

roduced	<u>1/3/17</u>
Public Hearing	<u>1/17/17</u>
Council Action	<u>2/6/17</u>
Executive Action	<u>2/9/17</u>
Effective Date	<u>4/11/17</u>

## County Council of Howard County, Maryland

2017 Legislative Session

Legislative Day No. 1

**Bill No. 8-2017**

Introduced by: Calvin Ball and Jon Weinstein

AN ACT authorizing the Howard County Office of Law to institute any civil action or other proceedings related to the implementation of the Next Generation Air Transportation System at Baltimore Washington International Thurgood Marshall Airport.

Introduced and read first time January 3, 2017. Ordered posted and hearing scheduled.  
 By order Jessica Feldmark  
 Jessica Feldmark, Administrator

Having been posted and notice of time & place of hearing & title of Bill having been published according to Charter, the Bill was read for a second time at a public hearing on January 17, 2017.  
 By order Jessica Feldmark  
 Jessica Feldmark, Administrator

This Bill was read the third time on February 6, 2017 and Passed  Passed with amendments \_\_\_\_\_, Failed \_\_\_\_\_.  
 By order Jessica Feldmark  
 Jessica Feldmark, Administrator

Sealed with the County Seal and presented to the County Executive for approval this 9<sup>th</sup> day of February, 2017 at 3 a.m./p.m.  
 By order Jessica Feldmark  
 Jessica Feldmark, Administrator

Approved/Vetoed by the County Executive Feb 9, 2017  
Allan H. Kittleman  
 Allan H. Kittleman, County Executive

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment

1 **WHEREAS**, The Howard County Council finds that the implementation of the Next Generation  
2 Air Transportation System at Baltimore Washington International Thurgood Marshall  
3 Airport by the Federal Aviation Administration has harmed residents of the County  
4 because excessive and increased noise from airplanes has decreased home values; and  
5

6 **WHEREAS**, the Federal Aviation Administration failed to consider appropriately the significant  
7 environmental impact of the Next Generation Air Transportation System; and  
8

9 **WHEREAS**, the Federal Aviation Administration acted arbitrarily or capriciously in issuing its  
10 Finding of No Significant Impact under the National Environmental Protection Act; and  
11

12 **WHEREAS**, legal action may be necessary to protect residents of the County from the harm  
13 caused by the excessive and increased noise from airplanes; and  
14

15 **WHEREAS** Section 405(b) of the Howard County Charter provides that the County Solicitor  
16 shall have such legal duties as may be prescribed by legislative act of the Howard County  
17 Council.  
18

19 **NOW, THEREFORE,**  
20

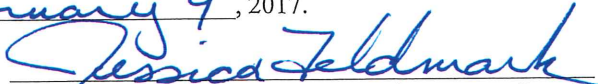
21 **Section 1. Be It Enacted by the County Council of Howard County, Maryland,** that the  
22 Howard County Office of Law is authorized to institute any civil action or other  
23 proceedings related to the implementation of the Next Generation Air Transportation  
24 System at Baltimore Washington International Thurgood Marshall Airport.  
25

26 **Section 2. And Be It Further Enacted** that this Act shall become effective 61 days after its  
27 enactment.  
28

BY THE COUNCIL

This Bill, having been approved by the Executive and returned to the Council, stands enacted on

February 9, 2017.

  
\_\_\_\_\_  
Jessica Feldmark, Administrator to the County Council

BY THE COUNCIL

This Bill, having been passed by the yeas and nays of two-thirds of the members of the Council notwithstanding the objections of the Executive, stands enacted on \_\_\_\_\_, 2017.

\_\_\_\_\_  
Jessica Feldmark, Administrator to the County Council

BY THE COUNCIL

This Bill, having received neither the approval nor the disapproval of the Executive within ten days of its presentation, stands enacted on \_\_\_\_\_, 2017.

\_\_\_\_\_  
Jessica Feldmark, Administrator to the County Council

BY THE COUNCIL

This Bill, not having been considered on final reading within the time required by Charter, stands failed for want of consideration on \_\_\_\_\_, 2017.

\_\_\_\_\_  
Jessica Feldmark, Administrator to the County Council

BY THE COUNCIL

This Bill, having been disapproved by the Executive and having failed on passage upon consideration by the Council stands failed on \_\_\_\_\_, 2017.

\_\_\_\_\_  
Jessica Feldmark, Administrator to the County Council

BY THE COUNCIL

This Bill, the withdrawal of which received a vote of two-thirds (2/3) of the members of the Council, is withdrawn from further consideration on \_\_\_\_\_, 2017.

\_\_\_\_\_  
Jessica Feldmark, Administrator to the County Council

8-2017

**Sayers, Margery**

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**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

**FILE COPY**

CB8-2017 bill file.

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

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**From:** "[katp@rcn.com](mailto:katp@rcn.com)" <[katp@rcn.com](mailto:katp@rcn.com)>  
**Date:** Friday, January 27, 2017 at 4:27 PM  
**To:** Mary Kay Sigaty <[mksigaty@howardcountymd.gov](mailto: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.

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**From:** "Mary Kay Sigaty" <[mksigaty@howardcountymd.gov](mailto:mksigaty@howardcountymd.gov)>  
**To:** [katp@rcn.com](mailto: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,



Mary Clay  
Special Assistant to Mary Kay Sigaty  
Howard County Council, District 4

3430 Court House Drive  
Ellicott City, MD 21043  
(410) 313-2001



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.

Mr. Michael P. Huerta  
Page Two

Based upon the foregoing, the MAA requests that the FAA revise the NextGen departure procedures to comply with MAA's NCP and NAP departure procedures. Given the gravity of the present situation, the MAA respectfully requests to be included in the review, and approval, of any further changes in NextGen procedures at BWI Marshall. We look forward to working with you to expeditiously resolve this matter.

Sincerely,



Ricky D. Smith, Sr.  
Executive Director/CEO



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  
BWI Airport  
Maryland 21240-0766

TOLL-FREE  
1 800 I FLY BWI

FACSIMILE  
410-850-4729

WEBSITE  
[www.bwiairport.com](http://www.bwiairport.com)

Mr. Michael P. Huerta  
Page Two

The communities also assert the environmental impacts associated with these changes in departure paths and altitudes were not addressed in the FAA's EA/FONSI as the EA scope of work was to only study impacts above 3,000 feet. It is important to note that All of the issues associated with the implementation of the NextGen at BWI Marshall relate to impacts occurring below 3,000 feet.

We greatly appreciate your expression of commitment to work with the MAA to reduce aviation noise impacts and have shared your statement with the residents of the affected communities. We too are committed to working with the FAA to resolve this matter. We again reiterate MAA's request that the FAA restore the departure procedures delineated in BWI Marshall's NAP.

Sincerely,



Ricky D. Smith, Sr.  
Executive Director/CEO

## Sayers, Margery

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**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



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-PQF5CI9HAo6ssjiol3CaBP0k2tuIXeRXHwev1yHEqp1/view?usp=sharing](https://drive.google.com/file/d/1Wz4OpV_0torqtOC4WID1XTztyCGwPXCMu5xk-PQF5CI9HAo6ssjiol3CaBP0k2tuIXeRXHwev1yHEqp1/view?usp=sharing).

CB8-2017  
written  
testimony  
1/17/17

# 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.

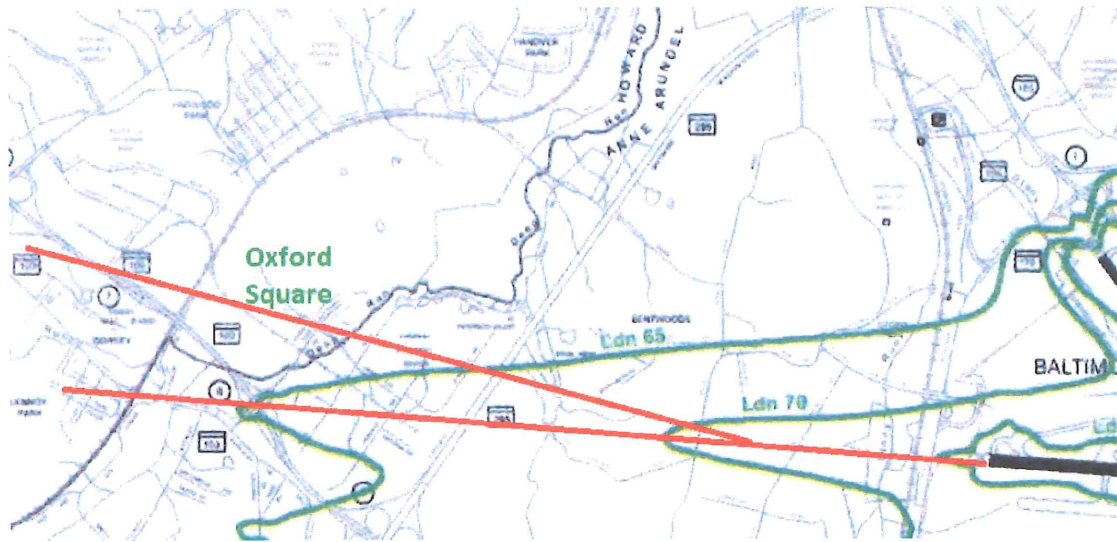
Scatter Plots showing aircraft location three miles out from the center of Runway 28  
[Summer 2012, pre Nextgen](#)  
[January 2016, under Nextgen](#)  
[February 2016, under Nextgen TERPZ SIX](#)

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.

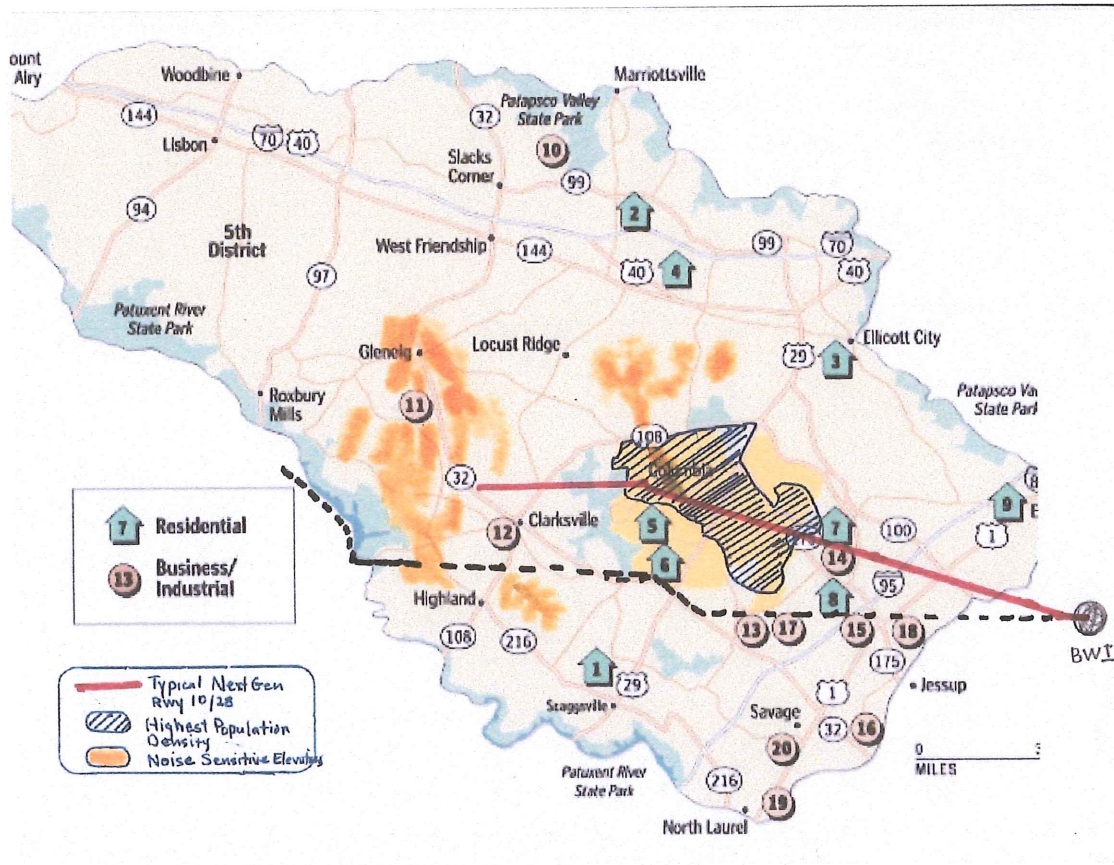
- The data clearly shows the change to TERPZ SIX procedures did not eliminate the turn to the right, or have any material change to flight paths and aircraft noise in Hanover.
- Comparing the Nextgen observed flight data with the [2014 BWI Noise Zone map](#), it is clear that, under TERPZ SIX, planes 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.

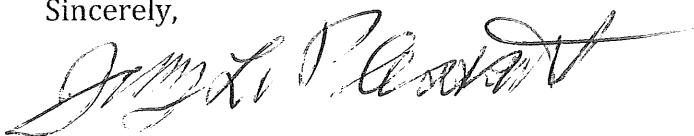
The neighborhood is also being crop dusted by emissions from many airplanes. This air pollution will lead to a significant public health hazard by carcinogens, causing high cancer rates. This is a health hazard for people in the community who live under one of the new flight paths.

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](#)

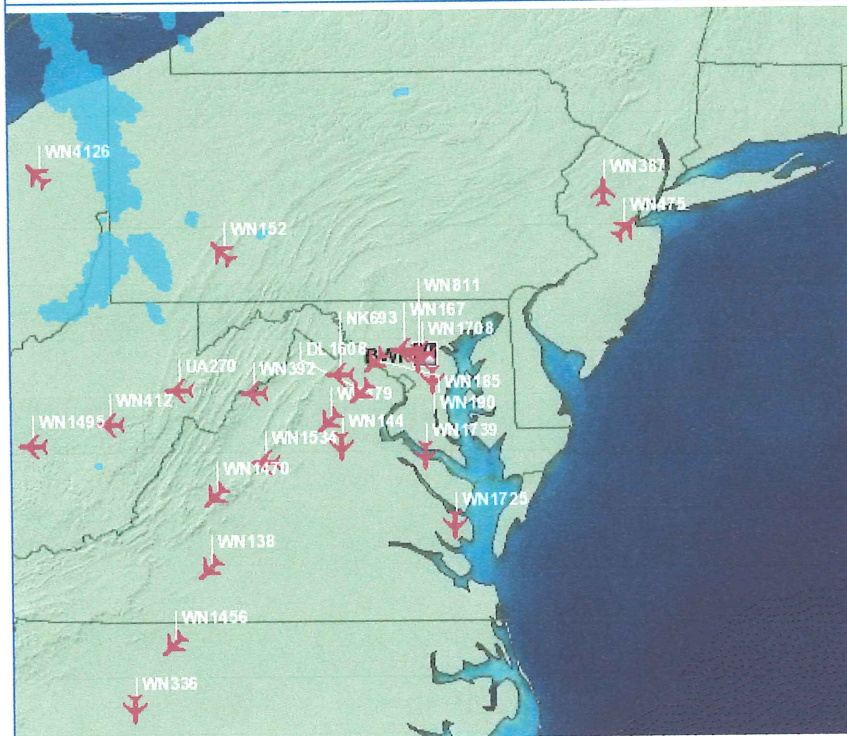
## Air Traffic

Updated Jan 9 - 8:56 AM ET

### Flight Info

- [Arrivals](#)
- [Departures](#)
- [Air Traffic](#)
- [Flight Tracker](#)
- [Airlines](#)
- [Flight Schedules](#)
- [Nonstop Flights](#)
- [Hours of Operation](#)
- [New Flights](#)

### 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

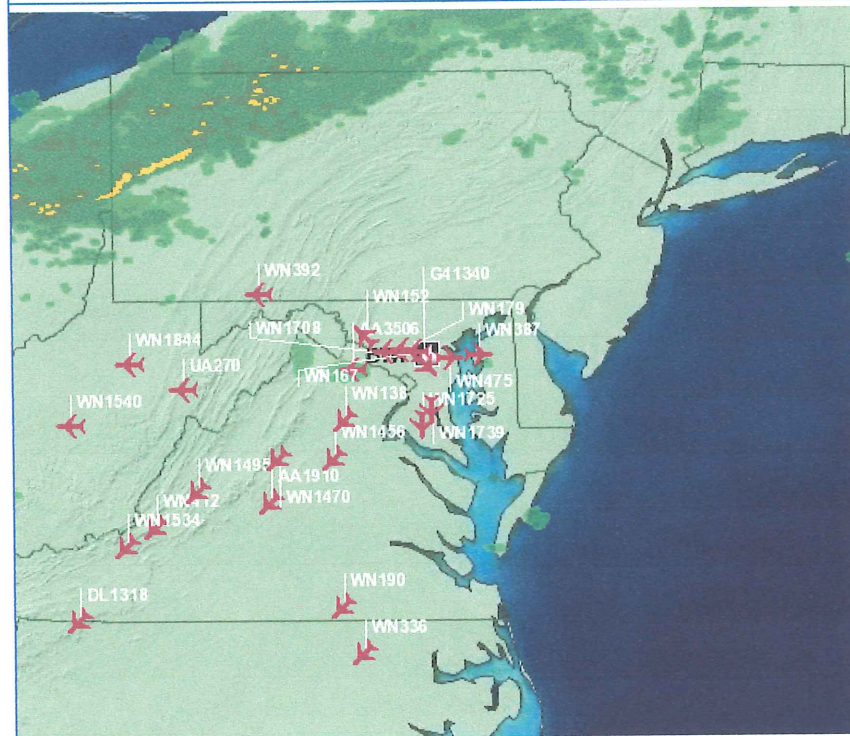
# Air Traffic

Updated Jan 12 - 8:56 AM ET

## Flight Info

- Arrivals
- Departures
- Air Traffic
- Flight Tracker
- Airlines
- Flight Schedules
- Nonstop Flights
- Hours of Operation
- New Flights

### 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](mailto: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

START - 5:11 am  
Sun on Tue - then...

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

6:42 - D

6:?? - Deps

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 - D?

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

7:10 - A, VL, VL - S

7:12 - A - S, VL, VL

7:14

7:16 - A - S

7:17 - A - S

7:19 - A - VL, VL, S

7:19 - D

Check

arr 1:14

arr 1:14

arr 1:14

arr 1:14

arr

7:22-10?	8:42
7:24-D	8:43
7:26-ARR, VLand.	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 VLand	9:25-6
8:13	9:28
8:15	9:29
8:16	9:30
8:17	9:31 VLand
8:18	9:39
8:19 <del>VLand</del>	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		1:16
10:45	S/S/VL, VL	1:19
10:59		1:22
11:05		1:24
11:22	VL, VL	1:27
11:28		1:29
<del>11:39</del>		1:32
	LUNCH	1:37
	STOP	1:38
11:48		1:48
11:56		1:48
11:53		1:48
12:06		1:48
	STOP	



2:11		3:41
2:12		3:43
2:19		3:45
2:21		3:49
2:28	VL VL - S <sub>80</sub> Southwest	3:50
2:30	VL VL - S <sub>ND</sub>	3:52
2:32	Surrounding Vlound Pt Place	3:54
2:35		3:58
2:45		4:01
2:50		4:07
2:55		4:09
2:57		4:14
3:02		4:18
3:05		4:19
3:11		4:26
3:16		4:22
3:18		4:25
3:20		4:30
3:24	VL <sub>oad</sub>	4:39
3:26	VL	4:43
3:29		4:53
3:31		4:57
3:33		5:09
3:38		

108

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	propellers	7:31
5:44-5	- Dep	7:31
<del>5:44</del>	-- AR	7:47 - D
5:45-6		7:53
5:49 <del>VL</del>		7:59
5:50 VL		8:08
5:52		8:09
5:53		8:15
5:55		8:16
6:02		8:20
6:09		8:37 - D
6:17		8:37 - A
6:22	{ Blessed Relief }	8:42
6:32	{ 1/2 WHOLE MINUTES }	8:44
6:33		8:46
6:34 - VL		8:52
6:34 - VL - ARR - S/SN		8:55
6:35 - Helicopter		8:55
6:36 - ARR		9:01
6:39		9:03
6:41		9:07
		9:18

Rest of

VL - VL - S,

9:25

9:47

(2 more)

10:03

10:07-8

10:08

10:12

10:15

10:16-17

10:18 ~~18~~

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](mailto: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.

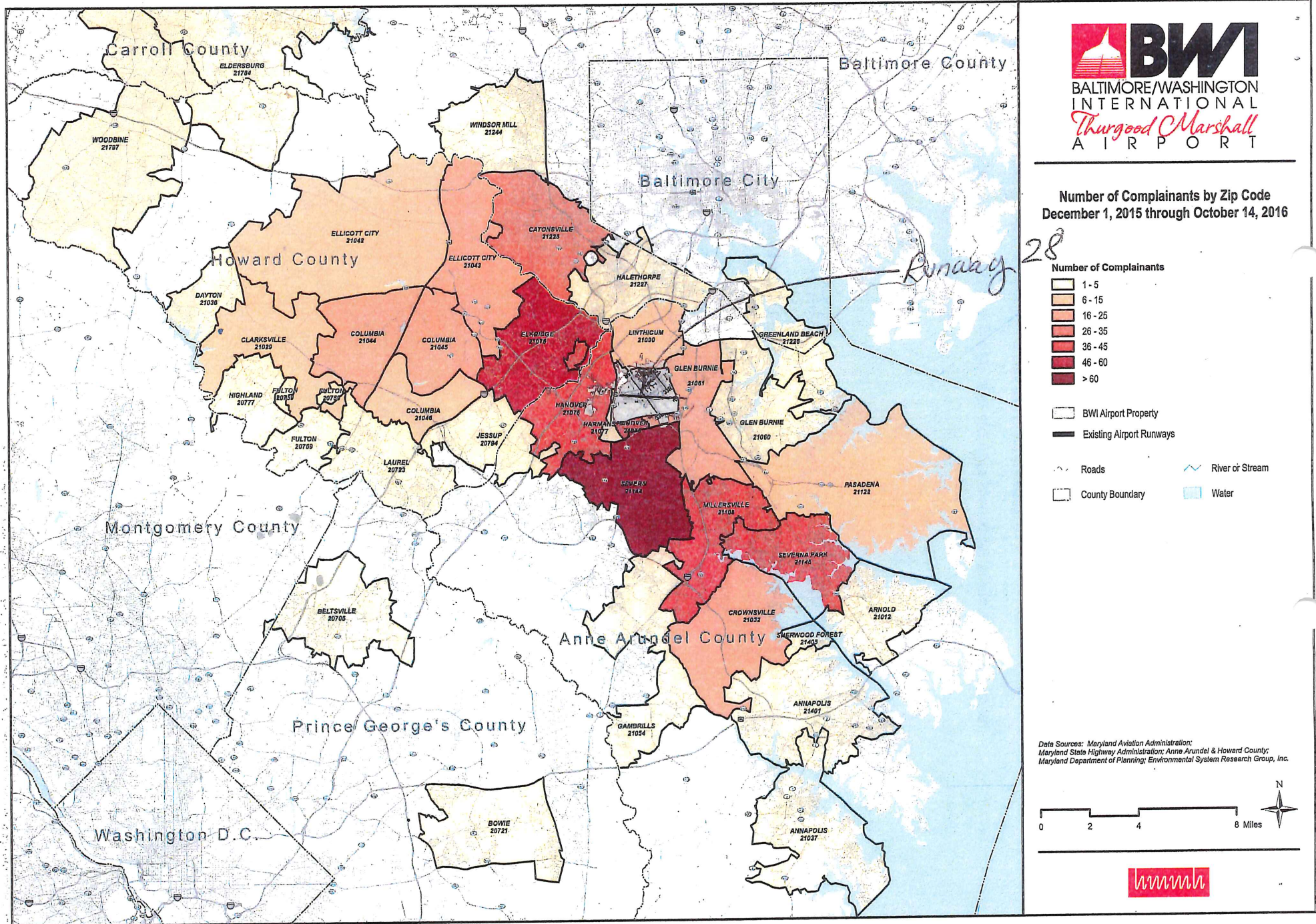
IN OCTOBER 2016, I WAS INVITED TO AN OPEN HOUSE BY THE MAA AND FAA TO DISCUSS NEXT GEN AND ITS IMPACTS ON SURROUNDING COMMUNITIES. THE OPEN HOUSE DID NOT ADDRESS MY CONCERNS NOR DID IT COME UP WITH ANY SOLUTIONS OTHER THAN TO MEET AGAIN AT SOME FUTURE DATE (STILL HAS NOT OCCURRED). I SPOKE WITH AN FAA 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 AIRPLANES 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 IGNORING THE CONCENTRATION OF AIRPLANE NOISE CLUSTERED BETWEEN 5 AND 8 AM, 11 TO 1 PM, 5 TO 7 PM AND 10 TO MIDNIGHT. IF AIRPLANE NOISE WAS AVERAGED FOR EACH OF THOSE CLUSTERED TIMES, THE DECIBEL 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 UNINTERRUPTED 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.**



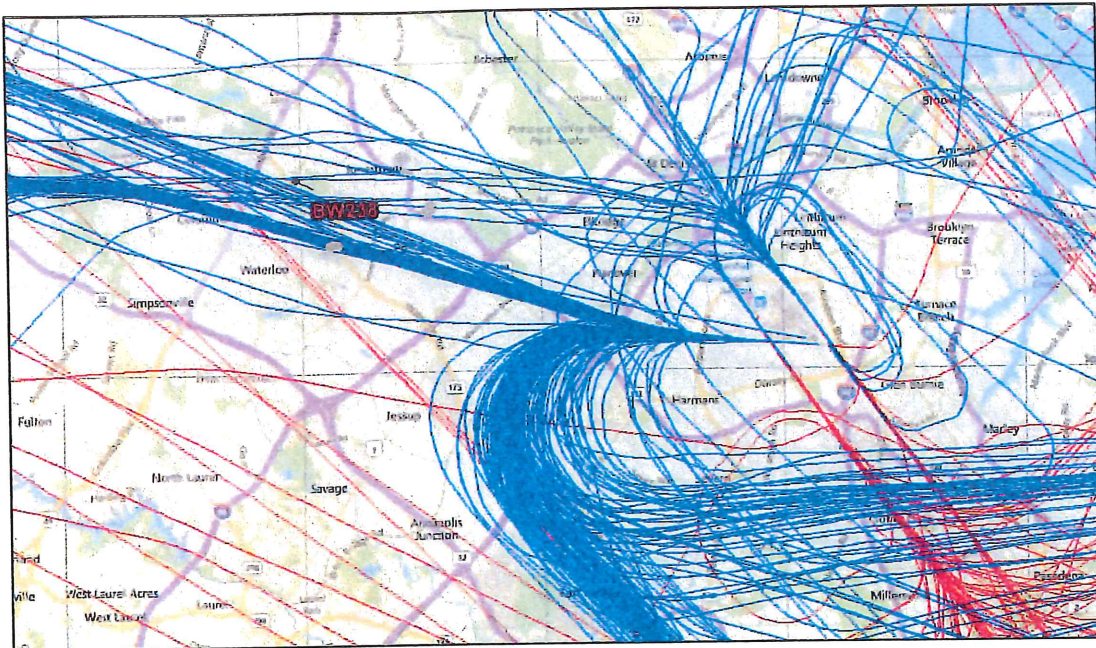
FIGURE 1



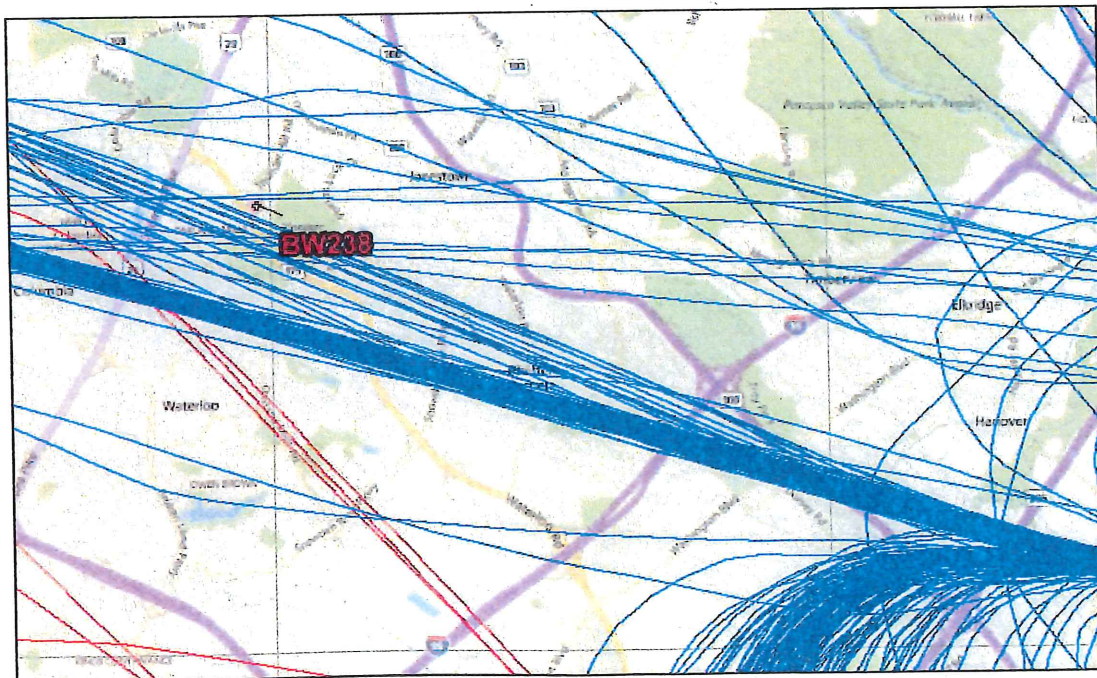


# HARRIS MILLER MILLER & HANSON INC.

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)**

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  
Page 2

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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.

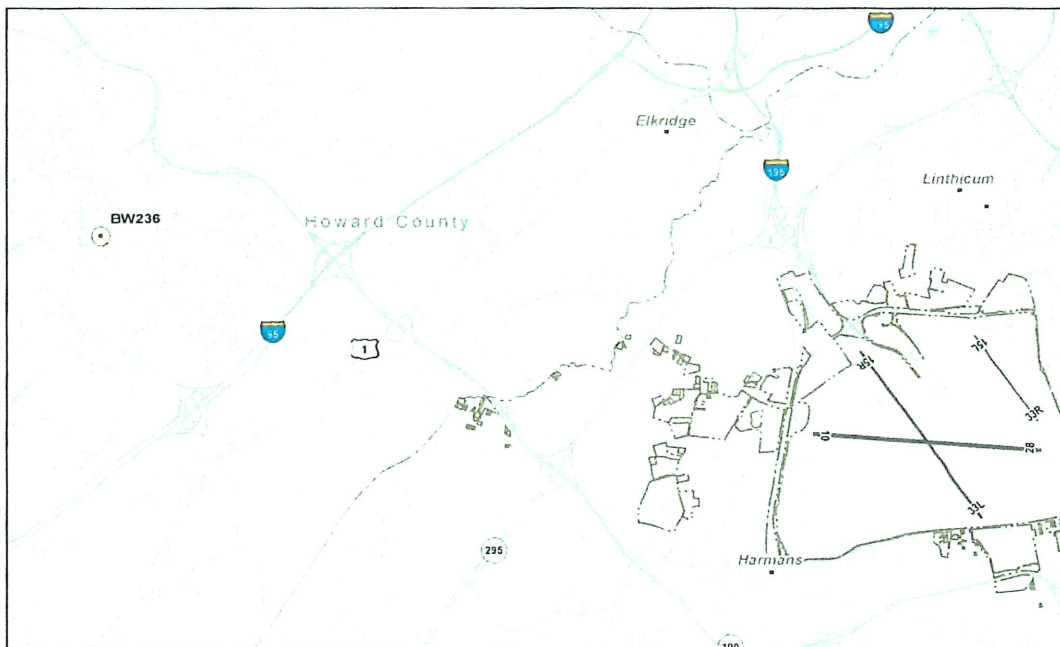


Figure 1. Noise Monitoring Location Map

# HARRIS MILLER MILLER & HANSON INC.

Noise Measurement Report for 6229 Deer Season Run Columbia, MD 21045  
April 2016  
Page 3

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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**



# HARRIS MILLER MILLER & HANSON INC.

Noise Measurement Report for 6229 Deer Season Run Columbia, MD 21045  
April 2016  
Page 4

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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.

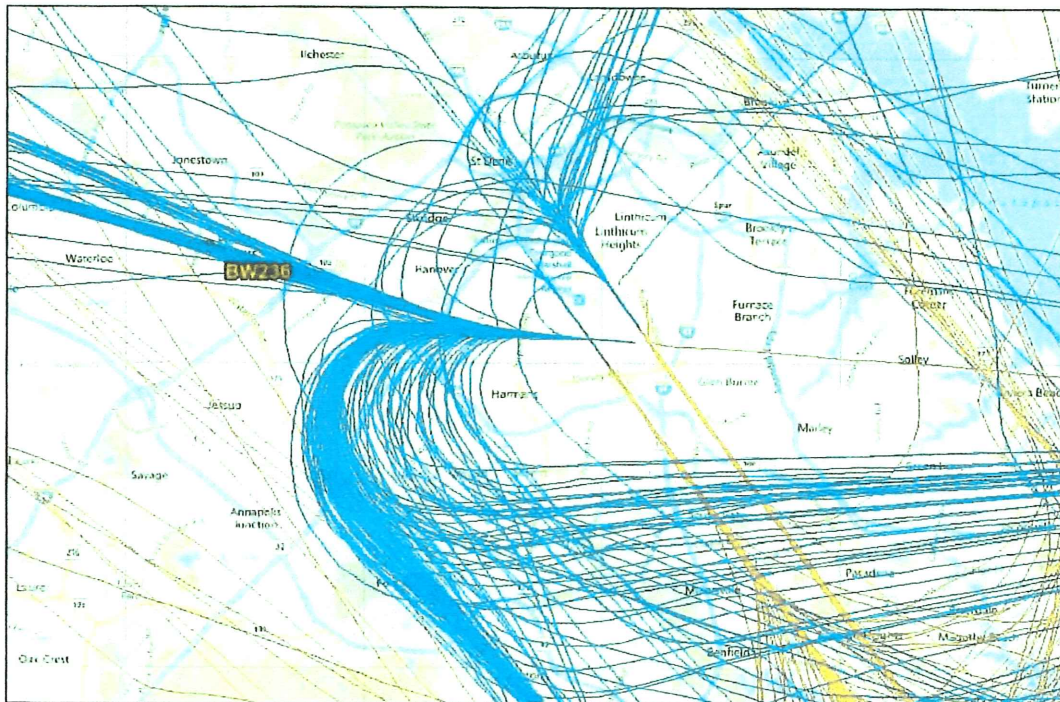
Figure 3 displays all BWI Marshall flight tracks for a typical day during the measurement period in west flow, which primarily utilizes Runway 28 for departures and Runway 33L for arrivals. The red flight tracks are arrivals and the blue flight tracks are departures. The location of the measurement site 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.

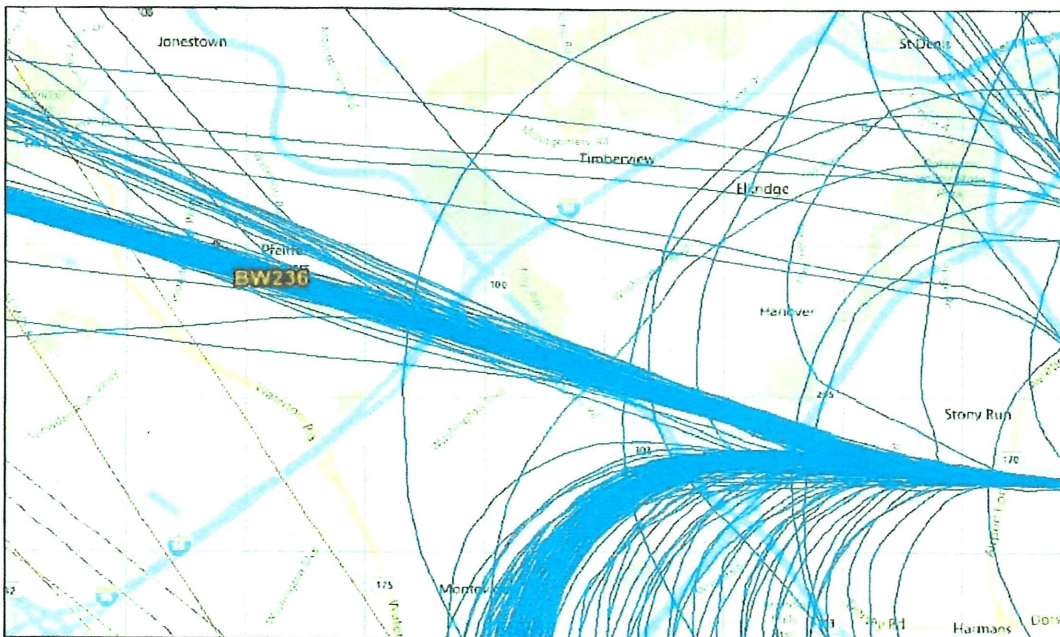
Figure 7 displays all BWI Marshall flight tracks for a day during the measurement period in west flow when the primary runway for both arrivals and departures was Runway 33L. Figure 8 displays the same flight tracks at a larger scale. In this configuration the primary BWI Marshall overflights were departures 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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**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)

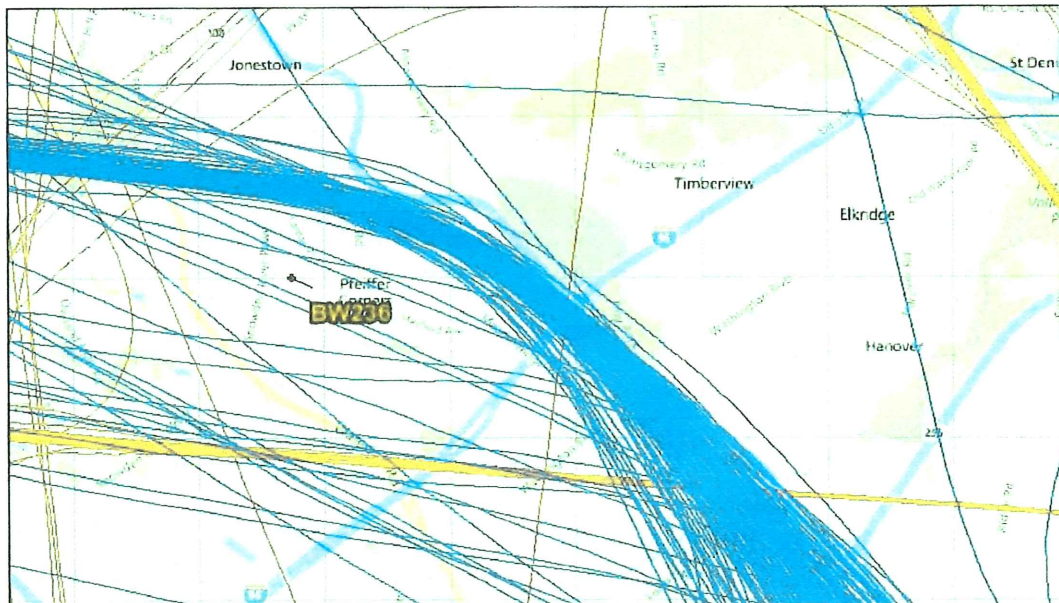


Figure 6. All Flight Tracks for an East Flow Day – March 13, 2016  
(red = arrivals, blue = departures)

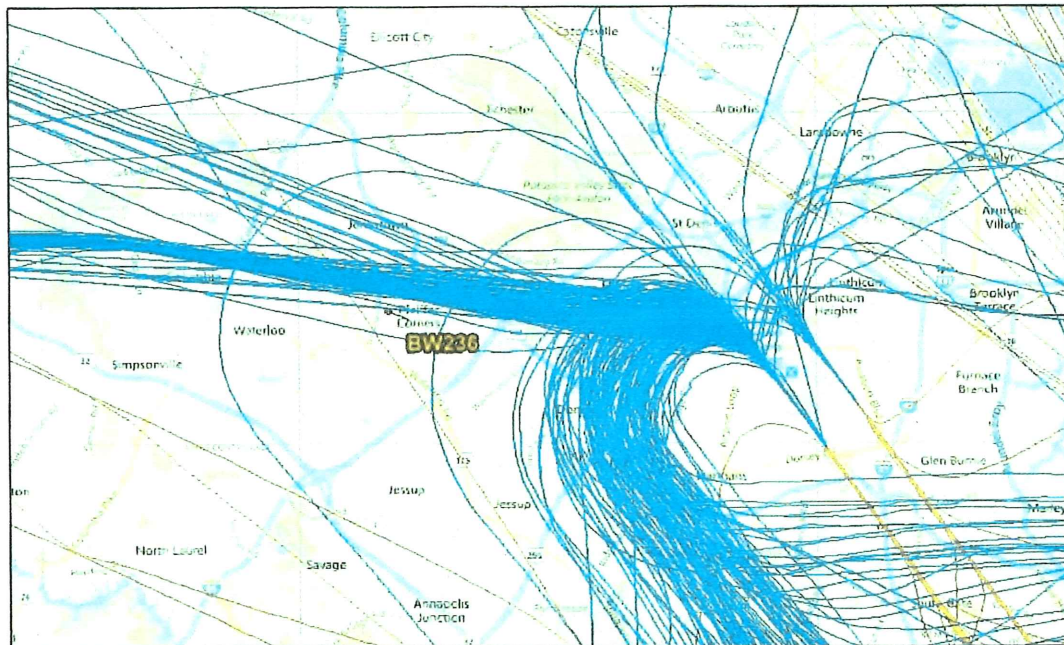


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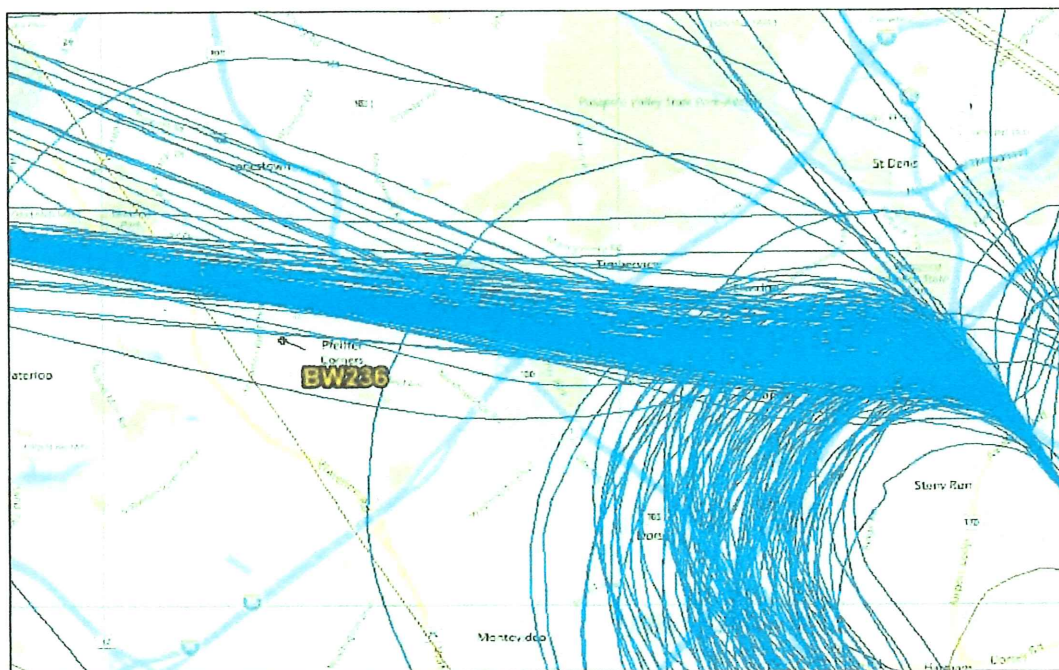
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**Figure 7. All Flight Tracks for a West Flow Day with Departures and Arrivals on Runway 33L March 15, 2016 (red = arrivals, blue = departures)**



**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 Level<sup>1</sup> 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.

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<sup>1</sup> 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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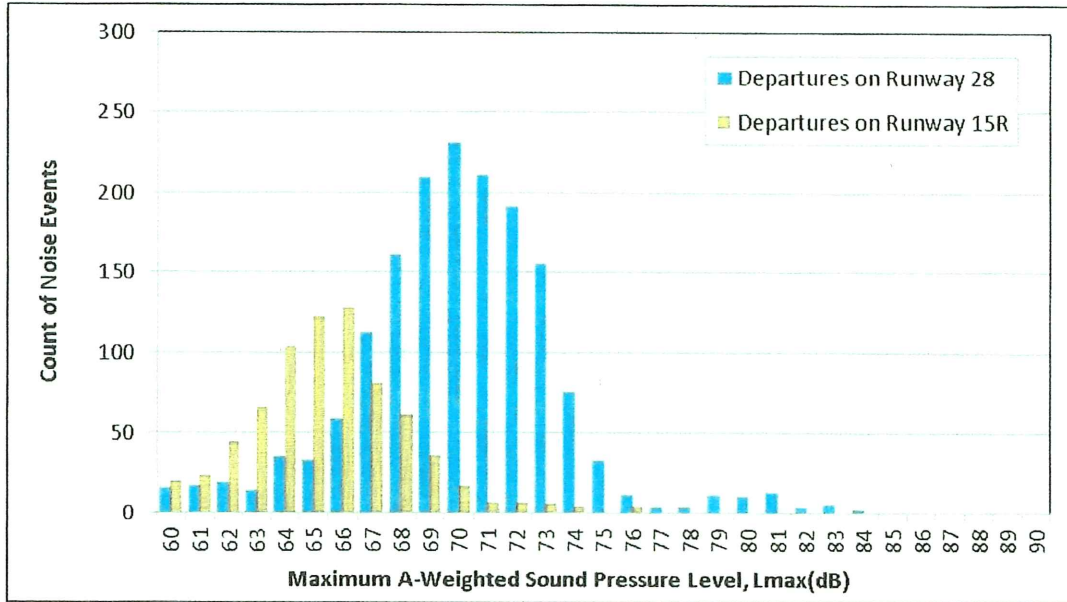
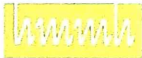


Figure 9. Counts of Maximum Noise Levels from Aircraft Overflights over the Full Measurement Period – Departures on Runways 28 and 15R

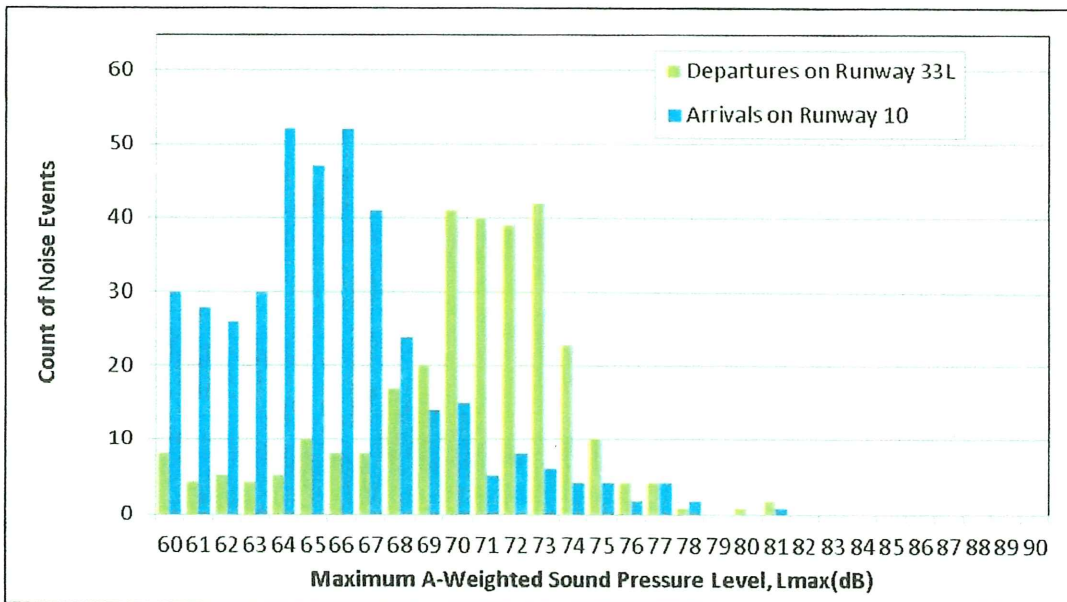
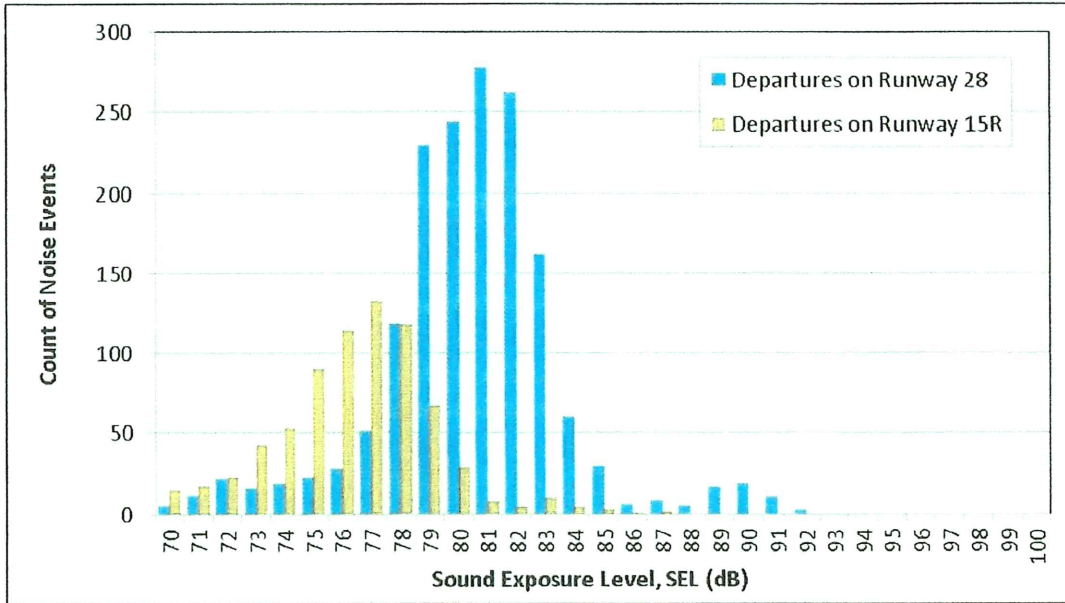


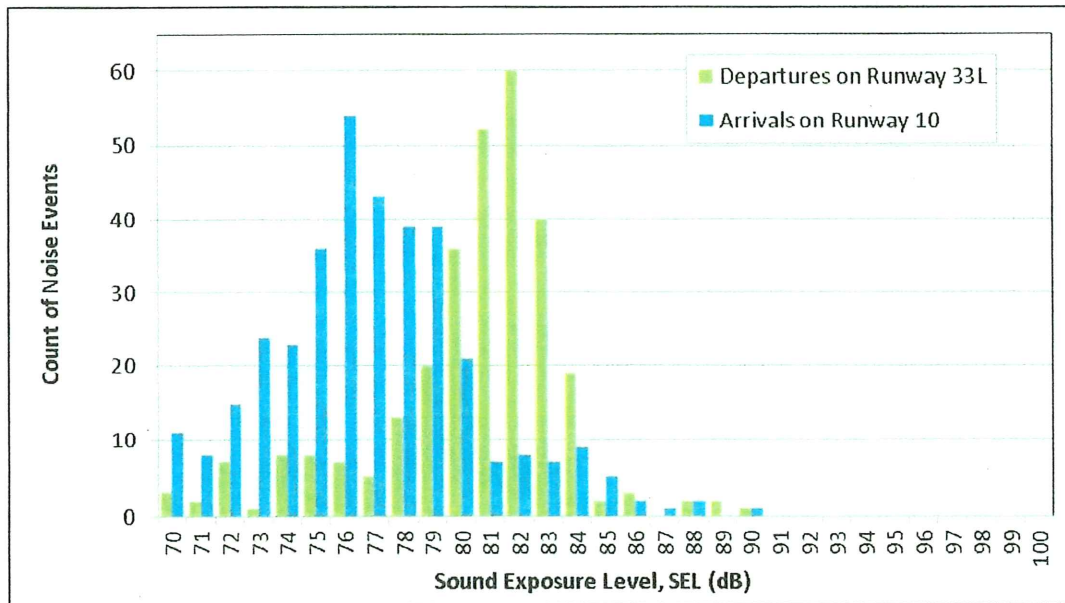
Figure 10. Counts of Maximum Noise Levels from Aircraft Overflights over the Full Measurement Period – Departures on Runway 33L and Arrivals on Runway 10

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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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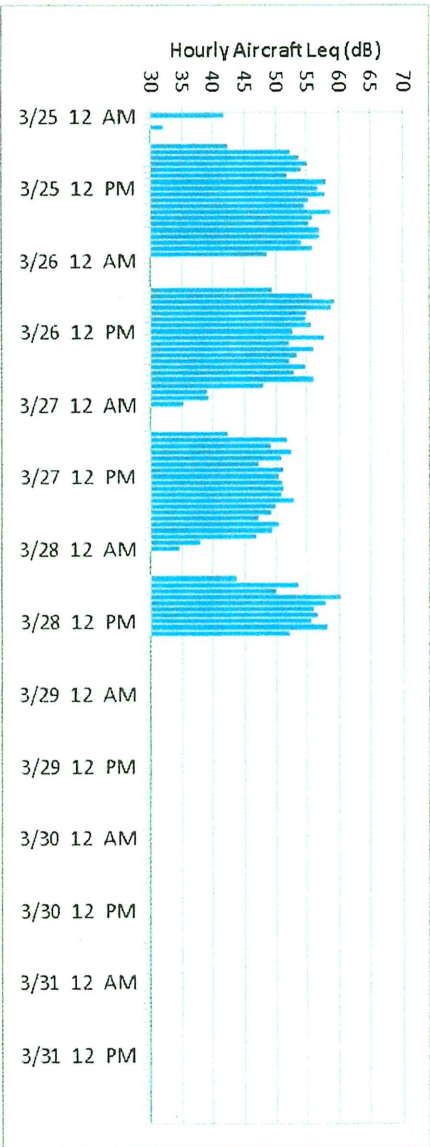
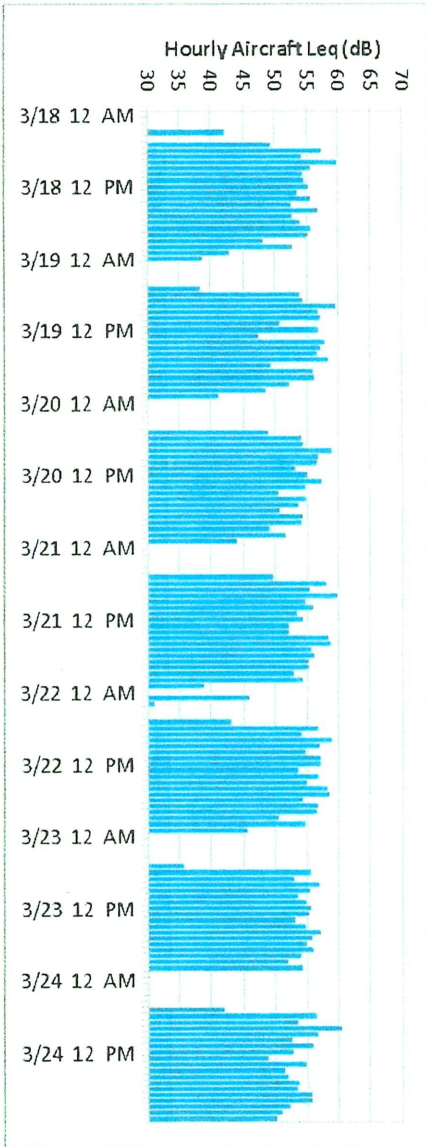
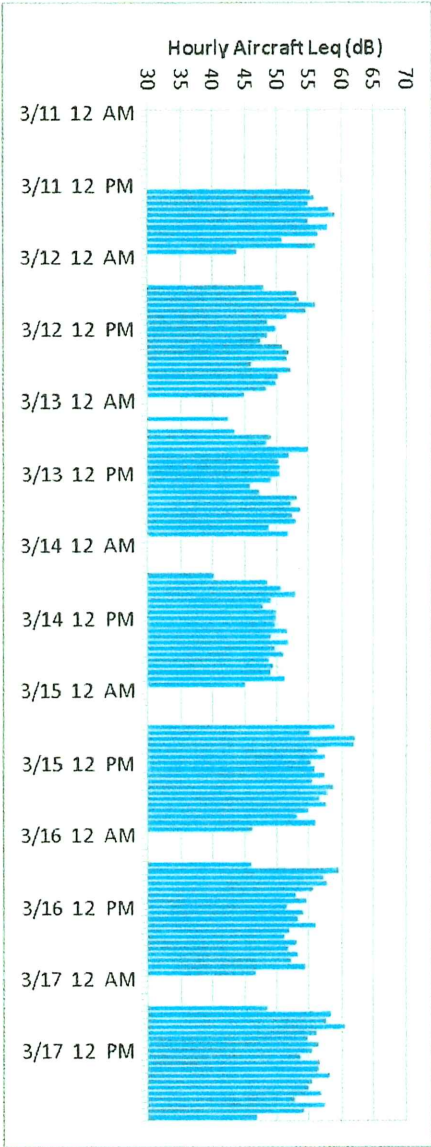


Figure 13 Average Hourly Aircraft Noise Levels





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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
<b>Total</b>	<b>57</b>	<b>406</b>	-
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.



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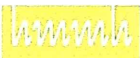
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## 5. CONCLUSION

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.



Barbara Deckert  
6075 Claire Drive  
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410-796-0628  
[bdcouture@aol.com](mailto: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.<sup>1</sup> My house is valued at \$380,000,<sup>2</sup> close to the median Howard county home price of \$368,000<sup>3</sup>. 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 county<sup>4</sup>, 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.<sup>5</sup> 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 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 disease<sup>6</sup>. 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 dB<sup>7</sup>.

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.'<sup>8</sup> 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 repair<sup>9</sup>, 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 year<sup>10</sup>. 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](http://www.zillow.com)
3. [www.wikipedia.org](http://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.<sup>5</sup>

NextGen-caused *noise* pollution is making us sick. Noise initiates a stress reaction, which causes sleep disruption, cardiovascular disease<sup>6</sup>, 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<sup>9</sup>. 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.

12/27/16 - 1/18/17

Reply all | Delete Junk |

## 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.

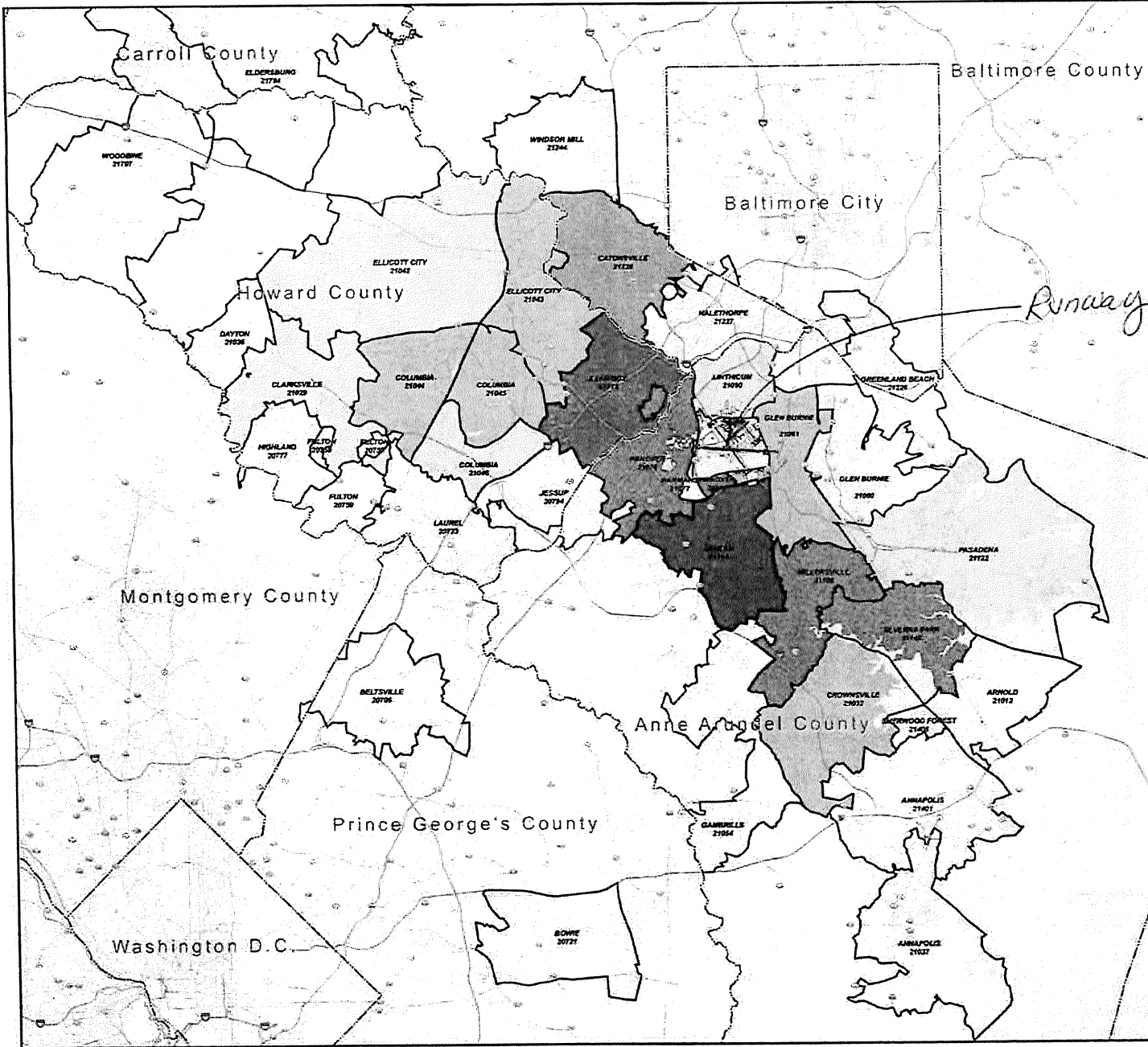
WE HAVE SOME SUGGESTIONS ON WHAT YOU MIGHT ALSO CONSIDER:

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.

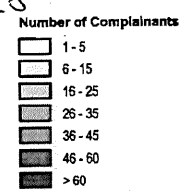
2. HOWARD COUNTY ENCOURAGES THE DEVELOPMENT OF NEW 55+ AGE-RESTRICTED ADULT HOUSING COMMUNITIES. IF A BUILDER INSTALLS ITEMS THAT ARE NOT REQUIRED BUT ARE OPTIONAL OR DESIRABLE UNDER THE 2002 "URBAN DESIGN GUIDELINES FOR AGE-RESTRICTED ADULT HOUSING IN HOWARD COUNTY" , A BUYER WOULD BE ELIGIBLE FOR THE LIVEABLE 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

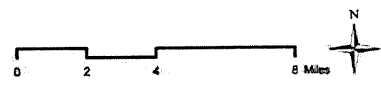


Number of Complainants by Zip Code  
December 1, 2015 through October 14, 2016



- 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.



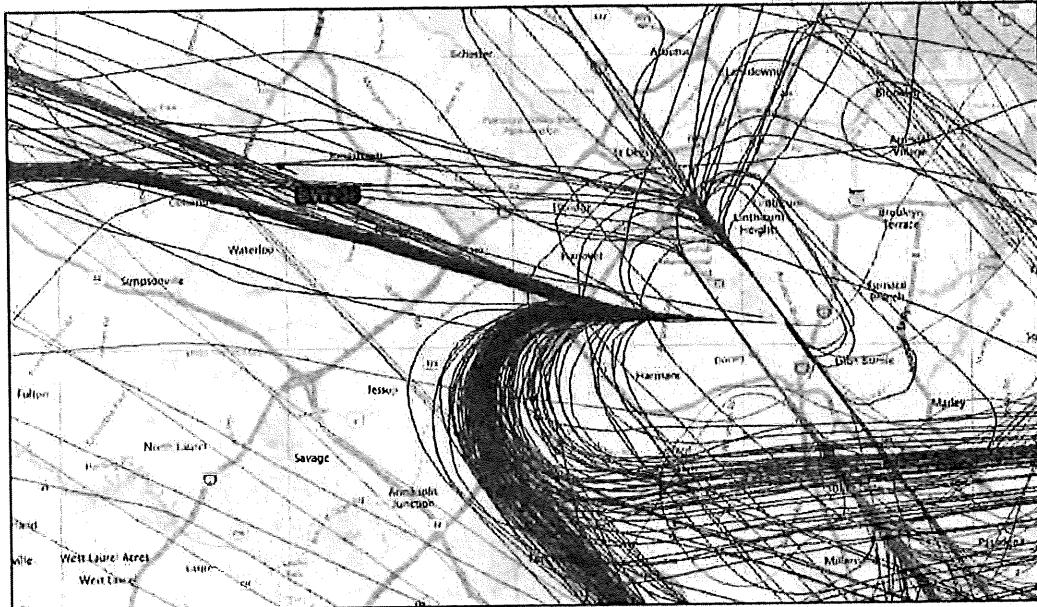
*Runway 28*

# HARRIS MILLER MILLER & HANSON INC.

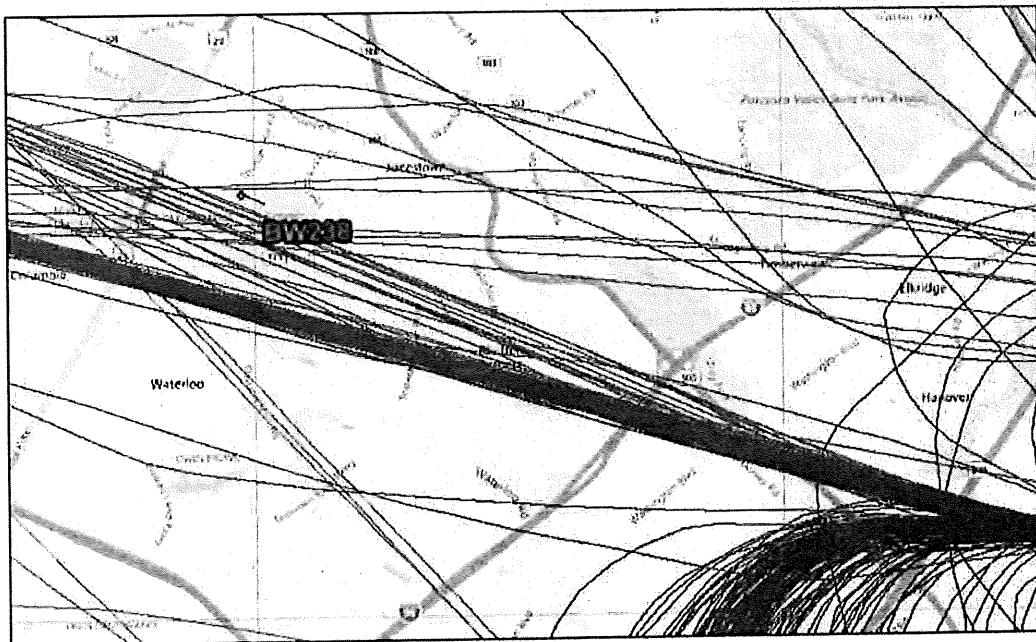
Noise Measurement Report for 5475 Sleeping Dog Lane Columbia, MD 21045

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](mailto: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](mailto:bdcouture@aol.com)

Barbara Deckert  
6075 Claire Drive  
Elkridge, MD 21075  
410-796-0628  
[bdcouture@aol.com](mailto: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.<sup>1</sup> My house is valued at \$380,000,<sup>2</sup> close to the median Howard county home price of \$368,000.<sup>3</sup> 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 county<sup>4</sup>, 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.<sup>5</sup> 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 disease<sup>6</sup>. 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 dB<sup>7</sup>.

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.'<sup>8</sup> 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 repair<sup>9</sup>, 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 year<sup>6</sup>. 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](http://www.zillow.com)
3. [www.wikipedia.org](http://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.<sup>5</sup>

NextGen-caused *noise* pollution is making us sick. Noise initiates a stress reaction, which causes sleep disruption, cardiovascular disease<sup>6</sup>, 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<sup>®</sup> 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 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.

Carolán Stansky (info below)

---

**From:** Carolán [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!



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

Reply all | Delete Junk |

## Written Testimony FOR CB8-2017

Eric Hastings &lt;eric.hastings@gmail.com&gt;

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 Gardenview 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](https://drive.google.com/file/d/1Wz4OpV_0torqtOC4WID1XTztyCGwPXCMu5xk-PQF5CI9HAo6ssjioI3CaBP0k2tuIXeRXHwev1yHEqp1/view?usp=sharing).



Reply all | Delete Junk |

## RE: Council Bill 8-2017

KP

Katherine Peterson &lt;peterson.katherine7@gmail.com&gt;

Reply all |

Mon 1/16, 9:21 PM

CouncilMail

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 plan 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  
6428 Skipton Drive  
Hanover, MD 21076



## NextGen

DD

Diane Dunlap &lt;ddunlap42@gmail.com&gt;

Fri 1/6, 8:31 AM

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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  
[ddunlap42@gmail.com](mailto:ddunlap42@gmail.com)

## 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

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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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## **Testimony in favor of CB8-2017**

### **AN ACT authorizing the Howard County Office of Law to institute any civil action or other proceedings related to the implementation of the Next Generation Air Transportation System at Baltimore Washington International Thurgood Marshall Airport.**

Greetings! My name is (*name*)... I live at (*address*) ... and I come before you this evening to testify in support of CB8-2017.

My wife and I recently bought a home directly which is directly in the flight path to BWI. Over the past year, planes are getting louder and louder. Although our toddler loves to look up at them and point to them, they are getting closer and closer, and quite audible, especially in the evening.

My main concern, more than the excessive noise at times, is that the value of our new home will decrease, or the increase in equity will rise much slower than other communities. I don't believe we'll have trouble selling our home if we choose to move to a bigger home in the next few years, but for what the home will be worth I fear may be tens of thousands of dollars less due to the flight path in which we live.

Respectfully submitted,

Opel Jones, I.