

Sayers, Margery

From: Sigaty, Mary Kay
Sent: Monday, February 13, 2017 12:12 PM
To: Sayers, Margery
Subject: FW: The Importance of Bill CB8-2017
Attachments: S301-1405, 17012717190.pdf

CB8-2017 bill file.

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Mary Kay Sigaty
Howard County Council Member
District 4
3430 Court House Drive
Ellicott City, MD 21043
410-313-2001

From: "katp@rcn.com" <katp@rcn.com>
Date: Friday, January 27, 2017 at 4:27 PM
To: Mary Kay Sigaty <mksigaty@howardcountymd.gov>
Subject: Re: The Importance of Bill CB8-2017

Ms. Clay,

As far as I know MAA has only contacted the FAA two times. Attached are those two letters. The FAA responded to one with a statement about overflying the Potomac in reference to National airport. The FAA apparently did not even read MAA's letters. I do not believe Howard County can rely on MAA to act in our best interest. Please support the bill.

Thank you.

From: "Mary Kay Sigaty" <mksigaty@howardcountymd.gov>
To: katp@rcn.com
Sent: Friday, January 27, 2017 1:16:34 PM
Subject: RE: The Importance of Bill CB8-2017

Mr. Peterson,

On behalf of Councilperson Sigaty, thank you for your testimony in support of Council Bill 8-2017.

Over the last several years, the number of persons who have raised the issue of air traffic noise has continued to increase in the County. Our Congressional delegation has advocated on behalf of the residents of Maryland but have not had the response one would expect from the FAA. It appears that communities across the country, collectively, we will need stronger measures to make an impact on the requested changes to the NextGen system.

Sincerely,



Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

Ricky D. Smith, Sr.
Executive Director / CEO

October 22, 2015

Mr. Michael P. Huerta
Administrator
Federal Aviation Administration Administrator
800 Independence Ave SW
Washington DC 20591

Dear Mr. Huerta:

Subject: NextGen Procedures at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall)

In recent months, the Maryland Aviation Administration (MAA) has attended local neighborhood association meetings to report on the status of our runway construction activities being completed as part of the U. S. Congressional mandate for Runway Safety Area (RSA) compliance at commercial service airports. At those meetings, MAA heard citizen complaints about air carrier aircraft noise associated with the closure of Runway 10-28 because of the aforementioned construction. MAA also learned that citizens were upset about the noise associated with the changes in aircraft departure paths and lower altitudes being flown in accordance with the Federal Aviation Administration's (FAA) phased implementation of NextGen. Primarily citizens are troubled by the noise associated with NextGen departure procedures below 3,000 feet Above Ground Level (AGL). They assert that these NextGen changes in departure procedures were not addressed in sufficient detail in the FAA's June 2013 Metroplex Airspace Environmental Assessment and therefore the FAA's subsequent December 2013 Finding of No Significant Impact was improperly issued and not representative of the actual implementation.

In the course of MAA's review of the FAA's phased implementation of the NextGen departure procedures at BWI Marshall since March of 2015, the MAA also learned that these new procedures do not comply with the MAA prepared, and FAA approved, Noise Compatibility Program (NCP), or our state mandated Noise Abatement Plan (NAP). The NextGen departure procedures differ from the previous procedures in both flight track and altitude requirements for all runway departures below 3,000 feet AGL at BWI Marshall. The FAA approved the flight procedures for BWI Marshall in June of 1990 as part of the NCP and no meaningful changes to those procedures has occurred until now. See FAA's Record of Approval of NCP for BWI Marshall dated June 21, 1990.



Ricky D. Smith, Sr.
Executive Director/CEO

April 25, 2016

Mr. Michael P. Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington DC 20591

Dear Mr. Huerta:

Subject: NextGen Procedures at Baltimore/Washington International
Thurgood Marshall Airport (BWI Marshall)

This will acknowledge receipt of your letter dated March 9, 2016 written in response to the Maryland Aviation Administration's (MAA) letter of October 22, 2015. The MAA has shared your letter with representatives of the neighboring communities. MAA's understanding of the issues that continue to concern the residents of the neighboring communities are the noise and visual impacts resulting from the changes in flight paths and altitudes now being flown by aircraft utilizing BWI Marshall.

The impacts mentioned in your letter associated with BWI Marshall's ongoing construction program are not the issue. The source of the residents' concerns are the changes in the departure paths directly associated with the implementation of the Federal Aviation Administration's (FAA) NextGen departure procedures for Runway 28 and Runway 15R.

Simply put, the FAA's NextGen procedures depart from the long established flight procedures jointly developed by the FAA, the MAA and the communities in June of 1990, as delineated in BWI Marshall's published Noise Abatement Program (NAP) and Federal Aviation Regulation Noise Compatibility Program (NCP). The recently implemented NextGen Terpz 6 departure procedures do not adequately address the communities' request that the FAA respect the NCP and NAP departure procedures. Moreover, it is clear that these changes were not adequately addressed in the FAA's Environmental Assessment (EA).

Specifically, on Runway 15R for departures the recent increase in aircraft altitude from 667' to 850' before turning does not utilize the altitudes previously specified in the NAP. Previously the departure aircraft maintained the runway heading for 1 nautical mile while climbing before turning (per the NAP). The new flight procedures place departing aircraft at lower altitudes and in different flight paths over long established residential communities. Similarly, the Runway 28 departure procedures place departing aircraft along different flight paths and different altitudes than those specified in BWI Marshall's NAP.

P.O. Box 8766
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WEBSITE
www.bwiairport.com

Sayers, Margery

From: Paul Verchinski <verchinski@yahoo.com>
Sent: Sunday, February 12, 2017 9:47 AM
To: CouncilMail
Subject: Fw: Next Gen Litigation

thanks for passing CB8-2017. Please pass this on to the Office of Law. The airplane noise will only get worse over time. The MD state Board of public Works has just authorized an expansion of Concourse E so that more airplanes can be accomodated.

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

----- Forwarded Message -----

From: Paul Verchinski <verchinski@yahoo.com>
To: Paul Verchinski <verchinski@yahoo.com>
Sent: Sunday, February 12, 2017 9:42 AM
Subject: Next Gen Litigation

Link to web site

<http://noisegen.info/?s=>

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