

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Fifteenth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, June 19, 2018, 7:00 PM – 8:40 PM

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	Alternate for Pat Daly Jr., Office of Anne Arundel County Executive Steven Schuh	
Jesse Chancellor, Vice Chair*	District 9	✓	Linda Curry	Alternate for Erica Wilemon, District 33	✓
Christopher Yates*	District 9	✓	Pat Daly Jr. *	Office of Anne Arundel County Executive Steven Schuh	✓
Howard Johnson*	District 12	✓	David Lee*	Office of Howard County Executive Allan Kittleman	
Drew Roth*	District 12		Grace Fielhauer	Alternate for David Lee, Office of Howard County Executive Allan Kittleman	
Gail Sigel	Alternate for Drew Roth, District 12	✓	Bryan Sheppard*	Office of Baltimore County Executive Kevin Kamenetz	
Paul Verchinski*	District 13	✓	Gary Smith*	County Councilman Jon Weinstein	✓
Rusty Toler*	District 13		Kimberly Prium	Alternate for Gary Smith, County Councilman Jon Weinstein	
Evan Reese	Alternate for Mary Reese, District 30	✓	Ellen Moss*	County Councilman John Grasso	
Tim Rath*	District 31	✓	Brent Girard	Office of Senator Van Hollen	✓
Paul Harrell*	District 32	✓	Paul Shank, Chief Engineer	MDOT MAA	
Richard Campbell	Alternate for Paul Harrell, District 32		Robin Bowie, Director Office of Environmental Services	MDOT MAA	✓
Dan Klosterman*	District 32	✓	Karen Harrell, Noise Program	MDOT MAA	✓

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Roundtable Member	District / Organization	Attended	Roundtable Member	District /Organization	Attended
Marcus Parker Sr.	Alternate for Dan Klosterman, District 32		Louisa Goldstein, Counsel	MDOT MAA	
David Scheffenacker Jr.*	District 32	✓	Greg Voos	NBAA	
Lance Brasher*	District 33		Kyle Evans	General Aviation Rep, CP Management LLC	
Erica Wilemon*	District 33		David Richardson	Southwest Airlines	✓

*Voting Members

ADDITIONAL PARTICIPANTS

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

Darline Terrell-Tyson, Deputy Director Office of Environmental Services

Jonathan Dean, Communications Manager

Trey Hanna, Assistant for Legislative and Special Projects

Roberta Walker, Administrative Assistant

Contractor Support

Kurt Hellauer, HMMH

Royce Bassarab, HNTB

MEETING MATERIALS

Participants received the following materials in advance:

- Meeting Agenda for June 19, 2018
- Draft Meeting Minutes from April 24, 2018
- Draft Meeting Minutes from May 15, 2018
- Draft Technical Liaison Committee Charter
- Draft Government Committee Charter

Handouts at meeting:

- Meeting Agenda for June 19, 2018
- Draft Meeting Minutes from April 24, 2018
- Draft Meeting Minutes from May 15, 2018
- MAA Presentation Titled "Navigational Fix Locations at Baltimore/Washington International Thurgood Marshall Airport"
- MAA Graphics Titled "BWI Calendar Year 2017 Jet Arrival and Departure Flight Track Density Plotted over 2010 US Census Block Population Density"
- MAA Presentation Titled "BWI 2017 Quarter 3 and Quarter 4 Jet Departure Flight Track Density from Quarterly Reports"

Presentations at meeting:

- MAA Presentation Titled "Navigational Fix Locations at Baltimore/Washington International Thurgood Marshall Airport"
- MAA Graphics Titled "BWI Calendar Year 2017 Jet Arrival and Departure Flight Track Density Plotted over 2010 US Census Block Population Density"

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- MAA Presentation Titled “BWI 2017 Quarter 3 and Quarter 4 Jet Departure Flight Track Density from Quarterly Reports”

1. INTRODUCTIONS (7:01)

Ms. Mary Reese (Chair) welcomed attendees and opened the meeting.

Member roll call

Ms. Reese welcomed attendees and asked members of the Roundtable to introduce themselves. She requested members include the legislative district and area each represents to allow members of the audience to identify with their district’s Representative. Roundtable members introduced themselves to meeting attendees.

Review and approve agenda for tonight’s meeting

Ms. Reese then discussed the agenda for the meeting. She inquired if Roundtable members desired to discuss the agenda or make revisions. Mr. Paul Verchinski noted he would like to amend the agenda to include a discussion of the upcoming June 27 NextGen Advisory Committee meeting and obtain approval from the Roundtable for him to speak at that meeting. Mr. Gary Smith also noted he would like to revise the agenda to include a discussion of a letter from Howard County to the FAA regarding the FAA’s proposed procedures as presented at the April 24, 2018 Roundtable meeting. Ms. Reese moved to approve and amend the agenda as requested by Mr. Verchinski and Mr. Smith. Mr. Smith seconded the motion. All were in favor. The meeting agenda as amended was approved.

Review and approve April 24, 2018 meeting minutes

Ms. Reese discussed the April 24, 2018 meeting minutes and inquired if there was a need for corrections or changes to the Minutes. Mr. Paul Harrell moved to approve the April meeting minutes. Mr. Evan Reese seconded the motion. All were in favor. The April 24, 2018 meeting minutes were approved.

Review and approve May 15, 2018 meeting minutes

Ms. Reese discussed the May 15, 2018 meeting minutes and inquired if there was a need for corrections or changes to the Minutes. Mr. Harrell moved to approve the April meeting minutes. Ms. Linda Curry seconded the motion. All were in favor. The May 15, 2018 meeting minutes were approved.

2. DISCUSSION OF ROUNDTABLE MEETING SCHEDULE/WAY-AHEAD

Ms. Reese then discussed the schedule for future Roundtable meetings and the future direction for the Roundtable. Ms. Reese noted that she believed the Roundtable should have a July meeting, as the MDOT MAA will be presenting an analysis of the FAA’s proposed procedure designs at that meeting and the Roundtable needs to provide a recommendation to the FAA based on the results of the MDOT MAA’s analysis. Ms. Reese explained that she had also sent a letter to Ms. Louisa Goldstein of the MDOT MAA requesting legal advice on the Roundtable’s liability should the Roundtable vote on the FAA’s proposed procedure designs at the July meeting. Ms. Reese noted that that she had not yet received a response, but that Ms. Goldstein indicated the MDOT MAA would provide a response as soon as practicable.

Ms. Reese commented that the Roundtable has requested from the MDOT MAA that all copies of portable community noise monitoring reports be made available to the Roundtable for review and distribution. Ms. Robin Bowie of the MDOT MAA responded that as of this meeting all portable community noise monitoring reports from 2015 onward are available on the MAA Community Relations website, and that as future reports are completed they will be added to the site.

**Note: Portable community noise monitoring reports are available on the MDOT MAA Community Relations Website at:*

http://www.maacommunityrelations.com/content/anznoiseupdate/2017-18_nmrs.php

Ms. Reese inquired of Ms. Linda Curry if Ms. Curry could ensure e-mails could be sent via the Communications Committee to have individuals verify the presence of their noise reports on the MDOT MAA website. Ms. Curry responded that she will send out a notice regarding the availability of the reports on Facebook as well as via e-mail using the Roundtable's comprehensive contact list.

Ms. Reese asked Roundtable members how they would like meetings to be scheduled moving forward and whether there should be longer intervals between Roundtable meetings. Mr. Verchinski responded he believed Roundtable meetings should be held based on the discretion of the Roundtable Chair. He noted that the Roundtable could meet as a whole as necessary if there was something substantive that needed to be reviewed or at the request of a subcommittee, but otherwise the full Roundtable need not meet. Ms. Reese proposed that the Roundtable meet as frequently as once a month, but no less frequently than once a quarter to as determined by the Chair and Vice Chair. Ms. Reese noted that the Roundtable would at a minimum meet once a quarter to show the Roundtable is still active and that the groups concerns still need to be addressed by the FAA.

Mr. Harrell inquired as to the date of the next meeting. Ms. Reese confirmed the next meeting will be held on July 17 and noted it was her understanding that if the Roundtable did not have a response from the Attorney General's office regarding the Roundtable's liability for voting on the FAA's proposed procedures the Roundtable could wait until a response was received before bringing the procedures to a vote. She also noted that based on conversations she has held with Mr. Paul Shank of the MDOT MAA the Roundtable's delaying the vote on the FAA's proposed procedures would only delay the FAA's implementation of the proposed procedures by a corresponding length of time. Ms. Bowie responded that the length of the delay in the FAA implementing the procedures was one of the questions posed to the FAA by the Roundtable, and that the FAA will respond to the Roundtable in writing.

Mr. Reese moved to hold the next Roundtable meeting on July 17, and that following the July meeting the Roundtable would meet as frequently as once a month but no less frequently than once a quarter at the discretion of the Roundtable Chair and Vice Chair. Mr. Verchinski seconded the motion. All were in favor. The Roundtable will next meet on July 17, 2018 and in subsequent months would meet as frequently as once a month but no less frequently than once a quarter at the discretion of the Chair and Vice Chair.

Ms. Reese inquired with the MDOT MAA how far in advance the MDOT MAA needed to know before a Roundtable meeting could be scheduled. Ms. Bowie responded that approximately three weeks of advance notice was required in order to accommodate the logistics for the meeting.

2A. DISCUSSION OF LETTER TO ROUNDTABLE FROM HOWARD COUNTY GOVERNMENT

Ms. Reese next discussed the letter from Howard County Government to the Roundtable. Mr. Smith noted that prior to tonight's meeting, Howard County Executive Mr. Allan Kittleman and County Counsel Ms. Mary Kay Sigaty issued a letter supporting the BWI Roundtable and advocated in support of the FAA's proposed procedure changes as presented at the April 24, 2018 Roundtable meeting. Mr. Smith highlighted that although the Howard County Government's letter supports the FAA's efforts for proposed procedure changes for departures, the letter notes that the FAA's work is incomplete and that there are many concerns the FAA has yet to address including solutions to arrivals. Mr. Smith moved to include the letter from Howard County into the official Roundtable record. Mr. Verchinski seconded the

motion. All were in favor. The letter from Howard County Government to the Roundtable was approved for inclusion in the official Roundtable record.

2B. LEGISLATIVE COMMITTEE UPDATE

Ms. Reese moved to discuss the recent efforts of the Legislative Committee. Mr. Chancellor provided an update on the Legislative Committee and noted that due to Mr. Smith's involvement in the clean-up efforts from recent floods in Ellicott City, former Roundtable Chair Mr. Lance Brasher has been assisting the committee in working with Howard County to create language for the FAA Reauthorization Bill. Mr. Chancellor explained that both US Senators from Maryland and Massachusetts have agreed that if the communities around various airports in those states agree on a common set of language applicable to all communities affected by aircraft noise, then the Maryland and Massachusetts Senators would work together to get the language into the FAA Reauthorization Bill. He noted that as expected different communities had different priorities as to what items should be included in the legislative language, and explained that in the Roundtable's proposed language the focus was on increasing aircraft dispersion and altitudes. Mr. Chancellor highlighted that Montgomery County shared mostly the same focus as the Roundtable, but also was interested in encouraging the use of alternating runways which has been discussed by the Roundtable but never endorsed. Mr. Chancellor noted that after some negotiation, draft legislative language was generated that addressed both the Roundtable's and Montgomery County's concerns and that the draft language is available for review to those interested at tonight's meeting.

Mr. Chancellor also discussed Maryland Senator Chris Van Hollen's efforts to get language into FAA Reauthorization Bill. Mr. Chancellor explained that Senator Van Hollen was able to secure language that included allowing for fair consideration to public comments, reducing noise through modifying flight procedures, increasing aircraft dispersion, and utilizing improved methods and methodologies to measure actual aircraft noise at ground level instead of theoretical modeling. Mr. Chancellor also noted Senator Van Hollen's language stated the FAA should give high priority to considering if increased aircraft noise levels disrupt homes and business, threaten public health, and provide necessary resources to regional offices to help work with communities in evaluating aircraft noise impacts. Mr. Chancellor concluded by noting that recent communications with Maryland Senator Ben Cardin's office indicated the timing of when the FAA bill is brought to the floor is uncertain and that the window of time for amendments to be considered will be very narrow with little or no opportunity for the amendments to be brought to a vote.

Ms. Curry inquired if there were any suggestions from the Legislative Committee on what the Roundtable could be doing to help further support drafting legislative language for inclusion in the FAA Reauthorization Bill. Mr. Chancellor responded the Legislative Committee did not have any suggestions, and that he believed communities had little control over the ultimate final legislation, as it is primarily something that is negotiated inside the Senate. Mr. Chancellor noted he believed Maryland Senators Cardin and Van Hollen were doing all that they could to try and include language that would be beneficial to the Roundtable, and that he did not think communities need to do anything more than be supportive of their efforts.

Mr. Smith thanked Mr. Chancellor, Mr. Brasher, and Mr. Howard Johnson for their efforts on the Legislative Committee and noted that one suggestion that was mentioned by the Legislative Committee was to gain the support of a Republican Senator who would also support the inclusion of language regarding aircraft noise concerns in the FAA Reauthorization Bill. Mr. Smith noted he did not have any suggestions, but that he was interested if Mr. Brent Girard from Senator Van Hollen's office had information on Republican Senators that could be targeted that would be sympathetic to the

Roundtable's concerns. Mr. Pat Daly Responded that the only Republican Senators he was aware of that may be worth reaching out to would be those involved in the flight path changes in Phoenix, and that those senators may know who else on the floor would be interested in supporting changes to the FAA Reauthorization Bill. Mr. Verchinski inquired if there were other areas within the US experiencing aircraft noise issues and if there were Republican Senators associated with those areas. Mr. Daly responded that he did not mean to be political, but that most of the areas expressing concern over aircraft noise were associated with representation by the Democratic Party. Mr. Daly concluded by noting that to most Republicans aircraft noise concerns are a non-issue, and that was why it is important to reach out to those Republican Senators, such as those in Phoenix, who may have aircraft noise as a concern.

Mr. Daly inquired if the Roundtable should contact South Dakota Senator John Thune, the Chair of the Senate Committee on Commerce, Science, and Transportation. Ms. Curry responded she believed the Roundtable should reach out to Senator Thune since he is one of the primary decision makers in the FAA Reauthorization Bill. Ms. Reese noted she would discuss the suggestions for reaching out to Republican Senators who may be involved in the Phoenix flight path changes and Senator Thune with Mr. Brasher since he has taken the lead on the most recent Roundtable legislative efforts.

2C. DISCUSSION OF NEXTGEN ADVISORY COMMITTEE MEETING

Ms. Reese moved on to discuss the upcoming NextGen Advisory Committee meeting in Washington D.C. Mr. Verchinski explained that the NextGen Advisory Committee was meeting in Washington D.C. on June 27 and that the Federal Register announcement stated members of the public may present oral statements at the meeting. Mr. Verchinski noted he had registered to attend the meeting and was seeking approval from the Roundtable to present the Roundtable's positions and the September 8' 2017 letter to the FAA to the committee on behalf of the Roundtable. Mr. Verchinski believed the opportunity to speak in front of the NextGen Advisory Committee was a great opportunity, and motioned to seek approval to represent the Roundtable at the June 27 NextGen Advisory Committee meeting. Ms. Curry seconded the motion. All were in favor. Approval is granted for Mr. Verchinski to represent the Roundtable at the June 27 meeting of the NextGen Advisory Committee.

3. APPROVAL OF TECHNICAL LIAISON AND GOVERNMENT COMMITTEE CHARTERS

Ms. Reese moved to discuss and approve the Technical Liaison and Government Committee Charters. Mr. Chancellor noted that he did not believe members of the Roundtable had copies of the Technical Liaison and Government Committee Charters. Mr. Chancellor noted since copies of the Charters were not available, approval of the Charters should be deferred until the July meeting. Ms. Reese concurred, and noted that copies of the Charter would be made available for approval at the July meeting.

Deliverables:

- **MDOT MAA to provide copies of the Technical Liaison and Technical Committee Charters to Roundtable members for approval at the July Roundtable meeting**

4. UPDATES FROM MAA/HMMH

Ms. Reese moved on to updates and presentations from the MDOT MAA and HMMH to the Roundtable. Mr. Kurt Hellauer from HMMH introduced himself and noted that HMMH and the MDOT MAA had three brief presentations for tonight's meeting that had originally been prepared for presentation to the Roundtable in March but were deferred due to cancellation of the March meeting and more pressing agenda items at subsequent meetings.

Mr. Hellauer presented the first presentation, which identified and depicted the locations of navigational points associated with published aircraft arrival, departure, and approach procedures at BWI Marshall. Mr. Hellauer explained the FAA publishes a national database of arrival, departure, and approach procedures that are updated every 28 days. He explained further that although the FAA national navigational database is updated every 28 days, paper aeronautical charts used by pilots and industry are only updated every 56 days even though industry is moving away from the use of paper products and shifting to digital catalogs of flight procedures. Mr. Hellauer noted that at the time this presentation was prepared, the most current effective edition of the FAA's navigational point database was downloaded and filtered based on whether the navigational point was included in a Standard Terminal Arrival Route (STAR), Standard Instrument Departure (SID), or Standard Instrument Approach Procedure (SIAP) serving BWI Marshall. The filtered navigational points were then included in a spreadsheet for reference by the Roundtable and plotted on maps with local communities, legislative districts, and major roads as well as the SID, STAR, and SIAP routes.

Mr. Hellauer continued and explained the color coding (legend) pertaining to the various SID, STAR, and SIAP routes. He explained that although the navigational points are depicted as triangles (standard symbology for an intersection), the navigational points could in fact be either Intersections derived from ground based navigational aids (NAVAIDs) or Waypoints derived from the Area Navigation (RNAV) such as Global Positioning System (GPS). Mr. Hellauer concluded the presentation by reviewing an Excel spreadsheet that contained the names, coordinates, and data sources of the navigational points associated with BWI Marshall arrival, departure, and approach procedures.

Ms. Reese inquired if the graphics in the presentation could be enlarged and if the presentation will be posted to the MDOT MAA website. Mr. Hellauer responded the graphics could not be enlarged in the presentation, but when posted to the MDOT MAA website the graphics could be zoomed via inclusion in PDF files. Mr. Chancellor inquired if the spreadsheet will be posted with the presentation to the MDOT MAA website, and if the navigational points in the presentation are clearly labeled to correspond to the same points in the spreadsheet. Mr. Hellauer responded noting that the spreadsheet will be posted with the presentation to the MDOT MAA website and provided an example of how the spreadsheet could be cross-referenced to the presentation by reviewing the navigational point TERPZ in both documents.

Ms. Reese noted she would like to revisit the discussion of the way ahead for the Roundtable and inquired what the Roundtable is expecting of her as the new Roundtable Chair. She inquired with the Roundtable as to what items she should be advocating for and communicating with elected officials. Mr. Smith responded that he believed the Roundtable chair should be advocating for issues aligned with the Roundtable's direction and that it is difficult to say what the Chair should be doing at this juncture. He noted the Roundtable needs to discuss plans moving forward after the FAA provides the results of the technical analysis of the proposed procedure designs presented at the April meeting and that those plans will shape the future direction of the Roundtable.

Mr. Smith commented he had written in prior correspondence that the Roundtable has been an advisory group for quite some time and that he had proposed the possibility of the Roundtable transitioning to become an advocacy group and that he did not receive much interest. He noted the Roundtable's approach up to this point has been reactive instead of proactive and has only been able to take action on material that has been presented to the group. Ms. Curry responded that she believed the Roundtable could be doing a better job of interacting with the MDOT MAA and Maryland state elected officials to see what actions the State could take to address the Roundtable's concerns and help improve conditions around BWI Marshall. Ms. Reese responded it was unfortunate Mr. Brasher was not at this meeting, as there have been details of interactions with elected officials she has not yet had the opportunity to review due to the transition between Roundtable Chairs. Ms. Reese noted she needed to

schedule a meeting with Mr. Brasher to discuss the status of various correspondence with elected officials and that prior to the change in Chairs she had attended a meeting with Mr. Brasher and Mr. Chris Yates with Governor Hogan's staff. Ms. Reese explained that she thought the dialogue with Governor Hogan's staff and other elected officials was beneficial and that she thought the Roundtable needed to continue this dialogue but wanted to know other Roundtable member's opinions.

Ms. Curry inquired if the Roundtable could have a separate meeting focused on discussing the future of the Legislative Committee. Mr. Verchinski responded that the Roundtable could put a discussion of the future of the Legislative Committee on the agenda for the next Roundtable meeting or postpone to a future meeting. Mr. Verchinski noted that while on the subject of the Legislative Committee, he wanted to revisit the discussion of targeting Republican Senators to influence the language of the FAA Reauthorization Bill. He explained that it would be helpful if the Roundtable Chair could perhaps specifically approach Senators John Thune and Bill Nelson on the Senate Committee on Commerce, Science, and Transportation and present the Roundtable's concerns. Mr. Chancellor responded the Roundtable is a small regional organization, and that Senator Thune would have no reason to speak with the Roundtable except out of courtesy since the Roundtable is not one of his constituents. Mr. Chancellor noted he did not disagree with any of the proposals that have been set forth for the direction of the Roundtable moving forward, but that this type of discussion is too large to have at this meeting and should be deferred to a future meeting after the presentation of the FAA proposed procedure analysis in July.

Ms. Curry commented that by delaying having the conversation on the future of the Legislative Committee and direction of the Roundtable that the Roundtable could miss the opportunity to shape the language of the FAA Reauthorization Bill. She explained that waiting as long as 60 days to have a conversation about the future of the Roundtable is time the Roundtable cannot afford due to the short window that will be available to make comments on the FAA Reauthorization Bill and that if the Roundtable was going to approach Senators Thune or Nelson they should be doing so now. Mr. Chancellor responded that the Legislative Committee should be given leeway to create a plan for interacting with Republican Senators as well as handling the FAA Reauthorization Bill and inform the Roundtable of the plan through e-mails and other correspondence. He noted if there are no objections from the Roundtable, the Legislative Committee would then act on the plan during the period between this and the next Roundtable meeting where the plans for the future of the Roundtable and Legislative Committee could be discussed. Mr. Chancellor concluded by noting that the Roundtable could ask the Chair to engage in a large number of activities between now and the next Roundtable meeting, but that there needs to be a well-developed strategy coordinated with the Legislative Committee on what items the Roundtable Chair should address moving forward.

Ms. Curry inquired if interacting with Senators Thune or Nelson had to be done via a face-to-face meeting. Mr. Chancellor responded he believed interaction with the Senators could take the form of a letter that would be seen by both Senator's staff. Mr. Pat Daly responded that from his experience as a District Director to a US Congressman, you want to target a specific staffer within each Senator's office. Mr. Chancellor commented that it might be beneficial to have a conversation with Maryland Senator Staffers to see if their senatorial relationships would allow the Roundtable to interact with other Senators in an effective manner. He explained that the Roundtable is not a legislative body and is not an expert at drafting legislation and that he does not want to unnecessarily expend the Roundtable's time on activities that may not yield results. Ms. Curry inquired if the Roundtable could provide the Legislative Committee with authorization to contact Senator Thune's and Senator Nelson's office with the Roundtable's position on the FAA Reauthorization Bill similar to the Communication Committee's Charter at the discretion of the Chair and Vice Chair. Mr. Smith responded he would first like to reach

out to Mr. Girard from Senator Van Hollen's office and aides in Senator Cardin's office to determine if they have any connections to Senator Thune or Senator Nelson that could aid in setting up a meeting with either Senator's staff. Ms. Reese concurred with Mr. Smith and noted that she believed there was consensus on the Roundtable that there should be leeway for the Legislative Committee Chair to engage Maryland and other state's Senators such as those on the Senate Committee on Commerce, Science, and Transportation to try to have an impact on the FAA Reauthorization Bill. Ms. Reese explained that any further discussions regarding the general future of the Roundtable warrants a separate discussion on the structure of the Roundtable Charter and a decision if the Roundtable desires to shift away from being a community advisory group to becoming an advocacy group. Mr. Chancellor concurred with Ms. Reese and added that if the Roundtable becomes structured differently than as currently defined in the Roundtable Charter the relationship with the MDOT MAA may change as they have legal constraints on what types of groups they can sponsor.

Ms. Curry inquired if the discussion could move back to the Legislative Committee and moved that the Legislative Committee to have authorization to contact the offices of Senator Thune and Nelson to communicate the concerns of the BWI Roundtable. Ms. Reese responded that she would like to modify the motion to authorize the Legislative Committee, Roundtable Chair, and Roundtable Vice Chair to freely engage with elected officials at all levels including senatorial outreach to get the FAA Reauthorization Act amended consistent with the Roundtable's concerns. Ms. Curry requested Ms. Reese restate the motion. Ms. Reese moved that the Roundtable to approve the Legislative Committee, Chair, and Vice Chair to engage at every level of Government to advocate for the changed language of the FAA Reauthorization. Mr. Smith seconded the motion. Ms. Reese interjected and noted that as the Legislative Committee, Chair, and Vice Chair work to contact elected officials they should notify one another to coordinate each engagement. Ms. Curry proceeded with re-advancing the motion based on Ms. Reese's comments. Mr. Chancellor seconded. All were in favor. Approval was granted for the Roundtable Legislative Committee, Chair, and Vice Chair to engage at every level of Government to advocate for the changed language of the FAA Reauthorization.

Mr. Chancellor commented as a follow up to the motion's adoption that reaching out to various elected officials offices has implications for Roundtable member's time and resources. He explained the Roundtable consists of volunteers and that it has no budget or staff, where if the MDOT MAA was asked to conduct outreach they have the budget and staff to send letters and e-mails to try arrange for meetings with legislative officials. Mr. Chancellor highlighted that volunteers do not have this level or resources available and that expectations should be tempered as to how much legislative outreach can actually be accomplished. Mr. Chancellor concluded by noting that he and Ms. Reese will speak with the Legislative Committee to agree to a plan that makes sense, and that the plan may be more limited or focused in order to reach a broad group of legislators.

Ms. Curry commented that she believed it was the intent of the Legislative Committee and Mr. Smith for legislative outreach to be broad to allow for leeway in contacting legislative officials, and that Mr. Smith is primarily focused on speaking with Senator Van Hollen's office to gain insight on how the Roundtable should be pursuing legislative efforts. Mr. Smith concurred and noted he would like to start with contacting Senator Van Hollen's office as a starting point for further legislative outreach.

Ms. Reese moved on to the second deferred presentation on the agenda from the MDOT MAA and HMMH. Mr. Hellauer presented graphics depicting the concentrations and locations of calendar year 2017 departure aircraft flight tracks at BWI Marshall overlaid on 2010 US Census Tracts with shading corresponding to population density. He explained that the concentrations of aircraft departure flight tracks were depicted in shades of purple with areas of low flight track density depicted by light shades of purple and areas of higher density by darker shades. Mr. Hellauer also explained that the population

density within the Census Tracts of 2010 US Census population data on a per-tract basis in the graphics was depicted by increasingly brighter colors from green at lower density levels to orange at higher density levels. Mr. Hellauer concluded by noting that these graphics were in response to a request from the Roundtable to determine where aircraft flight paths were located compared to residential population centers and that there is a second similar graphic he would be presenting for arrivals.

Ms. Gail Sigel noted that these graphics depict 2010 US Census data, but that there was discussion at a prior meeting that other population data sources should be considered and that the population in her area of Howard County has increased since 2010. Mr. Hellauer responded that there are Metropolitan Planning Organizations throughout the country that track population data independent from the US Census, but that those organizations do not track population data with the same methodology or level of detail as the US Census. Mr. Hellauer noted 2010 US Census data was used for consistency with prior MODT MAA documents, and that other more recent data sets could be used to generate population density if desired.

Mr. Verchinski commented that the graphics inaccurately depict the location of Columbia and Ellicott City. He noted it was frustrating that the location of Columbia as depicted in the graphics needs to be moved to the south, and that this was the same location the FAA depicted Columbia in their graphics that was also incorrect. Mr. Reese responded and agreed some of the locations were frustrating, but that the flight track data on the map was more representative for determining the location of Columbia than where the point depicting Columbia was labeled on the map. Mr. Reese noted I would have been helpful if this data would have been presented to the Roundtable a year and a half ago, but that he appreciated HMMH and the MDOT MAA making the data available. Mr. Reese inquired if it would be possible in future graphics to depict flight track concentrations from prior to the implementation of NextGen over the same population density maps to allow the Roundtable to make comparisons. Mr. Hellauer responded it would be possible to provide pre-NextGen graphics but that the extent of the data for the flight tracks may not go as far from the airport as what was presented tonight (i.e., 2017 radar data).

Ms. Reese inquired if it would be possible to adjust the shading of the flight track concentrations to make it easier to determine the density of the 2010 US Census data underneath the flight tracks. Ms. Reese suggested outlining the tracks as a corridor rather than depicting the varying levels of flight track concentrations. Mr. Hellauer responded that the flight track concentrations were colored based on the colors of the 2010 US Census population data so as to not utilize the same color palette and that HMMH will look at outlining the tracks as a corridor based on Ms. Reese's suggestions. Mr. Reese commented he believed these graphics were helpful and could be useful in having conversations with those outside the Roundtable regarding the Roundtable's concerns.

Mr. Hellauer next presented the graphics depicting the concentrations and locations of calendar year 2017 arrival aircraft flight tracks at BWI Marshall overlaid with 2010 US Census Tract population density. Mr. Hellauer highlighted as an example along Runway 33L that there are some areas where flight track concentrations become less pronounced, and then become more pronounced as aircraft navigate toward BWI Marshall from the northeast and turn to join the extended Runway 33L centerline. He noted this is the result of aircraft flight tracks becoming more dispersed and intercepting the final approach course at different locations, and that in reality the flight tracks from the northeast are flying a continuous path instead of the broken path as depicted in the flight track concentrations. Ms. Reese noted that it did not appear in the graphic that the highest level of flight track concentration, depicted by dark purple in the Legend, was reached anywhere near BWI Marshall. Ms. Reese explained that this was concerning as it appears the Legend is not matching up with the flight track concentrations as

depicted in the graphics and could be misleading since there are areas where the flight track concentrations are high but are not depicted as such based on the key in the Legend.

Ms. Sigel inquired if there was any way one could determine the number of flights per day based on the low, medium, and high flight track concentrations. Mr. Hellauer responded the concentrations were not based on the number of flights per day, but instead were based on a grid and how many flight tracks fell within each cell of the grid based on a search area of approximately 300 feet. Ms. Reese inquired if it would be possible to provide some quantification of the flight track concentrations in the Legend that would equate the number of flight tracks within a given area to an approximate number of overflights. Mr. Hellauer noted that the flight track concentrations in these graphics could not be equated to noise levels, but that the graphics could be adjusted to better provide an estimation of the number of aircraft overflights within a given area instead of the relative concentration of the flights within an area. Ms. Reese inquired if it would also be possible to add range rings to the graphics at regular intervals and if it would be possible to break up the graphics into a mosaic of five to ten images at increased zoom levels that would make it easier to see the flight track concentrations in greater detail. Ms. Curry inquired if it was necessary to show the east side of Baltimore or Towson. Ms. Reese responded she believed it was necessary as both areas have flight track concentrations associated with arrival procedures to BWI Marshall and that she was happy with the geographic area presented in the graphics.

Mr. Hellauer concluded the presentation of graphics of calendar year 2017 arrival and departure flight track concentrations compared to 2010 US Census population density by reviewing requested revisions to the graphics from the Roundtable. Mr. Hellauer noted the Legend in the graphics would be re-examined to ensure the flight track concentrations accurately matched up with the values in the Legend, range rings would be included in the graphics, and each graphic would be broken up into a mosaic of several smaller zoomed in areas of greater detail. Mr. Verchinski inquired with Mr. Hellauer if the graphics would also be corrected for the error with the location of Columbia. Mr. Hellauer responded in the affirmative and noted he suspected the location for the label of Columbia was generated automatically from the US Census data. Mr. Hellauer noted the revised graphics would also include outlines of the flight track concentrations in accordance with the Roundtable and Ms. Reese's requests.

Ms. Reese moved on to the third and final deferred presentation on the agenda from the MDOT MAA and HMMH. Mr. Hellauer presented a comparison of third and fourth quarter 2017 Jet Aircraft departure flight track concentrations. Mr. Reese interjected and noted that this presentation was the result of a request from the Roundtable to the FAA for the most current quarters of flight track data that the FAA failed to provide. Mr. Hellauer continued and compared the Jet Aircraft departure flight track concentrations from the third quarter to the fourth quarter of 2017. He highlighted that there were some slight shifts in the flight track concentrations between the third and fourth quarter that could be attributed to better climb performance during the cooler fourth quarter months of October, November and December. Mr. Hellauer concluded the presentation by noting that the changes in aircraft flight track concentrations between the two quarters were not indicative of changes in how the procedures were published, and explained how the two sets of Jet Aircraft departure flight tracks from Runways 15R and 28 intersect and interact with one another based on the departure runway in use.

Mr. Reese commented that the third and fourth quarter Jet departure flight track concentrations were helpful, and inquired if it would be possible to get a similar presentation for arrivals for the same period or a more recent data sample. Mr. Hellauer responded graphics for arrivals could be provided, but to do so would require some level of effort and financial expense.

Mr. Chancellor commented that it is a continuing irritant that the areas he represents are off many of the graphics that continue to be presented to the Roundtable yet there are noise complaints throughout these areas. He noted that for reference in future graphics, it would be appreciative to ensure all

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communities are included to depict the full extent of the area impacted by concentrated flight tracks. Mr. Hellauer responded that the graphics in the current presentation represented an approximate four Nautical Mile (NM) radius from the airport and wanted to clarify that Mr. Chancellor was requesting for the graphics to be zoomed out to encompass a greater area to the west of the airport. Mr. Chancellor responded the graphics should be zoomed to 10 or 15 NM but that it may not be feasible to zoom to this level for every presentation. He highlighted that regardless of the zoom level of future graphics the airport should continue to be aware that with the implementation of NextGen the area of noise pollution associated with the airport has greatly increased. Mr. Chancellor continued, and noted that although the FAA was the impetus for the implementation of NextGen and increase in noise pollution the MDOT MAA is running the airport and should be aware of the changes in noise levels associated with the current airport operation. Mr. Chancellor concluded by noting that he could not understand why there can't be a central published set of graphics depicting the concentrated flight paths associated with NextGen for the entirety of the country so all communities will be aware of planned flight path changes instead of having to go through an extended process of discovering the flight path changes. Mr. Verchinski concurred with Mr. Chancellor and noted that he resides 8.5 NM from the airport and that a noise monitor at his residence indicated a noise level of 54 decibels (dB) Day-Night Average Sound Level (DNL) that he believed was significant.

Mr. Reese inquired if in future graphics with direct comparisons, that the range of the graphics be based on aircraft altitude and not on a specific distance from the airport. Ms. Reese suggested that perhaps the graphics should extend out from the airport to the locations where aircraft reach 10,000 feet. Ms. Reese expanded on Mr. Reese's comments and requested that for arrivals graphics extend out to at least 20 NMi in order to ensure the city of Annapolis is included. Mr. Hellauer inquired if the desire was for the graphics to extend out to where aircraft reach 10,000 feet or 6,000 feet. Mr. Reese responded that as a start, the graphics should extend to 10,000 feet since it was his belief there were few complaints associated with aircraft flying at altitudes above 10,000 feet due to the low noise levels generated by aircraft at higher altitudes.

Deliverables:

- MAA to revise flight track density plots over US Census population data to include adjustment of flight track density to represent corridors to facilitate better viewing of population density, adjustments to population density color scale to better depict high density areas, and the addition of range rings extending from BWI Marshall Airport
- MAA to revise flight track density plots from third and fourth quarter 2017 to include generating additional flight track density plots for arrivals during the third and fourth quarter of 2017, adjusting the range of the figures to better reflect flight tracks whose altitudes range from the surface to 10,000 feet above Mean Sea Level (MSL), and splitting large range figures into smaller subsets/insets zoomed in to better understand flight track locations over underlying communities
- MAA to adjust community location labels in future graphic base mapping to better reflect the center of the community rather than the default locations provided in publicly available data sets from the US Census Bureau (e.g., Columbia and Ellicott City)

5. REVIEW OF OUTSTANDING ACTION ITEMS

Mr. Chancellor then discussed outstanding action items for the Roundtable and the Roundtable Action Item spreadsheet. Mr. Chancellor explained he inherited a comprehensive spreadsheet from former Vice Chair Mr. Yates that catalogued the various requests the Roundtable has made to the MDOT MAA and FAA. He explained that as requests are made from the Roundtable, they are entered into the

spreadsheet along with the party responsible for fulfilling the request, the status of the request, and pertinent notes for each of the action items. Mr. Chancellor highlighted that most of the requests made to the MDOT MAA have been addressed, and that many of the items have been ready to be presented to the Roundtable by the MDOT MAA or have been deferred at the request of the Roundtable to future meetings.

Mr. Chancellor noted that he and Ms. Reese have weekly calls with the MDOT MAA, and that they have not yet dedicated one of these calls to reviewing the Roundtable action items but were planning to do so in the near future. Mr. Chancellor indicated that the Roundtable would continue to work through the deferred presentations ready to be presented by the MDOT MAA in future Roundtable meetings and that as new presentations are requested they will be added to the spreadsheet. Mr. Chancellor also noted that most open items in the spreadsheet are assigned to the FAA, and that the FAA is still working to address these items through written responses to the Roundtable's questions from the April 24 meeting, and that the FAA would potentially be coming back to present the responses to the Roundtable through a virtual meeting format. Mr. Chancellor concluded by noting that these action items were not lost during the transition to the new Roundtable Chair and Vice Chair and that a more thorough update on the status of all the action items would be provided to the Roundtable after the action items have been thoroughly reviewed by himself and Ms. Reese.

Ms. Bowie commented that the MDOT MAA would update the action item spreadsheet to reflect the status of the completed presentations from tonight's meeting and recent interactions between the Roundtable, MDOT MAA and the FAA. Ms. Bowie noted that she expected the MDOT MAA would have the updated spreadsheet available for distribution to the Roundtable this week.

Ms. Curry inquired if the MDOT MAA would have a more in-depth breakdown of the meaning of the operations and percentages of Runway 33L arrivals associated with the GRAFE and SPLAT navigational points for the next Roundtable meeting. Ms. Reese commented she thought this had already been provided by Mr. Brasher in previous correspondence. Ms. Curry responded that although additional details were provided by Mr. Brasher, additional clarification is necessary from HMMH on how the data is to be interpreted. Ms. Reese responded she will review the information from Mr. Brasher and will have the data available for the July meeting. Ms. Bowie commented that the July meeting agenda is very full, and will largely be occupied by the presentation from HMMH analyzing the FAA's proposed procedures from the April 24 meeting. Ms. Reese acknowledged the full schedule for the July meeting and noted she would work with Ms. Bowie to review the materials from Mr. Brasher and provide back to the Roundtable.

Deliverables:

- HMMH and MDOT MAA to work with Roundtable to better explain and refine the historical number and percentages of aircraft intercepting the final approach course for Runway 33L arrivals from the southwest of BWI Marshall at navigational point locations such as RAVNN, SPLAT, JANNS, and GRAFE

6. PUBLIC COMMENT

Ms. Nancy Higgs of Crownsville inquired about the purpose of the website bwinoise.org. Mr. Chancellor responded that he was aware of the website and that it was created before the formation of the BWI Roundtable to work with the airport on noise issues. Mr. Chancellor noted he contacted the founder of the website about the Roundtable, but that he received a response that indicated there were no noise issues associated with the implementation of NextGen and that he did not have any further correspondence.

Ms. Higgs noted that the website appeared not to have been updated in a long time, and that perhaps the Roundtable should consider acquiring the site as it would be helpful. Ms. Higgs explained that based on her research it appeared someone owns the site from the Phoenix Arizona area and that she sent a message to the owner of the site but has yet to receive a response. Ms. Higgs explained she believed the Roundtable needs a supplemental mechanism to communicate with communities in addition to working with the MDOT MAA to help increase exposure and reach a broader audience.

**Note: bwinoise.org can be found at <http://www.bwinoise.org/>*

Ms. Higgs continued and stated the presentations at tonight's meeting were very helpful and could be used to help engage more residents regarding airport noise issues. She explained that last quarter there were ten complaints from Crownsville and that most of them were likely attributed to her since people in the area are not interested in being engaged in filing complaints. Ms. Higgs noted that people are upset about aircraft noise, but they don't think there is anything that can be done to help and are not taking action. Ms. Higgs stated she would like to work with others to try to create a program where e-mails can be sent out automatically when large numbers of aircraft fly over an area and then provide a link or phone number in the e-mail for affected residents to complain.

Ms. Higgs commented that she noticed Howard County appears to get more complaints than other areas, and the FAA worked to change departure procedures to appease Howard County residents instead of addressing arrivals. Ms. Higgs noted that she doesn't believe the FAA is hearing from constituents about arrivals and is failing to address them as a result. Ms. Curry responded that since March of 2017 the Roundtable has informed the FAA continuously that there are issues with arrivals and that they need to be addressed. Ms. Higgs responded that she appreciated the Roundtable's efforts, but that there are still constituents failing to submit noise complaints and that little help is being provided by Anne Arundel County. Ms. Higgs commented that she has received greater help from Howard County politicians than from Anne Arundel County and inquired as to why that was the case. Ms. Curry responded that the Airport Noise Committee for the Greater Severna Park Council was working on the issue, and that the issue with community involvement was that most neighborhoods are not cohesive and there is not a central location or individual you can speak to about aircraft noise issues. Ms. Reese requested Ms. Curry coordinate with Ms. Higgs about organizing activities in her area and perhaps arrange to provide a presentation to surrounding community associations. Ms. Higgs noted that she has time available to assist the Roundtable as she is retired, and that she has a variety of skills that she would be happy to provide to support the Roundtable's efforts.

Mr. Chancellor commented that he understood Ms. Higgs concerns, and that they are in line with earlier discussions during the meeting as to what will be the future direction of the Roundtable. Mr. Chancellor noted the future direction of the Roundtable could consist of a variety of different avenues that could contain such activities as community organizing or advocacy.

Mr. Harry Sinclair of Crofton commented that no one answers his calls regarding aircraft noise and that where he resides in Crofton aircraft frequently fly over his home at altitudes less than 5,000 feet. Mr. Sinclair inquired if he could acquire Ms. Higgs phone number or e-mail so he could discuss his complaints with her. Ms. Higgs responded that she did not work for the MDOT MAA.

Ms. Higgs inquired if Mr. Brasher was still on the Roundtable. Ms. Curry responded in the affirmative and noted that Mr. Brasher was just not in attendance for tonight's meeting. Ms. Curry also noted that Ms. Erica Wilemon was also a representative for Ms. Higgs district.

Ms. Higgs concluded by noting that the Roundtable should consider engaging the Republican Florida Senator as aircraft noise is an issue that is starting to be discussed by Florida residents based on her travel experience.

Ms. Cindy Rafferty of Crownsville noted she and her husband were in attendance at the April 24 Roundtable meeting and that at that meeting the FAA stated they could not make changes to the arrival procedures for Runway 33L until a formal request was made by the Roundtable. Ms. Rafferty inquired if a formal request had been made to the FAA from the Roundtable and that the FAA was supposed to provide an answer to her regarding this question following the April meeting but that she had yet to receive a response.

Ms. Rafferty inquired if she could make a formal request to the FAA regarding the Runway 33L arrivals or if the request had to come from the Roundtable. Mr. Reese responded that to start the Performance Based Navigation (PBN) design process, there is a formal procedure online that is well hidden intentionally to make it difficult to make a request to change flight procedures. Mr. Reese continued and noted that the Roundtable had requested the FAA address Runway 33L arrivals as a group, but the FAA failed to do so at the April meeting. Mr. Reese explained that while there is a formal process to request procedure changes from the FAA, it is largely a waste of time and is one of the reasons why the Roundtable was created. Ms. Reese concurred and noted that one of the primary intents for forming the Roundtable was to bypass the FAA's formal request process and instead work in tandem with the FAA to change procedures. Ms. Reese noted that initially the FAA was receptive to working with the Roundtable, but as time has passed the FAA scaled back on their commitment to work with the Roundtable and began to require the Roundtable to obtain information through means such as a Freedom of Information Act (FOIA) request instead of sharing information openly.

Ms. Reese commented that one of the primary reason's the Roundtable still exists is to address the issues with Runway 33L arrivals as well as concerns associated with other flight paths. Ms. Rafferty inquired if she could still make a formal request to the FAA even through one has already been made by the Roundtable. Ms. Reese noted that Ms. Rafferty could make a formal request to the FAA to change Runway 33L arrival procedures, but that she will likely not get much further than the Roundtable as the Roundtable has been making requests through elected officials for procedure changes and have not made much progress.

Ms. Rafferty inquired if the state of Maryland would be filing a lawsuit against the FAA moving forward. Ms. Reese responded that the Roundtable did not yet have this information, but that this was something that was being considered by the Maryland State Attorney General.

Ms. Rafferty concluded by inquiring how she could start the process of requesting a noise monitor. Ms. Bowie responded that the process for requesting a noise monitor is explained on the MDOT MAA website and that Ms. Rafferty is more than welcome to speak with one of the MDOT MAA staff in attendance at tonight's meeting regarding the noise monitor request process.

**Note: The process and form for requesting Portable Noise Monitoring from the MDOT MAA is detailed online at <http://www.maacommunityrelations.com/content/anznoiseupdate/portnoisemonitoring.php>*

Mr. Mark Peterson of Elkridge commented that the graphics presented earlier in the meeting depicting the concentrations of arrival and departure flight tracks compared to US Census population density are misleading. He noted that the graphics incorrectly depict that more aircraft are departing over the Chesapeake Bay then departing over his residence near the intersection of Interstate 95 and Maryland Route 100. Mr. Peterson explained that he believed the use of the colored flight track concentrations are a mistake and that drawing the flight tracks with lines of increasing thickness would be more effective than the graphics presented by HMMH and the MDOT MAA earlier in the meeting.

Mr. Peterson continued and noted that he attended a public function attended by Maryland Governor Larry Hogan on Thursday and had the opportunity to briefly speak with the Governor. Mr. Peterson explained he asked the Governor about the State's potential lawsuit against the FAA, and that the

Governor responded that the lawsuit was difficult because former Maryland Governor Martin O'Malley and BWI Marshall Executive Director Mr. Paul Wiedefeld had signed to endorse NextGen but that Governor Hogan indicated he was still concerned about the issue.

Mr. Peterson noted that he had been searching for a definition of visible noise but was unable to locate one. Mr. Peterson explained that the FAA made a point to discuss visible noise during the April meeting, but failed to define what the term was. Ms. Reese noted that for the record, visible noise was a term used by Mr. Paul Shank from the MDOT MAA, and that Mr. Shank had retreated from his comments regarding the term after pushback from the Roundtable.

Mr. Peterson concluded by noting that over the last year Southwest Airlines has been stating that they will be acquiring newer quieter aircraft and utilizing these aircraft at BWI Marshall as replacement for older louder aircraft. Mr. Peterson inquired where these new aircraft were, because he is continuing to see the same loud Airbus aircraft that have been operating out of BWI Marshall for over the last year and a half. Mr. David Richardson of Southwest Airlines responded that Southwest Airlines has never flown Airbus aircraft and has flown only Boeing aircraft since 1971. Mr. Richardson explained that Southwest has retired all classic Boeing 737 aircraft as of the end of 2016 and has been replacing them with the new Boeing 737 MAX series of aircraft. Mr. Richardson commented that the Boeing 737 MAX series is 40% quieter than the models they are replacing and that it takes time to replace an entire aircraft fleet but Southwest is making great progress in doing so.

Ms. Reese inquired about the Southwest phase out plan for the Boeing 737-300, 737-400, and 737-500 series of aircraft. Mr. Richardson responded that that Southwest will no longer be flying the Boeing 737-300, 737-400, or 737-500 series of aircraft and that they will be replaced by the Boeing 737-700, 737-800, 737-900, and 737 MAX series which meet Stage 4 and 5 noise standards. Mr. Reese inquired if the recent incident in Philadelphia would have an impact on Southwest's phase out plan. Mr. Richardson responded the Philadelphia incident would not impact Southwest's phase out plan even despite rotating aircraft engine inspections and that it could take up to 20 years for Southwest to acquire all the new aircraft from Boeing due to backorders from other customers. Ms. Reese thanked Mr. Richardson for his attendance on behalf of Southwest and noted the Roundtable missed his presence at recent meetings.

Ms. Anne Hollander of Bethesda commented that she has been working very closely with Mr. Brasher on legislative issues. Ms. Hollander noted the Montgomery County Quiet Skies Coalition (MCQSC) has been coordinating with communities across the country to work with their Senators on the FAA Reauthorization Bill including San Francisco, Boston, New York, and Chicago. Ms. Hollander noted that the MCQSC has been closely following the FAA Reauthorization Bill and explained that while the House bill has some provisions regarding noise and is better than what was in place in 2012, she did not believe any of the provisions would have an immediate impact.

Ms. Hollander continued and noted that the MCQSC has heard that the Senate is looking to write a completely different FAA Reauthorization Bill than what was passed in the House and the Senate bill has more desire for strong provisions regarding noise. She noted that with this in mind, Republican support is crucial and the MCQSC has assembled a list of potential Republican Senators and provided the list to the offices of Maryland Senator's Van Hollen and Cardin to see if they would be willing to coordinate with them on the Reauthorization Bill.

Ms. Hollander commented she thought the Roundtable's earlier conversations about Senators Thune and Nelson was interesting and that it would be great to speak with them. She noted, however, that since neither the BWI Roundtable nor MCQSC represent Senator Thune's or Nelson's constituents they have little responsibility to talk with either group. Ms. Hollander stated she believed with the combined efforts of Senators across the country who represent those communities affected by aircraft noise,

groups such as the MCQSC and BWI Roundtable may be able to have an impact on the language of the Reauthorization Bill.

Ms. Hollander concluded by noting that similar legislative language to that proposed by the BWI Roundtable and MCQSC for the FAA Reauthorization Bill has been proposed by communities in the Boston area and that she has been happy to see communities with common interests coordinating to try to affect change.

Ms. Reese thanked Ms. Hollander and the MCQSC for coordinating with the BWI Roundtable and for all their hard work. Ms. Curry inquired if it would be possible for the Roundtable to obtain a copy of the same list of Senators the MCQSC provided to Maryland Senators Cardin and Van Hollen. Ms. Hollander responded in the affirmative and that while the list is not long, it does include Republican Senators from Colorado and North Carolina who have communities upset about aircraft noise. Ms. Curry inquired if there were any Senators from California on the list. Ms. Hollander responded that while the MCQSC has been speaking with various groups in California there are no Republican Senators in the state.

Ms. Elizabeth Brogan from Millersville noted that she believed Southwest Airlines Boeing aircraft are quieter than other aircraft such as the Airbus aircraft flown by other airlines.

Ms. Brogan commented that since the formation of the Roundtable the MDOT MAA have stated the increases in aircraft noise surrounding BWI Marshall are the result of the FAA and not the MDOT MAA. She noted she believes the MDOT MAA should be held accountable for the increases in aircraft noise at BWI Marshall and that the MDOT MAA is not effectively or actively enforcing the Noise Abatement Program (NAP). Ms. Brogan explained further that there are not adequate noise monitors available to the public to provide aircraft noise information in a real-time fashion, and that other airports in the area have had these capabilities for some time.

Ms. Brogan continued and explained that BWI Marshall does not currently have a NAP that has provisions for providing relief to communities in the form of insulation or compensation to residents, and that when such a program did exist the MDOT MAA was ineffective at managing the required paperwork to receive Federal Funding. Ms. Brogan concluded by noting that she has repeatedly been told she is outside the Airport Noise Zone (ANZ) but now has aircraft arriving and departing 1,000 feet over her home and that she should be included in the ANZ.

7. ADJOURN

Ms. Curry moved to adjourn the meeting. Mr. Chancellor seconded. All were in favor. Ms. Reese declared the meeting adjourned at 8:40 PM