

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, April 16, 2019, 7:09 PM – 8:58 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 Stuart Pittman	
Jesse Chancellor, Vice Chair*	District 9	✓	Austin Holley*	District 33	✓
Christopher Yates	Former Representative for District 9	✓	Kimberly Pruum*	Office of Howard County Executive Calvin Ball	
Debbie Macdonald*	District 9		Nancy Surosky*	Office of Baltimore County Executive Don Mohler	
Howard Johnson*	District 12	✓	Deborah Jung*	Howard County Council, District 4	✓
Drew Roth*	District 12	✓	Sarah Lacey*	Anne Arundel County Council, District 1	✓
Barbara Deckert	Alternate for Drew Roth and Howard Johnson, District 12	✓	Ellen Moss	Alternate for Anne Arundel County Councilwoman Sarah Lacey, District 1	
Susan Defibaugh*	District 13		Brent Girard	Office of Senator Chris Van Hollen	✓
George Lowe*	District 13	✓	Paul Shank, Chief Engineer	MDOT MAA	✓
Evan Reese*	District 30	✓	Robin Bowie, Director, Office of Environmental Services	MDOT MAA	✓
Daniel Woomeer*	District 32	✓	Darline Terrell-Tyson, Deputy 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	✓	Louisa Goldstein, Counsel	MDOT MAA	
Richard Campbell	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
Trey Hanna, Assistant for Legislative and Special Projects
Jonathan Dean, Communications Manager
Karen Harrell, Noise Program
Roberta Walker, Administrative Assistant

Contractor Support

Adam Scholten, HMMH
Kurt Hellauer, HMMH
Royce Bassarab, HNTB
Eileen Sien, ADCI
A.J. Durham, Straughan Environmental
Dwayne Harrison, CRC Salomon

MEETING MATERIALS

Participants received the following materials in advance:

- Meeting Agenda for April 16, 2019

Handouts at the meeting:

- Meeting Agenda for April 16, 2019
- Draft Meeting Minutes V2 from January 15, 2019
- Draft Meeting Minutes V4 from February 19, 2019
- MDOT MAA 1st Quarter 2019 Complaints and Complainants within DC Metroplex BWI Community Roundtable Legislative District Boundaries

Presentations at the meeting:

- Meeting Agenda for February 19, 2019

DC Metroplex BWI Community Roundtable Working Group
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- Draft Meeting Minutes V2 from January 15, 2019
- Draft Meeting Minutes V4 from February 19, 2019
- MDOT MAA 1st Quarter 2019 Complaints and Complainants within DC Metroplex BWI Community Roundtable Legislative District Boundaries

1. WELCOME AND INTRODUCTIONS

Introduction

Ms. Mary Reese (Chair) opened the meeting by welcoming everyone, introducing herself, and thanking everyone for attending.

Member Roll Call

Ms. Reese initiated introductions and Roundtable members introduced themselves to meeting attendees. After roll call, Ms. Reese stated that Mr. Ricky D. Smith Sr., Executive Director of the MDOT MAA, was invited to attend the meeting but was out of town on previously scheduled travel. Ms. Reese stated that Mr. Smith would attend future meetings when his schedule permits and planned to attend the next Roundtable meeting. Mr. Smith was asked to attend based on a request from the public at the February meeting.

Review and approve tonight's meeting agenda

Ms. Reese discussed the agenda for the meeting and asked if members had any amendments. Mr. Paul Harrell motioned to approve the agenda and Mr. Evan Reese seconded. All were in favor. The meeting agenda was approved.

Review and approve January 15, 2019 meeting minutes

Ms. Reese asked if members were ready to approve the January 15, 2019 meeting minutes. Mr. George Lowe motioned to approve. Mr. Howard Johnson asked to make an amendment on page 10, in the second sentence of the last paragraph. Mr. Johnson asked that the word "not" be removed from the sentence. With no objections, Mr. Adam Scholten amended the meeting minutes per his request. Mr. Jesse Chancellor (Vice Chair) moved to approve the meeting minutes as amended. Mr. Lowe seconded. All were in favor. The January 15, 2019 meeting minutes were approved as amended.

Review and approve February 19, 2019 meeting minutes

Ms. Reese asked if there was a motion to approve the February 19, 2019 meeting minutes. Mr. Drew Roth motioned to approve the minutes, and Mr. Christopher Yates seconded. All were in favor. The February 19, 2019 meeting minutes were approved.

2. ROUNDTABLE CHAIR COMMENTS

Notes from meeting with Dr. Zafar Zafari, Dr. Stephen Thomas, and Maryland Senator Edward Reilly

Ms. Reese introduced Maryland State Senator Edward Reilly (District 33), his wife, Kathy, and stated Senator Reilly would speak that evening. Ms. Reese explained she and Mr. Chancellor had a meeting with Dr. Zafar Zafari, from the University of Maryland School of Pharmacy, who previously completed a Columbia University study on LaGuardia Airport (LGA) in New York that looked at shifts in aircraft flight paths and concentrations as well as potential health impacts. She stated that after the release of the study, the FAA changed some LGA flight paths back to pre-NextGen paths. Ms. Reese noted Dr. Zafari

seems enthusiastic about performing a similar type of study for areas affected by the implementation of the DC Metroplex. Ms. Reese asked if there were any questions regarding Dr. Zafari's study from members and received none. Ms. Reese turned the podium over to Senator Reilly so he could provide his remarks.

Comments from Maryland Senator Edward Reilly (District 33)

Senator Reilly thanked Ms. Reese and acknowledged Mr. Dan Klosterman, a former councilman in Anne Arundel County. Senator Reilly introduced Kerry Doyle, his legislative aide, who was sitting in the back of the room. Ms. Doyle has been present at the past Roundtable meetings and reports back to Senator Reilly so he can remain informed of the issues being considered by the Roundtable. Senator Reilly stated that he represents Severna Park on the north side of the Severn River and Crownsville on the south side of the Severn River, and while campaigning for five election cycles, he knows and understands the issues. Senator Reilly stated that in January the Roundtable Chair, Ms. Reese, asked what could be done legislatively to move the issues regarding aircraft noise at BWI Marshall forward. Senator Reilly noted that he responded with two recommendations: (1) make sure everyone is aware that this is still an ongoing problem and (2) find creative ways to insert more scientific information and data into the conversation to provide additional push points and talking points as well as further credible evidence.

Senator Reilly stated two pieces of legislation were proposed in mid-January. One bill was to study the environmental impact of the low-flying aircraft in Anne Arundel County and associated exhaust dispersion on the tree canopy, Severn River, pools, and wildlife. The second bill was to study adverse impacts on the health of people underneath the flight paths in Anne Arundel County, including audio, respiratory, mental health, and cardiovascular issues. Senator Reilly noted that as they started to put together the bills, they recognized a lack of available scientific evidence; therefore, the bills were not officially submitted. Senator Reilly stated the need to save resources for the appropriate time when there was enough factual evidence to support the legislation.

Senator Reilly continued and noted the meeting with Dr. Zafari held prior to the Roundtable Meeting, was the beginning of gathering scientific evidence and facts. During the meeting, Senator Reilly noted they learned: (1) the LGA study was commissioned by Columbia University and (2) it was part of a series of studies of health impacts of public policy. Dr. Zafari used publicly available information from the Port Authority of New York and New Jersey (PANYNJ), who run the airports in the New York Metro area and provided the noise level data. Senator Reilly explained that Dr. Zafari developed an algorithm that incorporated noise generated from the flight paths and compared them to health impacts. Based on the results, Dr. Zafari was able to demonstrate that \$3 billion in health costs were potentially related to flight path changes resulting from NextGen. Senator Reilly stated that based on his review of the report, the FAA changed some of the flight paths at LGA and provided potential relief to residents for a number of neighborhoods.

Senator Reilly stated the goals of the Roundtable of increased dispersion, higher altitudes, and fewer impacts for aircraft operations at BWI Marshall. He also emphasized the goal of future legislation is not to put BWI Marshall out of business or slow down planned growth, but instead is to ensure growth is handled in a responsible manner that minimizes adverse effects on residents.

Senator Reilly went on to describe the three potential studies that could be created with Dr. Zafari:

1. A study that would focus on public health

2. A study that would focus on economic impacts and answer questions such as how are property values and land values being impacted? Is BWI benefiting the State of Maryland economically at the price of hurting the residents in the neighborhoods?
3. A study that would focus on the environmental impacts from low-flying planes over concentrated areas on a repetitive basis

Senator Reilly noted he wants to include officials from Anne Arundel County, the Maryland Department of the Environment, and other local entities to put together publicly available data from the MDOT MAA and HMMH for use in the studies. He also planned to reach out to the real estate industry and the mortgage industry to talk about economic impacts. Senator Reilly called for a plan of action by October 1, 2019, with the intent to put together legislation between October and December 31, 2019. The legislation would then be submitted to the State during early 2020 to ask for these studies to be completed. Senator Reilly commented he was uncertain if the studies would get through, but reiterated the need to keep pressure on the FAA and keep public awareness high while taking an objective look at how concentrated flights at low altitude are adversely impacting people. Senator Reilly also stated he and the Roundtable would keep Howard County advised of legislative activities.

Senator Reilly noted that on April 9, 2020, even if the three study bills have not passed, he and the Roundtable would still remind the MDOT MAA that issues remain and this statement would likely be reported by the press. Senator Reilly concluded his statements by highlighting that aircraft noise should not be a District 30, 31, 32, 33, or 13 issue and should be an issue statewide.

Ms. Laura Donovan asked Senator Reilly for his thoughts on tax relief for the pain and suffering of those residents that are most impacted. Ms. Donovan stated that any tax relief should not stop plans to correct or make changes to NextGen flight paths. She mentioned that Anne Arundel County is reviewing potential tax increases. She explained with four broken windows due to helicopters, the last thing she wants to hear about is a property tax increase. Senator Reilly stated that a member of the Anne Arundel County Council was present and heard the request. Senator Reilly also encouraged everyone to challenge their property value tax assessment and referenced the free appeal process that involves finding comparable properties.

Mr. Austin Holley stated that he has an appeal of his assessed property value scheduled in a couple of weeks. He has had difficulty finding comparable properties for this unique experience, where planes are flying over at 1,100 feet when they should be at 1,500 or 1,600 feet. Senator Reilly suggested going to real estate agents and mortgage officers to request information, and asked Mr. Holley to share his experience with the Roundtable.

Mr. Jimmy Pleasant stated that there was not enough information disclosed for homebuyers to know that they lived under a flight path. He said there are people who have recently bought homes in his community who did not know they were under a flight path, and now it is too late for them to vacate. Mr. Pleasant says the information is in fine print and should be in bold letters. Senator Reilly stated he always suggests people sit for a couple hours on a Saturday at a property they would like to buy. Mr. Pleasant replied that he was trying to get his property taxes lowered, but comparable homes are the recently purchased or constructed properties of the people unaware of the flight paths. Senator Reilly commented that there are 2,200 homes being constructed within a mile of a drag strip in Crofton, and there was no requirement the residents be informed. Senator Reilly concluded by explaining that similarly, there is no law requiring disclosure of residences lying under aircraft flight paths and the issue is outside the purview of the Roundtable.

Senator Reilly thanked everyone for their time, reiterated that he was available and interested in the Roundtables issues, and reminded everyone that they could get in touch with him. Ms. Reese thanked Senator Reilly and informed everyone that he is the first sitting Maryland State Senator to attend a Roundtable meeting or agree to sponsor bills to address the Roundtables concerns.

Update on most recent response from the FAA

Ms. Reese discussed the most recent response from the FAA and asked if Ms. Robin Bowie if the MDOT MAA wanted to update the Roundtable that the FAA understands they are still expecting a response. Ms. Bowie confirmed that the FAA understands they still owe the Roundtable a response to the Roundtable's letter to the FAA assessing the FAA's proposed procedure changes and subsequent e-mail correspondence. Mr. Chancellor asked for clarification that the response the FAA is working on is to tell the Roundtable the implementation timeline for the changes presented to the Roundtable in April of 2018 to which the Roundtable assessed and provided feedback. Ms. Bowie replied that FAA is responding to the letter and clarification email from the Roundtable, and the response will identify how the FAA will move forward as well as how the FAA will implement the procedure changes.

Ms. Reese asked if members had seen the clarifying email she sent out to the FAA on March 15, 2019 and asked if there were any associated comments. Ms. Reese stated that she received no feedback from any Roundtable members but sent the email to make the Roundtable requests clear.

Ms. Barbara Deckert asked if Ms. Reese had received any comments or questions about why the FAA decided to work with the Roundtable at this point, when a few months ago, the FAA stated pending litigation prohibited involvement with the Roundtable. Ms. Reese said no reason was given. She stated she also reached out to FAA air traffic control about citizen noise complaints and received positive responses. Ms. Reese stated she intends to continue moving forward as if the FAA will support the Roundtable, but they probably won't be attending Roundtable meetings as they recently abruptly declined attending a conference call. Ms. Reese suggested the next chair of the Roundtable should keep trying to contact and work with the FAA. Ms. Reese stated that feedback from FAA Deputy Eastern Regional Administrator Ms. Maria Stanco, who is filling in for Ms. Jennifer Solomon while on maternity leave, was enthusiastic about receiving the clarification provided by the Roundtable regarding the proposed procedure changes. Ms. Reese concluded by highlighting that Ms. Stanco said she was would be taking the Roundtable's request to the team working on the procedure changes immediately.

3. PUBLIC COMMENT

Ms. Reese started the public comment period, and requested public comments be kept to a maximum of four minutes per person.

Mr. Jimmy Pleasant of Ellicott City stated he had a noise study done at his home. Two miles past his home in Columbia, there was also a similar sound study conducted and that aircraft were 1,500 feet higher at that location than over his home. Mr. Pleasant noted the daily average noise levels between the two studies only changed by one decibel (dB). Mr. Pleasant said he also reviewed a noise study from Crofton of a resident that was nine miles from BWI Marshall and getting upwards of 200 arrivals daily at noise levels of 80 dB. Mr. Pleasant stated that his belief was the only way to fix this problem is to decrease operations. He recalled that before NextGen BWI Marshall was almost at full capacity on Runway 28 and, if the FAA did not implement NextGen, there would not be an ability to add additional flights.

Mr. Pleasant commented that residents can request a sound study, but the planes will be rerouted during the study to avoid noise monitoring equipment. He explained that during the sound study at his home, his next-door neighbor, who was unaware a sound study was being conducted, remarked about how quiet it had been that week. Mr. Pleasant stated that FAA and MDOT MAA have a conflict of interest because they want to grow BWI. He also noted the State is trying to gain control of the Baltimore Washington Parkway so they transport more passengers from DC to use BWI Marshall. Mr. Pleasant stated NextGen's purpose is to control the congestion of the airspace and increase aircraft operations. Ms. Deborah Jung asked Mr. Pleasant where he lived. Mr. Pleasant replied he lived in Ellicott City, off of Maryland Route 103. Mr. Pleasant also stated that there are no noise monitors under the flight path in his area.

Ms. Reese added that she would like to discuss the noise monitors. Mr. Pleasant said that Howard County will not give permission to put noise monitors on their land. Mr. Roth stated that there was discussion about placement of a noise monitor at Thomas Wyatt Middle School, but the school system declined. Mr. Pleasant stated that FAA cannot get permission for noise monitor locations on other land in Howard County. Ms. Bowie stated that MDOT MAA has had a very challenging time finding spots in Howard County and finding people to approve the agreements for installation. She stated that MDOT MAA has worked diligently with people in Howard County, and progress was being made with the school system. She stated that it has been a long, educational process because the school system had never had a monitor. Ms. Jung and Ms. Bowie agreed to meet after the Roundtable meeting to discuss how Ms. Jung could serve as a liaison with Howard County Public School System moving forward.

Mr. Mark Peterson of Elkridge stated that the FAA has no oversight other than the appropriations from Congress. Mr. Peterson supports science, but believes senators in Congress are climate change deniers with no interest in science. He thinks tilting the legislation discussed by Senator Reilly towards economics would be the best way to get the interest of senators. If studies focus on spending costs as a result of NextGen, he thought the legislation may have a chance at being successful. Mr. Peterson believes trying to take the high-road and prove via statistics that NextGen is a bad idea that will not lead to success. Senator Reilly thanked Mr. Peterson for his comments and Ms. Reese restated that the legislation proposed by Senator Reilly would be introduced at the State level. Mr. Peterson clarified that FAA has not responded to our Governor and probably will not respond to our State legislature. He believes the only way is to prove financial detriment is via the studies, and that if they do show detriment, then maybe the Senate might put pressure on FAA by possibly changing appropriations. Mr. Peterson concluded by stating that the recent issues with the Boeing 737 MAX aircraft have proved the acting director of the FAA does not have interest in many important issues.

Mr. Mario Cisneros of Columbia commented he lives in Owen Brown by Lake Elkhorn. He noted he has lived in that location for 10 years and recently noticed the concentration of low altitude aircraft in his area. Mr. Cisneros commented that he has observed aircraft flying at 700 feet over his house at 10 pm on Saturdays, and that sleeping with the windows open is no longer an option because of the noise. Mr. Cisneros noted his home is 20 miles from BWI Marshall and he is unable to have conversations outdoors when planes are overhead. Mr. Roth asked if he knew if the planes were arriving or departing. Mr. Cisneros responded that he thinks they are arriving, and has been reporting his observations to the FAA. Mr. Roth replied that he bikes around Lake Elkhorn and has observed arrivals around 2,000 feet. Ms. Jung stated that some planes are close enough to give hand signals. Mr. Cisneros stated that the average altitude of aircraft was under 2,000 feet. He also stated that noise from departures were different, rumbly, and far away, but without the vibration that comes with the arrivals. Ms. Reese asked Mr. Roth

which runway is associated with the area, and Mr. Roth replied Runway 10 for arrivals and Runway 28 for departures. Mr. Roth asked if Mr. Cisneros knew about the FlightRadar app. Mr. Cisneros replied that he had been using the AirNoise.io system and that he has learned to be conscious about his complaints and only tries to report the most extreme cases. Mr. Roth told Ms. Cisneros not to feel bad about reporting, and the FlightRadar application can confirm whether an aircraft is an arrival or departure.

Ms. Anne Cowles of Brookeville noted she lives about 20 miles from BWI Marshall. She explained that she works outside and has 20 horses, but is considering moving because she is distraught with the aircraft noise. Ms. Cowles noted she was able to talk to Congressman John Sarbanes legislative assistant on April 11, 2019, and let them know she was extremely unhappy with the FAA and that NextGen is destroying the lives of people in Maryland. Ms. Cowles continued that members of a Facebook Group that she is a part of have designed a way to mimic pre-NextGen flight paths. She says she is not sure how she can continue her business if the noise continues and that she will have to move away from her land and her daughter. Ms. Cowles stated that she has tracked up to 20 flights over her property within half-an-hour, starting at 6:00 am. Mr. Roth asked if Ms. Cowles was part of BWI Quiet Facebook Group. Ms. Reese asked where Ms. Cowles lived and Ms. Cowles replied Brookeville, in the Sunshine area in Montgomery County. After some discussion, it was discovered that Ms. Cowles did not have a representative on the Roundtable for her area. Ms. Reese stated that she would get in touch with Ms. Cowles during a break in the meeting.

Ms. Tawanda Lovett of Columbia asked if private citizens could request MDOT MAA place a permanent noise monitor on their property. Ms. Reese stated that they could look at her address and see if it is a strategic location for a permanent monitor. Mr. Paul Shank of the MDOT MAA replied that he believed there were some sound monitors on private property and asked Mr. Royce Bassarab of HNTB if that was still the case. Mr. Bassarab stated that they have historically had some on private property, but currently the only private land where a monitor is located belongs to a homeowner's association. Ms. Lovett noted she has also had a two-week noise study done at her property and noticed, as Mr. Pleasant previously described, that it was quieter during that time.

Mr. Michael Bahr of Hanover said he is directly affected by Runway 15 departures. He stated that planes come off the Runway and do a 180-degree turn directly over his home. He highlighted that the McDonnell Douglas MD 80/88 (MD88) planes are the loudest and can be heard well after they are out of sight. Mr. Bahr also noted that when the MD88 flies over, you feel pressure from them as they pass. Mr. Bahr commented he observed that Spirit aircraft fly lower than the Boeing aircraft and that in times of cloudy, snowy, or rainy weather they are extremely loud and make an annoying thundering, bubbling sound.

Mr. Bahr commented he had also been recently looking up the aircraft noise standards and does not believe the numbers are accurate. He believes the standards are old and antiquated and would like Roundtable to challenge the noise thresholds and associated laws in the Maryland Legislature. Mr. Bahr commented that planes fly over his home and noise meters show levels of up to 80 or 90 dB, but the sound measurement chart presented in January had a maximum sound level of 65 dB, with the ambient noise during the day at 60 dB. Mr. Bahr concluded by asking how only five more dB are recorded when planes are flying over one's home.

Ms. Laura Donovan of Glen Burnie requested to speak and directed her comments to Senator Reilly. Ms. Donovan stated that there is an Office of Noise, but no Office of Vibration. She stated that many people mentioned during the meeting that they have problems due to vibration, and that needs to be

considered. Ms. Donovan concluded by asking about where complaint data was transmitted to at the FAA. Ms. Bowie responded data was provided to the BWI Marshall Airport Traffic Control Tower (ATCT).

4. COMMUNICATIONS, LEGISLATIVE, AND TECHNICAL COMMITTEE UPDATES

Ms. Reese discussed updates from the Communications Committee. Ms. Reese noted that Ms. Linda Curry was not in attendance, and Mr. Paul Verchinski was no longer on the Roundtable and had not yet determined if he would return as an alternate. As such, there were no updates.

Mr. Johnson provided an update on the Legislative Committee and stated that all the activities to which the committee has been actively involved had been previously discussed. He thanked Ms. Jung for her proposal on Howard County. Mr. Johnson stated that everyone who is communicating with their representatives is helping the Roundtable, and this communication is greatly appreciated. Mr. Johnson did note that he is concerned that all Roundtable correspondence is not being sent to all representatives and believes it should be. Mr. Johnson believes the more representatives know about what is going on with the Roundtable, the better. Ms. Jung believes Senator Katie Hester and Senator Clarence Lam would be interested in co-sponsoring legislation, and Mr. Johnson agreed and believes there are many State senators who would also be interested.

Ms. Reese asked Mr. Johnson to clarify that he meant the Roundtable Chair should be forwarding information about the Roundtable's activities on to all elected representatives. Mr. Johnson confirmed that was what he meant by stating that not all correspondence is being shared. Ms. Reese responded that she has been sending meeting agendas and any major actions or decisions that the Roundtable has made to elected officials. She has also noted that she had sent information to representatives and has not copied all Roundtable members. Ms. Reese admitted the difficulty in figuring out when to send information to officials and when to keep information only among Roundtable membership. Ms. Reese highlighted that recently she has gotten feedback and encouragement from various legislators to send them everything. Ms. Reese stated that, going forward, she will do a thorough review of communications and Roundtable materials to-date with the new Chair to share what she has learned thus far.

Mr. Reese provided an update on the Technical Committee and stated the committee has continued to work with the MDOT MAA and HMMH to develop potential alternative procedure changes for the FAA to consider. He believes they have some promising proposals, but they have to now do the hard work of analyzing the proposals and this will take more time.

Mr. Roth asked Mr. Adam Scholten of HMMH if planes are modeled as point sources where noise emanated from a single point in all directions or if aircraft emanate noise in a directional manner. Mr. Kurt Hellauer of HMMH responded that the Aviation Environmental Design Tool (AEDT) incorporates directivity into the model. Mr. Roth explained that he asked this question because of the experience of Ms. Cowley. He observed her complaints on BWI Quiet and her distance from the airport and was skeptical. Upon using the noise monitoring app and measuring noise at the Sunshine Post Office near Ms. Cowley's property, he could see Ms. Cowley was correct. Mr. Reese observed that noise was not heard until after the planes had flown over, meaning that the noise is emanating from the rear of the plane. Mr. Hellauer stated that aircraft noise involved many more factors, such as airframe noise versus engine noise and airspeed. Mr. Hellauer stated that the models take into account much, but not all, of those factors. Mr. Roth stated that if planes are flying straight and someone is behind them, they will hear every plane that passes. However, if a plane is turning and the noise is emanating from the back of

the plane, the noise will sweep and disperse. Mr. Roth asked if the noise models reflect that type of noise pattern. He also asked if turning was under consideration for the Technical Committee in the alternatives because turning would distribute the noise.

Mr. Holley asked Mr. Reese to explain the alternatives the Technical Committee had been considering. Mr. Reese explained that FAA would not offer any alternatives to the Roundtable, so the Technical Committee, with the support of the MDOT MAA and HMMH, researched what other Roundtables around the country have proposed to FAA and what FAA has taken action on. The Technical Committee is working with HMMH and the MDOT MAA to develop alternatives, focusing on arrivals first. Mr. Holley asked if the committee was considering Anne Arundel arrivals as well as Howard County departures and vice-versa. Mr. Reese replied yes, and that they were in discussions with MDOT MAA about how to attack this situation. He stated that the committee will not present to the Roundtable until the entire package of alternatives is complete, and it may take multiple meetings to go through all the procedures they are proposing. He also stated that there are further discussions that will have to take place about the Roundtable's Charter and what the Roundtable needs to consider going forward. Mr. Reese believes proposing alternatives is the only avenue left for the Roundtable to pursue, barring a major congressionally enforced restructuring of the FAA structure. Mr. Reese concluded by noting he was hoping the Technical Committee can have an initial brief together by the end of the federal fiscal year.

Ms. Reese suspended the meeting briefly for a 10-minute break.

5. STATE SENATOR CLARENCE LAM FROM HOWARD COUNTY, DISTRICT 12

Ms. Reese introduced Senator Lam from District 12. Senator Lam thanked Ms. Reese and recalled members of the Roundtable coming to Annapolis and testifying before the Howard County Delegation. He stated that the aircraft noise issue is very important and that is why he and Senator Reilly were in attendance. He jokingly mentioned that he was the second Senator to attend a Roundtable meeting. He stated that, in talking to communities, he hears the concerns of constituents who have voiced a high level of frustration with the noise that is taking place. Senator Lam lives in Columbia and has noticed in his own backyard the difference in noise levels from overhead aircraft and hears from constituents every week on this issue.

Senator Lam wants to encourage the Roundtable to continue the work they are doing and to know that it is important to bring voices together and raise awareness. He acknowledged his Councilwoman and Roundtable representative, Ms. Jung, who has been very vocal. Senator Lam has known Mr. Roth and Mr. Johnson for many years and is glad to see them representing their communities. He believes this issue crosses party lines, jurisdictions, and all constituents. Mr. Lam concluded by encouraging everyone to continue the good work and to not hesitate to reach out to himself and Senator Reilly.

6. MDOT MAA ROUNDTABLE UPDATES

Q1 2019 Legislative District complaint summaries

Mr. Scholten reviewed a presentation that was prepared in response to a request from the Roundtable regarding regularly sharing complaint data with elected officials. Mr. Scholten noted that the MDOT MAA and HMMH put together a presentation that identified the location and quantity of noise complaints over the first quarter (January 1st – March 31st) of 2019. He explained the presentation identified and displayed on color coded maps the complaints received and the complainants by Legislative Districts that make up the D.C. Metroplex BWI Community Roundtable. Mr. Scholten

explained the complaints were collected from the MDOT MAA Airport Noise Operations and Monitoring System (ANOMS), which is the MDOT MAA's new system used for monitoring and recording complaints. Mr. Scholten highlighted the first quarter 2019 noise complaints were primarily associated with operations at BWI Marshall, but that there were eight complaints associated with operations at Martin State Airport (MTN). Mr. Scholten also noted that the address associated with each complaint are represented as red dots on the respective maps in the presentation, and that Legislative Districts are color coded from cooler color tones to warmer color tones based on the levels of complaints and complainants recorded within each Legislative District.

Mr. Reese inquired if ANOMS accounted for complaints sent via the AirNoise.io system. Mr. Scholten confirmed that it does. Ms. Reese asked if the MDOT MAA was going to recognize the complaints from the AirNoise.io system moving forward. Ms. Bowie replied that they have always recognized the AirNoise.io complaints. Ms. Reese asked if they can encourage the members of the districts to use the AirNoise.io system without the results being questioned by the MDOT MAA. Ms. Bowie responded yes.

Mr. Scholten concluded the presentation and Ms. Bowie highlighted that the presentation would be posted on the website following tonight's meeting. Ms. Reese thanked Mr. Scholten for the presentation and stated that on the last conference call with the MDOT MAA, she and Mr. Chancellor talked about other ways to break down the complaint data to send to elected officials. She stated that complaints have decreased as people have realized the Roundtable is working on the issue and is concerned that the complaint numbers may be misleading. Ms. Sarah Lacey asked if the complaints can be broken out by time of day. Ms. Reese responded that this was a possibility and asked for volunteers from the Roundtable to brainstorm creative ways to present complaint information.

Ms. Deckert commented that the AirNoise.io system indicates numbers of complaints by time of day and believes it is possible to see all complaints made, not just those personally submitted. Ms. Deckert also stated that getting information to the elected officials would need to be done by the Roundtable, since the information is not distributed to everyone and only posted on the website. Ms. Reese agreed and stated that going forward it would be good to develop a procedure for putting information together that the Communications Committee could provide for the Chair to disseminate.

7. ROUNDTABLE LEADERSHIP ELECTIONS AND DISCUSSION

Roundtable Committees

Ms. Reese announced that the positions of Roundtable Chair, Vice Chair, and the heads of each committee were open and in need of new leadership. She began by asking if anyone was interested in leading the Communications Committee, previously chaired by Ms. Curry and Mr. Verchinski. Mr. Chancellor nominated Ms. Deckert. Ms. Reese seconded. Ms. Reese explained that the committees were created back when FAA still attended Roundtable meetings. She stated that the committees are extremely useful, but due to the small size of the Roundtable, the committees have become primarily one person doing the heavy lifting. Ms. Reese was unsure of how to change this fact, if there are a lack of volunteers, and asked if everyone would be okay with the current situation. Ms. Deckert accepted the position and is now Head of Communications Committee.

Ms. Reese asked if a belated press release could be sent out about tonight's meeting. Ms. Deckert responded that she would send out a press release when she got home that evening. Ms. Reese stated that there currently is no formal procedure for sending out press releases for the Roundtable. Going forward, press releases and other communications will go through Ms. Deckert.

Mr. Reese stated that he does not mind staying on as Chair of the Technical Committee. He stated he would like to bring on Mr. Holley as part of the Committee that also includes Mr. Chancellor and Mr. Paul Harrell. Mr. Holley agreed to join.

Mr. Johnson, the current Head of the Legislative Committee, stated that he was open to step aside for someone who had more sway and influence with legislators. Ms. Jung volunteered to be on the Legislative Committee and Ms. Reese stated that she would be part of the Legislative and Communications Committees. Mr. Johnson will stay as the Head of the Legislative Committee and will be joined by Ms. Reese and Ms. Jung.

Chair/Vice Chair

Mr. Roth volunteered to be either the next Chair or Vice Chair of the Roundtable. Ms. Sarah Lacey asked what the time commitment was to be the Vice Chair. Mr. Chancellor, the current Vice Chair, stated that the role supports the Chair and he would estimate that it was about four hours a week. Ms. Reese stated that, as the Chair, the administrative side of the job can be exhausting. Tasks include the behind-the-scenes work to plan the meetings. She stated that she became Chair right after the FAA stopped attending the Roundtable meetings, and she had to focus on lobbying elected officials and exploring legislative options to address the Roundtable's concerns. Ms. Reese noted she was not sure that the next Chair would have to do as much, but advised against anyone becoming the Chair who did not have good administrative and organizational skills. Ms. Reese stated that the Chair communicates with anyone and everyone and that phone calls with the public, elected officials, and MDOT MAA take up time. She explained the Chair must follow up on items with the MDOT MAA and FAA. Ms. Reese estimated a time commitment of seven to eight hours a week for the Chair, but explained that the commitment fluctuates, and that some weeks are a lot more and some are a lot less. Ms. Reese concluded by noting that she assumes that, once the proposals for the Roundtable procedure changes are ready to be reviewed, the Chair may be spending more time.

Ms. Reese reminded everyone that, per the Roundtable Charter, if members miss two meetings, it is considered a resignation. She stated that she has been adamant about this rule and that it is needed for continuity and to keep everyone aware of status as well as remain productive. Ms. Reese highlighted an exception to that rule is Mr. Lance Brasher, who has been active on the Roundtable's behalf on the federal side and has attended meetings with groups in Montgomery County and staff at Senator Van Hollen's office. Ms. Reese noted that due to Mr. Brasher's extensive involvement outside the Roundtable, they reached an agreement that he did not need to attend every Roundtable meeting.

Ms. Lacey asked if Ms. Reese received any nominations from those not present at the meeting. Ms. Reese responded she had not. Ms. Lacey volunteered for the Vice Chair position, and Mr. Roth volunteered for the Chair position. Ms. Reese presented the slate as Mr. Roth for Chair and Ms. Lacey for Vice Chair. Mr. Reese motioned for a vote. Ms. Jung seconded. All were in favor. Ms. Reese asked that members vote for the slate with a show of hands. All twelve in attendance voted in favor. Mr. Roth is the new Roundtable Chair and Ms. Lacey is the new Roundtable Vice Chair.

8. PLANNING FOR NEXT MEETING

Potential charter review and discussion

Ms. Reese stated that Mr. Johnson had sent an email about potential changes to the Charter. Ms. Reese noted they decided to table that discussion until the next meeting and that the new Chair would have to make sure to include it on the agenda.

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Set date for next meeting

Mr. Reese proposed holding the next meeting in July. He stated the Technical Committee would have made progress on their analysis of the alternatives. Mr. Scholten agreed that July would be a good date. Ms. Reese asked if anyone wanted to have a meeting prior to July. Ms. Deckert asked when FAA was expected to respond to the letter and email sent by the Roundtable. Ms. Reese stated that she was not sure, but that when a response came in, it could be forwarded to everyone on the Roundtable. Ms. Reese noted that at that time, a meeting could be called by the Chair if needed. Mr. Scholten stated that if a meeting is called by the Chair, some lead time would be needed to plan and ready materials. After some discussion, the date of July 9, 2019 was picked for the next meeting date.

Deliverables:

- **Mr. Roth to add an agenda item to discuss changes to the Roundtable Charter for next meeting**

9. ADJOURN

Mr. Reese motioned to adjourn the meeting. Mr. Chancellor seconded the motion. All were in favor. The meeting adjourned at 8:58 pm.