METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Washington Dulles International Airport
Aircraft Noise Contour Map Update
Public Workshop – Comment Form
Thursday, June 28, 2018

This comment form is provided to receive your input concerning the Washington Dulles Aircraft Noise Contour Map Update Public Workshop. You may hand in the comment before you leave or mail it to us at the address provided below. We would appreciate receiving all written comments by Monday, July 30, 2018.

Concerned about future expansion @ Dulles. Currently noise is awful and cannot imagine an increase in runways. I plan to attend any meetings where we homeowners can have input that matters).

Please provide the following: (Optional)

Name: _____

Address: _____
(Street or Email)

_____

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PLEASE LEAVE YOUR COMMENT IN THE BOX PROVIDED.

Comments may also be submitted via mail or email to:

Mail:
Attn: IAD Noise Contour Map Update
Planning Department
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, DC 20001-6000

EMAIL:
ADnoisecontourmap@mwaa.com

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apparently we live in the flight path of your Runway #30 NORTH mostly take-offs. Extremely bothersome during the night/day. Not just the noise but also the height of planes sometimes we see shadows of wings on a sunny day and red and green blinking lights through our windows at night! Even though your tracker states they were taking off at 4400-5500 ft. Our suggestion is for you to change the flight paths especially of the huge heavier planes from Runway #30 to the one (or build one) for those planes to take off going over Wegmans, car dealerships & data warehouses off Waxpool road. That area is residence free and that would be safer for the planes as well as the residents.

Please provide the following: (Optional)

Name: _____

Address: [redacted]
(Street or Email)

appreciated meeting your staff and hearing some stuff but that is not we wanted to hear.

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This was a very helpful workshop to get information on the study and also to better understand current conditions such as the number of total flights.

I think it would be good to provide a noise lump for the evening hours as well as the night hours.

It's important for the public to be fully informed to manage expectations.

Ensuring that the contours are accurate based on actual flights is essential for good land use planning + to preserve the airport's potential and value to the economy

Please provide the following: (Optional)

Name: _____

Address: [redacted]
(Street or Email)

_____

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Hey, great that you are doing this. Thanks! However, my real issue is with night time air operation, most likely cargo, most likely Runway 1L. After ~10:15pm most evenings, 2 cargo flights are released to free fly at ~ 2,000ft. off 1L. Flights heading west cut the corner right over Ashburn Village at 2-3,000, consistently 1/minute. I realize that this is an Ops issue, not a planning issue, and out of scope for this study. But who is the authority on this and how do I contact them.

Thank in advance.

Please provide the following: (Optional)

Name: [redacted]

Address: [redacted]
(Street or Email)

[redacted]

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I think it is important for Dulles to get more input from the public in terms of noise instead of just relying on data.

I am hoping that night time flights will be limited. I also hope that flights will avoid neighborhoods.

Thank you for taking the time to explain things to the community.

Please provide the following: (Optional)

Name: _____

Address: _____
(Street or Email)

_____

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1. I live in Stone Ridge South (Aldie, VA) Loudoun Co. My neighbors did not know about this meeting. I learned about it through my soundproofing contractor.
2. Our homes have vinyl siding, 4" @ exterior walls and no mass loaded vinyl in the attics (as far as I know). My community would get hammered with a full build-out. The planes are already keeping me up at night and my husband has already had to take off work →

Please provide the following: (Optional)

Name: _____

Address: _____
(Street or Email)

_____

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to cover for me, because the sleep deprivation makes it so I can't take care of my toddler daughter.

Here's what we need:

1) A night-time curfew. Yes, I'm serious. We need a solid block of X hours when planes may not fly.
2. A requirement that builders provide 6" soundproofed exterior walls with professionally-installed mass-loaded vinyl in attics and soundproof/acoustic windows - and all-brick/masonry exteriors, or at least aluminum siding. NO VINYL SIDING!
3. All builders should be legally required to CLEARLY STATE THAT THE HOME IS IN AN AIRPORT CONTOUR! NO STATEMENTS BURIED IN FINE PRINT! THAT SHOULD BE ILLEGAL!

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4. An airport tax to pay for soundproofing of existing homes. To do it right is extremely expensive. Priority reimbursement should go to ~~pe~~ residents with pre-existing health conditions exacerbated by the airplane noise ~~po~~ pollution, stay-at-home ~~parents~~ caregivers and owners of home-based businesses.
5. Builders should additionally be required to disclose that homebuyers may not be able to enjoy their decks, patios or community outdoor space. This should especially be the case when decks and patios are additional options for additional cost.
6. If you want locals to show, send out post cards to ~~the~~ residents, especially when they are in a contour zone.

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good works

Location address:
102 W. Washington St.
Middleburg VA 20117

Mailing address:
PO Box 1258
Middleburg VA 20118

Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, DC 20001-6000

RE: Dulles Airport Noise Study—Public comment

June 28, 2018

To Whom It May Concern,

I am a 40-year resident of Loudoun County and a leading developer of Affordable Workforce Housing in the County. The need for housing for Loudoun's workforce, very much including the employees of Dulles Airport, has skyrocketed over the last 25 years. It is extremely import that all "reasonable" sites for housing in Loudoun County be considered, so long as they are within "reasonable" sound impacts from the airport.

From a review of previous airport noise studies, I understand that it is common to provide sound contours at 60 and 65 Ldn. And, on some study exhibits, 70 and 75 Ldn contours are also provided. I would encourage you to provide 70 and 75 Ldn contours on as many maps as reasonably possible in your final report.

In some MWAA publications I have seen it written that in "Ldn 65 & up……Residential dwellings shall not be permitted." In fact, the US Department of Housing and Urban Development (HUD)does allow projects in areas up to 75 Ldn under a special review process and where interior noise levels can be attenuated to levels acceptable to HUD. (Please see 24 CFR Subtitle A, Subpart B—Noise Abatement and Control attached.) Would you please take special care in the final report to reference or footnote that residential projects are acceptable up to 75 Ldn under special circumstances and with proper noise abatement.

Thank you for your consideration and attention to these comments.

Sincerely,

G. Kimball Hart
Manager

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their specific responsibilities through FEDERAL REGISTER notice.

[61 FR 13333, Mar. 26, 1996]

§ 51.4 Program coverage.

Environmental standards shall apply to all HUD actions except where special provisions and exemptions are contained in each subpart.

Subpart B—Noise Abatement and Control

§ 51.100 Purpose and authority.

(a) It is the purpose of this subpart B to:

(1) Call attention to the threat of noise pollution;

(2) Encourage the control of noise at its source in cooperation with other Federal departments and agencies;

(3) Encourage land use patterns for housing and other noise sensitive urban needs that will provide a suitable separation between them and major noise sources;

(4) Generally prohibit HUD support for new construction of noise sensitive uses on sites having unacceptable noise exposure;

(5) Provide policy on the use of structural and other noise attenuation measures where needed; and

(6) Provide policy to guide implementation of various HUD programs.

(b) *Authority.* Specific authorities for noise abatement and control are contained in the Noise Control Act of 1972, as amended (42 U.S.C. 4901 *et seq.*); and the General Services Administration, Federal Management Circular 75–2; *Compatible Land Uses at Federal Airfields.*

[44 FR 40861, July 12, 1979, as amended at 61 FR 13333, Mar. 26, 1996]

§ 51.101 General policy.

(a) It is HUD's general policy to provide minimum national standards applicable to HUD programs to protect citizens against excessive noise in their communities and places of residence.

(1) *Planning assistance.* HUD requires that grantees give adequate consideration to noise exposures and sources of noise as an integral part of the urban environment when HUD assistance is provided for planning purposes, as follows:

(i) Particular emphasis shall be placed on the importance of compatible land use planning in relation to airports, highways and other sources of high noise.

(ii) Applicants shall take into consideration HUD environmental standards impacting the use of land.

(2) *Activities subject to 24 CFR part 58.* (i) Responsible entities under 24 CFR part 58 must take into consideration the noise criteria and standards in the environmental review process and consider ameliorative actions when noise sensitive land development is proposed in noise exposed areas. Responsible entities shall address deviations from the standards in their environmental reviews as required in 24 CFR part 58.

(ii) Where activities are planned in a noisy area, and HUD assistance is contemplated later for housing and/or other noise sensitive activities, the responsible entity risks denial of the HUD assistance unless the HUD standards are met.

(3) *HUD support for new construction.* HUD assistance for the construction of new noise sensitive uses is prohibited generally for projects with unacceptable noise exposures and is discouraged for projects with normally unacceptable noise exposure. (Standards of acceptability are contained in § 51.103(c).) This policy applies to all HUD programs providing assistance, subsidy or insurance for housing, manufactured home parks, nursing homes, hospitals, and all programs providing assistance or insurance for land development, redevelopment or any other provision of facilities and services which are directed to making land available for housing or noise sensitive development. The policy does not apply to research demonstration projects which do not result in new construction or reconstruction, flood insurance, interstate land sales egistration, or any action or emergency assistance under disaster assistance provisions or appropriations which are provided to save lives, protect property, protect public health and safety, remove debris and wreckage, or assistance that has the effect of restoring facilities substantially as they existed prior to the disaster.

herein so that future site choices will be consistent with these standards.

(c) *Interdepartmental coordination.* HUD shall foster appropriate coordination between field offices and other departments and agencies, particularly the Environmental Protection Agency, the Department of Transportation, Department of Defense representatives, and the Department of Veterans Affairs. HUD staff shall utilize the acceptability standards in commenting on the prospective impacts of transportation facilities and other noise generators in the Environmental Impact Statement review process.

[44 FR 40861, July 12, 1979, as amended at 54 FR 39525, Sept. 27, 1989; 61 FR 13333, Mar. 26, 1996]

§ 51.103 Criteria and standards.

These standards apply to all programs as indicated in § 51.101.

(a) *Measure of external noise environments.* The magnitude of the external noise environment at a site is determined by the value of the day-night average sound level produced as the result of the accumulation of noise from all sources contributing to the external noise environment at the site. Day-night average sound level, abbreviated as DNL and symbolized as L_{dn}, is the 24-hour average sound level, in decibels, obtained after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m. Mathematical expressions for average sound level and day-night average sound level are stated in the Appendix I to this subpart.

(b) *Loud impulsive sounds.* On an interim basis, when loud impulsive sounds, such as explosions or sonic booms, are experienced at a site, the day-night average sound level produced by the loud impulsive sounds alone shall have 8 decibels added to it in assessing the acceptability of the site (see appendix I to this subpart). Alternatively, the C-weighted day-night average sound level (L_{Cdn}) may be used without the 8 decibel addition, as indicated in § 51.106(a)(3). Methods for assessing the contribution of loud impulsive sounds to day-night average sound level at a site and mathematical expressions for determining whether a sound is classed as "loud impulsive" are provided in the appendix I to this subpart.

(c) *Exterior standards.* (1) The degree of acceptability of the noise environment at a site is determined by the sound levels external to buildings or other facilities containing noise sensitive uses. The standards shall usually apply at a location 2 meters (6.5 feet) from the building housing noise sensitive activities in the direction of the predominant noise source. Where the building location is undetermined, the standards shall apply 2 meters (6.5 feet) from the building setback line nearest to the predominant noise source. The standards shall also apply at other locations where it is determined that quiet outdoor space is required in an area ancillary to the principal use on the site.

(2) The noise environment inside a building is considered acceptable if: (i) The noise environment external to the building complies with these standards, and (ii) the building is constructed in a manner common to the area or, if of uncommon construction, has at least the equivalent noise attenuation characteristics.

SITE ACCEPTABILITY STANDARDS

	Day-night average sound level (in decibels)	Special approvals and requirements
Acceptable	Not exceeding 65 dB(1)	None.
Normally Unacceptable	Above 65 dB but not exceeding 75 dB	Special Approvals (2) Environmental Review (3). Attenuation (4).
Unacceptable	Above 75 dB	Special Approvals (2). Environmental Review (3). Attenuation (5).

Notes: (1) Acceptable threshold may be shifted to 70 dB in special circumstances pursuant to § 51.105(a).
(2) See § 51.104(b) for requirements.
(3) See § 51.104(b) for requirements.
(4) 5 dB additional attenuation required for sites above 65 dB but not exceeding 70 dB and 10 dB additional attenuation required for sites above 70 dB but not exceeding 75 dB. (See § 51.104(a).)
(5) Attenuation measures to be submitted to the Assistant Secretary for CPD for approval on a case-by-case basis.

(3) The project meets other program goals to provide housing in proximity to employment, public facilities and transportation.

(4) The project is in conformance with local goals and maintains the character of the neighborhood.

(5) The project sponsor has set forth reasons, acceptable to HUD, as to why the noise attenuation measures that would normally be required for new construction in the L_{dn} 65 to L_{dn} 70 zone cannot be met.

(6) Other sites which are not exposed to noise above L_{dn} 65 and which meet program objectives are generally not available.

The above factors shall be documented and made part of the project file.

[44 FR 40861, July 12, 1979, as amended at 61 FR 13334, Mar. 26, 1996]

§51.106 Implementation.

(a) *Use of available data.* HUD field staff shall make maximum use of noise data prepared by others when such data are determined to be current and adequately projected into the future and are in terms of the following:

(1) *Sites in the vicinity of airports.* The noise environment around airports is described sometimes in terms of Noise Exposure Forecasts, abbreviated as NEF or, in the State of California, as Community Noise Equivalent Level, abbreviated as CNEL. The noise environment for sites in the vicinity of airports for which day-night average sound level data are not available may be evaluated from NEF or CNEL analyses using the following conversions to DNL:

DNL=NEF+35
DNL=CNEL

(2) *Sites in the vicinity of highways.* Highway projects receiving Federal aid are subject to noise analyses under the procedures of the Federal Highway Administration. Where such analyses are available they may be used to assess sites subject to the requirements of this standard. The Federal Highway Administration employs two alternate sound level descriptors: (i) The A-weighted sound level not exceeded more than 10 percent of the time for the highway design hour traffic flow, symbolized as L_{10}; or (ii) the equivalent sound level for the design hour, symbolized as L_{eq}. The day-night average sound level may be estimated from the design hour L_{10} or L_{eq} values by the following relationships, provided heavy trucks do not exceed 10 percent of the total traffic flow in vehicles per 24 hours and the traffic flow between 10 p.m. and 7 a.m. does not exceed 15 percent of the average daily traffic flow in vehicles per 24 hours:

DNL=L_{10} (design hour)−3 decibels
DNL=L_{eq} (design hour) decibels

Where the auto/truck mix and time of day relationships as stated in this section do not exist, the HUD Noise Assessment Guidelines or other noise analysis shall be used.

(3) *Sites in the vicinity of installations producing loud impulsive sounds.* Certain Department of Defense installations produce loud impulsive sounds from artillery firing and bombing practice ranges. Noise analyses for these facilities sometimes encompass sites that may be subject to the requirements of this standard. Where such analyses are available they may be used on an interim basis to establish the acceptability of sites under this standard. The Department of Defense uses day-night average sound level based on C-weighted sound level, symbolized L_{Cdn}, for the analysis of loud impulsive sounds. Where such analyses are provided, the 8 decibel addition specified in §51.103(b), is not required, and the same numerical values of day-night average sound level used on an interim basis to determine site suitability for non-impulsive sounds apply to the L_{Cdn}.

(4) *Use of areawide acoustical data.* HUD encourages the preparation and use of areawide acoustical information, such as noise contours for airports. Where such new or revised contours become available for airports (civil or military) and military installations they shall first be referred to the HUD State Office (Environmental Officer) for review, evaluation and decision on appropriateness for use by HUD. The HUD State Office shall submit revised contours to the Assistant Secretary for Community Planning and Development for review, evaluation and decision whenever the area affected is changed by 20 percent or more, or whenever it is

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stated time period, with reference to the square of the standard reference sound pressure of 20 micropascals.

Day-night average sound level, abbreviated as DNL, and symbolized mathematically as L_{dn} is defined as:

$$L_{dn} = 10 \log_{10}\left[\frac{1}{86400}\left(\int_{0000}^{0700} 10^{[L_A(t)+10]/10}\,dt + \int_{0700}^{2200} 10^{L_A(t)/10}\,dt + \int_{2200}^{2400} 10^{[L_A(t)+10]/10}\,dt\right)\right]$$

Time t is in seconds, so the limits shown in hours and minutes are actually interpreted in seconds. $L_A(t)$ is the time varying value of A-weighted sound level, the quantity in decibels measured by an instrument satisfying requirements of American National Standard Specification for Type 1 Sound Level Meters S1.4–1971.

3. *Loud Impulsive Sounds.* When loud impulsive sounds such as sonic booms or explosions are anticipated contributors to the noise environment at a site, the contribution to day-night average sound level produced by the loud impulsive sounds shall have 8 decibels added to it in assessing the acceptability of a site

A loud impulsive sound is defined for the purpose of this regulation as one for which:

(i) The sound is definable as a discrete event wherein the sound level increases to a maximum and then decreases in a total time interval of approximately one second or less to the ambient background level that exists without the sound; and

(ii) The maximum sound level (obtained with slow averaging time and A-weighting of a Type 1 sound level meter whose characteristics comply with ANSI S1.4–1971) exceeds the sound level prior to the onset of the event by at least 6 decibels; and

(iii) The maximum sound level obtained with fast averaging time of a sound level meter exceeds the maximum value obtained with slow averaging time by at least 4 decibels.

[44 FR 40861, July 12, 1979; 49 FR 10253, Mar 20, 1984; 49 FR 12214, Mar 29, 1984]

Subpart C—Siting of HUD-Assisted Projects Near Hazardous Operations Handling Conventional Fuels or Chemicals of an Explosive or Flammable Nature

AUTHORITY: 42 U.S.C. 3535(d).

SOURCE: 49 FR 5103, Feb. 10, 1984, unless otherwise noted.

§ 51.200 Purpose.

The purpose of this subpart C is to:

(a) Establish safety standards which can be used as a basis for calculating acceptable separation distances (ASD) for HUD-assisted projects from specific, stationary, hazardous operations which store, handle, or process hazardous substances;

(b) Alert those responsible for the siting of HUD-assisted projects to the inherent potential dangers when such projects are located in the vicinity of such hazardous operations;

(c) Provide guidance for identifying those hazardous operations which are most prevalent;

(d) Provide the technical guidance required to evaluate the degree of danger anticipated from explosion and thermal radiation (fire); and

(e) Provide technical guidance required to determine acceptable separation distances from such hazards.

[49 FR 5103, Feb. 10, 1984, as amended at 61 FR 13334, Mar. 26, 1996]

§ 51.201 Definitions.

The terms *Department* and *Secretary* are defined in 24 CFR part 5.

Acceptable separation distance (ASD)—means the distance beyond which the explosion or combustion of a hazard is not likely to cause structures or individuals to be subjected to blast overpressure or thermal radiation flux levels in excess of the safety standards in §51.203. The ASD is determined by applying the safety standards established by this subpart C to the guidance set