

nextGen Advisory Statement
June 26, 2018

GOOD MORNING

MY NAME IS PAUL VERCHINSKI AND I HAVE BEEN AUTHORIZED TO SPEAK ON BEHALF OF THE DC METROPLEX BWI COMMUNITY ROUNDTABLE. I AM A MEMBER OF THE RT.

YOU SHOULD HAVE A LETTER DATED SEPT 8, 2017 ON THE ISSUES AFFECTING QUALITY OF LIFE FOR THOSE IN BWI'S FLIGHT PATHS. YOU ARE BEING TASKED FOR ADVICE ON PUBLIC ENGAGEMENT. I KNOW A LOT ABOUT PUBLIC ENGAGEMENT HAVING BEEN THE DIRECTOR OF PLANNING FOR THE FEDERAL TRANSIT ADMINISTRATION. IF YOU WANT TO KNOW WHAT YOU SHOULD EMULATE, THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1992 IS A GOOD START.

THE NEXTGEN GPS IN THE SKY PUTS CONCENTRATED FLIGHT PATHS IN VERY NARROW CORRIDORS WHERE THERE WERE NONE BEFORE. THE PUBLIC WAS NEVER TOLD OF THE SIGNIFICANT CHANGES THAT NEXTGEN WOULD BRING NOR HOW THEY WOULD BE MITIGATED. AT BWI, FLIGHT CORRIDORS WERE ESTABLISHED WITH SURROUNDING COMMUNITIES BUT THE FAA TOLD US THAT THEY WERE VOLUNTARY AND NOT TO BE CONSIDERED. SOUND WALLS ARE USED FOR HIGHWAYS AND MASS TRANSIT, IT IS NOT POSSIBLE TO DO THIS FOR AIRCRAFT NOISE.

I HAVE LIVED IN MY HOUSE SINCE 1973 AND NEVER HAD A PROBLEM WITH AIRPLANE NOISE UNTIL NEXTGEN WAS IMPLEMENTED. PLANES AT 5 MINUTE FREQUENCIES NOW BEGIN AT 5 AM AND LAST UNTIL AFTER MIDNIGHT 24/7. I NOW HAVE DNL OF 54 WHERE BEFORE I JUST HAD AMBIENT NOISE. SPEAKING OF DNL, THE 65 DNL THRESHOLD WAS ESTABLISHED IN 1971. IT SHOULD BE UPDATED JUST AS THE NEXTGEN IMPLEMENTATION.

ROUNDTABLES LIKE OURS WERE FORMED AT THE INSISTENCE OF THE FAA. THE ROUNDTABLES HAVE NO BASIS IN LEGISLATION NOR REGULATION. IT HAS BEEN A KNEE JERK REACTION BY THE FAA IN HOPES OF DIMINSHING THE OUTRAGE AND LITIGATION EVIDENT IN OTHER METROPLEXES.

TO SUMMARIZE. THE EXPERIENCE OF OUR ROUNDTABLE WITH THE FAA RATES NO BETTER THAN A D MINUS GRADE. A PBN WORKING GROUP SAID THEY WOULD DEAL WITH OUR PROBLEMS. WE COULD NOT EVEN GET THE SCOPE OF WORK NOR PROVIDE INPUT DURING THOSE DISCUSSIONS.

I WOULD BE HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE.