

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Twentieth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, February 19, 2019, 7:06 PM – 9:18 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	✓	Ramond Robinson*	Office of Anne Arundel County Executive Steuart Pittman	✓
Jesse Chancellor, Vice Chair*	District 9		Linda Curry*	District 33 Alternate for Ellen Moss, Anne Arundel County Councilwoman Allison Pickard, District 2	✓
Christopher Yates*	District 9	✓	Austin Holley	Alternate for Linda Curry, District 33	
Howard Johnson*	District 12	✓	Kimberly Pruum*	Office of Howard County Executive Calvin Ball	
Drew Roth*	District 12	✓	Deborah Jung*	Howard County Council, District 4	
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*	Anne Arundel County Councilwoman Allison Pickard, District 2	
George Lowe*	District 13	✓	Brent Girard	Office of Senator Chris Van Hollen	✓
Evan Reese*	District 30	✓	Paul Shank, Chief Engineer	MDOT MAA	✓
Daniel Woomeer*	District 32	✓	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	✓	Darline Terrell-Tyson, Deputy Director, Office of Environmental Services	MDOT MAA	
Richard Campbell	Alternate for Paul Harrell, District 32		Louisa Goldstein, Counsel	MDOT MAA	
Ron Pusloskie	Alternate for Paul Harrell, District 32		Paige Kroner	Mid Atlantic Regional Representative, NBAA	
Dan Klosterman*	District 32	✓	Kyle Evans	General Aviation Representative, CP Management LLC	✓
Marcus Parker Sr.	Alternate for Dan Klosterman, District 32		David Richardson	Southwest Airlines	
Lance Brasher*	District 33	✓			

*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
Karen Harrell, Noise Program
Roberta Walker, Administrative Assistant

Contractor Support

Adam Scholten, HMMH (via phone)
Royce Bassarab, HNTB
Christine Wysocki, Straughan Environmental
Ronda J. Thomas, RPR, CRR (Court Reporter)

MEETING MATERIALS

Participants received the following materials in advance:

- Meeting Agenda for February 19, 2019
- Draft Meeting Minutes from January 15, 2019

Handouts at the meeting:

- Meeting Agenda for February 19, 2019
- Draft Meeting Minutes from January 15, 2019
- Links for reference shared by Chair
- Study, "The Trade-Off between Optimizing Flight Patterns and Human Health: A Case Study of Aircraft Noise in Queens, NY, USA", August 15, 2018
- January 15, 2019 Meeting Minute updates from Ms. Linda Curry

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- Article, “FAA monitoring TNNIS climb usage”, December 20, 2018
- Email from Mr. Paul Verchinski, “Suggestions for future Roundtable action”, sent February 18, 2019

Presentations at the meeting:

- Meeting Agenda for February 19, 2019
- Static image of YouTube video, TED Talk: “Why noise is bad for your health—and what you can do”, Dr. Basner
- Email from Mr. Paul Verchinski, “Suggestions for future Roundtable action”, sent February 18, 2019

1. INTRODUCTIONS (7:06)

Introduction

Ms. Mary Reese (Chair) welcomed attendees, thanked everyone for coming to the meeting, and noted that planning for future Roundtable activities was the primary purpose of the meeting. She noted the Roundtable seeks to bring the FAA back to the table with more solutions in the future, but in the meantime wanted to hold this meeting to determine what other methods or strategies could be used by the Roundtable to help Maryland residents find relief from aircraft noise.

Member Roll Call

Ms. Reese asked members of the Roundtable to introduce themselves. Roundtable members introduced themselves to meeting attendees. Mr. Dan Klosterman inquired about a quorum, and it was determined enough Roundtable members were in attendance to continue the meeting as scheduled.

Review and approve tonight’s meeting agenda

Ms. Reese asked if anyone had anything they wanted to add to the agenda for tonight’s meeting. Mr. Lance Brasher asked if MDOT MAA could talk about their recent presentation to the Anne Arundel County delegation in Annapolis. Mr. Paul Shank of MDOT MAA agreed to lead the discussion.

Mr. Evan Reese motioned to approve the agenda with amendments and Mr. Klosterman seconded. All were in favor. Tonight’s meeting agenda is approved.

Review and approve January 15, 2019 meeting minutes

Ms. Reese asked if members had edits to the January 15, 2019 meeting minutes. Ms. Linda Curry noted she had corrections and distributed hard copies of the corrections to all Roundtable members. Mr. Reese requested to table this topic until the next meeting to allow more time for review. Mr. Brasher seconded. All were in favor. Approval of the January 15, 2019 minutes will be considered at the next Roundtable meeting.

Installation of new members (if required)

Ms. Reese inquired as to whether a vote would be necessary to install new members. Mr. Brasher believed a vote was not required. Mr. Daniel Woomeer was introduced as a new addition to the Roundtable. Mr. Woomeer represents District 32 and is Vice President of the Linthicum Shipley Improvement Association (LSIA).

Deliverables:

- Roundtable to review and approve January 15, 2019 minutes at next meeting

2. PUBLIC COMMENT

Ms. Reese requested public comments be kept to 5 minutes.

Mr. Jimmy Pleasant of Ellicott City asked about Runway 28. He noted there was a new environmental study for Runway 28, and mentioned flights using Runway 15R were also changed by the FAA. Mr. Pleasant noted he believes this caused flights from Runway 28 to increase in speed and noise after the change was made to Runway 15R. Mr. Pleasant also highlighted the new flight path changes discussed by the MDOT MAA for Runway 28 that would potentially cause departures to fly at lower altitudes and produce higher noise levels further from the airport.

Mr. Pleasant asked MDOT MAA when operations were going to stop increasing at BWI Marshall. He highlighted past milestones of airport development and expansion, and wondered why builders were allowed to develop on land around the airport instead of the airport making a plan to buy the land. Mr. Pleasant also highlighted his observations regarding the increase in size and noise generated from modern aircraft, and noted he recently filed a complaints with the FAA but he had yet to receive a response.

Mr. Pleasant compared aircraft noise to torture, with him experiencing hundreds of aircraft over his home every day of the week and wanted to know why the State of Maryland would allow residents to suffer. Mr. Pleasant explained a possible solution would be for heavier taxation of the airlines, so they would reduce the number of flights at the airport.

Mr. Pleasant concluded by stating he did not understand the FAA's need to perform an environmental study for changes to departure flight paths from Runway 28, when changes were made to Runway 15R without an environmental study. Mr. Pleasant also implored the Governor's office to intervene and stated his belief that there is a conflict of interest between the MDOT MAA protecting the concerns of residents and running BWI Marshall because a large portion of the State's revenue comes from the airport.

Mr. Mark Peterson of Elkridge asked why other MDOT MAA representatives do not attend the Roundtable meetings. Mr. Peterson noted he recalled seeing MDOT MAA Executive Director, Mr. Ricky Smith, attend a Roundtable meeting and sit in the back only once.

Mr. Peterson highlighted the Secretary of the Maryland Department of Transportation (MDOT), Mr. Pete K. Rahn's, lack of action and accomplishments regarding noise issues at BWI Marshall. He requested Mr. Rahn meet with the US Secretary of Transportation, Ms. Elaine Chao, to find out what it will take for the FAA to provide additional solutions to the Roundtable. Mr. Peterson also requested someone from MDOT MAA, other than the core MDOT MAA staff, make an appearance at Roundtable meetings. Ms. Reese told Mr. Peterson that she would pass along his request and ask Mr. Smith if he would attend the Roundtable's next meeting.

Ms. Laura Donovan of Glen Burnie recently attended a community association meeting in Anne Arundel County District 1. She noted she saw Ms. Sarah Lacey, District 1 County Councilmember, and shared information with her regarding the flight path changes at BWI Marshall. Ms. Donovan explained that Ms. Lacey did not appear to be aware of the issues regarding flight path changes or an upcoming Anne Arundel County town hall meeting. Ms. Reese commented this was something the Roundtable needed to work on with the County Council and it would be beneficial for the County to have a town hall meeting with Ms. Lacey in attendance.

Mr. Michael Bahr of Harman's Woods stated Runway 28 flights mostly turn left over the Baltimore-Washington parkway (MD295). However, Mr. Bahr explained some aircraft fly right down his street at around 1,800 feet. Mr. Bahr noted he had collected some examples of flights that demonstrated loud noise and low altitude and described the obtrusive sounds the planes make near his residence even before they become visible. He also highlighted the difference in noise between Airbus and Boeing aircraft, noting that Airbus aircraft seem to have a "whining" noise, where Boeing aircraft do not. Mr. Bahr explained that normally the first aircraft noise disturbance each day starts around four AM and wakes him from sleep, and went on to describe numerous other times during the day at which planes fly over his home. He also noted his residence is about three miles from the airport, but that he had not experienced this level of noise for more than 30 years and observed that NextGen seems to route aircraft right over his home.

Mr. Bahr concluded by comparing the April 2018 meeting with FAA to a dog-and-pony show, where the FAA stated they moved flight paths slightly, but Mr. Bahr has yet to notice a difference in the flight paths and is frustrated. Mr. Bahr suggested the solution to his noise issues would be for aircraft to fly at higher altitudes, be moved away from populated areas, and fly dispersed paths.

Deliverables:

- Ms. Reese to request MDOT MAA Executive Director, Mr. Ricky Smith, attend next Roundtable meeting

3. STATUS UPDATE ON FAA'S IMPLEMENTATION OF PROPOSED BWI MARSHALL PROCEDURE CHANGES AS PRESENTED IN APRIL 2018

Ms. Reese noted she asked the FAA via email if they had a response regarding the Roundtable's assessment of the FAA's proposed procedure changes and if the proposed procedure changes were actively being worked by the FAA for implementation. She explained the FAA did confirm that they had received the Roundtable's assessment, but the Roundtable's letter was still under review and the FAA was unable to provide a response at this time. Mr. Brasher asked if the MDOT MAA had any input on FAA's status. Mr. Shank confirmed no further feedback had been shared by the FAA with the MDOT MAA.

Ms. Curry asked as to who was the temporary replacement for FAA Eastern Regional Administrator, Ms. Jennifer Solomon, while she is out on maternity leave. Ms. Reese responded she has been transmitting correspondence to both Ms. Solomon, and Ms. Maria Stanco, Ms. Solomon's deputy, and Ms. Reese has received prompt responses from Ms. Stanco.

Mr. Brent Girard from Senator Van Hollen's office asked if Ms. Reese would like the Senator to follow up further with the FAA and noted the Senator had just sent a letter to the FAA last week asking for an update to items included in the FAA Reauthorization Act. Ms. Reese noted she would provide the email to Mr. Girard that was sent to Ms. Stanco and Ms. Solomon, and appreciated whatever assistance Senator Van Hollen would be able to provide.

Mr. Brasher brought up the National Defense Authorization Act (NDAA), which included an amendment by Senator John McCain requiring FAA revisit any reliance on Categorical Exclusions (CATEXs) used to change flight paths. Mr. Brasher noted this Act as important because this is how arrival flight paths shifted on Runway 33L. He also explained State Attorney General Frosh, in his letter to the FAA, called out this action and asked about the FAA's progress in reviewing the CATEX. Mr. Brasher stated that FAA is seemingly ignoring the law, and has yet to receive an update on the Attorney General's petition to the

FAA. Mr. Girard brought up timelines embedded in the Act, and will bring this matter to the attention of Senator Van Hollen.

4. ROUNDTABLE CHAIR COMMENTS

Ms. Reese provided an update on testimony from the Roundtable to delegations from Howard and Anne Arundel County. She noted the delegations received the Roundtable's annual report, petition to the MDOT MAA, and the letter dated September 8, 2018 from the Roundtable identifying aircraft noise issues within each of the Roundtable's Legislative Districts. Prior to the Anne Arundel County delegation meeting, there was concern over whether it was permissible for Roundtable members to interact with the delegation due to questions if the Roundtable's petition to the MDOT MAA was legally binding. However, Ms. Louisa Goldstein of the MDOT MAA Legal department provided clarification that the petition was not legally binding and the Roundtable's testimony to the delegation was allowed to proceed.

Ms. Reese highlighted the cost of providing paper copies to all members of the delegations and noted on average it cost \$20-\$40 per-person. Ms. Reese noted it would be helpful if the MDOT MAA would financially support this type of outreach in the future since the Roundtable does not have a budget.

Mr. Brasher thanked Ms. Reese for attending and providing testimony, then asked if there was any follow up from the delegates. Ms. Reese had not yet received any specific questions, though thinks this is a busy time for the delegates with it being during the legislative session. She did note that Senator Katie Hester, of District 9, asked to be provided with the Columbia University study mentioned previously by Mr. Jesse Chancellor and included in the materials for tonight's meeting. Ms. Reese believes follow up is needed for these groups.

Ms. Reese noted the MDOT MAA gave a presentation and commented the presentation appeared to be in response to the Roundtable's presentation. Ms. Reese asked Mr. Shank if this was the case, and he responded it was not and that the MDOT MAA was asked to participate. Ms. Reese suggested the Roundtable review the testimony, and noted at the Anne Arundel County meeting, there was no clear ask from the Roundtable and therefore uncertainty from the delegates on what was being requested. However, at the Howard County meeting, she noted the Roundtable added a specific ask for the delegates to support legislation at the state level.

Ms. Reese introduced a TED Talk by Dr. Mathias Basner, "Why noise is bad for your health—and what you can do", and noted Dr. Basner studies noise at the University of Pennsylvania. In the TED Talk, he discusses the health impacts, aside from hearing, related to noise such as stress, cardiovascular disease, and poor scholastic performance. Dr. Basner suggests billions can be saved in health care costs associated with cardiovascular disease alone, if environmental noise is lowered by just five decibels.

**Note: The TED Talk by Dr. Basner can be found at:*

https://www.ted.com/talks/mathias_basner_why_noise_is_bad_for_your_health_and_what_you_can_do_about_it

Ms. Reese then referenced the Columbia University study "The Trade-Off between Optimizing Flight Patterns and Human Health: A Case Study of Aircraft Noise in Queens, NY, USA", which attempts to quantify monetarily the impact of noise on human health. Ms. Reese also mentioned another article emailed from Ms. Curry from December 20, 2018, "FAA monitoring TNNIS climb usage", that talks about

findings after the Columbia study was published, and how mysteriously the FAA changed its flight path after the study was released.

**Note: The Columbia University Study can be found at:*

<https://www.mdpi.com/1660-4601/15/8/1753/htm>

**Note: The article discussing the TNNIS climb can be found at:*

http://www.qchron.com/editions/queenswide/faa-monitoring-tnnis-climb-usage/article_3e3c15fd-eaca-5905-8fd2-87d854171021.html

Ms. Reese noted that over the last week she provided Senator Edward Riley with the Columbia University study and the article regarding the “TNNIS” climb and noted Maryland could be the model for tackling these issues. She explained to the Senator her belief that it would be beneficial to do further study and a cost-benefit analysis. Ms. Reese explained Senator Riley is committed to passing a bill during the next session to do such a study as requested by Ms. Reese and the Roundtable. Ms. Reese concluded by requesting no press releases be distributed regarding the Senator’s commitment until the Roundtable has a further chance to discuss. Ms. Barbara Deckert responded and noted State Senator Clarence Lam, District 12, was also aware of the Columbia University study and that her impression was that the Howard County representatives wanted suggestions on an approach to take to pursue future legislation.

Ms. Curry pointed out that the FAA has traditionally not accepted studies from outside organizations regarding the negative impacts of aircraft noise and only accepts studies conducted by themselves. Ms. Curry also noted Massachusetts Congressman Stephen Lynch reintroduced a bill to require the National Academies of Science, Engineering, and Medicine to conduct a study on the health impacts from aircraft and this study could lay the groundwork for a class action lawsuit. Ms. Curry concluded by noting that the intent behind the study would be to force the FAA to accept the results since the study was done at the direction of Congress and government agencies.

Ms. Reese explained the idea behind pursuing legislation at the state level for a study at BWI Marshall is to allow for better local decision making around changes at BWI Marshall outside of the continuing process to work with the FAA. Ms. Reese also conveyed Senator Riley’s continued interest in an environmental bill but noted the bill would not happen during this legislative session in order to allow time for the senator to gain the support needed to get the bill passed.

Mr. Roth noted he watched the video of Ms. Reese’s and Mr. Chancellor’s testimony and noted he thought it was really good. However, Mr. Roth also pointed out one weakness, which was the lack of a specific ask to the delegates. Ms. Reese responded she was hesitant to make an ask of the delegates because they did not yet have consensus from the Roundtable, but Ms. Reese and Mr. Roth both agreed that an ask needs to be ready for the future.

Ms. Reese revisited the Columbia University study and mentioned the study’s author, Dr. Zafar Zafari, is now at the University of Maryland. Senator Riley asked Ms. Reese to get more information from Dr. Zafari, and Ms. Reese has a meeting scheduled with Dr. Zafari in the coming week to help facilitate communication between him and Senator Riley.

Deliverables:

- Roundtable to provide Senator Hester with a copy of the Columbia University Study

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- Roundtable to follow up with the Howard County and Anne Arundel County delegations
- Roundtable to prepare and agree on a specific ask(s) or request(s) from local legislators for what they can do to help the Roundtable and the citizens it represents

5. COMMUNICATIONS, LEGISLATIVE, AND TECHNICAL COMMITTEE UPDATES

Mr. Reese provided an update from the Technical Committee, and mentioned the committee will be sitting down with the MDOT MAA and their contractors, HMMH, at the end of February to discuss possible ways to locally effect flight procedure changes and reduce aircraft noise.

Mr. Roth noted he was not on the Legislative Committee, but noted a County Council meeting on the calendar for Howard County where Councilwomen Christina Rigby and Deborah Jung plan to introduce a resolution to reaffirm the new council's support for Howard County's lawsuit. Mr. Roth noted he also emailed Councilwoman Liz Walsh who responded it was her impression the whole council is behind the litigation effort.

Ms. Deckert heard about the possibility of introducing additional litigation and asked if Mr. Roth was aware of this. Mr. Roth responded had no specifics or information on additional litigation.

6. MDOT MAA UPDATES ON RECENT ROUNDTABLE AND COMMUNITY REQUESTS

Mr. Shank discussed the MDOT MAA presentation delivered to the Anne Arundel County delegation by himself and Mr. Smith. He summarized the various slides included in the presentation, including the air service provided by BWI Marshall, economic benefits in terms of employment and the economy, the FAA's oversight of the airspace, areas affected by NextGen, and the numbers of noise complaints as well as areas eligible for noise mitigation. Mr. Shank highlighted that in the presentation it was emphasized that the MDOT MAA does not control the paths of arriving or departing aircraft from BWI Marshall. Mr. Shank also noted the presentation highlighted the affected areas of Anne Arundel County and provided a summary noise complaints and trends in noise complaints.

Mr. Shank noted the presentation also discussed the State's position with respect to NextGen, and that the State's position is to place aircraft flight paths back to historical locations. He also discussed how the presentation highlighted that the State had filed two cases against the FAA and that both were still pending. Mr. Shank also mentioned the MDOT MAA intends to do a Code of Federal Regulations (CFR) Part 150 airport noise study and Airport Noise Zone (ANZ) update per the Maryland Code of Regulations (COMAR). During the presentation to the delegation, Mr. Shank also reviewed Noise Operating Monitoring System (NOMS) on a map showing noise monitor locations and statuses, noise mitigation efforts in the past and expectations for the future, ongoing and future capital projects, and the federal National Environmental Policy Act (NEPA) process and opportunities for public involvement. Mr. Shank concluded his summary of the MDOT MAA's presentation by noting the presentation only lasted about five minutes and that he expects follow-up questions from the delegates, but that no comments from the Anne Arundel County delegation had been received to-date.

Ms. Curry asked about the status of noise monitors. Ms. Robin Bowie from the MDOT MAA responded she expects all monitors to be up and running in the April-May 2019 timeframe. Ms. Bowie noted that each monitor needs to go through a 30-day test period, and once the period is complete, the monitor is available for use. Mr. Royce Bassarab from HNTB noted monitor information can be seen in the quarterly noise reports, and that currently 13 are functional, with a total of 24 monitors planned. Mr.

Shank commented some monitor locations may be shifted and new monitors may be added as a result of the CFR Part 150 Study.

Ms. Deckert requested a timeline for the completion of the Part 150 Study. Ms. Bowie responded that the MDOT MAA was in the process of scoping the study, and that it was a long process that could take over a year to complete. Mr. Shank also commented he believes FAA could provide funding for the study via a federal grant.

Mr. Reese noted Mr. Smith recently made some dismissive comments regarding the AirNoise.io complaint system and asked the MDOT MAA to look into how the system could be legitimized as a viable way to log noise complaints. Mr. Reese noted it was discouraging to him Mr. Smith discount the system in front of delegates from Anne Arundel County, and requested a statement announcing the apps validity be posted on MDOT MAA's website. Mr. Shank agreed to respond to Mr. Reese's request, but noted that the MDOT MAA is accepting complaints from AirNoise.io and the fact they are showing up in MDOT MAA reports shows acceptance.

**Note: Mr. Ricky Smith has clarified his comments, and noted that he had seen emails from Airnoise.io complainants that expressed concerns with apparent discrepancies between AirNoise.io and MDOT MAA published noise complaint totals.*

Mr. Reese commented he was informed of six new gates being added at BWI Marshall, as stated in an email from Senator Sarah Elfreth. Mr. Reese requested MDOT MAA put together a ten-year timeline for expansion plans at BWI Marshall and present the plan to the Roundtable. Mr. Reese expressed his surprise at the addition of the new gates and was concerned that they were not mentioned previously by the MDOT MAA to the Roundtable.

Ms. Reese asked the MDOT MAA to provide a copy of the presentation given to delegations to the Roundtable. Mr. Shank agreed, and noted the presentations should be posted on the MDOT MAA website. Ms. Reese also inquired about a comment made by Mr. Smith during the MDOT MAA's presentation to the delegation about changes to the airport. Mr. Shank responded he was not able to answer, but would conduct research into the comments and provide clarification.

Mr. Reese mentioned the study brought up by Ms. Curry, and noted that he sees the state and federal studies not as being mutually exclusive and that they could both occur and support one another. Ms. Curry responded she considered the state-level study to be a positive step, but did not believe the FAA would be swayed by the state's study because of the FAA's federal scale.

Deliverables:

- MDOT MAA to prepare a ten-year timeline for expansion plans at BWI Marshall and present the plan to the Roundtable
- MDOT MAA to consider clarifying that noise complaints submitted via Airnoise.io are accepted by MDOT MAA MDOT MAA to provide a copy of the presentation MDOT MAA gave to the Howard and Anne Arundel County delegations
- Mr. Shank to research and provide clarification concerning a comment made by Mr. Smith during the MDOT MAA's presentation to the Howard and Anne Arundel County delegations regarding airport changes

7. ROUNDTABLE DISCUSSION OF FUTURE ACTIVITIES

Ms. Reese initiated the Roundtable working session by first introducing Mr. Paul Verchinski's list of suggestions for consideration. The list included:

- Reestablishing the Maryland Airplane Noise Legislative Committee
- Have large Home Owner Associations (HOAs) endorse the Roundtable's petition to the MDOT MAA for action
- Picket BWI Marshall
- Meet with Southwest Airlines
- Noise riders on appropriation bills
- Government Accountability Office (GAO) request by Congress into NextGen Airplane Noise
- FAA Inspector General's request from Congress to look into NextGen Airplane Noise

Ms. Reese reviewed the first item on the list, which was re-establishing the Maryland Airplane Noise Legislative Committee. Ms. Curry explained that a committee under this name previously existed in Maryland, and that Mr. Verchinski believed it should be brought back. Mr. Daniel Woomer mentioned a potentially similar committee that is part of the state delegation, however, Ms. Curry believed the original committee was associated with the MDOT MAA. Ms. Curry noted Mr. Verchinski will need to provide additional information for this potential action to be further considered.

Ms. Reese moved on to review the second item on the list, which was to have large HOAs endorse the Roundtable's petition for action to the MDOT MAA. Ms. Curry requested Roundtable members send her a list of all the HOA's within each of their jurisdictions. Mr. Roth commented that once a list of HOA's was assembled, a standard resolution could be drafted and approved by the Roundtable for dissemination to the different HOAs to solicit their support. Ms. Curry responded she intended to draft a resolution with this intent in mind. Mr. Woomer noted he was the Vice President of the LSIA and confirmed support of the LSIA in pursuing these efforts. Ms. Woomer also noted the LSIA was briefed by the Roundtable at one of their meetings in May 2018.

Mr. Yates suggested the Roundtable organize into teams to approach HOAs to educate and provide a status update on the Roundtable's initiatives. Mr. Reese responded and noted to reduce workload, the Roundtable should first reach out to HOA's to see if they would be interested in supporting the Roundtable, and then present to the HOA's that are interested. Mr. Roth requested a basic slide deck be drafted for this purpose. Ms. Curry responded she already had prepared a draft presentation and will circulate the presentation within the Roundtable for further input. Mr. Woomer offered the LSIA as a test audience. Ms. Reese concluded the discussion on HOA's by emphasizing that any materials with a public audience must be routed through Ms. Reese to coordinate Roundtable approval.

Ms. Reese reviewed the next item on Mr. Verchinski's list, which was to picket BWI Marshall. Mr. Roth shared a story about an intermodal project where the opposition picketed an award ceremony where the CEO of CSX received the award for Maryland Industrialist of the Year. Mr. Roth noted his story aside, there could be a strategic opportunity to picket BWI Marshall in the future that could help advance the Roundtable's interests. Ms. Reese responded that while the Roundtable sometimes does take a harsh tone toward interacting with the MDOT MAA, she is against picketing BWI Marshall as she views the MDOT MAA as partners and picketing could compromise that partnership moving forward. Mr. Brasher expressed his view that picketing is not a Roundtable event, but is something that could be done by private citizens, and those who wish to picket should feel free to exercise that right in his or her own free time. Mr. Woomer concluded the discussion by noting that picket's generally only work with large numbers of people, and if large numbers of people do not show up a picket could hurt one's case.

Ms. Reese moved on to discuss the fourth item on Mr. Verchinski's list, which was to meet with Southwest Airlines. Ms. Reese noted that she and Mr. Chancellor met with David Richardson of Southwest Airlines, which was reported back to the Roundtable previously and was a good meeting. She explained that if there is a procedural solution that can be developed that would benefit Southwest, the MDOT MAA could then work with Southwest to develop a procedure to present to the FAA. Ms. Reese also commented that Mr. Richardson was supportive of working with the Roundtable to evaluate potential procedure changes to the FAA, and would even consider providing a technical representative to attend meetings between the Roundtable, MDOT MAA, and Southwest to look at changing procedures.

Mr. Shank noted that a meeting was already scheduled between the Technical Committee, MDOT MAA, and HMMH to start the process of reviewing potential procedure changes. Ms. Reese commented that she wanted to clarify that the MDOT MAA and Southwest would be developing the procedures, and that the Technical Committee would only be attending the meetings to provide understanding of the Roundtable's issues. She emphasized the Roundtable would not be creating procedural solutions. Mr. Shank noted it was beneficial for the Technical Committee to attend the meetings with Southwest because Mr. Reese understands airspace and aircraft operations. Mr. Shank also highlighted that HMMH will be able to do analysis of any ideas put forward from these procedure meetings and reminded the Roundtable that FAA said they will only entertain resolutions put forward by the Roundtable to avoid large numbers of groups providing suggestions and to streamline communication.

Mr. Reese noted that the goal of having meetings between the Technical Committee, MDOT MAA, Southwest, and HMMH is to see what potential procedure changes are possible, and then present those changes to the Roundtable. He noted he understood the Roundtable's original mandate was to restore flight paths to historical locations, but that if the potential procedure changes that come out of this process are acceptable to the Roundtable, the Roundtable could change its position and bring something forward to the FAA. Mr. Shank emphasized the MDOT MAA will not put any idea forth to FAA that has not been cleared first by the Roundtable.

Mr. Roth brought up the fact that any suggested procedure changes will need to go through the Performance Based Navigation (PBN) process. Mr. Roth urged the need to focus on getting the rest of the Roundtable's suggestions for procedure changes and reversion to historical flight paths inserted into the next PBN cycle. Mr. Reese responded that based on his experience, the best way to encourage the FAA to take action on changing procedures is by offering specific solutions because it is his belief FAA is out of ingenuity.

Mr. Roth described the various letters written by the Roundtable to the FAA describing the Roundtable's issues. He explained one of the issues is arrivals that fly with low altitudes for long distances, which exacerbates the suffering experienced by people under these flight paths, and believes removing these arrival paths would be a huge win. Mr. Roth emphasized he wants the issues listed in the Roundtable's letters to FAA to feed the PBN process, to which Mr. Reese agreed. Mr. Reese also stated the Roundtable, MDOT MAA, HMMH, and Southwest will need to take a proposal through the PBN process and needs to be pre-approved by the Roundtable. Mr. Reese noted he wants to be a part of the PBN conversation to hopefully encourage a better outcome.

Mr. Brasher questioned whether FAA relied on a CATEX to make changes to Runway 33L arrivals, or if the changes to Runway 33L arrivals were the result of some other process. Mr. Brasher also noted he was unclear what process it was that led to the changes to Runway 33L arrivals that allowed them to

become problematic and why they didn't require a PBN process or environmental review. Mr. Reese responded that based on his reading of the PBN process documents, NextGen made the PBN process both possible and necessary. He noted that prior to NextGen, changing flight patterns had a different process because it was not PBN or Global Positioning System (GPS)-based; they instead used ground based navigational systems. The PBN process came into being when NextGen was implemented as a way to change the newly implemented NextGen system.

Ms. Reese noted it was her understanding the PBN process did not influence the ability of air traffic controllers to issue visual approach clearances to aircraft. Mr. Klosterman questioned if pilots asked for visual approaches, or if air traffic controllers automatically provide the clearance to pilots. Mr. Reese noted visual approaches are issued as a result of pilot request. Mr. Reese suggested the pilots no longer ask for visual approach, and noted he raised this issue with Mr. Richardson and Southwest at the last meeting. Mr. Reese said Southwest is supportive of a Required Navigation Performance (RNP) approach, which would keep aircraft at higher altitudes than is the case with traditional visual approaches since it saves fuel and cost. Mr. Klosterman commented that if the Roundtable, Southwest, MDOT MAA, and FAA all worked together, maybe there could be a compromise on the arrival flight paths. Mr. Reese responded that this was the intent of having meetings to review potential procedure changes and that the Roundtable would benefit from packaging their requests with those of Southwest as the FAA may be more willing to entertain potential procedure changes.

Mr. Shank noted FAA's sensitivity to costs when assessing scenarios. Ms. Reese inquired about the possibility of the State shouldering the cost, and Mr. Roth commented on the complications involved in such a funding structure. Mr. Shank noted he wished the FAA were present to answer these questions.

Mr. Klosterman asked how much the Roundtable was being held back in pursuing various activities due to lack of funding for items such as outreach. Ms. Reese stated the cost of printed materials for the Anne Arundel County delegation was around \$400. Mr. Klosterman wanted to know if the Roundtable had ever asked for funding from the Anne Arundel County Council. Ms. Reese responded funding had not been requested. Mr. Reese noted the MDOT MAA has contributed considerable financial resources to supporting the Roundtable through HMMH, and said the next step would be to ask our representatives to procure funds for the MDOT MAA to facilitate Roundtable communication and outreach. Mr. Klosterman suggested a GoFundMe page. Ms. Reese noted she and Mr. Chancellor previously discussed the need to keep people informed and explained that part of the issue in Anne Arundel County was with the last County Executive; he did not want to hold a town hall meeting to discuss these issues. Ms. Reese asked if they could ask the MDOT MAA for funding. Ms. Bowie responded the Roundtable could, but needed to provide an official request in writing.

Mr. Woomer explained that Facebook and Nextdoor allow for larger blasts of information, and every community should be connected to at least one of these sites. He suggested publishing short, one to two paragraph informational blurbs. Mr. Woomer noted that posting on his community site also circulates to surrounding communities. Ms. Reese commented creating a Facebook page for the Roundtable had been previously discussed and was a great idea, but the time required to be an administrator of the group was considered impractical.

Ms. Reese requested Ms. Curry to be clear with messaging moving forward and ensure residents are being directed to speak with their elected officials. Ms. Reese noted that the Roundtable exists as subject matter experts to disseminate information, and that residents need to know it does not

accomplish anything to show up at Roundtable meetings to vent because the Roundtable has no legislative capacity.

Mr. Woomer mentioned the LSIA posts pieces of legislation with contact information for representatives and draft language for residents to use. Mr. Woomer noted the LSIA has seen a marked increase in residents reaching out to elected officials as a result of posting the legislation and representatives contact information.

Ms. Curry noted she is a member of the Greater Severna Park Council, and is the chair of the Airport and Noise Committee. The council has an email list of the residents in the over 58 communities covered by the council, and they send out a monthly report to all addresses on that list. Ms. Curry noted the council followed a similar approach to that mentioned by Mr. Woomer during the latest FAA Reauthorization Act, and that response rates from the group following this approach were positive. Mr. Roth suggested Ms. Curry join the Facebook group BWI Quiet, of which Mr. Roth is a member.

Ms. Curry inquired if the BWI Quiet Facebook group contained a list of communities. Mr. Roth responded it did not. Ms. Curry noted she was seeking community associations to distribute messages from the Roundtable as it allowed for messages to be distributed leveraging each communities lists of emails and residents. Mr. Roth noted that there are a lot of community associations, and that in Howard County, every development has an HOA per zoning regulations even if it only contains a few houses. Mr. Roth noted this makes it inefficient to communicate as a lot of effort could be expended in trying to distribute a message to a community association that may only represent a few residents. Mr. Roth explained he found dealing with community associations to be very fragmented, and that in his experience, using Facebook was better at disseminating information because it reached a broad audience of community members interested in airport noise. Mr. Roth concluded by noting he thinks the goal should be for the Roundtable to determine the minimal number of groups necessary to cover the Roundtable's target audience for distributing communications, and that letters to elected officials should be posted to those groups to solicit residents to send the letter.

Ms. Deckert noted that on Facebook the potential exists for people to discredit the concerns of others regarding airport noise. Mr. Roth responded that while that is true, the ability exists to moderate Facebook groups and remove those who are not being constructive to the conversation regarding resolving aircraft noise issues.

Ms. Curry noted that if a standard resolution was drafted and disseminated to communities via Facebook, there would be many people who do not use Facebook who would not receive the letter. She explained in her community association only 87 of 151 homes are members of the community Facebook page, and that if she only used Facebook a large number of homes would miss out on communication. Mr. Roth responded he was not implying the Roundtable should only use Facebook, but that Facebook should be used in conjunction with other methods for disseminating information.

Ms. Curry commented she still required clarification on how to disseminate Roundtable materials, as depending on other Roundtable members to provide her with information limits her ability to distribute the information. Mr. Roth suggested Ms. Curry separate the message creation from message dissemination. Mr. Roth explained that as messages are drafted and approved, the greater Roundtable can take on the task of spreading the information.

Mr. Brasher asked what the relationship was between the FAA and MDOT MAA, and inquired whether the MDOT MAA and FAA regularly communicate. Mr. Shank discussed the multiple lines of contact the

MDOT MAA has with FAA, and explained the FAA has multiple business lines, or multiple groups, that talk among one another such as the airports side for capital projects and the air traffic side for flight procedures. Mr. Shank noted that due to litigation, the communication with some of these groups has been slowed and this has made it more difficult to coordinate with the FAA. He explained that rather than focusing on the FAA as an organization, the MDOT MAA tries to focus on the individuals working at the FAA in the various groups and works to establish relationships with them to help maintain communication and remain respectful of the FAA's activities.

Mr. Brasher expressed his confusion over the different lines of FAA business and issue of crossover between each of the lines. He noted that while a great deal of communication is occurring, he does not necessarily believe enough communication is occurring to deal with the issues at hand. Mr. Shank responded that the MDOT MAA Executive Director, Governor, and other elected state officials are all working to communicate with people in the FAA with whom they have relationships including the Administrator and Deputy Administrator among others.

Mr. Shank responded by discussing the chain of command in place at the FAA, and that he plans to respect the existing chain of command. He noted Ms. Solomon and Ms. Stanco are gatekeepers at the FAA for Ms. Reese and the Roundtable. However, if the Roundtable does not get satisfaction in communicating with the FAA through Ms. Solomon or Ms. Stanco, the MDOT MAA will politely try to communicate with the FAA through other channels.

Mr. Brasher wanted to know more about the meeting planned to occur between the MDOT MAA, Technical Committee, HMMH, and Southwest and asked if this would be a formal meeting. Ms. Reese commented Mr. Richardson of Southwest is bringing more relationships with the FAA to the table. Mr. Shank stated the MDOT MAA will work through these channels, such as Southwest, to present any solutions the Roundtable agrees upon so the FAA can, as they have promised, look at the changes. Mr. Shank believes progress is being made with the FAA on changing procedures, even though it has been extremely slow.

Mr. Brasher asked if MDOT MAA Executive Director Mr. Smith has a relationship with the FAA Administrator. Mr. Shank responded Mr. Smith does have a relationship with the Administrator and has conducted briefings to him and other high level FAA staff in the past. Mr. Shank concluded by noting the need to be respectful of the FAA's chain of command, and importance of being as factually accurate as possible when communicating with the FAA.

Mr. Brasher asked whether the MDOT MAA could implement a more organized way of communicating with the FAA to address the kinds of issues that are arising with communities and wondered if there could be a better way of communicating concerns to the FAA. Mr. Shank responded he believes the current communication process with the FAA works, but only when a consensus is reached among all parties. Mr. Woomeer responded by sharing his experiences working with various government agencies over the years and emphasized the importance of strategic communication and consistency of messaging, especially when making requests, because whatever you state as a request will be exactly how a government agency will respond.

Mr. Roth inquired about item three on the agenda, and asked about a status update on proposed procedure changes as presented to the Roundtable by the FAA in April 2018. Mr. Roth noted while reviewing some FAA websites related to PBN, some procedures are planned to be published for BWI Marshall during calendar year 2019 and was curious what those procedures are. Ms. Bowie responded HMMH is constantly monitoring the FAA PBN website, and keeps the MDOT MAA apprised of any

procedure changes. Ms. Bowie noted that HMMH had not informed the MDOT MAA of any changes warranting the Roundtable's attention, but would follow up with them after the meeting to provide more information.

Mr. Shank returned the conversation to relationships within the FAA, and noted that the FAA will not show up at Roundtable meetings and be treated unprofessionally or verbally abused. Mr. Shank also noted it is incumbent upon the Roundtable and MDOT MAA to put something in front of the FAA that they have not previously considered regarding procedure changes.

Ms. Reese asked whether a formal letter should be written to FAA with a request to reconvene the PBN Working Group and if that letter should come from the Roundtable or the MDOT MAA. Mr. Shank suggested the MDOT MAA work with the Technical Committee to determine what other procedure changes to put forward, such as arrivals.

Mr. Reese recalled the FAA stating BWI Marshall would be moved up in the PBN process; however, a majority of the issues are still unresolved. Mr. Reese wondered whether the request needed to be made for procedure changes at BWI Marshall to go back to the top of the list for consideration in the PBN process as it will take at least a year or two for any procedure changes to be implemented. Mr. Shank stated that communications have not ended with the FAA, and MDOT MAA will not take silence as an answer.

Mr. Roth explained that one of the reasons the Roundtable harshly questioned the FAA when they last presented was that the Roundtable told the FAA their concerns, but the FAA would not communicate what they were doing to address them. Mr. Shank noted Mr. Roth's comment and noted it would be communicated to the FAA. Ms. Reese asked Mr. Roth to yield as there were only five more minutes remaining in the meeting and she needed to allow time for a broader discussion.

Ms. Deckert wondered if state legislators could request fees such as for landings or parking and taxes for airport amenities as well as raise the aviation fuel tax to pay for health studies, noise mitigation, and funding of the Roundtable. She explained higher costs may deter some planes from landing at BWI, effectively reducing noise. Ms. Deckert noted it would be beneficial to residents if those who cause the noise could help pay for reducing it. Ms. Reese responded she will try to find out if any funding was already earmarked for this purpose and explore the potential for future earmarking of funds or potential increased taxes. Mr. Roth commented this could be one of the state legislative asks.

Mr. Brasher discussed the FAA Reauthorization Act and noted that although the Act was passed, there were many pieces of legislation that were proposed but not approved. He asked Mr. Brent Girard if there was an opportunity to get some of the legislation going again. Mr. Girard responded that he would inquire with Senator Van Hollen. He noted currently the Senator's main effort is working to keep the FAA accountable for items that have already been requested by the Roundtable.

Mr. Yates commented that the Roundtable could be used as a forum to educate the public. He explained that he believed there is value in sending small teams out into communities to educate and inform residents regarding airport noise issues.

Ms. Reese opened the floor for other suggestions. Mr. Harrell asked which agency controls aircraft flight departure times from BWI Marshall, and whether quiet hours could be introduced by the MDOT MAA or through legislation. Ms. Reese responded that the MDOT MAA and FAA together control when aircraft at the airport may operate. She explained the airport operator could request usage restrictions through the Part 161 process, which is tedious and largely untested, or they could produce their own suggestion

and tell FAA they want to introduce quiet hours at BWI Marshall. Ms. Reese noted quiet hours and operational changes are something the Roundtable could control and legislatively mandate these actions. Ms. Reese also noted distributing runway usage could also be requested by the airport authority, as could regulating the types of aircraft allowed to land. Mr. Roth responded, and noted he reviewed the law on imposing aircraft usage restrictions, and that the FAA has to approve quiet hours. However, he noted they are not going to approve a restriction if the airport operator never asks and it is his understanding the MDOT MAA has never asked FAA for quiet hours.

Ms. Reese commented that the Roundtable could draft a formal request for some of these ideas, but noted Senator Riley is very aware of these issues and is committed to gaining support for legislation. Ms. Reese noted the Roundtable was just scratching the surface to get study bills regarding noise, and that some of these legislators are just finding out about noise issues. Ms. Reese noted she would like to be able to present monetary evidence to legislators and reiterated how terrible the quality of life is for those who live beneath aircraft flight paths.

Mr. Brasher suggested an agenda item be added to the meeting with Southwest to discuss what the airlines can do within their operational procedures to help the Roundtable. Mr. Brasher also noted it would be nice to reward better performing airlines in terms of aircraft noise with positive recognition and expose those that are bad. Mr. Brasher cited Spirit airlines as an example, and noted their aircraft frequently fly very loud and low. Mr. Roth commented the complaints from AirNoise.io could be reviewed to determine this information.

Ms. Reese asked the Roundtable if members would like the MDOT MAA to assemble monthly complaint numbers organized by district, so Roundtable members can send them to local representatives. Mr. Brasher requested complaints also be divided by airline, and Mr. Roth requested the number of flights per-airline be included alongside the number of complaints per-airline.

Mr. Ramond Robinson asked if there was a way to dig deeper into the metrics provided in the Quarterly Noise Reports. Ms. Deckert also asked if the noise reports were distributed to representatives. Ms. Bowie said they were not, but they are available on the website. Mr. Robinson suggested these reports should be circulated to the FAA as a reminder that residents are still complaining about aircraft noise. Ms. Reese agreed to circulate to Ms. Solomon and other contacts at the FAA. Ms. Curry asked Ms. Bowie if the MDOT MAA sent complaint data to the FAA. Ms. Bowie responded the MDOT MAA does send reports of the number of complaints and number of complainants to the FAA on a monthly basis.

Mr. Yates asked about the date of the next meeting. Ms. Reese responded by asking Roundtable members if they thought a meeting in March was necessary, or if the next meeting should be held in April and return to a schedule of holding meetings every other month. Mr. Howard Johnson asked when the Technical Committee would be meeting with Southwest. Mr. Reese responded the meeting is scheduled for February 28, and that there will likely be follow up meetings.

Mr. Peterson asked if there was a way for people to more easily file noise complaints. Ms. Reese noted that the complaints are published and she would catch up with Mr. Peterson after the meeting.

Ms. Bowie stated the date for a Roundtable meeting in March would be March 19, and for a meeting in April would be April 16. Ms. Curry noted newly drafted materials from the Communication Committee would need a meeting for approval. Ms. Donovan also requested meetings be moved to a day other than Tuesdays due to the legislative session. Ms. Curry requested the next meeting to be held in March. Ms. Reese suggested newly drafted materials be approved through email or conference calls rather than

by holding a full Roundtable meeting. Ms. Reese also suggested waiting until April for the next meeting as there was not much material to cover and holding meetings come at great expense.

Mr. Paul Harrell asked if there would be feedback from the meeting between the Technical Committee, MDOT MAA, HMMH, and Southwest. Mr. Reese said he will keep everyone informed via email about the outcomes of the Technical Committee's meeting.

Mr. Klosterman motioned for the next Roundtable meeting to occur in April. Mr. Yates seconded an April meeting date. Nine Roundtable members were in favor and two opposed. By a majority vote, the next Roundtable meeting is scheduled to occur on April 16, 2019.

Deliverables:

- Mr. Verchinski to provide additional background on Maryland Airplane Legislative Noise Committee
- Roundtable members to provide Ms. Curry with list of large HOAs
- Ms. Curry to draft a resolution for dissemination to HOAs
- Ms. Curry to circulate draft presentation for HOAs to the Roundtable
- MDOT MAA to have HMMH report back on what procedures are scheduled to be published for BWI Marshall this calendar year
- Technical Committee to ask Southwest for ways airlines can change operational procedures
- Ms. Reese will inquire about earmarked funding
- Mr. Girard will inquire about the potential to develop new legislation with Senator Van Hollen
- Ms. Reese will circulate noise reports to her contacts at FAA
- Mr. Reese will send an update on the results of Technical Committee meetings with Southwest, MDOT MAA, and HMMH

8. ADJOURN

Mr. Roth motioned to adjourn the meeting. Mr. Reese seconded the motion. All were in favor. The meeting adjourned at 9:18 pm.