

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Twenty-ninth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, February 9th, 2021, 6:30 – 8:34 PM

Meeting held virtually via GoToWebinar

MEETING MINUTES

REGULAR PARTICIPANTS

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
Mary Reese, Chair*	District 30	✓	Marcus Parker, Sr	Alternate for Dan Klosterman, District 32	
Debra Jung, Vice Chair*	Howard County Council, District 4	✓	Austin Holley*	District 33	✓
Sarah Lacey*	Anne Arundel County Council, District 1		Nancy Higgs*	District 33	✓
Ellen Moss	Alternate for Sarah Lacey, District 1		Brent Girard	Office of Senator Chris Van Hollen	✓
Debra Macdonald*	District 9	✓	Adam Spangler	Office of Congressman Anthony G. Brown	✓
Jesse Chancellor*	District 9	✓	Ramond Robinson*	Office of Anne Arundel County Executive Steuart Pittman	✓
Howard Johnson*	District 12	✓	Laila Jones	Office of Anne Arundel County Executive Steuart Pittman	✓
Paul Verchinski*	Alternate for George Lowe District 13	✓	Kimberly Pruum*	Office of Howard County Executive Calvin Ball	✓
George Lowe*	District 13	✓	Samuel Snead*	Office of Baltimore County Executive Johnny Olszewski	
Drew Roth*	District 12	✓	Paul Shank, Chief Engineer	MDOT MAA	✓
Evan Reese*	District 30	✓	Darline Terrell-Tyson, Acting Director, Office of Environmental Compliance and Sustainability	MDOT MAA	✓
Al Donaldson*	District 32	✓	Greg Voos	Mid Atlantic Regional Representative, NBAA	✓
Richard Campbell	Alternate for Al Donaldson, District 32		Kyle Evans	General Aviation Representative, CP Management LLC	✓
Daniel Woomeer*	District 32	✓	David Richardson	Southwest Airlines	
Dan Klosterman*	District 32	✓	Reginald Davis	FAA Community Engagement Officer ANE Region/ BWI/ DCA Eastern Service Center, Operations Support Group (AJV-E25)	✓

*Voting members

ADDITIONAL PARTICIPANTS

Maryland Department of Transportation (MDOT) Maryland Aviation Administration (MAA)

Bruce Rineer, Manager Noise Section
Karen Harrell, Noise Section

Federal Aviation Administration (FAA)

Sean Doyle
Don Scata

Contractor Support

Royce Bassarab, HNTB
Sarah Yenson, HMMH
Rhea Hanrahan, HMMH
Malcolm Mossman, Assedo
Linetta Duren, Assedo
Joy Hamilton, Assedo
Alverna Durham, Jr., Straughan Environmental

MEETING MATERIALS

Participants received the following materials in advance:

- Meeting Agenda for February 9, 2021

Handouts at the meeting:

- November Meeting Minutes (V1_DRAFT_11-17-2020 MAA Meeting Minutes)
- December Meeting Minutes (12_15_2020_Roundtable_Minutes_RT edits)
- January Meeting Minutes (20210119_Roundtable_Minutes_Final_MAA_Draft)
- 2020 Annual Report of the D.C. Metroplex BWI Community Roundtable (2020 Annual Report 2_9_21)
- Draft Response to the Airport Noise Zone (ANZ) Process (2020 Roundtable ANZ 2_9_21)
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Presentations at the meeting:

- Draft Response to the Airport Noise Zone (ANZ) Process (2020 Roundtable ANZ 2_9_21)
- 2020 Annual Report 2_9_21
- FAA Noise Survey Presentation
- Aviation Noise and Emissions Symposium 2021

1. WELCOME AND INTRODUCTIONS

Introduction & Member Roll Call

Prior to the meeting starting, Ms. Mary Reese (Chair) asked that all voting members please put their video on. Ms. Reese began the meeting (6:32) by welcoming everyone. Ms. Reese began the member roll call and asked each representative to introduce themselves, state the district or entity they represent,

and state if they are a voting member. Ms. Nancy Higgs had a technical concern: she can only see certain people across the top of her iPad's screen display and when some people are speaking, she does not always see who is speaking. She inquired if she was doing something wrong with the settings. Ms. Deb Jung (Vice Chair) replied that when a document is being shared on screen, only a subset of the attendees is visible. Ms. Jung went on to state that when documents are not being shared, grid view will show more of the attendees.

Following roll call, Mr. Bruce Rineer presented the virtual meeting plan and procedures slide. He let everyone know that the meeting would be recorded and that it would operate as closely to an in-person meeting as possible. He noted some different procedures for the virtual format, asking Roundtable Members to self-mute unless speaking and asking attendees to use the "raised hand" feature and/or put any questions in the chat box. He continued, if the chair calls on a participant, an organizer will unmute the participant and the participant may also need to self-unmute. Participants should notify organizers if experiencing technical issues by using the question box and/or logging off and logging back in. Finally, Mr. Rineer suggested closing all other web browsers if possible.

Review and Approve Meeting Agenda

Before review of the agenda, Ms. Reese stated that she would assume that approval of motions is unanimous if she does not hear anyone oppose. Ms. Reese asked if there were any amendments to the agenda. Mr. Dan Woomeer made a motion to approve the agenda, seconded by Ms. Higgs. None opposed. The meeting agenda was approved.

2. DISCUSSION OF APPROVAL OF NOVEMBER 2020, DECEMBER 2020, AND JANUARY 2021 MINUTES

Ms. Reese stated that the video of the November 2020 meeting had been recently posted to the website and indicated that the Roundtable had not yet finalized the minutes for that meeting. She asked for a motion to table the November 2020 minutes until the Technical Committee has a chance to compile comments. Mr. Evan Reese motioned to table the November 2020 meeting minutes, seconded by Mr. Woomeer. None opposed. The November 2020 Meeting Minutes were tabled.

Ms. Reese asked if there was a motion to accept the December 2020 Meeting Minutes. Ms. Jung motioned to accept the December 2020 Meeting Minutes, seconded by Mr. Lowe. None opposed. The December 2020 Meeting Minutes were approved.

Ms. Reese asked if there was a motion to accept the January 2021 Meeting Minutes. Ms. Jung motioned to accept the January 2021 Meeting Minutes, seconded by Mr. Lowe. None opposed. The January 2021 Meeting Minutes were approved.

Ms. Reese let those in attendance know that the virtual meetings (November 2020, December 2020, and January 2021) are now posted to the MAA website. Ms. Reese asked that moving forward, any comments or edits to meeting minutes be sent to Ms. Higgs, and she thanked Ms. Higgs for taking on the task.

3. DISCUSSION AND APPROVAL OF 2020 ANNUAL REPORT OF THE D.C. METROPLEX BWI COMMUNITY ROUNDTABLE

Ms. Reese moved on to the 2020 Annual Report. The 2020 Annual Report was displayed on screen. Ms. Reese asked if there was a motion or any items for discussion or debate on the 2020 Annual Report. Ms. Jung moved to accept the 2020 Annual Report, seconded by Ms. Higgs. None opposed. The 2020 Annual Report was approved. After the vote, Ms. Jung exclaimed “Great job!” and thanked everyone who worked on the 2020 Annual Report. She stated it was a lot of work and that she appreciated everyone who worked on it.

4. DISCUSSION/APPROVAL OF DRAFT RESPONSE TO THE AIRPORT NOISE ZONE (ANZ) PROCESS

Ms. Reese moved on to the Roundtable’s Draft Response to the Airport Noise Zone (ANZ) Process. The Draft Response to the ANZ Process document was displayed on screen. Ms. Reese stated that she emailed the draft response to the ANZ process document to the Roundtable members an hour before the meeting. She explained that there were a lot of last-minute edits to the document and that it is difficult to update documents when edits are received the day of the meeting. She asked that comments and edits to documents be distributed well in advance of the meeting and not at the last minute.

Ms. Reese discussed changes to the document including the addition of a black box warning at the beginning of the document, additional bullets in the body of the document, changes to decibel levels, and additional text in the conclusion. She asked if there was a motion to accept the Draft Response to the ANZ Process. Ms. Jung moved to accept the Draft Response to the ANZ Process with these additions, seconded by Mr. Paul Verchinski. Ms. Reese asked if there were any opposed or if there were any items to discuss. Mr. Lowe replied that he did not have any objection to the changes that were made, but that he had sent an edit that was not yet incorporated into the document. He suggested replacing the word ‘shortcomings’ with ‘limitations’ in the last sentence of the first paragraph in the Introduction and Overview section. Ms. Reese asked if anyone was opposed to the change and received no objection. She edited the document with the suggested word replacement. Mr. Reese motioned to accept the Draft Response to the ANZ Process with Mr. Lowe’s change, seconded by Mr. Woomer. Ms. Reese asked if there were any additional comments, discussion, or opposition. None opposed. The Response to the ANZ Process was approved.

Ms. Reese then asked Mr. Rineer if she should submit the Response to the ANZ Process for inclusion into the public record directly to him or submit through some other MAA process. Mr. Rineer replied that Ms. Reese could submit the document either directly to him or by following the instructions on the Maryland Register. If sent to Mr. Rineer, he would forward it on to the administrative services personnel that handles the ANZ public comments.

Ms. Jung took a moment to recognize Ms. Reese’s hard work that she put into the Response to the ANZ Process and also recognized the efforts of Mr. Reese, Mr. Jesse Chancellor, and Mr. Drew Roth. She thanked the four and stated that it was a great document and a really strong beginning towards changing the COMAR regulations for the ANZ process in the future. Ms. Reese thanked Mr. Roth for holding a meeting on January 31, 2021 to develop an outline and to start drafting the Response to the ANZ Process and thanked Mr. Reese and Mr. Chancellor for attending the meeting. She stated that in

the interest of brevity, some things were left out of the document and that it should not be glossed over that the Roundtable had a short time to prepare the Response to the ANZ Process. She also stated that the process is incredibly important and can be an important way to mitigate noise in Maryland. She thought it was tragic that the process was carried out during a pandemic when the Roundtable was not holding meetings.

Ms. Reese asked if there were any other thoughts on the Response to the ANZ Process document. Ms. Jung suggested that Roundtable members should share the Response to the ANZ Process by using Facebook, posting in newsletters, or other ways. She also suggested that members who represented state senators and legislators share the document with the legislators to let them know what the Roundtable was trying to accomplish. With the ANZ being part of COMAR, it will eventually require attention from state representatives if the Roundtable proposes ways to address the noise contours or modify other aspects of the ANZ. Ms. Reese stated that she intended to send the 2020 Annual Report and the Response to the ANZ Process document to Roundtable members and copy elected officials. She also encouraged members to share any additional insight with their state senators and legislators, including the types of noise complaints in their areas or the day-night average sound level (DNL) and decibel levels that most complaints fall under.

The FAA Noise Survey presentation was the next scheduled agenda item for 7:15, but the meeting was running ahead of schedule and Mr. Don Scata from FAA had not yet joined. Ms. Reese took time to ask Mr. Brent Girard from U.S. Senator Chris Van Hollen's office if he had any updates. Mr. Girard stated that members of the Roundtable met with Senator Van Hollen's legislative staff to discuss what they wanted to see from the new administration. He stated that Senator Van Hollen has been in contact with the new Secretary of Transportation (Mr. Peter Buttigieg). Senator Van Hollen informed the Secretary that his (the Senator's) agenda includes NextGen, flight paths, and air noise. Mr. Girard stated that the Senator's office had also been in contact with EPA to follow up on particulate matter emission standards, which were supposed to be implemented last year but were delayed for various reasons, one of which is the pandemic. They also had been in contact with FAA regarding DNL studies. He stated that there are some people who want to raise the DNL level to European levels, but the stance of Senator Van Hollen's office is that DNL is an outdated metric and something new is needed to measure and characterize noise. FAA has not delivered the results of those studies but have said that using something other than DNL is not looking positive. Mr. Girard stated that Senator Van Hollen was hopeful that since he is now in the majority party, that would benefit some of the legislation and agenda items that he has been trying to get through for the last 5 years. He stated that Senator Van Hollen will continue to work with the Roundtable for ideas to collaborate on what will help the Roundtable (its members and the areas they represent). He closed by telling the Roundtable members to please feel free to reach out to the Senator's office and that he will continue to share any updates going forward. Ms. Reese thanked Mr. Girard.

Ms. Reese asked Mr. Ramond Robinson if he had any updates from Anne Arundel County. Mr. Robinson shared that he met with Ms. Reese and Ms. Laila Jones to discuss the approach that Anne Arundel County is taking regarding the information in the Executive Summary of the ANZ. He stated that the Anne Arundel County Executive would submit comments and concerns on the ANZ and that some of the

concerns are similar to the concerns included in the Roundtable's Response to ANZ Process. Mr. Robinson stated that Anne Arundel County was in the process of going through a General Development Plan Update. He stated that it was timely that both the ANZ and the General Development Plan Update were happening concurrently. Ms. Jung stated that Howard County was also going through the process of updating the General Plan and asked Mr. Robinson what types of issues Anne Arundel County was pursuing regarding the airport and airport noise. Mr. Robinson replied they were not looking at the operations of the airport per se but were making sure that the comprehensive aspects of the land use plan carry over to the ANZ, particularly when considering areas on the perimeters of land use zones and noise contours. He suggested that as Howard County updates the Comprehensive General Development Plan, it is important to look at the incremental changes of the ANZ noise contours over time to identify how and where decibel levels change. Ms. Jung asked Mr. Robinson if Anne Arundel County was thinking about decisions such as not recommending multifamily housing be built in certain areas where the NextGen highway is flying over. Mr. Robinson replied that a suggestion would not get to that granular of a level, but the County intends to evaluate the land use zones to preclude potential zoning and noise issues. Ms. Reese stated that she appreciated what Mr. Robinson stated in their meeting: that there are significant changes in noise that are not being tracked. For instance, the change from 20 decibels DNL to 40 DNL is a significant increase that is not currently tracked. Ms. Reese stated that she made edits to the Response to the ANZ Process based on Mr. Robinson's comments.

Ms. Higgs stated that the sound seems to be magnified over water and she was not sure how that is that considered when assessing noise impacts. Ms. Reese responded that it was a valid question and that the Response to ANZ Process mentions this, asking how environmental features of the land are factored into the modeling for the noise contours. Ms. Higgs stated that sound on the ground when planes fly over is different over trees and forests compared to over water and for waterfront residents. She asked why planes are not flying over forests or highways and stated that it seems planes in the Chesapeake Bay area follow and fly over the water, which amplifies the sound. Mr. Reese stated that from his readings he found that some environmental aspects are considered by the DNL, but terrain type is not considered in the DNL process. Ms. Higgs stated that was unfortunate. Mr. Reese agreed and stated that almost the entirety of the DNL process is unfortunate.

Ms. Reese asked what date were comments due on the FAA Noise Survey. Mr. Sean Doyle replied that the comment period would close on March 15, 2021.

5. FAA NOISE SURVEY PRESENTATION AND Q & A

Ms. Reese turned over meeting to Mr. Don Scata from FAA to present the FAA Noise Research Program Federal Register Notice and the Neighborhood Environmental Survey on Aircraft Noise (survey). Mr. Scata stated that the FAA released a Federal Register Notice to provide an overview on the agency's noise research programs, including the results of the Neighborhood Environmental Survey. He stated that FAA is seeking public comment on the research program and survey results and that the focus of this briefing is to provide context for FAA's research, present an overview of the survey, and identify next steps as they review their noise policy and engage with stakeholders.

Mr. Scata gave an overview of the FAA Noise Research Program and identified the three areas of focus for the agency: Effects of Aircraft Noise on Individuals and Communities; Noise Modeling, Noise Metrics and Environmental Data Visualization; and Reduction, Abatement, and Mitigation of Aviation Noise. As part of the Effects of Aircraft Noise on Individuals and Communities, Mr. Scata stated that several projects have been done, including projects on speech interference and children's learning and the Neighborhood Environmental Survey. There is ongoing research into Health and Human Impacts Research covering impacts to cardiovascular health, sleep disturbance, and economic impacts. Mr. Scata listed aspects of the Noise Modeling, Noise Metrics, and Environmental Data focus, which include the Aviation Environmental Design Tool, noise screening, environmental data visualization, and supplemental noise metrics. For the Reduction, Abatement, and Mitigation of Aviation Noise focus area, Mr. Scata stated that there is a significant program that looks at aircraft source noise reduction called Continuous Lower Energy, Emissions, and Noise (CLEEN) Program. This focus area also includes noise abatement and noise mitigation research.

For the remainder of the presentation, Mr. Scata focused on the Neighborhood Environmental Survey. Mr. Scata discussed the purpose and motivation for conducting the survey, explaining that the survey was the first conducted by a US Federal agency since 1992 and the FAA's goal of the survey is to obtain updated information about the way people perceive aircraft noise. The nationwide survey, conducted primarily via mail, included over 10,000 people living near 20 representative airports regarding annoyance related to aircraft noise. FAA conducted follow-up phone interviews with 2,000 respondents to obtain qualitative information regarding individual responses. Mr. Scata stated that the responses to the survey were used to develop a nationally representative "dose-response curve," which is a tool that establishes the relationship between annoyance and noise exposure. The results of the survey show a substantial increase in public annoyance to aircraft noise compared to the data, acquired in the 1970s, that FAA currently relies on to inform noise policy. Mr. Scata further explained the results are consistent with the observed trend of increasing noise concerns and consistent with the results of recent surveys conducted outside the United States.

Mr. Scata described the Neighborhood Environmental Survey Methodology, including airport selection criteria, survey instruments, and survey questions and rating scale. Mr. Scata explained that aircraft noise was one of 13 environmental concerns listed in the survey, so recipients did not know that the survey was for airport noise. Mr. Scata discussed the results of the survey and presented the results as a National Curve side by side with the Schultz Curve (see Slide 9 in video). The National Curve graphically depicts the results of the survey and shows the substantial increase in annoyance for the populations living in the vicinity of airports. Mr. Scata stated that the results of the Neighborhood Environmental Survey show a substantial increase in the level of annoyance to aircraft noise relative to past surveys. Multiple factors may be driving these changes, and FAA is requesting public input to inform next steps and continue a national dialogue on aircraft noise issues.

Mr. Scata described how the FAA will use the findings from the survey by looking at the results alongside outputs from other noise research programs and inputs from public and stakeholder comments to inform future actions. He also stated that the ongoing research to understand the potential impacts to sleep and cardiovascular health should be particularly insightful. Mr. Scata stated that publishing the

Federal Register Notice is a key first step towards engaging in a conversation with aviation stakeholders about FAA noise policy and reiterated that FAA is encouraging the public and other stakeholders to review the Notice and Survey Report. The comment period is 60 days and will end on March 15, 2021. He explained that FAA would review public comments and identify themes to determine the next steps beyond the Notice, while engaging with and keeping the public and stakeholders up to date as they make progress.

Mr. Scata discussed FAA's recent progress and efforts to meaningfully engage communities on noise concerns which include, but are not limited to, the hiring of community engagement officers across each FAA region, working with airports to address legacy community noise concerns, and working with Roundtables across the country to provide information and expertise as they have asked for airspace changes. Mr. Scata concluded the presentation by explaining that the public could provide comments on the Neighborhood Environmental Survey and FAA's noise research program by going to www.faa.gov/go/aviationnoise or regulations.gov. He also provided an email for technical noise questions—NoiseResearchFRN@faa.gov--but stated that this email is not where comments on the survey or FAA's Noise Research Program should be sent.

Ms. Higgs stated that she was furious and asked why the Neighborhood Environmental Survey did not include or mention NextGen. She stated that it was obvious to the Roundtable and a lot of people in the country that since NextGen was implemented, the level of noise concerns and complaints have increased, and the effect the noise has on people is huge. Ms. Higgs continued that it does no good for her to listen when the very catalyst, the implementation of NextGen, was not included.

Mr. Reese asked if Mr. Scata's PowerPoint presentation would be made available for posting. Mr. Scata said that he would not be sharing the PowerPoint for posting but that all of the information was available on the website at www.faa.gov/go/aviationnoise and regulations.gov. Mr. Reese also asked how many of the airports sampled have had Performance Based Navigation (PBN) and NextGen implemented. Mr. Scata replied that he was not sure. Mr. Reese stated that from a metrics standpoint, he appreciated that FAA conducted the survey and appreciated that headway was beginning to be made into what the Roundtable has asked for, which is trying to realize the extent of the effects of noise and pollution, which are all a part of the same big issue. He continued that there has been a marked change, and the Roundtable was formed because of the implementation of the DC Metroplex and PBN and NextGen coming to the area. He stated that it was disappointing to see that there are two distinct operating modes—the national airspace and the terminal environment—and that this survey does not distinctly address both modes is concerning. Mr. Reese reiterated that he appreciated any work done regarding noise impacts but felt that lumping them all into one survey group was a disservice to the highways in the sky, lack of dispersion, and the concentration that the Roundtable and community has experienced with the implementation of PBN. He stated that if Mr. Scata's office was able to and willing to go back to analyze the data between airports with PBN vs. without PBN, he believes they would find valuable information. Mr. Scata replied that he would appreciate a comment from the Roundtable along those lines and that they would consider it.

Ms. Reese asked if FAA ensured that they surveyed populations with a range of ages, what was the average age of responders, and if FAA was able to achieve even disbursement in the age of those who responded. Mr. Scata replied that he did not know the average age of the respondents offhand, and the way that the survey was designed would not expose the age of those that would respond. He stated that respondent age was considered for potential biases in responses and controlled for as best possible. Ms. Reese stated that the way people perceive noise is significantly different between children, young adults, millennials, elderly, and those with hearing loss. She stated that if FAA was asking how someone perceives of noise, then age of respondent would have been a very important metric. Ms. Reese stated that while listening to Mr. Scata's discussion of mail and phone surveys, she wondered which methods of surveying the public were more conducive to older, retired people versus people in the workforce, who are younger and raising kids. She stated that the public is more concerned and bothered by noise recently and wondered if the FAA realized that concern could increase exponentially due to the reduction in ambient noise. With more electric cars, electric lawn equipment and appliances, she wondered how a giant jet turbine engine would be perceived in ten to fifteen years when more than 50% of cars on the road are electric and quiet. Ms. Reese concluded that the Neighborhood Environmental Survey was a good start, but she believes some of the factors contributing to an increase in noise annoyance are happening faster than we realize. Mr. Scata thanked Ms. Reese for her comments and reiterated to make comments at www.faa.gov/go/aviationnoise or at regulations.gov. He stated that the last time this level of effort was undertaken was in the 1970s, with another look in the 1990s. The FAA now generally recognizes that they need to pay more attention to airport-related noise, and he hopes there is not as much of a gap between releasing this study and taking another look at these issues. He agreed that things were changing, including changes in other modes of transportation, and that the public's perception may change over time as well.

Ms. Jung asked if FAA drew circles around the airports and included those residents within the circle for the survey or if there was another method used to determine the people to be surveyed. Mr. Scata stated that noise contours were created around each airport and that they surveyed people within each of the noise contour bands. He stated that they received over 10,000 responses out of 40,000 surveys distributed. Ms. Jung remarked that 25% was a pretty good response rate. She asked if the comments made in the phone survey could be looked at separately on the website. Mr. Scata replied that the phone survey was a supplement to the mail survey and that the results of the phone survey are discussed on a high level on the website and in more detail in the survey report, which is linked on the project website. Ms. Jung asked how many of the airports had NextGen. Mr. Doyle replied that the survey was conducted in 2015 at the early introduction of PBN, and off the top of his head, he thought there were two airports that had PBN but he would have to confirm and get back to the Roundtable. Ms. Jung asked, if they received a lot of comments confirming that NextGen is the biggest aspect of airport noise, would FAA consider doing another survey around airports with PBN NextGen. Mr. Scata said it was too early to say how they will address comments. He stated that FAA's goal is to take the survey comments and input in conjunction with the results from the survey and begin a discussion about what FAA's next steps should be. Mr. Scata worries that waiting for the results of an additional survey before making changes could take additional years. Ms. Jung replied that the Roundtable did not want delays in changes. She asked if Mr. Scata and FAA were doing presentations to other Roundtables. Mr. Scata

replied yes, they would be, and that this is the first presentation to a roundtable. Ms. Jung expressed thanks to Mr. Scata for the information and stated that the Roundtable and community was very grateful that a noise survey had been done. It was step one and would hopefully lead to further steps to reduce noise.

Mr. Chancellor asked how FAA ascertained the decibel categories that were used for the survey. He asked if it was based on modeling or actual noise monitors from the airport. Mr. Scata replied it was based on model data using the Integrated Noise Model modeling program. Mr. Chancellor explained that one of the Roundtable's frustrations is that the noise monitors at the airports are not considered by FAA in the work they do. He stated that the Roundtable thinks real noise monitor verification of the noise models is essential to understanding noise impacts at a granular level and not just a theoretical level. Mr. Scata thanked Mr. Chancellor for his comment.

Ms. Reese asked if Mr. Scata could go back to the slide that shows what FAA is looking for in the Roundtable response. Mr. Scata explained that the three boxes on the slide highlight FAA's questions and indicates that more detail is provided on the Federal Register Notice and the website. Ms. Reese asked if Mr. Scata's presentation would be removed from the recording of the Roundtable meeting. Mr. Rineer replied that MAA would not remove the presentation.

Ms. Jung asked Mr. Scata what the next step would be after the comment period ends. She further inquired if the comments would be compiled, if a report would be done for Congress, or if it would just sit in somebody's inbox and not followed up on. Mr. Scata replied that FAA plans to read all the comments and identify general themes. He stated that FAA has not decided how to convey the information collected and encouraged ideas and suggestions on how to convey the information. Ms. Jung asked if FAA was working with the airlines as part of the study, if FAA asked the airlines how they could reduce noise, or if FAA envisioned a program that would include the airlines. She asked if the airlines were reaching out to FAA to say they did not realize people were so annoyed with noise and that they (the airlines) would like to do something about it. Mr. Scata replied that FAA sees the airlines as one of the stakeholders and that they have shared the results of the survey with them. He continued that they do not have a detailed approach to working with stakeholders and are in the process of developing those next steps now.

Mr. Reese asked if there were any thoughts to Roundtables, or at least chairpersons from the Roundtables, becoming stakeholders with FAA. Mr. Scata replied that in general, FAA would continue to engage with all stakeholder groups in various ways and repeated that an exact approach to coordinating with stakeholders has not yet been identified. He suggested including Mr. Reese's suggestion as part of the Roundtable's official comments on the survey.

Ms. Reese asked if FAA had given any consideration to reaching out to people using social media to find more people to respond to surveys, and if using social media or other methods besides mail was something they would do moving forward. Mr. Scata replied that right now, FAA was not planning on doing any new surveys, but if a new survey is conducted, FAA would look at the best practices for surveying at the current time, which was the approach used for the Neighborhood Environmental

Survey on Aircraft Noise. He stated that FAA took care in designing the survey so the results would be statistically robust and useful in creating the national curve and that experts in statistics and survey design were brought in to help with the project.

Ms. Jung stated that it is obvious a lot of time and effort was put into the Neighborhood Environmental Survey on Aircraft Noise and it was not just done as a fun exercise. She hopes that means that there is going to be a next step. Ms. Jung asked Mr. Scata if FAA was seeking individual comments as well as comments from an entity like the Roundtable. Mr. Scata replied that he does expect future actions to result from the survey and comments and he does not have a plan that he could currently share, but that conversations are happening. He replied that FAA is open to receiving any comments from both individuals or groups. He stated that they will review all comments and that it is not necessary to submit the same comment over and over because the comments will be compiled into themes. Ms. Jung stated that she could let people know about commenting in her council newsletter. Mr. Scata agreed, noting that by doing a Federal Register notice, they welcome comments from anywhere. He noted that he briefed international colleagues on the survey results because Europeans are interested in those responses, explaining that when he said that the findings of the Neighborhood Environmental Survey on Aircraft Noise were in line with other studies, he was referring to research done in Europe. Mr. Scata stated that this is a local problem but that it is also a global problem when it comes to the aviation industry and that FAA is interested in hearing feedback.

Mr. Chancellor announced to the Roundtable that HMMH was a technical advisor to FAA on the Neighborhood Environmental Survey on Aircraft Noise and that the Roundtable had a tremendous experience working with HMMH who serves as technical advisors to MAA. Mr. Scata replied that HMMH was a great team member and that he appreciated all the work they did in preparing the report and analysis. Ms. Reese thanked Mr. Scata for the presentation.

6. CHAIR UPDATES & SCHEDULING OF NEXT MEETING

Ms. Reese introduced Ms. Anne Hollander, Chair of the Montgomery County Quiet Skies Coalition. Ms. Hollander presented to the Roundtable about the upcoming Aviation Noise and Emissions Symposium 2021, which is an annual event sponsored by UC Davis. The symposium will be virtual this year and will take place February 23-26. Ms. Hollander explained that two sessions will be held per day for an hour and 15 minutes and highlighted a few of the sessions that may be of interest to Roundtable members. One of the sessions is on Aircraft Noise and Overflight Dispersion and one of the panelists is a consultant that has been hired by two of the counties affected by DCA. Ms. Hollander will be moderating a session on Legislation in the next Congress, which will include aviation attorney Peter Kirsch, Darlene Yaplee from the Aviation Impact Communities Alliance, and a staff person from Congresswoman Bass's Office, who is a very active member of the Quiet Skies caucus. She also mentioned a session with Sanford Fidell and Vincent Mestre, the authors of the Guide to U.S. Aircraft Noise and Regulatory Policy.

Ms. Reese offered to send Ms. Hollander's slides on the Aviation Noise and Emissions Symposium 2021 to members of the Roundtable. Ms. Jung asked Ms. Hollander how she got involved in the Symposium and if she had attended it before. Ms. Hollander replied that she had attended the Symposium on two occasions and that she got involved through connections with community members and Roundtable

members from around the country. She explained that the Symposium is attended by a lot of airport noise officers, academics, and a good mix of people, not just impacted community members. Ms. Jung asked Mr. Rineer if he had attended the Symposium before. He stated that he had not attended before, but he knew about it and would inquire about attending this year. Ms. Hollander suggested Roundtable members contact the conference organizer, Ms. Sandra Hall, about partial or shared registration. Ms. Jung asked Ms. Hollander if Quiet Skies planned on submitting comments to FAA on the Neighborhood Environmental Survey on Aircraft Noise to which Ms. Hollander replied yes. Ms. Jung asked if Ms. Hollander would be willing to share the Quiet Skies comments with the Roundtable and suggested that it might be good to talk about the entire region and how airplane noise is affecting everyone. Ms. Hollander replied that she was a part of the Montgomery County Quiet Skies Coalition and they are in the process of putting together comments. She believes the comments will not be complete until sometime in March and that the comments will be informed by presentations given at the Aviation Noise Emissions Symposium 2021. Ms. Hollander stated that the Neighborhood Environmental Survey on Aircraft Noise will be a topic of discussion and will come up in many of the panels.

Ms. Reese thanked Ms. Hollander for the presentation. She confirmed with Ms. Hollander that Dr. Zafar Zafari, the researcher who is conducting the noise study funded by the legislature, previously presented the results of his study in Queens, New York at the Symposium two years ago. Ms. Reese asked if the FAA participated as panelists at the Symposium, and Ms. Hollander replied that they do attend and participate on panels. Two FAA speakers, Beth White and Michelle Cruz, will be on the panel of the session on Aircraft Noise and Overflight Dispersion. Ms. Higgs expressed her willingness to attend the Aviation Noise Emissions Symposium 2021 and offered to pay for an additional registration if needed. Ms. Reese replied that she would extend that offer when she sent the email with the Symposium information and suggested that MAA could gift the Roundtable a few registrations.

Ms. Reese moved on to the next Roundtable meeting dates and creating a response/comment document on the Neighborhood Environmental Survey on Aircraft Noise. Ms. Reese asked for volunteers to help draft the response document. Mr. Chancellor suggested that he would like more help from those on the Roundtable and to see more people volunteering. He feels that a few people are carrying too much of the burden. Ms. Debbie MacDonald volunteered to help draft the response document. Ms. Reese set a meeting for February 28, 2021 at 11 am to begin the draft response document.

Ms. Reese moved on to setting a date for the next Roundtable meeting. Ms. Jung suggested March 9, 2021, which would allow the Roundtable to vote on the draft response document. The next meeting of the Roundtable will be held on March 9, 2021.

Ms. Reese asked for volunteers from members who had been on the Roundtable since its beginning to lead a discussion and answer question for the newer Roundtable Members. She called on Mr. Verchinski, Mr. Chancellor, and Mr. Roth and asked if February 21, 2021 would be an acceptable meeting date. Mr. Chancellor, Mr. Verchinski, Mr. Holley, Ms. Higgs, Mr. Woomer, and Ms. Reese stated that they were available on February 21, 2021 at 2pm. Mr. Chancellor asked Ms. Reese what exactly she was looking for, and Ms. Reese stated that it could be an informal discussion and that she would be able to pull up visuals from past meetings if needed. Mr. Chancellor recalled having a similar discussion with

Ms. MacDonald when she joined, and Ms. Jung replied that Mr. Chancellor and Mr. Verchinski met with her after she first joined. Ms. MacDonald suggested that a document for new members could be developed that talks about the history of the Roundtable and expectation of Roundtable members. Ms. Reese agreed that the Roundtable could do a better job when new members come on board and that the charter does not specify certain duties or activities.

7. PUBLIC COMMENT

Mr. Rineer noted that a couple comments came in via the question box. The first question was from Nuno Filipe and asked why it took five years to analyze the Neighborhood Environmental Survey on Aircraft Noise data collected by FAA. He stated that the results are already outdated and that NextGen totally changed the noise levels around the airport for the worse.

The next comment was from Tracy Taber, who stated that during the November Roundtable meeting there was discussion about the proposal of new flight paths that are planned for implementation in mid-2022. She asked if that was still on track and when will we know for sure that there will be some relief for the noise next year. Ms. Reese asked Mr. Paul Shank to respond. Mr. Shank replied that it was his understanding from FAA that the submission made by MAA on behalf of the Roundtable would work its way through their PBN working group process and their follow-on environmental process. He believes that FAA said they would be completing that exercise in June of 2022. Mr. Reese confirmed that the FAA stated it would likely be in June 2022, saying that MAA has not heard anything to the contrary from FAA and assumes that the PBN process is going forward. Mr. Shank agreed with this assessment and stated that he got a note that says FAA is trying to work through their scheduling process. Both the Roundtable and MAA are anxious to get started with the PBN working group, but they have not given a date for when they will start doing the technical review of the submission.

Ms. Ann Cowles of Brookville, MD began her comments by thanking the Roundtable. She stated that she is depressed due to the air noise and that it has pretty much destroyed her life. Ms. Cowles explained that she lives and works outside, and that the environment is important to her. She stated that the air traffic is insidious all the time. She does not want to move or feel like she is being pushed out from her home. She shared that a low flying helicopter flew over her indoor riding arena and she thought it would cause a horse to dump the rider off. Ms. Cowles said she feels like maybe we will get somewhere and maybe there will be some light at the end of the tunnel now. She stated she will send comments into the FAA, offered any other help she could give to the Roundtable, and thanked Ms. Reese for hosting the meeting. Ms. Reese thanked Ms. Cowles and replied that she had seen her comments on the BWI Quiet Facebook Page and that she was glad Ms. Cowles reached out to her by email to continue the dialogue.

Ms. Reese turned to comments provided on an Excel spreadsheet that were provided by the public as part of the registration process. Ms. Reese wanted to know if the people who provided the questions were able to listen as she was reading them. Mr. Rineer replied that he had not checked to see if those that wrote the questions were listening to the video and that there were no other raised hands in the meeting. Ms. Reese asked Mr. Shank if he could provide brief answers to the questions.

The first comment was from Marney Ford of Linthicum and inquired about the status of the 2020 BWI Airport Plan's removal of 83 acres of trees from BWI property and 1,000 additional trees in the community. Mr. Shank replied that he would have to report back on the status at the next meeting and asked if the question could be forwarded on to him. Mr. Woomer explained that the trees were encroaching into the flight paths. He stated that there were over a thousand trees targeted for removal on the airport property, a thousand trees targeted off the property mostly in Linthicum, and a major wooded area that a buffer between Linthicum and West Nursery Road. Mr. Woomer stated that concerns were expressed on how the trees would be replaced. The community heard that an option was to pay into the Tree Establishment Fund, which means trees would be planted in Western Maryland, which does not help Linthicum. He continued that it would be a major landscape change that would increase the amount of noise in the community and that the community is pushing for a replanting program in Linthicum to compensate for the trees that are being taken down. Ms. Reese thanked Mr. Woomer.

The next comment was from Mr. Jimmy Pleasant from Ellicott City. He wrote that a portable noise study shows a high of 61 day/night average sound exposure levels between 27 to 82 decibels. Most aircraft departures in a single day, 243.

Mr. Mark Beros from Hanover wrote that he recently moved from an apartment at Dorsey Ridge in Hanover to a newly built townhome at The Ridge in Hanover and that airport noise is much more noticeable at the new location.

Mr. Andrew Prodigal from Hanover wrote that he really appreciates the efforts of the Roundtable members who devote time to seeking a realistic solution to the BWI noise problem. He stated he would like to understand more about how solutions will play out given the plans to expand BWI operations.

The final comment received was from Kimberly Gust from Arnold who wrote that narrow flight paths over the same communities and frequent flights at low altitudes create harassing noise when our community is 11-plus air miles from the airport. Now cargo flights are flying all hours of the night at low altitudes, waking up family members.

8. ADJOURN

Mr. Chancellor moved to adjourn the meeting. Mr. Reese seconded the motion. The meeting adjourned at 8:34.