

## Written Testimony

SB0658\_Forum Resident of Severna Park\_Favorable  
Dr. Mary Kremzner  
March 9, 2022 Testimony

Good afternoon and thank you Senator Lam and members of this Committee for the opportunity to speak to you about the human cost of FAA's NextGen, which created an extremely narrow and low flight path through which commercial planes arrive at BWI.

MAA directs air traffic to fly throughout the day and night over our homes at altitudes as low as 1,000 feet 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.**

Noise remediation efforts do not work. We built our Severna Park 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 has heard from many communities like Severna Park and Millersville about the negative impact of arrivals. The MAA was successful for years discouraging reports and concealing the truth. The MAA's website made it nearly impossible to lodge a complaint with 10 required fields, no AI, and limits on the number of complaints you can make. It takes 4 minutes to complete this online form however, it only takes 3 minutes for 2 flights to fly over at low altitudes. The math speaks for itself.

You simply cannot imagine the reality of low, loud, and frequent air traffic on around the clock, even at night. You cannot build tolerance to this intense and frequent noise.

BWI has also become a large cargo destination frequented by FEDEX, UPS, Prime, and others which are flying at the same low altitudes, yet we heard in

meetings that the step-down altitude approach for arriving flights was designed to improve passenger comfort. Why would the same apply to cargo planes, which are much louder?

For years now the Roundtable has been working to broker a smart and equitable solution. As an observer of the Roundtable, I have watched FAA and MAA stonewall, participants drop off due to frustration, and 6 years later -- **zero change**.

Please understand that I do recognize the importance of BWI to the economy of Maryland for the creation of jobs.

Therefore in 2020 after the FAA and MAA did not address the arriving flight path issue, we decided that it was in our best interest to sell our custom home. We are fortunate enough to have this luxury as many residents do not. We sold our home for less than its value and purchased a home in Crownsville, MD after consulting with MAA to identify an area that is not experiencing NextGen arrival paths. Unfortunately, my marriage did not survive NEXTGen. The damage to my relationship was so intense that we are now seeking a divorce.

I am here today as proof of the human toll of NEXT Gen. My family is forever broken apart. And now my worst fear may materialize -- flight paths changing yet again. To my shock and horror, we recently learned that the arrival paths may change again coming closer to our new home.

In closing I want to thank you for supporting the BWI Roundtable and for supporting the health and welfare of Maryland residents. Please save our communities and families.