

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, July 9, 2019, 7:04 PM – 9:07 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
Drew Roth, Chair*	District 12	✓	Dan Klosterman*	District 32	✓
Sarah Lacey, Vice Chair*	Anne Arundel County Council, District 1	✓	Austin Holley*	District 33	✓
Ellen Moss	Alternate for Anne Arundel County Councilwoman Sarah Lacey, District 1	✓	Deborah Jung*	Howard County Council, District 4	✓
Christopher Yates	Former Representative for District 9	✓	Brent Girard	Office of Senator Chris Van Hollen	✓
Debbie Macdonald*	District 9	✓	Ramond Robinson*	Office of Anne Arundel County Executive Steuart Pittman	✓
Jesse Chancellor*	District 9	✓	Kimberly Pruum*	Office of Howard County Executive Calvin Ball	✓
Howard Johnson*	District 12	✓	Nancy Surosky*	Office of Baltimore County Executive Johnny Olszewski	
Barbara Deckert	Alternate for Drew Roth and Howard Johnson, District 12	✓	Paul Shank, Chief Engineer	MDOT MAA	✓
George Lowe*	District 13	✓	Robin Bowie, Director, Office of Environmental Services	MDOT MAA	✓
Susan Defibaugh*	District 13		Darline Terrell-Tyson, Deputy Director, Office of Environmental Services	MDOT MAA	✓

Roundtable Member	District / Organization	Attended	Roundtable Member	District /Organization	Attended
Mary Reese*	District 30		Louisa Goldstein, Counsel	MDOT MAA	
Evan Reese*	District 30		Paige Kroner	Mid Atlantic Regional Representative, NBAA	✓
Daniel Woomer*	District 32	✓	Kyle Evans	General Aviation Representative, CP Management LLC	
Paul Harrell*	District 32	✓	David Richardson	Southwest Airlines	
Richard Campbell	Alternate for Paul Harrell, District 32				

*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

A.J. Durham, Straughan Environmental

Greg Bracci, EMS Brüel & Kjær

MEETING MATERIALS

Participants received the following materials in advance:

- Meeting Agenda for July 9, 2019

Handouts at the meeting:

- Meeting Agenda for July 9, 2019
- Draft Meeting Minutes V3 from April 16, 2019
- FAA Teleconference Notes dated July 3, 2019
- Press Release – Attorney General Frosh and Governor Hogan dated July 9, 2019
- Press Release – Howard County Executive Dr. Ball to FAA dated July 9, 2019
- BWI Roundtable Draft Technical Committee Problem Statement dated July 7, 2019
- BWI Roundtable Roster Redacted Listing as of July 9, 2019

- BWI Roundtable Roster Sub Committee Listing dated June 6, 2019
- EMS Brüel & Kjær Presentation Titled: “Baltimore/Washington International Thurgood Marshall Airport - Airport Noise and Operations Monitoring System”

Presentations at the meeting:

- Meeting Agenda for July 9, 2019
- Draft Meeting Minutes V3 from April 16, 2019
- FAA Teleconference Notes dated July 3, 2019
- Press Release – Attorney General Frosh and Governor Hogan dated July 9, 2019
- Press Release – Howard County Executive Dr. Ball to FAA dated July 9, 2019
- BWI Roundtable Draft Technical Committee Problem Statement dated July 7, 2019
- Draft Letter to FAA to present the Problem Statement dated July 9, 2019
- EMS Brüel & Kjær Presentation Titled: “Baltimore/Washington International Thurgood Marshall Airport - Airport Noise and Operations Monitoring System”

1. WELCOME AND INTRODUCTIONS

Introduction

Mr. Drew Roth (Chair) opened the meeting at 7:04 pm and welcomed attendees.

Member Roll Call

Mr. Roth initiated roll call. Roundtable members introduced themselves and stated the district they represent to meeting attendees.

Review and Approve Meeting Agenda

Mr. Roth stated it was time to approve the meeting agenda. He asked Roundtable members if there were any questions or requested changes. Mr. Daniel Woomer moved to approve the agenda. Ms. Sarah Lacey (Vice Chair) seconded the motion. All were in favor. The agenda for tonight’s meeting was approved.

Review and Approve Meeting Minutes from April 16, 2019 Meeting

Mr. Roth asked if there were questions from Roundtable members or issues concerning the minutes from the April 16, 2019 meeting. Mr. Woomer moved to approve the minutes. Ms. Lacey seconded the motion. All were in favor. The April 16, 2019 meeting minutes are approved.

Following approval of the minutes Ms. Barbara Deckert asked if they were emailed to Roundtable Members ahead of time. Mr. Roth responded that the minutes were emailed to Roundtable Members in advance of tonight’s meeting. Ms. Deckert stated that she had not received a copy of the April minutes for review. Mr. Roth apologized for the oversight and noted he would be sure Ms. Deckert receives the draft minutes in the future.

Deliverables:

- **Mr. Roth to provide draft copy of minutes to Ms. Deckert prior to Roundtable meetings**

2. ROUNDTABLE CHAIR COMMENTS

Status of FAA Interactions

Mr. Roth moved on to discuss recent communications with the FAA and gave a summary of progress since the April Roundtable meeting. He noted the Roundtable received a letter from the FAA on May 3, 2019 in response to the Roundtables letter of January 25, 2019 which assessed the FAA's proposal for departure and arrival flight procedure changes at BWI Marshall as presented in April of 2018. Mr. Roth explained in the FAA's letter of May 3, 2019 the FAA stated that at the time, they had no schedule for moving forward with the FAA's proposed departure changes.

Mr. Roth noted he re-engaged with the FAA via a teleconference during the week of July 1. He noted that during the teleconference, the FAA stated they intended to do the detailed design of the proposed flight procedure changes from April 2018 in the early spring of 2020. He explained depending upon the results of the detailed design, the FAA will then initiate environmental review of the procedures as required under the National Environmental Policy Act (NEPA) through either completing an Environmental Assessment (EA) or a Categorical Exclusion (CATEX) for the procedure changes. Mr. Roth commented the schedule for implementation of the procedures will depend on which NEPA documentation would be required and that in general an EA document takes longer to complete than a CATEX. Mr. Roth stated he also shared with the FAA the work and planning the Roundtable Technical Committee is doing in conjunction with the MDOT MAA and Industry representatives from Southwest Airlines to develop proposed flight procedure changes to augment the FAA's proposal and address as many of the negative community impacts from NextGen as possible.

Mr. Roth stated that during tonight's meeting, a problem statement would be presented to the Roundtable that defines the issues the Technical Committee, with support from the MDOT MAA and Industry, are hoping to address through developing additional proposed flight procedure changes. He explained the expectation is to have a proposal with procedural solutions to the problems caused by NextGen ready by October for review by the Roundtable. Following the October meeting, the proposal could then potentially be sent to the FAA for consideration pending Roundtable consensus. Mr. Roth concluded his update on recent communications with the FAA by noting he made the FAA aware of the Roundtable's intent to send the proposal during the October timeframe so as not for it to be a surprise to the FAA.

Mr. Roth asked the Roundtable what the best approach would be to get maximum support for the procedure changes being worked by the Technical Committee. He stated he believed that communication between the Technical Committee and the rest of Roundtable members regarding the proposed changes must be open, so that everyone would be supportive of proposed procedure changes when they are ready. Mr. Roth explained when the proposed changes are ready, the Communications Committee will be charged with dissemination of the proposals to the public and the press. Mr. Roth commented that the expectation is there will be proposed procedural solutions that require FAA implementation. Additionally, Mr. Roth noted the Legislative Committee will need to engage with

elected officials to encourage them to send letters in support of the proposals to the FAA. Mr. Roth stated he offered this as the potential strategy for the next six months to bring a successful conclusion to the work being done by the Technical Committee and concluded by noting that he believed this approach would make it as difficult as possible for FAA to decline or ignore proposed flight procedure changes being put forth by the Roundtable.

3. COMMUNICATIONS, LEGISLATIVE, AND TECHNICAL COMMITTEE UPDATES

Mr. Roth moved on to discuss updates from the Roundtable Committees. Ms. Deckert noted there were no updates for the Communications Committee, and Mr. Howard Johnson noted there were no updates for the Legislative Committee.

Mr. Jesse Chancellor discussed updates from the Technical Committee. Mr. Chancellor stated the Technical Committee was working with Industry representatives from Southwest Airlines, HMMH, and Mr. Paul Shank from the MDOT MAA to try to come up with procedural solutions to address the negative impacts of the implementation of NextGen. Mr. Chancellor expressed the difficulty in trying to design procedural solutions for what FAA has done to the airspace around BWI Marshall that alleviates everyone's pain. He asked for patience from the Roundtable members to allow the process to continue. Mr. Chancellor stated there have been three meetings of the Technical Committee, with two more meetings scheduled. Mr. Chancellor concluded by noting that the Technical Committee was working through solutions and ideas, and that he believed an initial review of the solutions would be ready for review by the full Roundtable in 40-45 calendar days.

Mr. Roth suggested a full Roundtable meeting in September for the initial review of the Technical Committee's solutions, and a follow-up meeting in October to present and approve technical analyses of the solutions for potential provision to the FAA. Mr. Chancellor stated that Mr. Evan Reese, the Technical Committee Chair, was on deployment and not present at the meeting to offer his thoughts, but Mr. Chancellor thought the suggested schedule for future meetings were a good approach. Mr. Shank responded that speaking for the technical consultants on the Technical Committee, it was his belief the key point for discussion at the September meeting would be making sure the Technical Committee is considering procedural solutions desired by the Roundtable. He reiterated that the process of changing flight procedures is complex, will take time, and that the September presentation will be part of the process to ensure there are no surprises from the Roundtable in October. Mr. Roth stated that in September, any proposed procedure changes presented will not yet be fully analyzed or be complete solutions. Mr. Roth emphasized the September presentation will be an early look at the progress of the Technical Committee on potential flight procedure changes and allow the Roundtable to provide feedback to make further adjustments to the procedures as necessary. Mr. Shank concurred with Mr. Roth and commented that processing and technically analyzing the procedural solutions proposed by the Technical Committee is a large effort and that interactions of the procedures often are interrelated among one another.

Mr. Shank asked Mr. Roth if he could digress and talk about a press release from the Maryland Attorney General's office released just before the meeting that was provided to everyone as part of the meeting handout packet, but not identified on the meeting agenda. Mr. Roth agreed to this diversion, and Mr. Shank presented the press release issued by Maryland Attorney General Frosh and Governor Hogan that

detailed the FAA filing a motion to hold the Maryland case in abeyance while the agency reconsiders its September 2018 letter challenging the State's Administrative Petition. The press release stated that FAA's decision to reconsider Maryland's Administrative Petition is a welcome step forward for impacted Maryland residents. After reading the press release, Mr. Shank stated that the press release was welcomed news, a path in the right direction, and consistent with the positive reaction Mr. Roth had detailed during his recent conversations with the FAA. Mr. Roth agreed and replied that his recent conversations with the FAA were very cordial.

**Note: The press release from Maryland Attorney General Frosh can be found at:*

<https://maacommunityrelations.com/media/client/anznoiseupdate/2019/070919/Frosh%20Press%20Release%207.9.19.pdf>

Mr. Shank closed discussion on updates from the Technical Committee by saying that if the Roundtable can reach consensus on the Technical Committee's proposed procedural solutions, October would be the latest they would like to put forward anything to FAA because it is their new fiscal year. He explained this would be the time the FAA is allocating budget for Performance Based Navigation (PBN) Working Groups and associated environmental review processes and that the FAA made this point to Mr. Roth during their recent teleconference.

Mr. Roth announced that he also had the press release from Howard County Executive Dr. Calvin Ball. Mr. Roth read the press release which referenced FAA's motion to hold the Maryland case in abeyance, and highlighted that Mr. Ball stated "the decision moves us closer to a permanent solution and we will continue working to make things right."

**Note: The press release from Howard County Executive Dr. Ball can be found at:*

<https://www.howardcountymd.gov/News/ArticleID/1595/News070919c>

Deliverables:

- Roundtable Technical Committee and MDOT MAA to continue meeting to develop proposed procedure changes and be prepared to present a preview of potential changes at the September Roundtable meeting

4. DISCUSSION/MOTION - APPROVAL OF TECHNICAL COMMITTEE PROBLEM STATEMENT

Mr. Roth moved on to discussion and approval of a problem statement detailing the NextGen related concerns the Technical Committee is working to resolve. Before reading the problem statement, Mr. Roth stated the goal of the statement was to hopefully have the Roundtable make a motion to accept it and define the bounds of the issues the Technical Committee is working to address. Mr. Roth then read the problem statement which identified the NextGen related issues of arrival aircraft flying at low altitudes for extended periods, concentrated aircraft flight paths, and shifts in lateral flight path locations to return flight paths to historical locations or locate flight paths over less densely populated areas.

Mr. Roth asked for comments from the Roundtable. Mr. Shank pointed out a typo regarding the federal fiscal year and clarified that federal fiscal year 2020 starts on October 1 of 2019. An unidentified member of the audience asked if Mr. Roth could elaborate on the second bullet of the problem

statement that referred to extended periods of level flight by arrival aircraft at low altitudes and low altitude approaches. Mr. Roth explained that, in general, there are arrival aircraft that are leveling off and flying at altitudes as low as 2,000 feet above Mean Sea Level (MSL) at distances as great as 20 miles from the airport. Mr. Roth noted that instead of leveling and flying at low altitudes, these same aircraft could be flying at higher altitudes and descending continuously to the airport at reduced power settings. The audience member asked if a continuous descent would facilitate higher aircraft altitudes at greater distances. Mr. Shank responded that aircraft arrival altitudes are largely associated with the currently published instrument approaches at BWI Marshall. However, during periods of good weather, pilots are not required to fly the published instrument approaches and can proceed to approach the airport visually provided they reach the specific altitude required at the Final Approach Fix (FAF) for a particular Runway. He highlighted that generally, pilots will descend the aircraft to the altitude required at the FAF as soon as possible under visual conditions so as to better facilitate configuration of the aircraft for landing. Mr. Shank noted that if aircraft were to descend to the Runway using a continuous descent even if under visual conditions, arrival aircraft would be at a higher altitude for longer periods of time which would result in reduced power settings and lower noise exposure. He explained that the Technical Committee is trying to quantify what the lateral and vertical bounds of published procedures that utilize continuous descents should be. Mr. Shank concluded by emphasizing that increasing aircraft altitudes are important, and that if published approach procedures are developed that utilize a continuous descent the airlines can mandate that pilots utilize the published procedures under both visual and instrument flight conditions.

Mr. Woomer asked Mr. Roth if he believed the proposed procedure changes that would be part of the Technical Committee's solutions would have a significant budgetary impact to the FAA. Mr. Roth responded he did not believe they would have a significant budgetary impact. Mr. Woomer asked if Mr. Roth thought the FAA was within their current authorized budget to be able to consider any Roundtable recommended procedure changes. Mr. Shank replied that it may take some negotiation, but that the Technical Committee and Roundtable will have already done a lot of the work for the FAA prior to the FAA evaluating any proposed solutions. Mr. Shank explained that previously the FAA put forward their ideas for potential procedure changes and invited the Roundtable to listen. He noted that this time, the Roundtable, MDOT MAA, and Industry are going to ask the FAA to listen to their combined ideas. Mr. Shank stated that this point was important and emphasized that from the beginning, the FAA stated they would consider procedural changes if they were supported by the Roundtable, MDOT MAA, and Industry. Mr. Shank concluded by stating that if the Roundtable, MDOT MAA, and Industry can all agree on proposed procedural solutions, then they will have done as the FAA requested and the FAA would be obligated to follow through with review of the procedures.

Mr. Adam Scholten of HMMH recalled that during the teleconference with Mr. Roth, it was his understanding the FAA stated they would have a PBN Working Group meeting in the spring of 2020 to work on final design changes of the proposed approach and departure procedure changes presented to the Roundtable in April 2018. He noted that since it appeared the FAA would be holding this PBN Working Group meeting independent of the Roundtables proposed solutions, they would likely include evaluation of the proposed solutions being considered by the Roundtable at that same meeting. Mr. Woomer explained that he inquired about the budget because if FAA hadn't budgeted for changes involving arrivals, they would likely need to acquire additional funding and resources. Mr. Shank

reiterated that he believed the FAA had adequate budget for consideration of procedural solutions developed by the Roundtable and that there appears to be a good faith effort from the FAA to consider and address the Roundtables concerns.

Ms. Deborah Jung asked if there were any representatives from Industry present at Tonight's meeting. Ms. Paige Kroner of the National Business Aviation Association (NBAA) replied that she was an Industry representative that primarily represented the interests of General Aviation (GA) aircraft operators. Ms. Jung asked if Ms. Kroger was supportive of the problem statement developed by the Roundtable and if it was reflective of the interests of GA. Ms. Kroner concurred. Ms. Jung asked if Southwest Airlines was involved in the development of the problem statement. Mr. Shank replied that Southwest Airlines was involved in helping to draft the problem statement and had approved what was presented earlier in the meeting. Ms. Jung stated that not only is there a problem with the height of arrival aircraft, but also with frequency and schedule of aircraft operations. Mr. Shank answered that the Technical Committee was not proposing any change to aircraft schedules, and that the associated effort required for changing schedules could be evaluated as part of the upcoming BWI Marshall Noise Exposure Map (NEM) update that would be completed to meet FAA standards defined under Part 150. Mr. Shank noted the focus of the Technical Committee was on fixing NextGen, and that broadening the focus may delay the development of meaningful procedural solutions.

Mr. Roth asked what parties would have to be involved to put scheduling restrictions in place. Mr. Shank answered that FAA would need to be involved, and that changing scheduling could be evaluated under FAA standards defined under Part 150 and Part 161. Mr. Shank proposed that discussions concerning scheduling changes and how those relate to FAA Parts 150 and 161 be saved for a future Roundtable meeting.

Ms. Jung asked Mr. Roth why he believed there was a change of heart from the FAA in interacting with the Roundtable. Mr. Roth stated that it is hard to tell and that any guess would be wild speculation. Mr. Brent Girard from Senator Chris Van Hollen's office interjected that two weeks ago, the Senator and several Maryland Representatives met with the acting FAA Administrator. He explained that at that meeting the FAA committed to reengaging with the BWI Roundtable. Mr. Girard concluded by asking the Roundtable that he be kept updated on communications between the Roundtable and the FAA so the FAA can be held accountable.

Mr. Roth stated that the problem statement did not include changing flight schedules and that addressing scheduling, which Mr. Roth is in favor of, is something that should be deferred until a later time. Ms. Jung responded that with regards to scheduling, changes would be beneficial for Columbia.

Mr. George Lowe provided a grammatical correction to the problem statement. Ms. Lacey asked if it was necessary to add more specificity to the first bullet of the problem statement regarding existing FAA published and proposed NextGen arrival and departure procedures. Mr. Scholten replied and suggested adding the language "as presented to the Roundtable in April 2018". Mr. Shank replied that the FAA could still be tinkering with proposed procedures and that he thought it would be better to leave the first bullet of the statement as is for flexibility. Ms. Lacey stated that, without specifically stating which published and proposed NextGen procedures the Roundtable was responding to, it allows FAA to set the agenda going forward. Ms. Lacey noted the Roundtable would be in a stronger position if it stated that

the Roundtable's work is based on the FAA proposal presented in April of 2018, and that if there are significant changes to the presented proposal, the FAA has a duty to inform the Roundtable of any changes. Mr. Shank replied that FAA would notify the Roundtable of potential changes through public outreach. Mr. Shank, speaking to Mr. Scholten, stated that his understanding was that FAA was still working on the procedures presented in April 2018. Mr. Scholten replied that the FAA could make changes to the proposed procedure changes as presented in April 2018 during its final PBN Working Group meeting, but at this time Mr. Scholten was not aware of any further changes.

Ms. Lacey reiterated that the proactive approach to direct forward movement of Roundtable's proposed flight procedure changes would be to include letting the FAA know, very specifically, what set of flight procedures the Roundtable is responding to. She stated that the Roundtable does not want to chase the FAA to stay on top of what procedural changes the FAA may or may not be making based on what was presented to the Roundtable in April of 2018. Mr. Roth responded that he did not believe the current language of the problem statement posed a risk to delaying moving the Roundtable's proposed procedure changes forward. Mr. Ramond Robinson stated that while the current language of the problem statement allows for flexibility for the Roundtable, it also does not provide a specific dated point of reference to any potential changes the FAA may make to procedures. He explained without specificity, it allows the FAA to change the procedures presented to the Roundtable in April of 2018 and avoid accountability. Mr. Roth replied that he believed the most likely scenario would be the Roundtable will send the FAA its proposal with the expectation of implementation. He noted if the FAA implements something that is not included in the Roundtable's proposal, then that would be straying from the Roundtable's expectations. Mr. Roth concluded by summarizing that the problem statement is identifying from a high-level what impacts the Roundtable want's addressed, without defining the solutions, so the Roundtable and stakeholders can come to a consensus on what problems the Technical Committee should be working to solve.

Ms. Lacey asked if was a detriment to Roundtable, communities, or stakeholders to include a specific reference to the FAA's proposals from April of 2018. Mr. Shank replied he was moving towards agreeing with Ms. Lacey's perspective and suggested adding in the April 2018 date of the FAA proposal in parenthesis as part of the problem statement. He stated regardless of how the problem statement is worded, the reality is that if the FAA does make changes to their April 2018 proposal, the Roundtable may have to adjust, tweak, and analyze any potential solutions put forth by the Technical Committee accordingly. Mr. Roth responded that regardless of what changes or tweaks are made by the FAA to the April 2018 proposal, the Roundtable is stating clearly in the problem statement that concentrated flight paths are not acceptable and need to be addressed.

Mr. Paul Harrell commented that he did not believe that stating a specific date would be effective at holding the FAA to a particular proposal. He explained that if the FAA is considering a change that is not part of the April proposal, and the Roundtable puts the April 2018 date on the problem statement, it could be seen by the FAA as restricting the Roundtable to only consider the April proposal.

Mr. Roth asked if there was a motion to approve the problem statement. Mr. Harrell moved to approve the problem statement. Mr. Woomer seconded. All were in favor. The problem statement of issues being addressed by the Technical Committee was approved.

Mr. Johnson asked Mr. Roth if he could get a status update from FAA on the original proposal from April 2018 and relay it back to the Roundtable. Mr. Shank replied that it was his understanding the FAA had not done anything since the last presentation, and based off their conversations with Mr. Roth, the FAA is now preparing to move forward. Mr. Shank commented he believes that the FAA will follow its prior approach and invite the MDOT MAA to be a member of the PBN Working Group as they work to finalize the April 2018 proposal; but, this invitation is up to FAA. Mr. Johnson stated he would like to know where FAA is now with the April 2018 proposal and where the FAA is prepared to go with the PBN process. Mr. Robinson asked how long the PBN process would take. Mr. Robinson stated that originally it was going to be 18 months to complete the process, but will it be an additional 18 months for every change. Mr. Shank replied that he could not speak for FAA and therefore, he could not answer that question.

Mr. Roth replied to Mr. Johnson and stated that he would follow-up on his request during his upcoming teleconference with the FAA in August. Ms. Robin Bowie of the MDOT MAA asked Mr. Roth if the FAA mentioned what it was doing with the April 2018 proposals that the Roundtable agreed to in February. Mr. Roth replied FAA intended to put them through the PBN working group process next year. Mr. Scholten stated that the current FAA publication schedule has the agreed upon proposals from February scheduled to be charted May 21, 2020, although the date is subject to change. Ms. Bowie stated that they will check the published procedures on the Instrument Flight Procedure (IFP) Gateway to monitor any changes.

Ms. Deckert asked Mr. Roth to confirm with the FAA that it plans to implement all five of the April 2018 proposed changes, instead of the one the Technical Committee recommended in January. Mr. Roth agreed.

Mr. Roth presented to the Roundtable a draft letter that would be sent to FAA as a cover letter to the approved problem statement. After reading the letter, Mr. Roth asked for comments. Ms. Lacey asked if this letter was a more appropriate place to add the previously discussed specificity to the FAA proposal. Mr. Roth replied that he believes the letter and problem statement convey that the Roundtable is going to tell the FAA what the Roundtable wants in the October. Mr. Chancellor moved to approve the letter as presented. Ms. Lacey seconded. All were in favor. The draft cover letter for the approved problem statement for provision to the FAA was approved.

**Note: The draft letter to the FAA regarding problem statement for the Technical Committee can be found at:*

<https://maacommunityrelations.com/media/client/anznoiseupdate/2019/070919/FAA%20Letter%20July%2019%20Draft.pdf>

Deliverables:

- Ms. Roth to inquire with FAA regarding status of April 2018 proposed flight procedure changes
- Mr. Roth to confirm with FAA that it plans to implement all five of the April 2018 proposed flight procedure changes

5. DISCUSSION/MOTION - PUBLISHING CONTACT INFORMATION FOR ROUNDTABLE MEMBERS

Mr. Roth stated that Ms. Bowie proposed updated Roundtable member information be published on the MDOT MAA community relations website and that there was concern previously among Roundtable members about how much information should be made public. Mr. Roth proposed that every member's name and email address be made public and members be given a business week to establish an email account specifically for the Roundtable. Mr. Woomer motioned to approve the policy that the Roundtable roster include e-mail contact information for all members. Ms. Jung seconded. All were in favor. The policy that all Roundtable members be included in the Roundtable roster with e-mail contact information was approved.

6. MDOT MAA ROUNDTABLE UPDATES - PRESENTATION: WEBTRAK ONLINE NOISE AND FLIGHT TRACKING

Mr. Greg Bracci of EMS Brüel & Kjær moved on to a presentation on the WebTrak system that recently became available online for BWI Marshall. Mr. Bracci explained WebTrak allows users to see flight paths, flight information, and noise readings at permanent and portable noise monitors on a map at locations around BWI Marshall. Mr. Bracci started by giving background on his company and their work with the MDOT MAA over the last 18 months. Mr. Bracci then described WebTrak features and data while demonstrating how to interact and navigate on screen, how to access and use features, and how to file a noise complaint. Mr. Bracci noted the WebTrak system receives flight track data from the FAA through its System Wide Information Management (SWIM) radar data feed in addition to other supplemental data sources and allows for users to enter their home address to determine the distance of a residence to a specific aircraft overflight known as a Point of Closest Approach (POCA). Mr. Bracci also highlighted that the WebTrak system has the capability to correlate aircraft operations to noise levels recorded at the various noise monitors around BWI Marshall and determine if a specific noise event was attributable to a particular aircraft operation or community noise event. Mr. Bracci noted that the WebTrak system can be used to review real-time flight tracks and weather data, with a delay of 15 to 30 minutes, as well as historical data. Mr. Bracci concluded the WebTrak presentation by conducting a demonstration of the system with the assistance of Mr. Scholten through the MDOT MAA Community Relations website by clicking on the "MAA Community Relations" button, then clicking on the "Airport Noise & the Community" menu, and then clicking on the "**NEW* On-line Noise and Flight Tracking" option.

**Note: WebTrak for BWI Marshall can be found at: <https://webtrak.emsbk.com/bwi3>*

Mr. Chancellor asked about the time delay of the flights on screen, noting that Mr. Bracci stated it was real-time but that there was also a 15 to 30 minute delay. Mr. Bracci stated that typically the time delay is 15 minutes, but he could not confirm an exact number. Mr. Chancellor stated that if you see a flight on screen and hear noise overhead, it will not be the same flight you are seeing on screen. Mr. Bracci affirmed Mr. Chancellor's statement and noted that there is a time stamp on screen and that it was important to select the correct time to find operations and noise levels that occurred during that period. Ms. Kimberly Pruiam asked if it was possible to contact an aircraft directly if they were causing a noise violation. Mr. Bracci stated that the on-screen flight track and operations data was from the FAA's SWIM radar data feed and communication with aircraft directly was not possible.

Ms. Deckert stated that the time delay on WebTrak has been consistently 30 minutes and asked the reason for the delay and if it was possible for the delay to be shortened. Mr. Bracci replied that there are different elements that factor into the time delay and that in large part it is due to the fact there are multiple radar feeds that supply the information through the FAA's SWIM system. Ms. Jung asked if the EMS Brüel & Kjær had a short description of WebTrak that could be sent out to the general public in a press release. Mr. Bracci stated that he could coordinate with Ms. Bowie and the MDOT MAA to provide text for a press release to the Roundtable.

Ms. Debbie MacDonald asked about the extent of the historical data. Mr. Scholten navigated on screen and determined that the earliest available date was April 10, 2019. Mr. Harrell asked if the time delay on WebTrak had anything to do with the number of users connected to the system. Mr. Bracci answered that the number of users were not a factor in the delay. Mr. Shank asked if there was a tutorial for WebTrak and Mr. Bracci said he would provide information regarding a tutorial to the MDOT MAA. Ms. Bowie stated that WebTrak was easy, user-friendly, and quick to learn.

Ms. McDonald stated that there are no noise monitors in many areas that experience a lot of noise. She asked what the lack of monitors means for those who live in areas with a lot of noise and no monitor. Mr. Chancellor commented on the usefulness of the MDOT MAA's noise monitors and highlighted that most of the monitors are within four to five miles of the airport when there is lots of noise from aircraft at distances of 20 miles or greater from the airport. He explained he was unsure how the current number of noise monitors on WebTrak would answer questions from communities a great distance from the airport regarding noise levels. Mr. Bracci stated that there are many airports that use WebTrak that do not use noise monitors, such as in Sacramento, and there is value in looking at the where, how, and when of flight paths even without noise monitors.

Ms. Prui, Ms. Deckert, and Ms. Jung questioned the number of noise monitors installed in Howard County and what action was needed to install more monitors in the area. Ms. Bowie provided a synopsis on replacing the old noise monitoring system and highlighted it had been difficult to get new monitors placed in Howard County because the monitors could only be located on public property. Ms. Bowie stated that they were working with the Columbia Association on agreements to get five additional monitors installed and that agreements to install the monitors were almost complete. Ms. Bowie concluded by noting that a total of 19 noise monitors are currently up and running with the new system and that the MDOT MAA wanted to get the noise monitoring system running and available for public review so they could become familiar with the data on noise levels and aircraft flight track data.

Ms. Ellen Moss stated that when the planes on screen fly over the noise monitor locations, they cover the decibel reading of the monitor making it hard or impossible to see. Mr. Bracci stated that he would relay her feedback to his engineering team, and also let everyone know that users have the ability to enlarge features from the preferences tab. Ms. Moss asked if WebTrak is available as an app or only a webpage. Mr. Bracci stated webpage only. Ms. Moss asked who receives the complaints filed through WebTrak. Mr. Bracci replied that the information gets compiled and sent to the MDOT MAA.

Mr. Robinson asked if it would be possible to add a noise contour to WebTrak. Mr. Bracci replied that this could be discussed with the MDOT MAA but that WebTrak displays one second decibel levels where noise contours are based on the Day-Night Average Sound Level (DNL) metric. Mr. Austin Holley inquired

if the primary purpose of WebTrak was to allow the public to file noise complaints to the MDOT MAA and disseminate information to the public. Ms. Bowie responded in the affirmative. Mr. Holley commented on the fact there was a 30 minute delay with the WebTrak system and the inherent difficulty in keeping track of multiple overhead flights. He concluded by noting the 30 minute delay experienced before one could view a particular flight and file a complaint will likely be something the community provides feedback on to the MDOT MAA.

Mr. Roth moved on to accept questions from the audience regarding WebTrak. Mr. Tim Thompson stated that the AirNoise.io system allows the user to file complaints in real-time, but costs \$5 a month. An unidentified audience member asked about the number of airports using portable noise monitors and how those airports were using the portable monitors versus the fixed noise monitors. Mr. Bracci responded that most airports use a combination of fixed and portable noise monitors, and that approximately 250 to 300 airports worldwide use a combination of noise monitoring or flight tracking. Ms. Bowie responded and emphasized that residents near BWI Marshall can sign up to have portable monitors set up at their home.

Mr. Andy Protigal from Hanover stated that his neighborhood is getting impacted by noise throughout the day and night and that if the MDOT MAA was looking for a place to position a monitor he suggested a location off Hanover Road and Skipton Drive. Mr. Protigal noted he was encouraged that the FAA was back in communication and thanked the Roundtable. Mr. Protigal asked how the Roundtable could hold the FAA accountable for it to proceed with implementation of the Roundtable's potential solutions.

Deliverables:

- Ms. Bracci to coordinate with MDOT MAA regarding text for press release regarding WebTrak
- Mr. Bracci to coordinate with MDOT MAA regarding WebTrak tutorial
- Mr. Bracci to provide feedback to WebTrak engineering team regarding display of noise levels with overlapping aircraft flight tracks

7. PUBLIC COMMENT

Mr. Roth moved on to public comment.

Mr. Jimmy Pleasant of Ellicott City stated that planes are now flying faster, but not at higher altitudes. He asked the Roundtable to not approve any unrestricted climb procedures. Mr. Pleasant stated that planes flying at 300 miles per-hour have flown over his house at altitudes as low as 1,875 feet. He stated that prior procedures, as outlined by the FAA in Advisory Circular AC91-53A Noise Abatement Departure Profiles, restricted aircraft speed at low altitudes had been abolished. Mr. Pleasant explained the FAA wants the Roundtable to support having aircraft climb faster and higher. Mr. Shank confirmed that the Technical Committee understood his point. Mr. Pleasant went on to state that a nearby sound monitor in Columbia under 60-foot pine trees captured noise from an aircraft two miles north of the monitor near his residence with a reading of 71 decibels. Mr. Pleasant wondered what the decibel level was at his home at that time. Mr. Roth inquired if Mr. Pleasant was referring to the monitor on Lark Brown Road, to which Mr. Pleasant responded in the affirmative.

**Note: FAA Advisory Circular AC91-53A, Noise Abatement Departure Profiles, is still in effect and can be found at: https://www.faa.gov/documentLibrary/media/Advisory_Circular/ac91-53.pdf*

Mr. Tim Thompson of Stevenson stated that he has been dealing with problems with the FAA related to aircraft noise since 1992. He has been told that the noise he has experienced was compatible with residential areas and that by the year 1999 planes would be quieter. Mr. Thompson stated that this decade, noise has increased dramatically. Mr. Thompson stated he has the AirNoise.io app and has filed 728 noise complaints with no response from the MDOT MAA. Mr. Thompson noted has started documenting aircraft and there are 150 to 200 daily flights. Mr. Shank asked Mr. Thompson to clarify that he had filed 728 complaints and did not receive a response from the MDOT MAA. Mr. Thompson responded that he contacted the MDOT MAA prior to and just after receiving the AirNoise.io app and spoke with Ms. Karen Harrell of the MDOT MAA, but has not heard from the MDOT MAA since. Mr. Thompson stated that he was concerned that the FAA was not at the meeting and that Southwest Airlines was also absent. Many in attendance agreed that Southwest should be on attendance. Mr. Thompson concluded by highlighting that another large issue is the environmental impact of jet fuel.

Mr. Mark Peterson of Elkridge stated that when he files a noise complaint on the MDOT MAA's website, he never gets a confirmation that his complaint was filed, even though he clicks the box to receive a confirmation. Mr. Peterson reminded everyone that at the previous Roundtable meeting, it was announced that MDOT MAA Executive Director, Mr. Ricky Smith, would be attending this meeting. Mr. Roth apologized for neglecting to inform everyone that Mr. Smith was out of the country and unable to attend. Mr. Peterson presented a picture of Mr. David Richardson, Senior Director of Governmental Affairs at Southwest Airlines, and Governor Hogan together at the Preakness. Mr. Peterson wondered if Southwest Airlines was really on the side of the Roundtable and stated that he would not trust Mr. Richardson. Mr. Peterson asked when the MDOT MAA would be going to DC to talk to the Secretary of Transportation and try to resolve the problems caused by NextGen. He stated that he has never seen a record that anyone, other than Mr. Shank from the MDOT MAA, has been in the presence of the FAA including the Maryland Secretary of Transportation, MDOT MAA Executive Director, or the Governor.

Ms. Laura Donovan of Glen Burnie asked if WebTrak showed helicopters. Ms. Bowie identified helicopters on the WebTrak display. Ms. Donovan asked if WebTrak picks up military helicopters. Mr. Bracci stated that some military tracks and operations are required to be filtered out and not displayed due to reasons of national security. Ms. Donovan asked how to file a complaint for a military helicopter that does not appear on WebTrak. Mr. Bracci stated that she could file a general complaint with the location and time, but he cautioned that scrubbed military flights may not be able to be seen by WebTrak. Ms. Donovan expressed concern that her complaints could not be verified. Ms. Bowie stated that the MDOT MAA could sometimes verify flight info with the BWI Marshall air traffic control tower. Ms. Donovan asked if there was a minimum height for helicopters to appear on WebTrak. Mr. Bracci stated that he could not answer that question specifically. He stated that it depends on the radar and how the feed for a particular helicopter flight track is being transmitted to WebTrak.

Ms. Pruim provided a point of clarification to Mr. Peterson. She stated that Howard County Executive Dr. Ball met with the FAA along with other representatives of the Howard County Council, local representatives, and state and federal elected officials while he was a council member before the creation of the BWI Roundtable.

Ms. Tawanda Lovett of Columbia wanted to know why, in the last two to three weeks, there was a 2,000-foot drop in altitude at the WONCE and TERPZ navigational points for departures which are over

Columbia near her home. She stated that previously departure aircraft altitudes were between 6,000 and 8,000 feet MSL and then continued to 10,000 feet MSL. Ms. Lovett stated that now altitudes are between 4,000 and 6,000 feet MSL prior to continuing on to 10,000 feet MSL. Mr. Roth clarified that this pertained to departures. Mr. Protigal stated that he too has also observed flights at lower altitudes. Mr. Roth asked if the lower altitudes could be because of increased heat and humidity. Mr. Shank stated that weather could be a factor. Mr. Thompson stated that weather should not matter, and that the FAA said they would not create any new flight paths under 3,000 feet MSL while he has observed flights over his house under 3,000 feet. Ms. Lovett stated that the lower altitudes do not seem to be due to weather.

Mr. Richard Wissing of Columbia asked what pressure the Roundtable was applying to the State of Maryland to not approve BWI Marshall expansion until aircraft noise issues are resolved. He believes that this would impact Southwest Airlines the most and may encourage them to join with the Roundtable to pressure the FAA to act. Mr. Roth believed several Roundtable members testified in opposition to expansion at the legislative hearing last year in Howard County and challenged the EA for the airport expansion. Ms. Donovan added that at the Board of Public Works (BPW) meeting regarding the expansion of Concourse A in 2018, the board was split to approve the expansion and would revisit the addition of gates to the concourse in five years.

8. PLANNING FOR THE NEXT MEETING

Mr. Roth proposed meeting dates in September and October. He noted the September meeting would focus on the early look at the solutions being developed by the Technical Committee, and the October meeting would be for the approval of the solutions, if they are ready to be presented.

Mr. Dan Klosterman stated that no one from Southwest Airlines or MDOT MAA had presented to the Roundtable in some time and wondered if one or both could present in September or October. Mr. Roth asked for any specific topics Mr. Klosterman wanted discussed. Mr. Klosterman wanted to know what the Technical Committee plans were as well as Southwest Airlines regarding potential flight procedure changes. He noted he had discussed Southwest Airlines instructing pilots to fly higher with Mr. Richardson. Mr. Shank stated that the Technical Committee asked the same questions, and Southwest Airlines said the only way aircraft can fly higher under visual conditions is with a published procedure, preferably using a continuous descent approach. Mr. Shank stated this was one of the reasons the Roundtable asked Southwest Airlines to be the industry representative on the Technical Committee, and that 70% of operations at BIW Marshall are from Southwest Airlines. Mr. Scholten added that the representative from Southwest Airlines working with the Technical Committee is a pilot and airspace expert.

Mr. Roth closed the meeting with tentative dates for the next two Roundtable meetings of September 17, 2019 and October 15, 2019.

9. ADJOURN

Mr. Woomer moved to adjourn the meeting. Mr. Chancellor seconded the motion. All were in favor. The meeting adjourned at 9:07pm.