrivals, departures) to the total noise exposure can be computed.

Section 2 of this memorandum describes the measurement location. Section 3 presents information about the aircraft operations during the measurement period. Section 4 summarizes the measured noise levels. Section 5 provides conclusions. The appendix titled "How Do We Describe Aircraft Noise" provides background information on acoustical terms used in this memorandum.

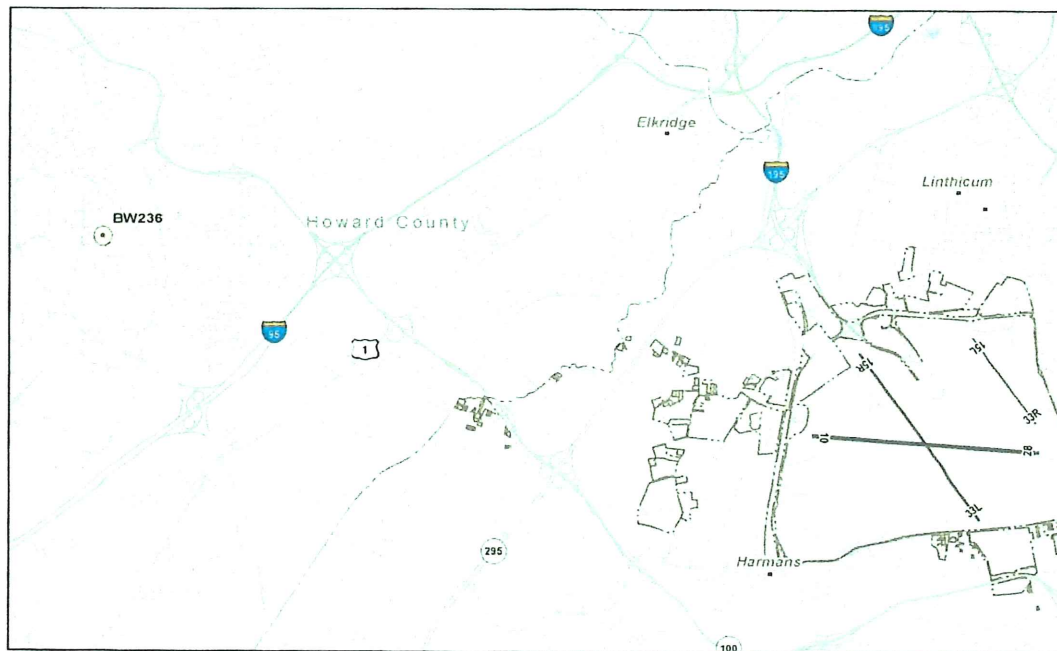


Figure 1. Noise Monitoring Location Map

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Noise Measurement Report for 6229 Deer Season Run Columbia, MD 21045
April 2016
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2. MEASUREMENT SITE

Aircraft noise levels were measured from early afternoon on March 11 through the early afternoon of March 28, 2016 at 6229 Deer Season Run in Columbia. The noise monitor was placed in the backyard of the residence. Figure 2 shows the placement of the noise monitoring equipment.

The noise monitor is a Type I sound level meter and is regularly calibrated. Additionally, the system was calibrated every two to three days during the measurements during equipment checks. The equipment experienced no malfunctions and the meter was only stopped briefly for the periodic calibration checks.

Notable noise sources at this site include aircraft overflights, primarily departures from BWI Marshall, and typical suburban sounds such as a heat pump from the neighboring residence, and local and distant vehicle traffic.



Figure 2. Noise Measurement Microphone

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3. AIRCRAFT OPERATIONS

The measurement site is located to the west-northwest of BWI Marshall approximately 1.3 miles north of the extended centerline of Runway 10/28 and underneath the primary path for Runway 28 departures to the west. The primary aircraft noise events for this site are from departures from BWI Marshall Runway 28 and 15R. Other less common aircraft noise events are due to departures on Runway 33L and arrivals on Runway 10.

During the measurement period, BWI Marshall operated in three configurations:

- departures on Runway 28 and arrivals on Runway 33L,
- departures on Runway 15R and arrivals on Runway 10, and
- both departures and arrivals on Runway 33L.

The most common configuration, departures on Runway 28 and arrivals on Runway 33L, was active for seven days during the measurement period. The configuration with departures on Runway 15R and arrivals on Runway 10 was active for three days during the measurement period. The configuration with both arrivals and departures on Runway 33L was active for one day. On seven days, BWI Marshall operated in combinations of these configurations during different portions of the day. Table 1 in the Measured Noise Levels section includes a description of the primary arrival and departure runways for each day.

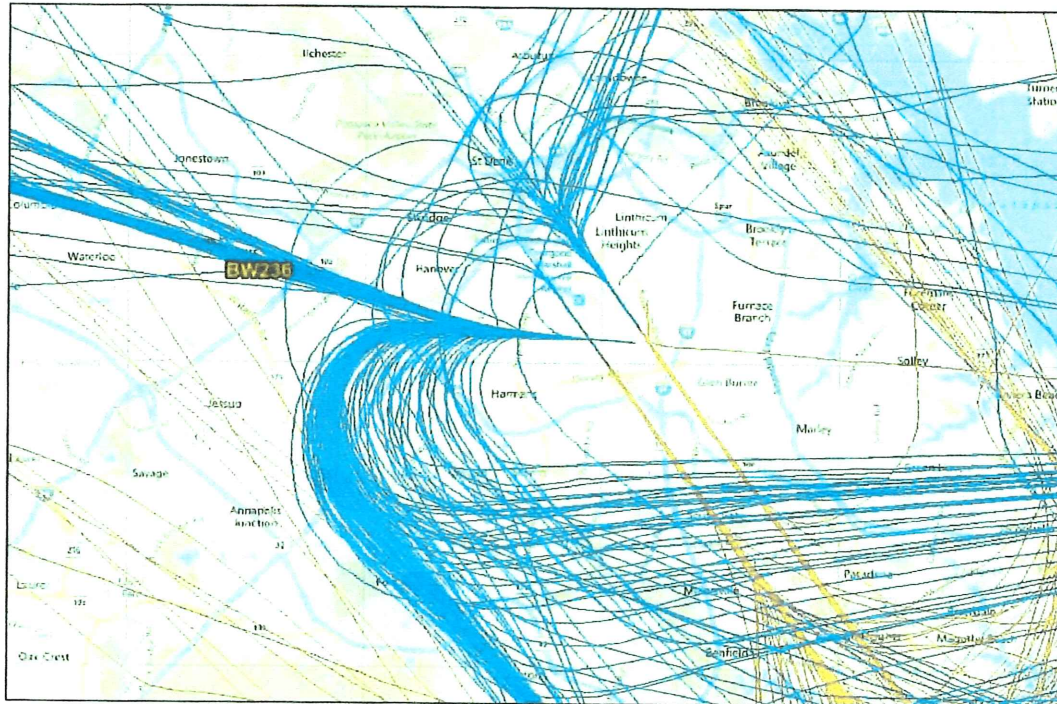
Figure 3 displays all BWI Marshall flight tracks for a typical day during the measurement period in west flow, which primarily utilizes Runway 28 for departures and Runway 33L for arrivals. The red flight tracks are arrivals and the blue flight tracks are departures. The location of the measurement site is marked with its unique identifier in the NOMS, "BW236". Figure 4 displays the same west flow flight tracks at a larger scale. Again, the text "BW236" shows the location of the measurement site. In west flow, the primary BWI Marshall overflights were departures on Runway 28 which were 3,300 to 5,800 ft. above ground level at their point of closest approach to the measurement site. The most common altitude was 3,700 ft.

Figure 5 displays all BWI Marshall flight tracks for a typical day during the measurement period in east flow, which primarily utilizes Runway 15R for departures and Runway 10 for arrivals. Figure 6 displays the same flight tracks at a larger scale. In east flow, the primary BWI Marshall overflights were departures on Runway 15R and, less frequently, arrivals on Runway 10. Departures on Runway 15R were 4,700 ft. to 8,700 ft. above ground level at their point of closest approach to the measurement site, with the most common altitude being 7,100 ft. Arrivals on Runway 10 were 1,100 ft. to 2,000 ft. above ground level at their point of closest approach to the measurement site, with the most common altitude being 1,600 ft.

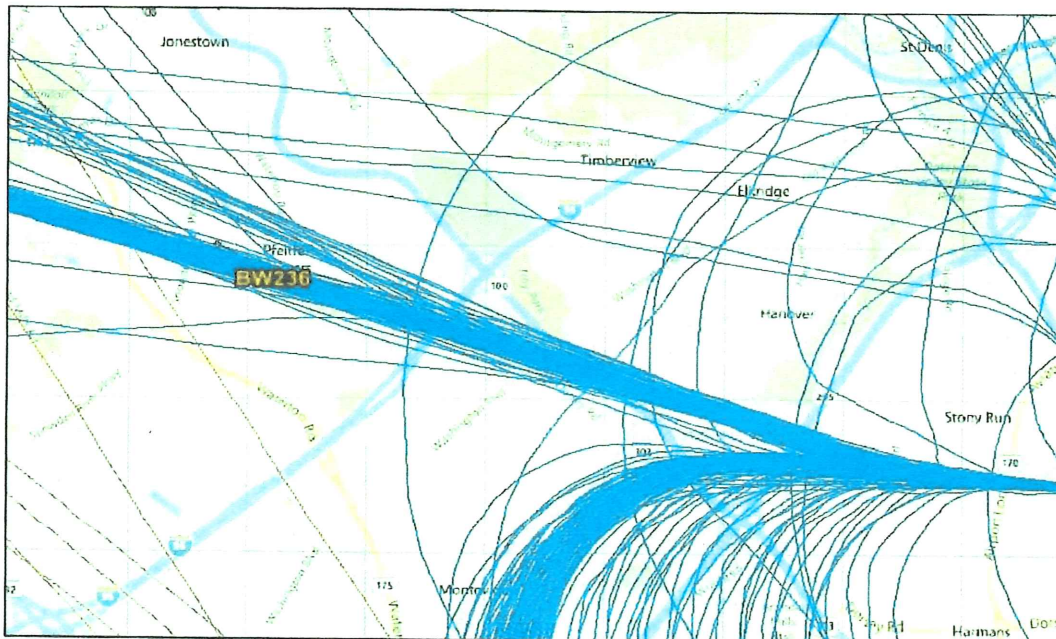
Figure 7 displays all BWI Marshall flight tracks for a day during the measurement period in west flow when the primary runway for both arrivals and departures was Runway 33L. Figure 8 displays the same flight tracks at a larger scale. In this configuration the primary BWI Marshall overflights were departures on Runway 33L which were 2,900 ft. to 5,000 ft. above ground level at their point of closest approach to the measurement site, with the most common altitude being 3,700 ft.

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April 2016
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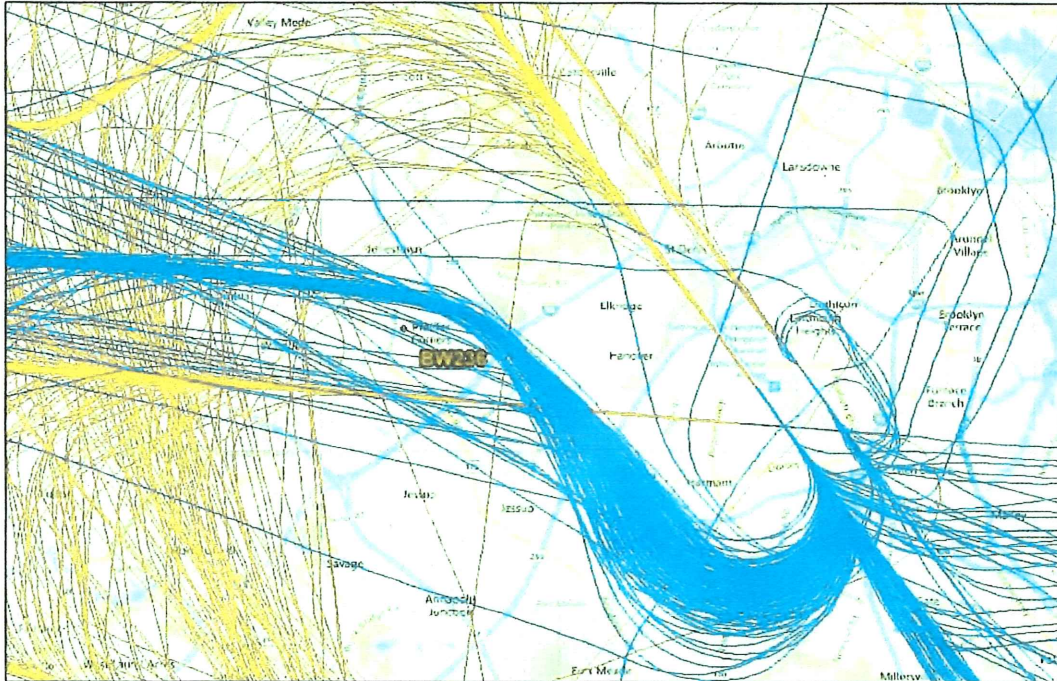
**Figure 3. All Flight Tracks for a West Flow Day – March 15, 2016
(red = arrivals, blue = departures)**



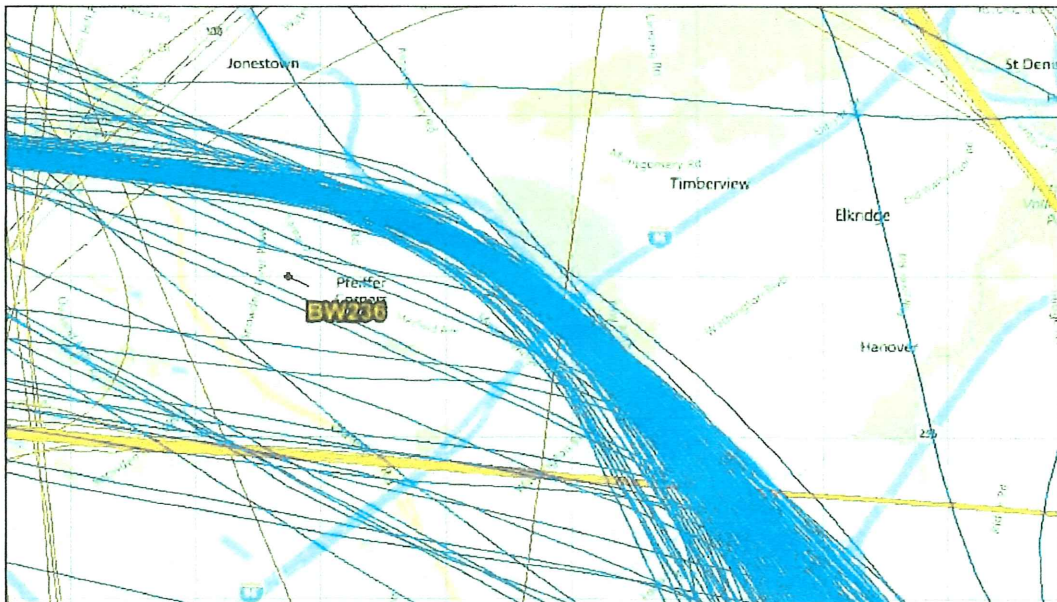
**Figure 4. All Flight Tracks for a West Flow Day – March 15, 2016
(red = arrivals, blue = departures)**

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**Figure 5. All Flight Tracks for an East Flow Day – March 13, 2016
(red = arrivals, blue = departures)**



**Figure 6. All Flight Tracks for an East Flow Day – March 13, 2016
(red = arrivals, blue = departures)**

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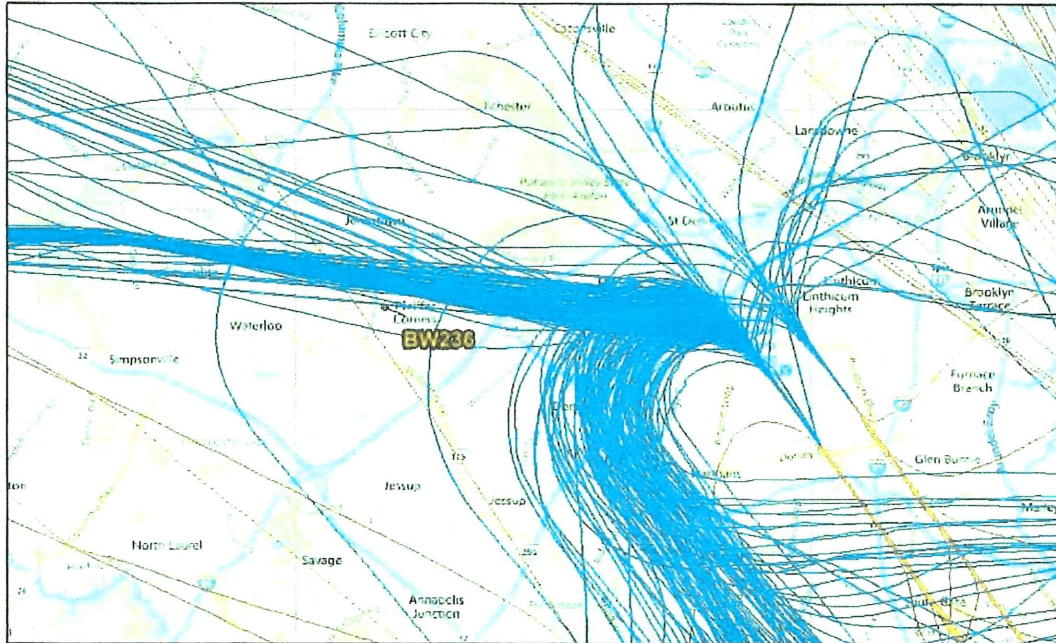


Figure 7. All Flight Tracks for a West Flow Day with Departures and Arrivals on Runway 33L March 15, 2016 (red = arrivals, blue = departures)

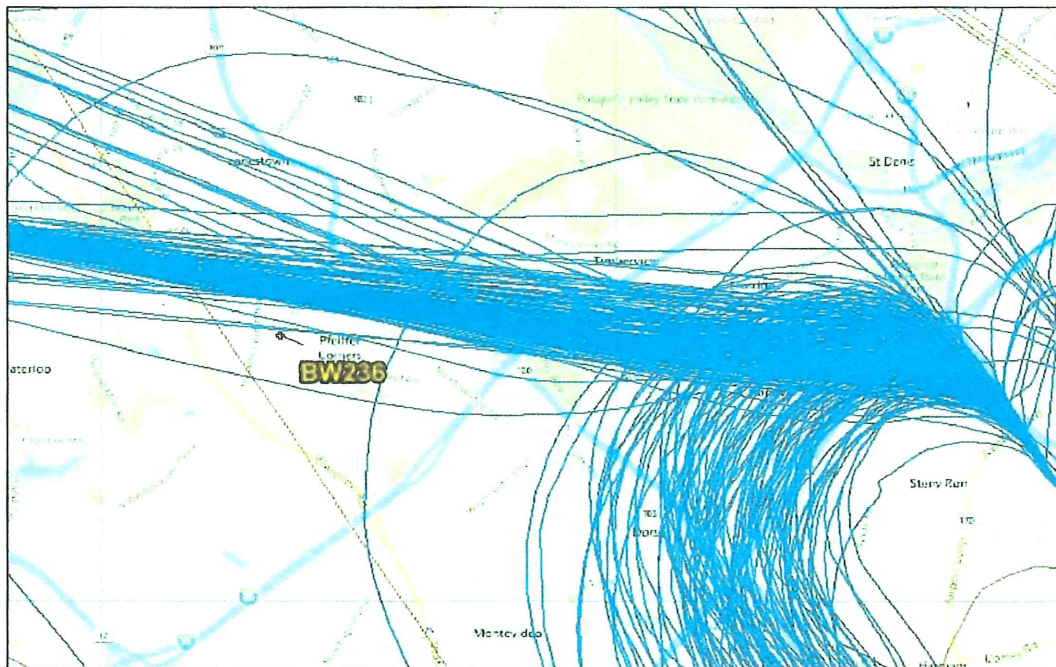


Figure 8. All Flight Tracks for a West Flow Day with Departures and Arrivals on Runway 33L March 15, 2016 (red = arrivals, blue = departures)

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4. MEASURED NOISE LEVELS

This section provides an introduction to noise terminology, discusses the noise levels from individual aircraft noise events, and summarizes the cumulative noise exposure over the measurement period.

4.1 Aircraft Noise Terminology

There are several key metrics which are used to describe aircraft noise on a single-event and cumulative basis. The appendix titled "How Do We Describe Aircraft Noise" provides a more detailed overview of the metrics which are discussed in this section.

In brief, noise can be described by A-Weighted Sound Pressure Level¹ and is expressed in decibels (noted as dB or dBA). This noise level rises and falls from second to second as noise becomes louder or quieter. The average noise level over some time period, such as an hour, is called the Equivalent Sound Pressure Level (Leq). For a particular noise event, such as an aircraft overflight, the loudest level at any instant during the event is the Maximum A-Weighted Sound Pressure Level (Lmax). The Lmax tends to correlate poorly to people's perception of the total "noisiness" of an event because it neglects the duration. The Sound Exposure Level (SEL) accounts for both the level and duration of the noise and is the best measure of the "noisiness" of a single event. Finally, the noise exposure over a complete day is represented by the Day-Night Average Sound Level (DNL). This metric sums all of the noise exposure over the day with a ten decibel weighting for any noise which occurs during the nighttime (10 pm to 7 am) to account for the intrusive nature of these noise events.



4.2 Single Event Noise Levels

Figure 9 presents a count of noise events due to departures on Runways 28 and 15R at various Lmax values for the complete measurement period. For example, the tallest blue bar in the figure shows that 231 departures on Runway 28 had an Lmax of 70 dB. For typical conversational speech at a distance of approximately three feet, speech is interrupted by noise levels at or above 65 dB. Any noise events shown in this figure with a maximum level at or above 65 dB would, briefly for quieter events and longer for louder events, interrupt typical conversations outdoors. Figure 10 presents the counts of noise events due to departures on Runway 33L and Arrivals on Runway 10. Note that there were many fewer loud noise events due to these operations and that the vertical scale of the graphic is very different than that of Figure 9.

Figure 11 and Figure 12 tell a similar story using the SEL metric which corresponds better to people's judgment of the noisiness of an event. Departures on Runway 28 produced the largest number of loud noise events. Departures on Runway 15R were less common and generally quieter than departures on Runway 28, as well. Noise events due to departures on Runway 33L and arrivals on Runway 10 were much less common. Again note that the vertical scale of Figure 12 is very different than that of Figure 11.

Note that the noise events measured and presented in this report are those which can be clearly detected by the noise measurement equipment. Aircraft noise events with maximum levels at, near, or below the ambient noise levels from community noise sources are difficult, and sometimes impossible, to quantify and in most cases contribute little to the total noise exposure.

¹ A-Weighting simply refers to a method of computing the noise level which accounts for the particular response of the human ear. It is the standard for the vast majority of environmental noise analyses.

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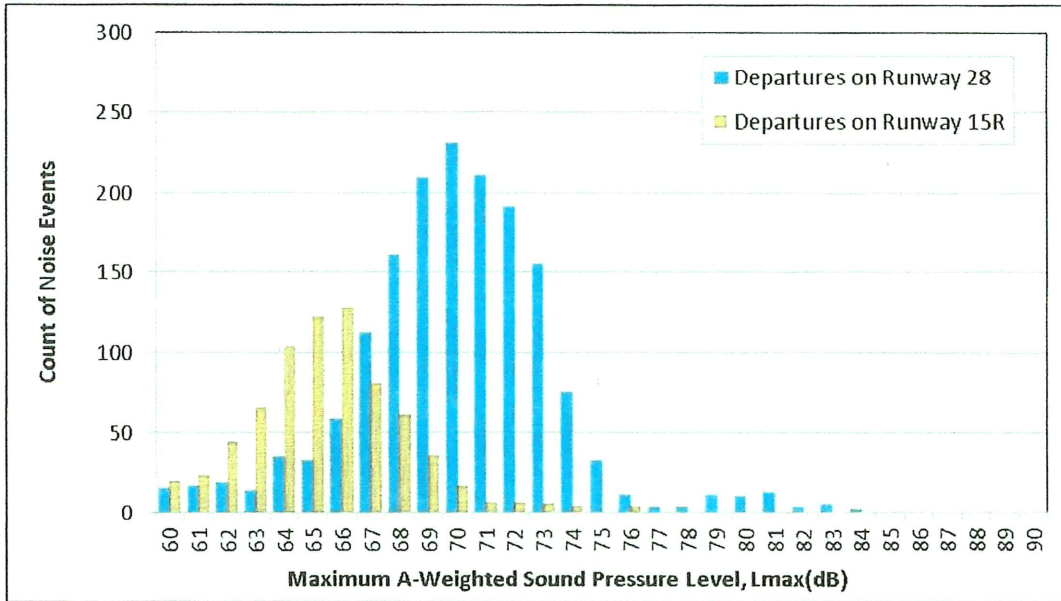


Figure 9. Counts of Maximum Noise Levels from Aircraft Overflights over the Full Measurement Period – Departures on Runways 28 and 15R

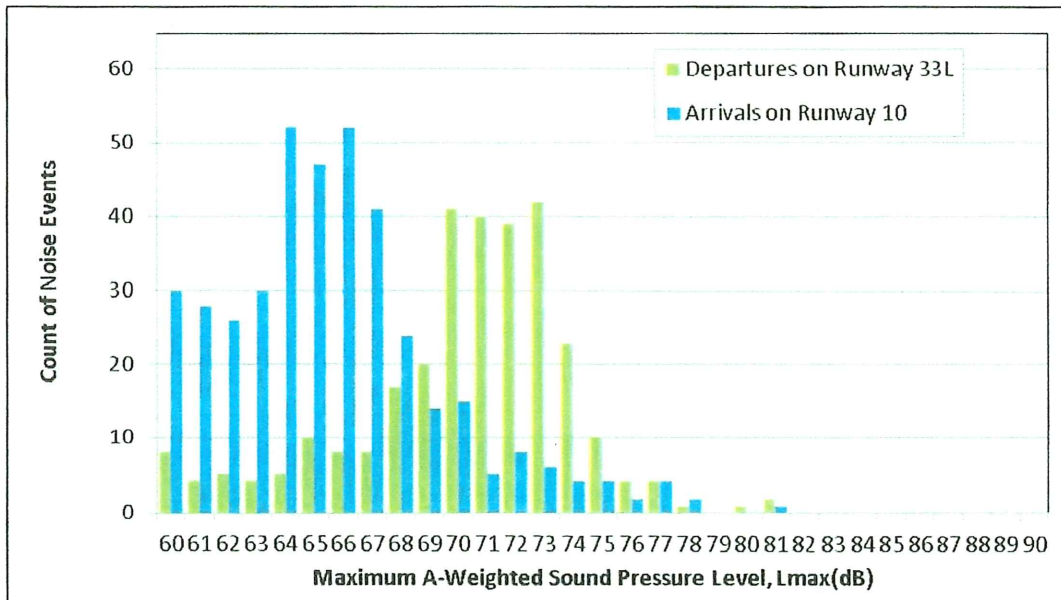


Figure 10. Counts of Maximum Noise Levels from Aircraft Overflights over the Full Measurement Period – Departures on Runway 33L and Arrivals on Runway 10

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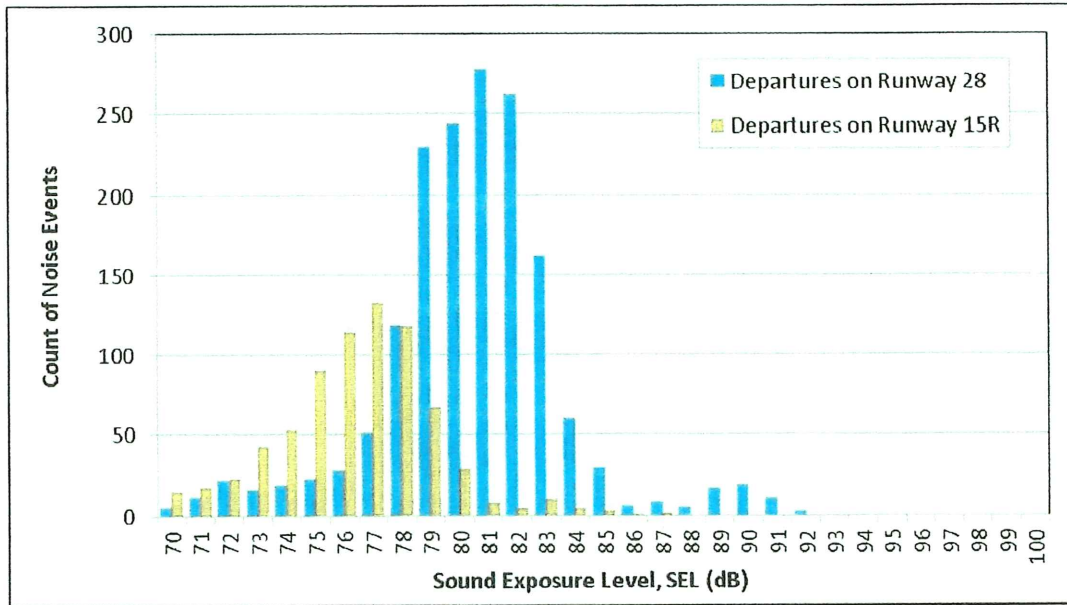


Figure 11. Counts of Sound Exposure Levels from Aircraft Overflights over the Full Measurement Period – Departures on Runways 28 and 15R

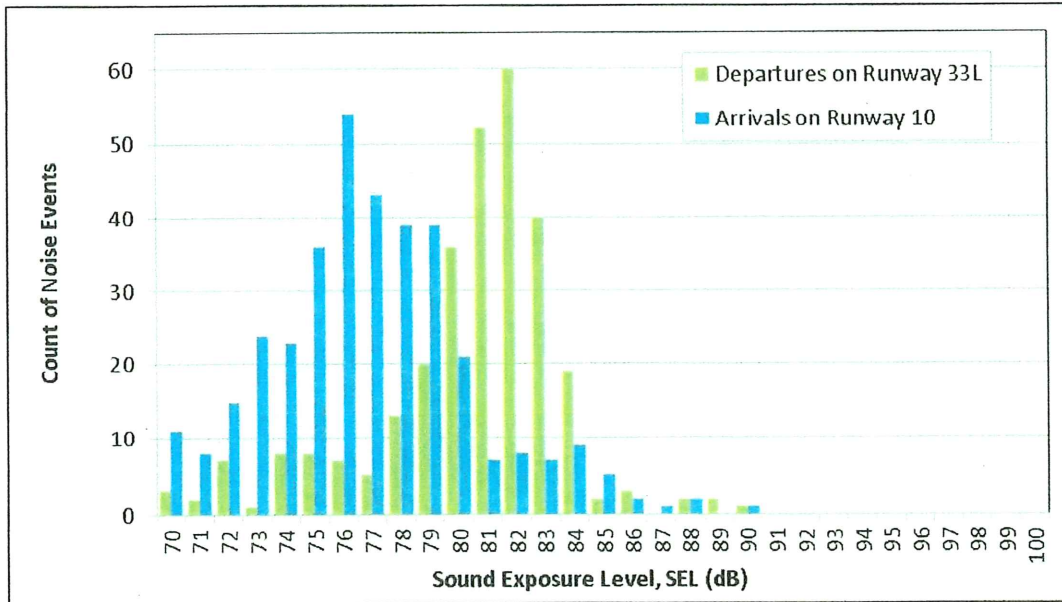


Figure 12. Counts of Sound Exposure Levels from Aircraft Overflights over the Full Measurement Period –Departures on Runway 33L and Arrivals on Runway 10

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4.3 Cumulative Noise Levels

Figure 13 provides a way to visualize the changes in aircraft noise levels over the measurement period. The average aircraft noise level (L_{eq}) is presented on an hourly basis. Hours with louder or more aircraft events will show higher L_{eq} values. Regions where the bars are absent simply indicate periods where no loud aircraft noise events occurred. Note that the cumulative noise level for each day incorporates these hourly noise levels with an additional ten decibel weighting for nighttime noise levels. This cumulative daily noise level, called DNL, is discussed next.



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Figure 13 Average Hourly Aircraft Noise Levels

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Table 1 summarizes the cumulative noise exposure over each of the eighteen days of recorded data within the measurement period using the DNL metric. DNL sums the noise from every aircraft noise event over the day. The formula for DNL gives an extra ten decibel weighting to nighttime noise events to account for the intrusive nature of these events. The DNL for the sixteen complete days, as shown in Table 1, ranged from 52 dB to 60 dB. On the six days when Runway 28 was used as the primary departure runway for the entire day, the DNL ranged from 57 dB to 60 dB.

Table 1. Measured Daily Aircraft Noise Levels			
Date	Day-Night Average Sound Level, DNL (dB)	Hours Measured	Primary Aircraft Operations
3/11/2016	59*	10	33L Arr / 28 Dep
3/12/2016	54	24	33L Arr / 33L Dep (briefly) 10 Arr / 15R Dep
3/13/2016	53	23	10 Arr / 15R Dep
3/14/2016	52	24	10 Arr / 15R Dep
3/15/2016	60	24	33L Arr / 28 Dep
3/16/2016	59	24	33L Arr / 28 Dep (briefly) 10 Arr / 15R Dep 33L Arr / 28 Dep(briefly)
3/17/2016	59	24	33L Arr / 28 Dep
3/18/2016	58	24	33L Arr / 28 Dep
3/19/2016	56	24	33L Arr / 33L Dep
3/20/2016	56	24	33L Arr / 33L Dep 10 Arr / 15R Dep
3/21/2016	58	24	33L Arr / 28 Dep
3/22/2016	58	24	33L Arr / 28 Dep
3/23/2016	57	24	33L Arr / 28 Dep
3/24/2016	57	24	33L Arr / 28 Dep 10 Arr / 15R Dep
3/25/2016	58	23	10 Arr / 15R Dep 33L Arr / 28 Dep
3/26/2016	56	24	33L Arr / 28 Dep 10 Arr / 15R Dep
3/27/2016	52	24	10 Arr / 15R Dep
3/28/2016	57*	14	10 Arr / 15R Dep (briefly) 33L Arr / 28 Dep
Total	57	406	-
Notes:			
* Measurements for a partial day may not represent the average noise level for the complete day.			

As shown in the single event figures, Figure 9 through Figure 12, most of the loudest noise events at this site are from departures from Runway 28. These departures accounted for about seventy-one percent of the DNL over the period. Departures on Runway 33L contributed approximately twelve percent of the DNL over the period and departures on 15R contributed approximately ten percent. Arrivals on Runway 10 contributed approximately seven percent of the total DNL over the period. The remainder of the DNL was due to arrivals and departures on other BWI Marshall runways and overflights not associated with BWI Marshall.

HARRIS MILLER MILLER & HANSON INC.

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5. CONCLUSION

The composite aircraft DNL over the full measurement period was 57 dB. The precise DNL over a full year will depend on the type and number of aircraft utilizing BWI Marshall and the percentage of time the airport spends in various operational configurations. Approximately sixty-five percent of operations during the measurement period were in west flow and thirty-five percent were in east flow. Typically, around seventy percent of BWI Marshall operations are in west flow on an annual basis. Based only on the measurements and a seventy percent annual west flow assumption, the annual DNL at the measurement site is likely similar to or slightly above the 57 dB for the full measurement period. Table 1 shows the primary runways in use each day of the measurement period.

In Appendix A of 14 CFR Part 150, the Federal Aviation Administration provides guidelines for the compatibility of land uses with various annual DNL values. These guidelines consider residential land use to be incompatible when the DNL is 75 dB or greater. For noise levels between 65 dB and 75 dB DNL, residential land use is considered incompatible, but where the community determines that this land use must be allowed, measures to achieve greater than typical outdoor to indoor noise level reduction should be incorporated into building codes. The guidelines designate all land uses, including residential, as compatible for DNL values below 65 dB.



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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 \$368,000³. 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 year¹⁰. 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 "BWISilent."
8. Video Interview with Ellen Sample on 10/28/2016, posted on FaceBook, "BWISilent." 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 repair⁹. 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.