

HB0310_Resident of Severna Park_Support_Dr. Mary Kremzner
February 11, 2020

Thank you to Delegate Hill and the members of this committee for the opportunity to provide testimony to you about our grave concerns with the implementation of FAA's Next Generation Air Transportation System (NextGen) and its human cost.

The implementation of NextGen, created an extremely narrow flight path through which commercial planes fly to arrive at BWI airport. As a result, homeowners underneath the flight path in Severna Park and Millersville in Anne Arundel County are being unfairly burdened by the 24 hours, 7 days per week noise generated from greater than 70% of the low altitude commercial air traffic arriving at BWI, which equates to over 200 airplanes EVERY DAY. This air traffic is allowed to, and in fact directed by the FAA to fly throughout the day and night over our homes at altitudes as low as 1,000 feet above ground level (occasionally <1,000ft) with no federally mandated noise limits. Because the final approach path to these runways directly passes over our communities, **we cannot open our windows, we cannot enjoy the outdoors and we do not sleep.**

We built our home in 2012 completely unaware of the NextGen implementation plans. In 2015, when NextGen began we, at our own expense, added extra insulation, bought new triple pane tempered glass windows (designed for commercial buildings) and added thicker dry wall, all the steps offered to soundproof a home. Yet, you would never know that the windows were closed. In fact, we cannot open our windows as a result of the intense noise that occurs EVERY 1-2 minutes all day and night.

The MAA is finally hearing from many communities like mine about the negative impact of their decisions related to 24/7 flight arrivals. They were successful for years discouraging reports and concealing the truth. The MAA's website made it difficult **at best** to lodge a complaint with 10 required fields, no AI, and limits on the number of complaints you can make. I am including a screen shot of their website in my written testimony which highlights all 10 fields required to make a complaint. It takes 4 minutes to complete this form however, it only takes 3 minutes for 2 flights to fly over at low altitudes. The math speaks for itself.

I am also submitting spreadsheet illustrating that flights have worsened since 2019. Several highlights bring your attention to the flights that have gone from 2 minutes apart to 1 minute apart with the same low altitudes. We experience loud flight noise at ALL hours of the night and early morning. BWI has also become a large cargo aircraft destination frequented through the night – EVERY NIGHT - by the numerous air freight and charter carriers such as FEDEX, DHL, World, Titan, UPS, Prime, Polar, etc. We heard from FAA and MAA that the step-down altitude approach was designed to improve the passenger experience however, the same applies to cargo planes, which are much louder and contradicts the messaging from FAA about passenger comfort.

Let's face it, times have changed. New technology brings efficiencies for industry and consumers. In this case the volume of passenger and cargo flights continue to grow each year with no end in sight. No longer can the federal or state government simply make a change as significant as this and then cling to their old methodology of defining safety. We saw how the safety standard shifted two weeks ago when Delta dumped fuel all over children on a playground at school to make an emergency landing.

It is time for a creative alternative to provide relief and solve this issue so that the FAA, MAA Roundtable, and community representatives can move on. For years now the Roundtable has been working to broker a smart and equitable solution. As an observer of the Roundtable for the past 5 years, I have watched FAA and MAA stonewall, participants drop off due to frustration and **zero results**. For as much as I admire the courageous and stalwart members of the Roundtable like Jessie and Drew and many others, I truly believe that had it not been for the addition of Mary and Ethan Reese, both Navy pilots, the Roundtable would not be where we are today.

We continue to hear that FAA and MAA's number one concern is safety. If that is the case, how can it make more sense to fly over densely populated neighborhoods and 6 schools as is the case in Severna Park as opposed to flying airlines along a 7-lane wide highway (RT97) with an equally wide median strip? There are many common-sense changes that will not increase costs, time or fuel, such as:

- **having flights follow along 6-7 lane wide highways (Rt 97) as they approach BWI**
- requiring aircraft to remain higher – longer, particularly cargo planes
- spreading the arrival traffic flow amongst other runways rather than focusing 70% of arrivals over Severna Park and Millersville,
- constraining the flyover of densely populated areas like ours to 7am through 10pm as is at DCA, SNA, SJC and many other noise sensitive communities around the country.

Were the FAA to agree to BWI Roundtable changes that disperse air traffic over RT 97 and provide for more way points, it would offer some partial relief from the near continuous noise impact we currently endure every day.

The BWI Marshall Noise Abatement Plan (NAP) principally addresses communities within the federally approved noise footprint. In other words, the noise affecting homes in close proximity to BWI and/or that border the runways. There are no considerations or provisions for those of us beyond the designated footprint that NextGen has negatively impacted. When contacted, the Maryland Aviation Administration's (MAA) gives the impression that noise doesn't exist beyond the airport NAP boundaries and will not acknowledge that planes fly at altitudes from 1,500 to 1,900 feet.

The MAA (Paul Shank) says that air traffic is reduced between 11PM and 5AM which is simply not true as evidenced by the many flights that I was able to record between December 6-January 6, 2020 (see enclosure) that are 1-2 minutes apart in many cases.

Another practical solution would be to increase air traffic on the runways that travel East and West (Runway 10/28) during daytime and particularly nighttime hours. Per the NAP, the 10/28

runway is the preferred runway noise abatement at night because there is less residential and multi-family residential impact. If that is true, why then are 70% of the flights inbound and outbound directed over high density neighborhoods and schools?

I do my best to keep it together for my kid's sake. There was a time when I was running to my phone to report low, loud flights every couple of minutes and honestly losing my mind. There are 2 noise generating machines running every night so we can sleep without constant interruption and then the anticipatory anxiety of waiting for the next plane. The noise is so loud that we cannot sleep with the windows CLOSED at night.

You simply cannot imagine the low, loud, air traffic bombardment on a daily basis, which is why I included a spreadsheet with my testimony illustrating the reality of our lives in Severna Park. I welcome you to visit my home and experience it for yourself. Anytime of day you will see the continual incoming air traffic at low altitudes and hear the overwhelming noise levels.

Please understand that I do recognize the importance of BWI to the economy of Maryland and, in particular, Anne Arundel and Prince George's County and to the creation of well-paying jobs the airport provides. But is BWI a responsible, conscientious neighbor? Is it fair to single out Severna Park and Millersville as the focus for 70% of the undesirable impacts of this airport when there are feasible and practical solutions being offered?

Please review the spreadsheet results carefully. Note the times of day and the frequency of flights that we endure.

Thank you for taking the time to support the health and welfare of Maryland residents.