

I put this together tonight for review. First bullet point on 8 the text in italics is an addition from the MAA website if you need to site the source.

The FAA essentially disowns responsibility for the noise and other environmental harm it causes by its decisions and refers these matters to the local airport operator. There is no federal legislative mandate requiring the FAA to consider or address the “complete” noise effect of its NEXTGEN plan or even to work “in good faith” with affected communities to reduce the noise to levels that are compatible with established residual development.

An example of this is the FAA laps in following The Maryland Environmental Noise Act of 1974 which provides for the protection of citizens from the impact of transportation related noise. The aviation portion of the Act requires the MAA to create an ANZ to control incompatible land development around BWI Marshall and a Noise Abatement Plan (NAP) to minimize the impact of aircraft noise on people living near the Airport. An ANZ and NAP were first established for BWI Marshall in 1976; and were updated in 1982, 1988, 1993, and 1998. An updated ANZ was certified on November 6, 2007.

The MAA has been working with communities for many years to comply with the Environmental Noise Act and considering the results of NextGen the FAA completely ignored Maryland State law the noise abatement plan and standards when plotting new way points.

Regards

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