Montgomery County Quiet Skies Coalition
MoCoQuietSkies.org

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Montgomery County Quiet Skies Coalition

Avenel
Bannockburn
Burning Tree Village
Brookmont
Cabin John
Carderock Springs
Ft Sumner
Glen Echo Town
Glen Echo Heights
Green Acres
Goldsboro
Kenwood Park
Mohican Hills
Persimmon Tree
Springfield
Sumner
Tulip Hill
Westmoreland Hills & Overlook
Wood Acres

Possible Solutions

Move and concentrate the noise over other communities

Community Strategy

Collaborate with other jurisdictions through the DCA Noise Working Group

Political strategy

Inform & Involve
State and County officials
in finding solutions

Legal Strategy

Work with Maryland's Attorney General to obtain relief

Legislative Strategy

Amend FAA Reauthorization and other pertinent laws

DRAFT LEGISLATIVE RECOMMENDATIONS

FAA's NEXTGEN PROGRAM:

WHAT WENT WRONG

AND

HOW CONGRESS

CAN FIX IT

This paper and its recommendations for legislative action were prepared by the Montgomery County Quiet Skies Coalition (MCQSC) of Maryland.
3/11/18 DRAFT

What Went Wrong?

The FAA is implementing NextGen inconsistent with Congressional intent

What Should Congress Do?

The FAA should be given the clear mandate and necessary funding to modernize the National Air Space without harming US citizens in the process

1. Mitigate the harm that new PBN procedures, which concentrate air traffic, impose on underlying communities.

a. Adjust PBN procedures to overlay historical (pre-2012) flight ground paths, in recognition of the decades of land-use planning and development decisions that are based on those historical paths.

b. Adjust PBN procedures to replicate the dispersion and altitudes within 25 miles of airports that were present before February, 2012, in recognition of the human health and economic harm caused by narrower routes and concentrated noise.

c. As necessary, develop new procedures, technologies, and lower efficiency targets to permit these goals to be achieved safely.

2. Use relevant noise metrics to evaluate the impacts of airspace redesigns and new procedures.

a. Use multiple noise evaluation metrics, (e.g., N-Above and dbC) to account for cumulative and recurring impacts of noise and noise frequency.

b. Ensure that updated noise metrics are consistent with international noise metrics and up-to-date research. Periodically review and update these metrics, as appropriate, in order to best capture the human experience of aviation noise.

c. When actual noise monitoring data show an impact greater than modelled data, revert to previous paths and procedures.

3. Develop and implement technologies that will reduce noise impacts.

a. Develop and enable each aircraft to use arrival and departure procedures that minimize the ground noise caused by that model of aircraft.

b. Provide financial incentives to airport operators to implement new landing technologies, such as GPS-based landing systems (e.g., Ground Based Augmentation Systems or GBAS), to enable distributed and quieter approaches at all metroplex airports while maintaining the faster landing rates the airline industry demands.

c. Work with airport operators to use financial incentives to encourage airlines to pursue noise reducing measures.

4. Enfranchise Community Stakeholders

Recognizing that impacted communities are important stakeholders in the modernization of the National Airspace (NAS), require the FAA Administrator to provide representation to community stakeholders so that their input is considered during the planning and use of the NAS.

5. Clarify the FAA's mandate

Amend the FAA's Mission Statement to include noise, health, and environmental impacts as co-equal priorities with efficiency, while retaining safety as the number one priority.

Take Collective Action

- **Agree on critical legislative remedies**
- **Coordinate across communities**
- **Lobby elected officials with the same set of requests for amending the FAA Reauthorization**
- **PERSEVERE**

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