

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Nineteenth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, January 15, 2019, 7:00 PM – 10:02 PM
 MDOT MAA Offices, Assembly Rooms A/B
 991 Corporate Boulevard
 Linthicum, MD 21090

MEETING MINUTES

REGULAR PARTICIPANTS

Roundtable Member	District / Organization	Attended	Roundtable Member	District / Organization	Attended
Mary Reese, Chair*	District 30	✓	Linda Curry*	District 33 Alternate for Mary Reese, District 30 Alternate for Ellen Moss, County Councilwoman Allison Pickard	✓
Jesse Chancellor, Vice Chair*	District 9	✓	Austin Holley	Alternate for Linda Curry, District 33	✓
Christopher Yates*	District 9	✓	Kimberly Pruum	Office of Howard County Executive Calvin Ball	✓
Howard Johnson*	District 12	✓	David Lee*	Office of Howard County Executive Calvin Ball	
Drew Roth*	District 12	✓	Deborah Jung	Howard County Council	✓
Barbara Deckert	Alternate for Drew Roth and Howard Johnson, District 12	✓	Nancy Surosky*	Office of Baltimore County Executive Don Mohler	
Paul Verchinski*	District 13	✓	Ellen Moss*	County Councilwoman Allison Pickard	✓
George Lowe*	District 13	✓	Brent Girard	Office of Senator Chris Van Hollen	
Evan Reese*	District 30	✓	Paul Shank, Chief Engineer	MDOT MAA	
Tim Rath*	District 31	✓	Robin Bowie, Director, Office of Environmental Services	MDOT MAA	✓

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Roundtable Member	District / Organization	Attended	Roundtable Member	District /Organization	Attended
Paul Harrell*	District 32		Darlene Terrell-Tyson, Deputy Director, Office of Environmental Services	MDOT MAA	✓
Richard Campbell	Alternate for Paul Harrell, District 32	✓	Karen Harrell, Noise Program	MDOT MAA	✓
Dan Klosterman*	District 32	✓	Louisa Goldstein, Counsel	MDOT MAA	
Marcus Parker Sr.	Alternate for Dan Klosterman, District 32		Paige Kroner	Mid Atlantic Regional Representative, NBAA	
David Scheffenacker Jr.*	District 32		Kyle Evans	General Aviation Representative, CP Management LLC	
Lance Brasher*	District 33		David Richardson	Southwest Airlines	✓
Ramond Robinson*	Office of Anne Arundel County Executive Steuart Pittman	✓			

*Voting Members

ADDITIONAL PARTICIPANTS

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

Bruce Rineer, Manager, Noise Section
Kevin Clarke, Director, Office of Planning
Trey Hanna, Assistant for Legislative and Special Projects
Roberta Walker, Administrative Assistant

Contractor Support

Adam Scholten, HMMH
Kurt Hellauer, HMMH
Royce Bassarab, HNTB
A.J. Durham, Straughan Environmental
Ronda J. Thomas, RPR, CRR (Court Reporter)

MEETING MATERIALS

Participants received the following materials in advance:

- 2018 Draft Annual Report of the DC Metroplex BWI Community Roundtable
- Draft Meeting Minutes from December 4, 2018
- Draft Letter to FAA on Procedure Changes

Handouts at the meeting:

- Meeting Agenda for January 15, 2019
- 2018 Draft Annual Report of the DC Metroplex BWI Community Roundtable

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- Draft Meeting Minutes from December 4, 2018
- Draft Letter to FAA on Procedure Changes
- Summary of Roundtable Member Suggested Changes to Draft Letter to FAA on Procedure Changes

Presentations at the meeting:

- Meeting Agenda for January 15, 2019
- 2018 Draft Annual Report of the DC Metroplex BWI Community Roundtable
- Draft Letter to FAA on Procedure Changes
- Summary of Roundtable Member Suggested Changes to Draft Letter to FAA on Procedure Changes

1. INTRODUCTIONS (7:03)

Introduction

Ms. Mary Reese (Chair) welcomed attendees and thanked everyone for coming to the meeting.

Member Roll Call

Ms. Reese asked members of the Roundtable to introduce themselves. Roundtable members introduced themselves to meeting attendees.

Review and approve agenda for tonight's meeting

Ms. Reese asked if anyone had anything they wanted to add to the agenda for tonight's meeting. Mr. Paul Verchinski stated he'd like to amend the agenda to move item six (Communications, Legislative, and Technical Committee Updates) up as item 2A, and to move item seven (Public Comment) up as item 2B with public comments restricted to three minutes. Ms. Linda Curry seconded the motion.

Mr. Evan Reese stated that he opposed the change of moving item seven (Public Comment) due to the number of items that needed to be discussed at tonight's meeting including the response letter to the FAA regarding the FAA's proposed procedure changes. Mr. Verchinski stated that normally he would agree, but that there were not many members of the public in attendance who planned to make comments. Ms. Curry stated that she felt the public comments were pertinent towards the FAA information that the Roundtable would be discussing and should be heard prior to covering the other agenda items.

Mr. Verchinski again moved to vote and approve the agenda for tonight's meeting with changes. Ms. Curry seconded the motion. All but two in favor. Tonight's meeting agenda with amendments is approved.

Review and approve the December 4, 2018 meeting minutes

Ms. Reese discussed the December 4, 2018 meeting minutes and asked if any members had any edits. Mr. Reese proposes a motion to approve the December 4, 2018 meeting minutes. Mr. Drew Roth seconded the motion. All in favor. Minutes from the December 4, 2018 meeting are approved.

2. ROUNDTABLE CHAIR COMMENTS

Ms. Reese opened the Roundtable Chair comments with a summary of recently held meetings as well as those which the Roundtable is trying to schedule. She recognized challenges with scheduling meetings through the holidays and internal Roundtable communications, and stated that she will work on sending

out emails more regularly and possibly returning to small group conference calls between Roundtable members.

Ms. Reese reported that she and Mr. Jesse Chancellor met with Maryland State Senator Hester. Mr. Chancellor stated that he and Mr. Chris Yates need to discuss dates for a follow-up meeting with the Senator.

Ms. Reese noted a meeting is scheduled for January 23, 2019 with Maryland Senator Reilly. Ms. Reese, Mr. Chancellor, and Mr. Lance Brasher will attend. Ms. Reese, Mr. Chancellor, and Mr. Brasher will also attend a brief with the Anne Arundel County delegation at 8:30 AM on January 25, 2019. Following that meeting, the group has a meeting with two representatives: one from Maryland Comptroller Franchot's office and another from Maryland Treasurer Kopp's office. The meeting will be with both reps at the same time and is related to opening a line of communication with the Maryland Board of Public Works (BPW). Previously, the Roundtable testified in front of the BPW but had not met directly with them to discuss the Roundtable's concerns. Ms. Reese stated that she thought it would be helpful to meet with the BPW directly, tell them what the Roundtable is working on, and explain the reasoning behind the Roundtable's positions.

Ms. Reese continued and noted the Roundtable is working on scheduling a meeting with the Howard County delegation and Steuart Pittman the new Anne Arundel County Executive. She noted efforts to contact Executive Pittman and set up a meeting time has not yet yielded results. Ms. Reese thanked Ms. Laura Donovan, who attended a town hall meeting that included Executive Pittman and brought up the Roundtable and asked him to please reach out to the Roundtable for a meeting.

Ms. Reese explained that the reason for the meeting with elected officials was to present the work that the Roundtable has done to date, answer questions, and let them know what they can do to help the Roundtable. Ms. Reese also mentioned that there's potential to meet with Maryland Senator Guy Guzzone, who sits on the transportation committee for the State Senate.

Ms. Curry asked if a list of activities that the Roundtable is working on could be sent out to all Roundtable members so they can keep track. Ms. Reese agreed and reminded the Roundtable that she sent out a list with meetings to date prior to Christmas. Ms. Reese also added that she was trying to schedule another meeting with the Governor's office.

Ms. Curry asked if Ms. Reese wanted volunteers to go meet with the Governor. Ms. Reese replied she wasn't asking for volunteers but was instead asking if the Roundtable thought it was a good idea to try to schedule another meeting with the Governor's office. Multiple Roundtable members replied in the affirmative. Ms. Reese stated that meetings specify no more than two to three people attend and that she as Chair and Mr. Chancellor as Vice Chair should attend the meetings. Also, Ms. Reese suggested Mr. Brasher attend the meeting with the Governor because of his knowledge as the past Roundtable Chair and work on the FAA reauthorization bill. Ms. Reese noted Mr. Brasher could also serve as a back-up representative for Anne Arundel County if Ms. Reese was unable to attend the meeting.

Ms. Reese noted that in November she and Mr. Chancellor had a meeting with the MDOT MAA to talk about the Roundtable's plans moving forward and to try to get increased representation from the MDOT MAA at each meeting as well as improve the working relationship between the Roundtable and the MDOT MAA. Ms. Reese stated that if the Roundtable didn't work with the MDOT MAA, they were not going to be able to make progress.

Ms. Reese also noted that in November Mr. Chancellor and Ms. Reese discussed the Part 161 process and met with Mr. David Richardson of Southwest Airlines. Ms. Reese asked if Mr. Richardson wanted to provide his perspective on the meeting. Mr. Richardson explained that the ability does exist for the MDOT MAA to develop procedural changes they can present to the FAA for BWI Marshall. Mr. Richardson noted he met with the Roundtable initially for about an hour and that he and the Roundtable then subsequently met with MDOT MAA Executive Director Mr. Ricky Smith and Chief Engineer Mr. Paul Shank following the initial meeting between Southwest and the Roundtable.

Mr. Richardson noted as he expressed in the second meeting with the Roundtable and the MDOT MAA that he believes there is a pathway forward to change the procedures at BWI Marshall, but it will only be successful if everyone works together. Mr. Richardson added that while he thinks the process to change procedures at the FAA is incredibly slow he did believe the Roundtable could make progress and that the process was going to involve the airport and the air carriers. He explained the air carriers would make sure whatever procedure changes are proposed would be flyable, and that the airport would then present their recommendations on procedure changes to the Roundtable and the FAA. Mr. Richardson noted that once procedures were developed, reviewed by the carriers, and presented by the airport it would be hard for the FAA to say no to the changes. Mr. Richardson noted he also believes the current federal government shut down will only serve to make the process slower.

Ms. Curry asked if Mr. Richardson had any idea how long the process to design, present, and implement proposed procedures would take. Mr. Richardson said he did not know for certain, but he thinks it would depend on what changes are proposed and if the changes would require a full environmental assessment. Ms. Reese thanked Mr. Richardson and noted that she and Mr. Chancellor felt the meeting with Mr. Richardson and the MDOT MAA was productive and it was good to hear that a representative from industry could be part of the proposed solution.

Mr. Roth asked if there had been any word from the FAA regarding the proposed procedure changes presented to the Roundtable at the April 2018 meeting. Ms. Reese replied that she had not heard back from FAA Eastern Regional Administrator Ms. Jennifer Solomon. Ms. Robin Bowie of the MDOT MAA responded she believed Ms. Solomon was on maternity leave. Mr. Roth inquired further if the changes put through the Performance Based Navigation (PBN) Working Group were still being worked. Ms. Bowie stated that she believed the group was furloughed due to the federal government shut down. Ms. Curry asked if Ms. Bowie was aware if Ms. Solomon had someone filling in while she was on maternity leave. Ms. Bowie responded she would reach out to the FAA again and find out if her office was still operating during the shutdown, if the PBN Working Group was still working on the procedure changes, and if Ms. Solomon had someone filling in for her while on maternity leave.

Deliverables:

- MDOT MAA to follow up with the FAA regarding continuing work on the PBN

3. (2A) COMMITTEE UPDATES

Ms. Curry provided an update from the Communications Committee. Ms. Curry reported that the Committee developed and sent out a draft of the Communications Committee's Annual Report. Ms. Reese incorporated the Communication Committee's annual report into the Roundtable's Annual Report. Mr. Reese provided an update from the Technical Committee and stated the Technical Committee did not have any substantive updates. Mr. Verchinski asked if there had been a review of the

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presentation from the MDOT MAA at the December meeting and if the committee had any recommendations for the Roundtable based on that review. Mr. Reese stated that the presentation was based on the PBN process, and part of the Roundtable resolution was not to develop procedures. Mr. Reese concluded by noting that the analysis provided by HMMH and the MDOT MAA at the December meeting was thorough, well framed, and biased appropriately. Mr. Reese concluded by noting he felt the Roundtable's position regarding reversion was fully reflected in the letter to the FAA and adequately highlighted the portions of the FAA's proposal that revert or achieve small measures of reversion desired by the Roundtable.

Mr. Verchinski inquired as to who were the members of the Technical, Communications, and Legislative Committees. Ms. Reese acknowledged that changes to Roundtable membership have resulted in uncertainty regarding committee membership. Mr. Reese responded and noted the Technical Committee was made up of himself, Mr. Paul Harrell, and Mr. Chancellor. Ms. Curry noted the Communications Committee was made up of herself, Mr. Verchinski, and Mr. Chancellor.

Mr. Howard Johnson provided an update from the Legislative Committee and thanked Ms. Reese, Mr. Chancellor and others who've taken the time to meet with legislators. Mr. Johnson conclude by noting the Legislative Committee consisted of himself, Mr. Verchinski, Ms. Reese, Mr. Chancellor, Mr. Brasher, and Mr. Roth. Ms. Reese thanked Mr. Johnson and acknowledged the phenomenal work Mr. Brasher had done with the congressional delegation as a member of the Legislative Committee.

Ms. Deborah Jung, a Howard County Councilwoman and one of the new Roundtable members, introduced herself and noted she will take any opportunity to bring attention to the impacts of flight path changes associated with the DC Metroplex and the continuing work of the Roundtable. Ms. Jung commented she recently met with Senator Ben Cardin on Friday January 11, 2019 and let him know that the noise issue associated with flight path changes at BWI Marshall was her top priority. Ms. Jung concluded by noting she recently attended the Maryland Association of Counties Conference (MACO) from January 2 through January 5, 2019 and bonded with attendees from Anne Arundel County over NextGen and BWI Marshall noise issues.

4. (2B) PUBLIC COMMENT

Mr. Jimmy Pleasant of Ellicott City stated that operations at BWI Marshall are increasing, and online there's a noise report that states by 2025 operations at BWI Marshall will reach 800 aircraft operations a day. Mr. Pleasant commented there were many days last year where there were already levels of 800 daily aircraft operations at BWI Marshall, and that he did not believe that impacts to the community from aircraft at these high operation levels could be avoided. Mr. Pleasant explained he advocates reducing the number of operations at BWI Marshall by taxing the airlines. He explained if the FAA and MDOT MAA are unwilling to tax the airlines, they need to buyout properties impacted by the high levels of aircraft operations. Mr. Pleasant concluded by noting he has 200 aircraft over his house daily, believes the planes are speeding up when they approach his home, and that he frequently complains about aircraft operations but no action is taken to address them.

Mr. Austin Holley of Millersville stated that in Anne Arundel County some sellers are requiring home buyers to sign waivers that they are aware of airport related noise and will not attempt to void any sale due to the noise. Mr. Holley inquired if the Roundtable was aware of this or had done any research regarding waivers in the past. Mr. Reese responded that at the beginning of the Roundtable process research was done into these type of waiver requirements. Mr. Reese noted he did not recall who did

the research, but recalled that only the Federal government or a waiver from the military would be legally binding. Mr. Holley commented he has friends who recently signed one of these waivers and is concerned that aircraft noise is starting to negatively affect property values.

Mr. Holley noted that flights are coming in lower over Anne Arundel County and that he frequently checks his flight app nightly for aircraft altitudes. Mr. Holley explained he is located 5.4 nautical miles from the airport runway and that flights are now flying overhead at 1,000 to 1,150 feet instead of at 1,300 to 1,500 feet as was the case before the implementation of NextGen at BWI Marshall. He noted cargo planes from carriers such as Amazon Prime Air and FedEx are also coming in at altitudes as low as 800 or 900 feet. Ms. Reese responded and noted she too was experiencing the same low overflights.

Mr. Holley asked if there was any quickly accessible data that provided the average altitude of aircraft. Ms. Barbara Deckert replied that the AirNoise.io complaint system has altitude data. Ms. Reese asked Mr. Holley if he's had a sound survey preformed at his home. Mr. Holley replied that his home was close enough to a neighbor that had a survey done that he did not think it would make a difference to have one done at his residence. Ms. Reese suggested working with the MDOT MAA to get a survey done as she had one done at her residence and found it to be beneficial. Mr. Holley reiterated that the change in altitude from after NextGen (at 1,550 feet) to now (around 1,100 feet) make a big difference in the amount of noise.

Mr. Holley inquired if there is a rule of a five-mile buffer between planes arriving to land at the airport on approach. Mr. Reese replied that it depends on many factors such as but not limited to airspace, controller workload, and aircraft sequencing but wasn't exactly sure if there was rule or procedure that required a 5-mile buffer. Mr. Adam Scholten of HMMH stated that minimum aircraft separation in a radar-based air traffic environment is determined from the distance of the aircraft from the radar antenna, spacing between aircraft, and radar returns. He noted for areas close to the airport and radar antenna the separation required between aircraft is three nautical miles. Mr. Scholten also stated that other factors could increase or decrease the separation such as the types of aircraft involved for wake turbulence. Mr. Scholten and Mr. Reese also commented and agreed that planes directed to use a visual approach by air traffic control have the capability to be separated by less than the three nautical miles due to separation between aircraft being the responsibility of the pilot.

Mr. Dan Klosterman asked why visual approaches were allowed. Mr. Reese replied that early in the process the Roundtable requested that FAA not allow visual approaches, and the FAA would not entertain removing the use of visual approaches at BWI Marshall. He noted that he believed that air traffic controllers could be re-trained to restrict visual approaches beyond a certain area, but that visual approach decreases the workload of controllers. Mr. Scholten added that visual approaches allow for some increase in capacity and efficiency due to the possibility of reduced separation between arriving flights. Mr. Klosterman asked why airlines don't instruct their pilots not to fly visual approaches or fly at higher altitudes. Mr. Richardson replied that his airline, Southwest, encourages its pilots to fly under Instrument Flight Rules (IFR) as well as fly as high as possible to facilitate idle descents at reduced costs. However, Mr. Richardson noted that pilots might still fly visual approaches to maintain proficiency in the use of the procedure. Mr. Klosterman concluded by stating that he wondered how many people who are impacted by aircraft noise would no longer be affected if pilots flew at a higher altitude.

Ms. Pam Henel of Severna Park stated that 30 years ago she worked on a committee when stage two aircraft frequently operated in and out of BWI Marshall. She noted that at that time many environmental issues including noise, were discussed. Ms. Henel explained that not much has changed

in 30 years, and that even though the Roundtable has been in existence for two years there was a lot of segmentation between community groups such as Howard County pursuing its own legal actions independent of other jurisdictions over aircraft noise issues.

Ms. Henel commented that legislators need to be made aware that aircraft operations are not just a noise issue, but that they are also an environmental issue. Ms. Henel suggested an en-masse recourse such as a rally to let legislators know that aircraft noise issues are of high concern. Ms. Reese stated that during the Roundtable's meetings with legislators the unstudied environmental hazards that may be occurring related to aircraft operations were discussed.

Mr. Mark Peterson of Elkridge stated his displeasure at the three-minute limit on each public comment. Mr. Reese responded that he and the Roundtable appreciated the public comments and noted everyone in attendance was volunteering their time to try and fix the issues with aircraft noise. Mr. Reese asked everyone to please call their state senator, legislator, and congressional delegation to complain. Ms. Reese thanked Mr. Peterson for his continued attendance and previous testimony at prior Roundtable meetings and explained they moved the public comment period up in the agenda so people didn't have to wait the whole meeting to have the opportunity to have their voices heard. Mr. Peterson suggested if the Roundtable wanted to speak with state legislators that legislative night is a good time to reach out and meet with them.

Ms. Laura Donovan of Glen Burnie stated that she previously asked for the altitude of flights flying over Maryland Route 295 and Interstate 95. Ms. Bowie replied that the MDOT MAA was looking into this request and would provide the results of the review to Ms. Reese to disseminate.

Ms. Donovan asked about the results of noise measurements that were performed at her home. She stated someone told her that her results were placed in a file for her residence. Ms. Donovan inquired as to what the exactly is the "file for her house" and if the noise results showed the actual recorded sound levels or if the sound levels were generated through computer modeling. Ms. Bowie stated that all homes that have portable noise monitoring have the results retained for reference purposes and that those same results are available publicly online. Mr. Bassarab also noted that the results from portable noise monitoring represent measured noise levels as opposed to modeled noise.

Ms. Donovan asked what she could do to her home to mitigate against aircraft noise. She noted she was worried that if she upgrades her windows, that they would need to be upgraded again in the near future. Mr. Pleasant replied that foam board pressed into the windows could help with sound mitigation.

Deliverables:

- **MDOT MAA to provide response to Ms. Donovan's inquiry to Roundtable Chair**

5. ROUNDTABLE DISCUSSIONS OF LETTER TO FAA ASSESSING FAA PROPOSED PROCEDURE CHANGES

Mr. Chancellor presented the draft letter to the FAA from the Roundtable responding to the FAA's proposed procedural changes as presented at the April 24, 2018 Roundtable meeting. He explained the draft letter had previously been sent out to Roundtable members and a lot of edits and suggestions were incorporated into this most current draft. Mr. Chancellor presented the original draft of the letter and noted the suggested edits were provided in a handout at tonight's meeting that was given to each Roundtable member. Mr. Chancellor stated that this letter to the FAA is one of the most consequential letters that the Roundtable has written to-date. Mr. Chancellor explained that in order to review the

letter, he had split it up into sections and that he wanted to review, edit, and bring to a vote the language of each of the sections before approving the entirety of the letter for transmittal to the FAA.

Mr. Chancellor reviewed changes to the first section of the letter based on edits made by Ms. Curry. Ms. Jung noted she believed the language in the first section should be changed from “per your request” to “as you have required” based on the FAA requiring the Roundtable to respond to the FAA’s proposal. Mr. Chancellor brought the language changes as suggested by Ms. Jung to a vote, with a majority approving of the modifications.

Mr. Chancellor next reviewed the second section of the letter. He noted there were changes to the language that stated the Roundtable “supported” the procedure changes that the FAA presented and instead noted the Roundtable “endorsed” these changes. Ms. Jung and Ms. Curry suggested changing the language to state the FAA’s proposed procedure changes were a “first and essential step” at achieving reversion to historical flight paths as they did not resolve all the issues with the changing of aircraft flight paths associated with the DC Metroplex. Mr. Roth and Mr. Reese both stated that although the FAA’s proposed changes did not fix all the issues, the issues that they did address regarding Runway 28 and 15R departures were a good first step at working towards the Roundtable’s requests.

Ms. Curry and Ms. Moss explained that they’d recently met with the Anne Arundel County Council and the Greater Severna Park Council and spoke to Ms. Curry’s district senator, Ed Reilly. She said we represent these groups and Senator Reilly, so it was important that they were consulted, and their wishes shared with the Roundtable. Ms. Curry noted the general consensus from each of the groups was that if the Roundtable accepted the FAA’s proposed procedure changes presented at the April 24, 2018 Roundtable meeting, the FAA could make the changes and end any additional study to address the remaining issues. Ms. Curry noted there is a concern that the FAA would then be able to state that they had worked with the communities potentially impacted, came to a solution that the communities accepted, and will then be able to suspend future engagement with those communities. Ms. Curry and Ms. Moss explained that the groups they represent would like the FAA to continue to engage with the Roundtable to find solutions for the arrivals. Mr. Reese and Ms. Moss discussed that most Roundtable members want to continue conversations with the FAA and work with the FAA to continue beyond the proposed procedure changes presented at the April 24, 2018 meeting. Mr. Reese added that it was his belief the Roundtable was not in a negotiation with the FAA and that the FAA can and will do whatever they please. Ms. Curry replied that in her opinion, there wasn’t definitive language in the letter to the FAA stating that any future work with the FAA needs to continue to address remaining issues. Mr. Chancellor agreed that additional language should be added to the letter to specifically state that more work needs to be done by the FAA to address the Roundtable’s concerns and that the Roundtable expects to continue dialogue with the FAA.

Mr. Campbell inquired if language was considered asking the FAA why they specifically could not revert to pre-NextGen procedures. Mr. Chancellor and Ms. Curry responded and provided past examples that FAA has provided for why they cannot revert to pre-NextGen procedure designs. After continued discussion between Mr. Campbell and Mr. Chancellor, it was agreed that language would be drafted by the Communications Committee to explicitly ask the FAA to explain why the proposed procedure changes do not revert to pre-NextGen procedures as part of the conclusion of the letter.

Mr. Verchinski noted he had an issue with the proposed revisions to the wording of Section two. He explained he took issue with the statement from the December meeting minutes from HMMH that flight paths “may” change with the FAA’s proposed procedure changes instead of making a definitive

statement as to the status of the flight path changes. Mr. Scholten responded that the statement was made at the December meeting that flight paths “may” change was due to uncertainty in how aircraft will actually fly the procedures once published and that actual aircraft flight paths may differ from what was analyzed and presented to the Roundtable. Mr. Scholten noted that although he could not say with complete certainty flight paths would change to match what was modeled and presented at the December meeting, he believed what was modeled would likely be reflective of how aircraft flew the proposed procedures.

After discussion between Ms. Jung, Mr. Chancellor, Mr. Reese, Ms. Curry, and several other members, Mr. Chancellor proposed changing the first sentence under Section two of the letter from “We support these changes as they appear to be a first and essential step” to “As proposed, these changes appear to be a step towards returning flight paths for westbound departures to the status quo ante which the Roundtable had continually requested.” Mr. Chancellor brought the language changes as suggested by Ms. Jung, Mr. Reese, Ms. Curry, and Mr. Chancellor and several others to a vote, with a majority approving of the modifications.

Mr. Roth voiced his displeasure and frustration at the process of crafting the response to the FAA, and that to him it seemed this process was failing to realize the benefits of the FAA’s proposed procedure changes for some residents. Mr. Verchinski responded that it was his belief in the end the FAA will do what they want as far as changing procedures, and that giving the FAA a partial victory in addressing the Roundtable’s concerns was not going to make a difference in future interactions with the FAA. Mr. Reese stated he believed that the ultimate debate was if the Roundtable is willing to accept incremental procedure changes from the FAA to address the Roundtable’s concerns or if the Roundtable would only accept all their concerns being addressed at once. Mr. Chancellor commented that he’s for incremental change with the understanding that everyone on the Roundtable stay committed to seeing changes made for other communities represented by the Roundtable. Ms. Curry reiterated that there needs to be stronger language in the letter that the procedure changes do not help all the communities impacted and that more needs to be done.

Mr. Chancellor reviewed Section three of the letter to the FAA. After discussion between Mr. Chancellor, Mr. Reese, Mr. Verchinski, Ms. Curry, and several other members, the Roundtable agreed to change the wording from “We do not support this change” to “As proposed” and to include “detrimental” when describing the FAA’s proposed changes to the CONLE departure.

Mr. Chancellor next reviewed Section four of the letter to the FAA. Mr. Chancellor noted this section contained language that Mr. Johnson wanted included regarding the implementation of T-Routes proposed by the FAA and why the implementation of these routes would allow for higher aircraft altitudes. Mr. Roth asked if this discussion was appropriate for the letter. Mr. Roth felt like Section four was a request for a change outside of the original request to revert to pre-NextGen. Mr. Johnson explained that Section four was intended to address aircraft altitude which was not addressed by FAA in the proposed procedure changes. Mr. Scholten commented that the language in Section four as currently written was not technically accurate. He noted specifically that some of the aircraft altitudes mentioned for specific navigational waypoints was inaccurate, but that he and the MDOT MAA would be happy to provide clarification on the correct altitudes if the Roundtable decided this section should be retained in the letter. Mr. Chancellor brought to a vote if the language in Section four of the letter should be retained with corrections and additions by the Communications Committee, HMMH, and the MDOT MAA. The Roundtable agreed to include Section four in the letter with the flexibility for revision of the language by the Communications Committee, HMMH, and the MDOT MAA.

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Mr. Chancellor last reviewed the conclusion of the letter. After discussion between Mr. Chancellor, Mr. Reese, and Ms. Curry it was agreed that the conclusion would specifically mention departures and arrivals, remove mention of specific departure procedure names, and state that the proposed procedure changes do not address all of the Roundtable's concerns. Mr. Chancellor noted the Communications Committee will rewrite and include these edits. Mr. Chancellor, Mr. Reese, and Mr. Campbell also discussed whether or not language should be included in the conclusion regarding a request the FAA provide the Roundtable with a full explanation as why they are unable to revert back to pre-NextGen procedures. After debate, Mr. Chancellor noted that while it would be helpful to ask this question, the letter would be cleaner if it simply focused on evaluating the FAA's proposed procedure changes and independent of the letter's content the Roundtable will continue to ask the FAA why they are unable to revert to pre-NextGen procedures.

Mr. Chancellor concluded review of the letter by bringing the entirety of the requested changes to a vote and noted that the Communications Committee will have some leeway to make further changes to the exact language of the letter as appropriate. By a majority vote, the Roundtable agreed to revisions to the letter, in its entirety, as discussed at tonight's Roundtable meeting and previously approved through votes on individual sections.

Ms. Kimberly Pruium suggested copying elected officials on the transmittal of the letter. Ms. Reese agreed and noted that there had been some changes to Roundtable representatives with the recent elections and that the MDOT MAA was working to update the Roundtable Roster. Ms. Bowie responded that if any of the members or alternates in attendance had changes or were new members to let her know and the MDOT MAA would update the roster accordingly.

Mr. Reese commented that with regards to e-mails, it would be helpful to ensure all Roundtable members are on messages. He noted he often has limited time to review Roundtable e-mails, and that when members of the Roundtable are removed from the distribution of a message it can be frustrating to track down the chain of e-mails associated with a document in progress.

Deliverables:

- MDOT MAA and HMMH to review language of Section four of Roundtable letter to FAA for technical accuracy
- Final letter to be distributed to Roundtable members for review prior to transmittal to FAA

6. ROUNDTABLE DISCUSSION OF ANNUAL REPORT

Ms. Reese moved on to discuss the Roundtable 2018 Annual Report. She noted that the Annual Report included contributions from herself, Ms. Curry, Mr. Chancellor, Ms. Barbara Deckert, and Mr. George Lowe. Ms. Reese asked if any members had questions or suggested revisions to the Report.

Ms. Curry noted the redundancy of items such as the dates of meetings and meeting dates that were modified because the FAA was unable to attend. Ms. Reese explained the redundancy of the dates was intentional in the event that readers only reviewed individual sections of the document and did not read the document from start to finish in its entirety.

Mr. Roth motioned to remove the forth bullet on page four of the Annual Report. Mr. Roth noted he did not think the information in the bullet tells the entire story of why departures from Runway 28 are lower. He explained the bullet doesn't include information about how communities closer to the airport would have less noise under the proposed procedure changes even though aircraft would be lower with

the FAA's proposal further from the airport due to reduced flying miles from more direct routes. Mr. Verchinski disagreed with Mr. Roth as the bullet was technically correct, and noted HMMH's and the MDOT MAA's analysis from the December meetings showed that departure aircraft altitudes with the FAA's proposed procedure changes would be lower. Mr. Scholten responded and noted that as a whole, departure aircraft altitudes for all Runways on average between the 2016 and 2017 data sample modified to fly the FAA's proposed procedures would remain the same as they crossed the US Route 29 corridor. Mr. Kurt Hellauer from HMMH noted that while the Runway 15R departures would be higher with the FAA's proposed procedure changes, Runway 28 departures would be lower, and the combination of the average altitudes of operations from those two Runways and the other Runways would result in little to no change to aircraft altitudes. After further discussion, Mr. Verchinski and Mr. Roth agreed to include the bullet but with further revisions to better describe the changes in aircraft altitudes.

Ms. Moss asked that a bullet be added stating that impacts from Runway 28 south departures, or CONLE departures, were not addressed in the proposed procedure changes. Mr. Reese responded and suggested adding a couple bullets and that Ms. Moss provide him with an example of the language she would like included. Mr. Scholten also responded and noted that a correction needed to be made to the second bullet to change the name of the specified navigational fix from "RAISN" to "STABL".

Ms. Curry stated her concerns on the presence of past information and repeated information in the Annual Report. Ms. Curry explained she was concerned that the longer the document becomes, the less likely people are to read it. Ms. Reese responded and acknowledged Ms. Curry's concerns, but also noted that an executive summary would accompany the document to facilitate easier reading.

Mr. Campbell inquired with Ms. Reese about comments he sent regarding Runway 15R departures turning right. Mr. Campbell stated that he believed the mapping presented at the December meeting didn't show flights over the Elmhurst community due to shifts in the flight paths of Runway 15R departures proposed by the FAA, and that there should have been a change in the noise contours reflective of these shifts. Mr. Scholten responded that even though there may not have been flight tracks over that area, the noise modeling that generated the contours was cumulative and includes noise from all other operations at the airport, not just those associated with Runway 15R departures. Mr. Scholten also stated that HMMH included all Jet operations in their modeling, including operations associated with the proposed changes and those not proposed to be changed, as well as all turboprop, helicopter, and propeller aircraft operations that were recorded in the radar data during each data sample period.

Ms. Curry stated that under the Community Engagement and Outreach Section of the Report that she believed information about the AirNoise.io system does not pertain to the Roundtable and should be removed. Ms. Reese responded that the information of Airnoise.io noise complaints, while not something developed by the Roundtable, was presented to the Roundtable. Ms. Reese also noted she thought it was important to mention the AirNoise.io system due to the large increase in complaints that have occurred since the system went online.

Ms. Curry commented that the AirNoise.io complaint numbers are not sent to the FAA. Ms. Deckert responded and noted that she sends AirNoise.io complaint data to the FAA on a monthly basis. Ms. Bowie also responded and noted that the total numbers of complaints and complainants are sent to the FAA from the MDOT MAA on a monthly basis as well. Mr. Chancellor added that the Annual Report was

included in the charter to communicate the important updates and frustration and accomplishments to elected officials and public, and that any information that helps explain noise issues should be included.

Ms. Curry requested that the list of media coverage should be a footnote as opposed to being included in the main body of the document. Mr. Verchinski suggested putting the list into an appendix. Mr. Verchinski also asked that two items on the list that pertained to him be updated as “letter to the editor”. Ms. Reese concurred and noted the media coverage would be moved to an appendix at the end of the document.

Mr. Dan Klosterman asked that a bullet of information stating that there has been no relief from noise due to arrivals in Anne Arundel County be added to the Identified and Unresolved Problems and Risks Section of the Annual Report to which Ms. Reese agreed.

Mr. Roth also suggested editing the sixth bullet under the Identified and Unresolved Problems and Risks Section of the Annual Report to reflect that the Roundtable will not be solely relying on the legal action against the FAA and efforts of elected officials to resolve the Roundtable’s issues. Mr. Scholten also pointed out that the July 17, 2018 meeting was missing from the list of Roundtable meeting dates. Ms. Reese agreed to make both adjustments.

Mr. Verchinski motioned to accept the Annual Report as written with amendments to the report where appropriate. Ms. Curry seconded the motion. All in favor. The 2018 Annual Report of the DC Metroplex BWI Community Roundtable was approved with amendments.

Ms. Curry also motioned that when the final document is completed on the 2018 Annual Report that it be sent to the members of the Roundtable for review before it is released. Mr. Verchinski seconded. All in favor. The 2018 Annual Report of the DC Metroplex BWI Community Roundtable will be distributed to members for review before release.

Deliverables:

- Final edition of 2018 Annual Report be sent to Roundtable members prior to release

7. ROUNDTABLE DISCUSSION OF FUTURE ACTIVITIES

Ms. Reese moved on to next discuss the future of the Roundtable and future Roundtable activities. Mr. Verchinski stated that there needs to be a discussion about where the Roundtable was going to best invest its efforts while awaiting further response from the FAA on the proposed procedure changes. Ms. Reese stated that she sent out an email with the legal response from Ms. Louisa Goldstein of the MDOT MAA that provided legal guidance for which the Roundtable had asked and then clarified that MDOT MAA would provide legal assistance to the Roundtable moving forward. Ms. Curry replied that she understood that MDOT MAA Legal could not attend or be involved with the Roundtable due to the State’s petition to FAA. Ms. Reese stated that Ms. Goldstein’s response clarified that while she personally may not be able to attend due to pending litigation, the Roundtable is free to submit questions to Ms. Goldstein in writing and she would work to try and provide a response.

Ms. Reese asked Mr. Verchinski about his suggestion of getting more community associations to sign-off or issue letters of support for the Roundtable’s activities. Mr. Verchinski stated it would take volunteers to accomplish this, and reiterated that there needs to be consensus on what the broad range of activities are that the Roundtable would be willing to undertake as well as ensure the Roundtable has people willing to volunteer to do them. Ms. Curry stated that the Communications Committee could take up this task.

Mr. Roth suggested a brainstorming session to come up and vote on ideas that the Roundtable should consider moving forward. Ms. Curry suggested the brainstorming session be done at the next meeting. Mr. Chancellor inquired if Roundtable members even wanted to meet in February, as they would likely not have a response back yet from the FAA. Ms. Reese believed the Roundtable should meet in February, and members agreed to hold the next Roundtable meeting on Tuesday February 19, 2019.

Ms. Curry stated that Anne Arundel County Council is engaged and wants to know what they can do to help the Roundtable. Mr. Verchinski suggested they file an Administrative Petition or Petition for Review to the FAA similar to what was done in Howard County. Ms. Curry responded that she had made that suggestion to the Council.

8. ADJOURN

Mr. Reese motioned to adjourn the meeting. Mr. Klosterman seconded the motion. All in favor. The meeting adjourned at 10:02pm.