

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Sixteenth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, July 17, 2018, 7:00 PM – 9:10 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	✓	Linda Curry	Alternate for Erica Wilemon, District 33	✓
Jesse Chancellor, Vice Chair*	District 9	✓	Pat Daly Jr. *	Office of Anne Arundel County Executive Steven Schuh	
Christopher Yates*	District 9	✓	David Lee*	Office of Howard County Executive Allan Kittleman	✓
Howard Johnson*	District 12	✓	Grace Fielhauer	Alternate for David Lee, Office of Howard County Executive Allan Kittleman	
Drew Roth*	District 12	✓	Bryan Sheppard*	Office of Baltimore County Executive Kevin Kamenetz	
Gail Sigel	Alternate for Drew Roth, District 12	✓	Gary Smith*	County Councilman Jon Weinstein	✓
Paul Verchinski*	District 13		Kimberly Prium	Alternate for Gary Smith, County Councilman Jon Weinstein	
Rusty Toler*	District 13		Ellen Moss*	County Councilman John Grasso	
Evan Reese	Alternate for Mary Reese, District 30	✓	Brent Girard	Office of Senator Chris Van Hollen	✓
Tim Rath*	District 31	✓	Paul Shank, Chief Engineer	MDOT MAA	
Paul Harrell*	District 32	✓	Robin Bowie, Director, Office of Environmental Services	MDOT MAA	✓
Richard Campbell	Alternate for Paul Harrell, District 32		Darline Terrell-Tyson, Deputy Director, Office of Environmental Services	MDOT MAA	✓
Dan Klosterman*	District 32		Karen Harrell, Noise Program	MDOT MAA	✓

DC Metroplex BWI Community Roundtable Working Group

Meeting Minutes for July 17, 2018

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	
Ramond Robinson	Alternate for Pat Daly Jr., Office of Anne Arundel County Executive Steven Schuh	✓			

*Voting Members

ADDITIONAL PARTICIPANTS

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

Jonathan Dean, Communications Manager
Trey Hanna, Assistant for Legislative and Special Projects
Kevin Clarke, Director, Office of Planning
Roberta Walker, Administrative Assistant

Contractor Support

Kurt Hellauer, HMMH
Adam Scholten, HMMH
Royce Bassarab, HNTB

MEETING MATERIALS

Participants received the following materials in advance:

- Meeting Agenda for July 17, 2018
- Draft Meeting Minutes from June 19, 2018
- Draft Technical Liaison Committee Charter
- Draft Government Committee Charter
- July 12, 2018 E-mail Correspondence from the FAA to the MAA Regarding Pending Litigation

Handouts at meeting:

- Meeting Agenda for July 17, 2018
- Draft Meeting Minutes from June 19, 2018
- Draft Technical Liaison Committee Charter
- Draft Government Committee Charter
- July 12, 2018 E-mail Correspondence from the FAA to the MAA Regarding Pending Litigation
- Statement of Jesse Chancellor

Presentations at meeting:

- Meeting Agenda for July 17, 2018
- Draft Meeting Minutes from June 19, 2018

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1. INTRODUCTIONS (7:01)

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

Introduction

Ms. Reese explained the purpose of the Roundtable and explained that the MDOT MAA notified her on July 11, 2018, that the FAA would no longer be attending meetings or working with the Roundtable. She explained this was due to the actions taken by the State of Maryland in filing an administrative petition against the FAA. Ms. Reese noted that in light of these developments, she had asked that the MDOT MAA answer a number of questions that were provided in advance of tonight's meeting as well as other anticipated questions from Roundtable members regarding the halt in communications with the FAA.

Ms. Reese reviewed the questions provided to the MDOT MAA in advance of the meeting. The questions included:

- The MDOT MAA provide a description of the level of completeness of the analysis requested by the Roundtable in evaluating the FAA's proposed procedures as presented during the April 24, 2018 meeting.
- The MDOT MAA explain exactly how and when the FAA communicated to the MDOT MAA that they would no longer communicate with the MAA or the Roundtable and what actions the MDOT MAA took or is currently undertaking as a result of the FAA's actions.
- A description of what, if any actions the State of Maryland plans to take to mitigate the issues that have resulted from filing an administrative against the FAA and how that may negatively impact the Roundtables and MDOT MAA's coordination with the FAA.
- A description of how plans for an expanded terminal at BWI Marshall will impact Maryland residents considering there is no solution in the near future to the issues created by NextGen.

Member roll call

Ms. Reese 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.

Ms. Reese noted that Mr. Austin Holley is acting as a non-voting alternate for Ms. Erica Wilemon for the purpose of tonight's meeting and that the Roundtable was waiting for Maryland Senator Edward Reilly to appoint a new representative for District 33.

Review and approve agenda for tonight's meeting

Ms. Reese discussed the agenda for the meeting. She inquired if Roundtable members desired to discuss the agenda or make revisions. Mr. Gary Smith motioned to approve the agenda. Mr. Jesse Chancellor (Vice Chair) seconded the motion. All in favor. The meeting agenda for tonight's meeting is approved.

Review and approve June 19, 2018 meeting minutes

Ms. Reese discussed the June 19, 2018 meeting minutes and inquired if there was a need for corrections or changes. Mr. Chancellor moved to approve the June meeting minutes. Mr. Evan Reese seconded the motion. All in favor. The June 19, 2018 meeting minutes are approved.

2. APPROVAL OF TECHNICAL LIAISON AND GOVERNMENT COMMITTEE CHARTERS AND LEGISLATIVE UPDATE

Ms. Reese moved on to the second agenda item to approve the Technical Liaison and Government Committee Charters and the legislative update.

Approve Technical Liaison Committee Charter

Mr. Reese motioned to approve the Technical Liaison Committee Charter without corrections. Mr. Paul Harrell seconded the motion. All in favor. The Technical Liaison Committee Charter is approved.

Approve Government Committee Charter

Mr. Smith motioned to approve the Government Committee Charter without corrections. Mr. Reese seconded the motion. All in favor. The Government Committee Charter is approved.

Legislative Update

Mr. Brent Girard of Senator Van Hollen's office provided a brief update on the FAA Reauthorization Act. Mr. Girard explained it appeared the act would be coming to the Senate floor within the next few weeks but the exact timing was uncertain. He also noted that Senator Van Hollen has prepared four amendments in conjunction with Senator Cardin, and that one of the amendments was the joint amendment developed between the BWI Roundtable and Montgomery County Quiet Skies Coalition (MCQSC). Mr. Girard concluded by noting he would continue to keep the Roundtable updated as the legislation moved forward.

Ms. Anne Hollander of the Montgomery County Quiet Skies Coalition (MCQSC) thanked Mr. Girard and Senators Cardin and Van Hollen for assisting the Roundtable and MCQSC. Ms. Hollander noted that the Roundtable and MCQSC were working with communities and Senators around the country to pressure for the inclusion of noise provisions in the bill.

Ms. Hollander provided an update on the NextGen Federal Advisory Committee meeting that took place on June 27, 2018. She explained the NextGen Advisory Committee met for many years as part of the Radio Technical Commission for Aeronautics (RTCA), which is a private volunteer organization that develops technical guidance and advised the FAA on the implementation of NextGen. Ms. Hollander noted that as of this year, the NextGen Advisory Committee became a formal federal advisory committee that may allow for greater transparency and community involvement. The first Federal NextGen Advisory Committee meeting was held on June 27, 2018 and was attended by Ms. Janelle Wright and Ms. Hollander from MCQSC, and Mr. Paul Verchinski from the BWI Roundtable. Ms. Hollander commented she and Mr. Verchinski gave statements on behalf of both groups and their representative communities on the negative impacts of aviation on their residents.

Ms. Hollander explained most of the advisory meeting focused on the Northeast Corridor. She highlighted it was interesting to learn that 50 percent of the congestion in the national airspace was the result of aviation operations along that corridor and that the advisory committees focus over the next year is trying to alleviate the congestion issues. Ms. Hollander noted that the committee identified that one of the major challenges to making changes in the Northeast Corridor was outrage from the communities surrounding the BWI Marshall (BWI), Reagan National (DCA), Philadelphia (PHL), and New York Metro (EWR, LGA, JFK) airports. She commented that while it appears the committee is interested in improving community involvement, the committee is also dominated by industry representatives from groups such as Airlines for America, American Airlines, FedEx, United, Boeing, and Raytheon. She highlighted that while the committee has 30 voting members, environmental representation inadequately consists of a single representative from the National Association to Ensure a Sound

Controlled Environment (N.O.I.S.E). Ms. Hollander concluded the summary of the Nextgen Advisory Committee meeting by noting that the MCQSC followed up the meeting by sending a letter to the committee chair urging them to follow through with improving community involvement.

Mr. Howard Johnson requested Ms. Hollander further explain the content of the amendments from Senators Cardin and Van Hollen to the FAA Reauthorization Act with regards to aircraft noise impacts. Ms. Hollander responded there are four proposed amendments. She noted the first is to restore aircraft dispersion and higher altitudes to aircraft operations at all the airports around the country impacted by the implementation of NextGen. The second amendment is to include all the aircraft noise provisions approved in the House version of the reauthorization act and include them in the Senate version since the Senate version as written does not contain any noise provisions. The remaining two amendments, known as the Raskin amendment for Maryland Congressman Jamie Raskin, and the Cummings Amendment for Maryland Congressman Elijah Cummings, require the FAA to consider cumulative noise metrics when determining the significance of noise impacts. Ms. Hollander concluded by noting that there is also a House amendment included for consideration in the Senate which includes multiple House amendments to the act that require the FAA to consider additional studies on aircraft noise metrics and improving community involvement.

Mr. Chancellor inquired if Ms. Hollander knew of any amendments that had greater potential for inclusion in the Senate version of the reauthorization act that were in opposition to the interests and concerns of community groups. Ms. Hollander responded there were some provisions that communities oppose such as mandating the use of Performance Based Navigation (PBN) procedures in all Metroplexes and approving commercial supersonic flight (which has been banned for many decades). MCQSC is urging communities to oppose these provisions.

Mr. Girard concluded the legislative update by noting that as of today the FAA no longer was working with the DCA Roundtable due to pending litigation from the State of Maryland and that Senator Van Hollen continues to work very hard for the communities surrounding DCA and BWI to address their concerns.

3. MAA DISCUSSION OF ROUNDTABLE REQUESTED ITEMS

Ms. Reese moved to the third agenda item which was the MDOT MAA discussion of requests from the Roundtable. Ms. Reese noted that she was disappointed there was not a representative from Attorney General Brian Frosh's office, and inquired who from the MDOT MAA would be answering the Roundtable's questions. Ms. Robin Bowie of the MDOT MAA noted that she and the MDOT MAA's contractors would be addressing the Roundtable's questions and requested Ms. Reese restate the questions for the group so the MDOT MAA could respond.

Ms. Reese restated the first question from the Roundtable, which was a request for the MDOT MAA to provide a description of the completeness of the analysis undertaken by the MDOT MAA prior to receiving notification from the FAA that it would no longer communicate with the MDOT MAA or Roundtable. Ms. Reese noted the original agenda for tonight's meeting was for the MDOT MAA to analyze the procedures as presented to the Roundtable at the April 24, 2018 meeting and vote on the procedures for provision back to the FAA. She explained that although the FAA was no longer communicating with the MDOT MAA or the Roundtable, the Roundtable had hoped to review the analysis from the MDOT MAA so they could provide a vote back to the FAA in fulfillment of the Roundtable's mission.

Mr. Adam Scholten from HMMH responded that HMMH was conducting the technical analysis requested by the Roundtable on behalf of the MDOT MAA. He explained that there were three separate

elements of the analysis of the FAA's proposed procedures as requested by the Roundtable at the April 24, 2018 meeting. The first element was to analyze pre-Metroplex conditions represented by a 2012 data sample, the second was to analyze current post-Metroplex conditions represented by a 2017 data sample, and the third was to modify the 2017 post-Metroplex data sample to reflect the FAA's proposed procedure changes. Independent from these three sample periods, Mr. Scholten explained that there were also general inputs and troubleshooting for the various noise and flight simulation analysis models associated with the validation of flight track and operations data.

Mr. Scholten continued that as a first step the radar data for the 2012 and 2017 baseline samples were validated for accuracy. He explained this included such tasks as confirming aircraft runway assignments, aircraft equipment data, and the overall quality of flight tracks for processing by the noise modeling software. He noted aircraft operations were then assigned to FAA Tower Categories used to represent the general user classes of each operation such as Air Carrier (AC) or General Aviation (GA) to compensate for missing operations recorded by the FAA but not captured in the radar data. Ms. Reese interjected and noted that the Roundtable's request to the MDOT MAA was for a general understanding of the level of completion of the Roundtable's requested analysis and not a description of all the technical intricacies required to accomplish the work. Mr. Scholten responded the MDOT MAA wanted to provide a detailed picture of the work that was ongoing to the Roundtable prior to the FAA discontinuing communications, and explained the analysis was approximately 60 to 70 percent complete when the MDOT MAA learned the FAA had changed the procedures presented to the Roundtable at the April meeting.

Mr. Chancellor noted that the information that the FAA's proposed procedures changed after presentation to the Roundtable at the April meeting was new information for most Roundtable members. He explained that Ms. Bowie had presented this information to Ms. Reese and himself, but that most of the Roundtable was not aware of this development and inquired if Ms. Bowie could brief the Roundtable on the MDOT MAA's knowledge of the procedure changes. Ms. Bowie responded that the MDOT MAA learned of the FAA's procedure changes relative to the April meeting on June 21, 2018. She explained that the MDOT MAA learned of the changes while coordinating with the FAA to obtain the input data necessary to conduct the noise modeling of the procedures and that the FAA did not disclose to the MDOT MAA what aspects of the procedures changed. Upon learning of the procedure changes, the MDOT MAA communicated to the FAA it was their responsibility to contact the Roundtable and inform them that the proposed procedures had changed and that they needed to return to brief the Roundtable on the changes so that the MDOT MAA could resume the analysis and include the changes.

Mr. Chancellor inquired as to what reasoning the FAA gave for modifying the procedures after the April meeting. Ms. Bowie responded the FAA indicated the procedure changes were necessary due to the results of flight simulation and modeling that had not been completed prior to the April meeting. She explained that the FAA indicated they ran into difficulties in flight simulations of the procedures and that was the extent of the MDOT MAA's knowledge of the procedure changes. Ms. Bowie noted that the state of Maryland filed the legal petition against the FAA on June 26, 2018, and that on July 9, 2018 she called the FAA imploring they contact the Roundtable and inform them of the procedure changes. Ms. Bowie did not receive a verbal response back from the FAA until July 11, 2018. Upon receiving the response, Ms. Bowie immediately informed the Roundtable and provided the Roundtable with a subsequent written response on July 12, 2018.

Mr. Reese inquired if there had been any further correspondence with the FAA or the Performance Based Navigation (PBN) Working Group following the April meeting. Mr. Scholten responded there were discussions occurring and that they were focused on working with the FAA to get the data required to model the proposed procedures from the April meeting. Ms. Bowie added that the MDOT MAA have

been actively working with the FAA since the April meeting up until the point the FAA informed the MDOT MAA and Roundtable that they could no longer communicate on July 11, 2018.

Mr. Reese inquired if the MDOT MAA had any idea of how much the procedures changed from what was presented at the April meeting. Mr. Scholten responded the FAA only provided vague details that some items needed to be changed to account for issues they uncovered in flight simulations of the procedures but did not provide further details. Ms. Bowie added that as the MDOT MAA found the procedures changed on June 21, 2018, and then subsequently learned the FAA would no longer communicate with or accept a recommendation from the Roundtable on July 9, 2018, work on the analysis of the proposed procedures stopped as it no longer seemed appropriate.

Mr. Reese asked Ms. Bowie if it could be assumed the FAA discontinued communication with the Roundtable and the MDOT MAA as a way to move forward with the proposed procedures without Roundtable input. Ms. Bowie responded in the negative. Mr. Drew Roth inquired further if in the FAA's withdrawal of communication is indicative of change in intent for what the FAA planned to accomplish. Ms. Bowie responded the MDOT MAA did not know as these developments had occurred only within the last four days. Mr. Reese stated the recent developments from the interactions with the FAA and the PBN process have been nothing but a waste of time, and allowed the FAA to stall the Roundtable's progress in order to move on to implement the procedures as the FAA saw fit instead of treating the Roundtable as a stakeholder in the process.

Ms. Reese thanked Ms. Bowie and noted that her response had answered a number of the questions posed to the MDOT MAA in advance of tonight's meeting. Ms. Reese moved on to ask what actions the State is taking to restore communication and coordination between the FAA, the MDOT MAA, and the Roundtable. Ms. Bowie responded that the Governor's office as well as the offices of Senators Van Hollen and Cardin were aware of the situation and that the MDOT MAA would continue to pursue an open dialog with the FAA. She noted the MDOT MAA is communicating with the FAA on non-NextGen related issues and continues to work those channels of communication.

Ms. Linda Curry inquired if the FAA could implement procedure changes without the Roundtable taking a vote and if the FAA would communicate the procedure changes to the MDOT MAA. Ms. Bowie responded that the FAA has not communicated this to the MDOT MAA and was not sure if the FAA was obligated to communicate the desire to implement procedures to the MDOT MAA without input from the Roundtable. Mr. Reese responded he did not believe the FAA had an obligation to communicate the procedure changes as the FAA operates the airspace and the MDOT MAA operates the airport. Mr. Reese explained it was his belief the FAA can implement procedures without Roundtable input and that the PBN process was designed as a stall tactic to avoid public comment and environmental analysis. Ms. Bowie noted that if the FAA were to change procedures, they would likely post them on the FAA's online Instrument Flight Procedures Information (IFP) Gateway before publication. Mr. Reese responded that he believed the FAA's proposed procedures were at least eight months away from being posted on the IFP Gateway as they still needed to be validated.

**Note. The FAA's Instrument Flight Procedures Information (IFP) Gateway can be found at:*

https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/

Ms. Bowie recalled the FAA publishing proposed procedure changes on the IFP Gateway recently that were open for public comment and that Mr. Brasher had asked the MDOT MAA to review the procedures to determine if the Roundtable should comment. Mr. Scholten recalled the procedures to were initially posted on the IFP Gateway back in March. Mr. Reese responded that none of the procedures to which Ms. Bowie or Mr. Scholten were referring were associated with the PBN Working

Group, and that once a procedure is released to the IFP Gateway any input provided on the procedure will likely be ignored on account of having to restart the lengthy PBN design process.

Ms. Reese asked Ms. Bowie if the MDOT MAA made comments or actively tracked changes to procedures posted to the IFP Gateway. Ms. Bowie responded in the affirmative and noted that up until this point, the proposed procedure changes that have been published were non-critical changes not significant enough to warrant providing a comment. Mr. Reese inquired if a critical procedure change on the IFP Gateway was identified, if the MDOT MAA would inform the Roundtable to allow the opportunity to collect information and provide a response. Ms. Bowie responded in the affirmative and noted that the MDOT MAA and Roundtable should communicate with one another as procedure changes are identified.

Mr. Harell inquired if the Roundtable or MDOT MAA had additional information on the nature of the administrative petition against the FAA. Ms. Bowie responded the press releases from the Attorney General's office stated the State had filed a petition regarding the flight path changes around BWI Marshall and a lawsuit regarding the changes at DCA, but had no further information and that both press releases were available on the Attorney Generals website. Ms. Reese responded the Roundtable had requested someone from the Attorney General's provide specific insight into the status of the legal petition and was disappointed no one was available to provide the requested information. Ms. Bowie responded the State is extremely limited in its ability to discuss or provide an update on the petition since they do not want to compromise the legal process and cannot discuss the petition at this time.

**Note the press release from the Maryland Attorney General's office regarding the administrative petition against the FAA can be found at:*

<http://www.marylandattorneygeneral.gov/press/2018/062618.pdf>

Ms. Curry commented that most Roundtable members did not know what constituted an administrative petition. Mr. Girard responded it was his understanding an administrative petition asks a judge to review the issues raised in the petition with the hope the judge will adjudicate a solution. Mr. Chancellor commented it was his understanding that US citizens have the constitutional right to petition their government to review an item of concern and that it is not a lawsuit. He noted that maybe the FAA is assuming the petition filed by the State is a lawsuit or precursor to a lawsuit but it is unclear what the FAA's reasoning is. Mr. Chancellor inquired with Ms. Bowie if the FAA provided any other information regarding the petition beyond the brief e-mail shared with the Roundtable. Ms. Bowie responded she did not have any further information from the FAA regarding the petition beyond what was provided to the MDOT MAA via e-mail.

Mr. Chancellor stated he had some rhetorical questions for the record that should be posed to the FAA should communications resume. First, he asked if the FAA considers the administrative petition filed by the State as pending litigation, and they do, the FAA needs to explain why the FAA believes the petition is litigation as it is not a lawsuit. Second, he asked that the FAA explain if it was not the State's petition that caused the FAA to halt communications and was instead the legal action associated with DCA, that the FAA explain how the DCA litigation impacts BWI Marshall since they are separate airports. Third, if the FAA considers litigation against one airport that was part of the DC Metroplex project as litigation against all the airports in the DC Metroplex, why did the FAA form separate community Roundtables for BWI and DCA? Mr. Chancellor concluded that the pending legal petitions are confusing and that perhaps only through the media and further legal action will the Roundtable get answers to these questions. Mr. Roth concurred that the purpose of the FAA forming Roundtables was to cause disruption, delay, and discord among community groups and that the BWI Roundtable has remained on message and not helped the FAA's objectives.

Ms. Hollander noted the District of Columbia had filed a lawsuit against the FAA that was pending for some time, and the FAA did not refuse to coordinate with communities involved in the lawsuit while it was pending. Ms. Hollander explained the DCA Roundtable thought that based on precedent the FAA would continue to communicate with them and they were as surprised as the BWI Roundtable that the FAA had decided to suspend communication.

Mr. Roth asked Ms. Bowie if there was an Environmental Assessment (EA) planned for the proposed BWI Marshall expansion for the five gates on the A Concourse. Mr. Reese expanded on Mr. Roth's comments and noted he would also like to know about all future planned expansions as the expansion of the five gates was planned by the MDOT MAA for the last year and hasn't been mentioned to the Roundtable. Ms. Bowie responded there was an EA conducted for the five-gate expansion in 2000, and the EA originally reviewed and assessed building 31 gates on the A and B Concourses. She explained only 26 of the gates were built at the time, and five gates remained to be built. Ms. Bowie noted that the 2000 EA was subsequently reevaluated in 2017 to ensure it was still valid and the portion of the expansion being placed before the Board of Public Works (BPW) is in relation to the contract for the project design.

Ms. Reese noted the procurement for the design is a fast-track procurement, and inquired with Ms. Bowie why this was the case. Ms. Bowie responded the reason the five-gate expansion is being considered is because Southwest Airlines is currently spread out between the A, B, and C Concourses and they would like to consolidate all operations onto only the A and B Concourses. She also noted that the baggage system in the A and B Concourses is antiquated and that as part of the five-gate expansion a new baggage system will be built. While the new baggage system is being constructed, gates A1 through A5 will be closed once the five new gates are completed. Mr. Reese commented that the MDOT MAA is communicating to the Roundtable that with the construction of the five new gates, there will be no net gain in the number of gates at BWI Marshall. Mr. Roth noted an article published in the Baltimore Sun indicated it was clear that while five gates will be closed as the new ones are built, there will be a net gain of five gates once construction is complete. Ms. Bowie agreed but noted that the net gain of five gates would not occur for at least another four to five years.

Mr. Reese asked if the MDOT MAA had considered evaluating the gate expansion with increased traffic levels in light of the issues that have arisen in communities around BWI Marshall from the implementation of NextGen. He commented he was sure Mr. Paul Shank, as the Chief Engineer of the MDOT MAA, was aware of the expansion and found it morally irreprehensible that the MDOT MAA did not share information about the expansion with the Roundtable.

Mr. Roth inquired if there was a public announcement of the 2017 re-evaluation of the 2010 EA. Ms. Bowie responded there was not. Mr. Roth commented there was much greater concern about operations at BWI Marshall now given the implementation of NextGen than there was when the EA was originally completed in 2000 and that despite this, there was no need on the part of the MDOT MAA to inform the public.

Mr. Kevin Clarke, Director of Planning for the MDOT MAA, introduced himself and further discussed the five-gate expansion project. He noted any time a gate is added there is the long term potential to increase terminal capacity. However, Mr. Clarke noted that for this project the reason gates are being constructed now is due to the need to develop other facilities such as the new baggage system rather than to address capacity needs. Mr. Clarke explained the project would not be fully completed until 2022 due to the construction of the baggage system and rehabilitation of Taxiway Tango, and only at that time would there be a net increase in available gates at BWI Marshall. Mr. Clarke acknowledged that the end result of the expansion would be the addition of five gates above the current number of gates at BWI after 2022.

Mr. Reese commented it is his assumption the stated goal of the MDOT MAA is for every gate at BWI Marshall to be leased in order to maximize income. Mr. Clarke responded the MDOT MAA builds and plans to meet demand whether it be from the public or industry, and not necessarily to maximize airport revenues. Mr. Roth responded the MDOT MAA designs to meet demand from outside Maryland since BWI Marshall is a hub airport where the public is transferring to connecting flights and that the demand noted by Mr. Clarke was not originating from within Maryland. Mr. Reese expanded on Mr. Roth's comments and noted it was his impression the State incentivized growth at BWI Marshall through such measures as charging a reduced Jet fuel tax to airline operators.

Mr. Reese asked Mr. Clarke when the long-range planning of expanding the capacity at BWI Marshall to meet 2022 demand commenced. Mr. Clarke responded that the planning for the 31 gate A and B Concourses began in the late 1990's. Mr. Reese inquired further if the MDOT MAA had a runway expansion plan as it was his understanding the airport is currently operating at only 30 percent of maximum capacity. Mr. Clarke responded that the MDOT MAA's approved FAA airport layout plan has BWI Marshall operating at approximately 40 percent capacity. He explained the current runway configuration is designed to accommodate up to 35 million passengers annually, and that today BWI Marshall is operating at approximately 26 million annual passengers. Mr. Clarke noted annual aircraft operations have decreased from peak activity levels in 2001 of approximately 320,000 operations to approximately 260,000 operations today resulting in excess capacity. However, Mr. Clarke explained that terminal capacity is different, and that is why the MDOT MAA is planning additional improvements in order to improve the efficiency of the terminal concourse.

Mr. Chancellor commented that while there has been a decrease in operations at BWI Marshall, the number of passengers have remained largely the same or increased. He noted this is indicative of a shift toward larger, heavier aircraft and that even though the fleet of aircraft operating out of BWI Marshall has become quieter the operation of large aircraft on highly concentrated paths is generating more noise for underlying communities. Mr. Clarke responded he could not speak to the aircraft noise, but that the planning for the A and B Concourses occurred in the late 1990's and that even though the EA conducted in 2000 included 31 gates, only 26 were constructed due to the projected terminal demand at that time.

Mr. Chancellor noted Mr. Clarke did not yet answer the question posed by Mr. Reese as to when the planning for the current phase of the five-gate Concourse A expansion took place and that it did not occur in the late 1990's. Mr. Clarke responded there is increased terminal demand as Southwest airlines has grown over the last few years and the topic of expanding the A Concourse to include five additional gates started within the last two to three years. He explained over that time, the MDOT MAA has been conducting preliminary planning to determine how the terminal expansion would fit with the overall operation of the terminal and airlines. Mr. Reese responded he was surprised nobody at the MDOT MAA thought it would be a good idea to discuss the Concourse A expansion with the Roundtable and that this is reflective of similar interactions between the Roundtable and the FAA. Mr. Reese concluded that he now questioned the validity of the recent actions taken by the MDOT MAA in support of the Roundtable given the lack of transparency regarding the terminal expansion plans.

Mr. Howard Johnson inquired about what criteria are evaluated as part of an EA. Mr. Clarke responded that 28 impact categories are evaluated as part of an EA and include items categories such as noise, water quality, and hazardous materials. Mr. Johnson inquired further if noise was evaluated in the 2017 EA re-evaluation. Mr. Clarke responded the 31 gates in the A and B Concourses were evaluated for noise in the 2000 EA based on aircraft operation forecasts valid at that time. He noted the 2000 EA included a greater number of forecast operations than was the case in 2017, and that the 2017 re-evaluation included considerations for reduced aircraft operations as well as changes in aircraft fleet mix that

occurred after the 2000 EA. Mr. Ramond Robinson commented it was his understanding that the re-evaluation process for the 2000 EA only considered the impact of the five additional gates and the scale of the re-evaluation was much smaller than the 2000 EA. Mr. Clarke responded Mr. Robinson was correct and that the re-evaluation process was more limited. He also explained the FAA in the 2017 re-evaluation process found the five-gate expansion of the A Concourse was consistent with the findings of the 2000 EA. Mr. David Lee inquired if the EA and EA re-evaluation took into account changes that occurred to the current flight procedures between 2000 and 2017. Ms. Bowie responded that the 2017 re-evaluation was updated to reflect current BWI Marshall operations and included updating aircraft flight paths to reflect current procedures.

Mr. Reese commented the noise contours from the 2000 EA are identical to those from 2016 and 2017 despite the fact there were changes in aircraft operations and flight procedures, and the lack of change in the contours was a point of contention between the Roundtable and the FAA. Ms. Bowie responded that noise contours for BWI Marshall decreased from 2000 to 2017 and that they were not the same. Mr. Reese responded that the noise abatement program has not changed to reflect the contour changes and that perhaps the MDOT MAA would not have pursued the expansion of the A Concourse had the expansion been discussed with the Roundtable.

Mr. Roth commented that it was not feasible the noise contours did not change given the change in Runway 28 departure flight paths that resulted in aircraft turning over schools and residential areas at altitudes between 1,200 and 1,400 feet Above Ground Level (AGL). He explained if a location was in the 65 decibel (dB) Day Night Average (DNL) contour with aircraft overflights at 1,200 feet AGL before, and the flight paths shifted, the contour should shift such that the point at which aircraft reach 1,200 feet AGL under the new flight paths resides within the 65 dB DNL contour. Mr. Royce Bassarab of HNTB responded he formerly worked in the FAA's Office of Environmental Services and is currently a contractor for the MDOT MAA. He explained although he did not work on the FAA's analysis of the NextGen procedures, he was familiar with FAA noise modeling and the FAA looked at a grid point analysis when evaluating noise impacts instead of noise contours. Mr. Bassarab concluded that when considering noise impacts the FAA was looking for noise increases to exceed a significance threshold of 1.5 dB DNL in an area of 65 dB DNL or greater and that the FAA evaluation of the DC Metroplex showed the new procedures did not exceed this threshold. Mr. Roth responded the modeling for the DC Metroplex EA did not take into consideration the right turn of Runway 28 departures that was implemented after the Finding of No Significant Impact (FONSI) and could argue the turn was not authorized within the law. Mr. Roth continued that the EA for the BWI Marshall airport improvements shows the same contours that existed prior to the implementation of the DC Metroplex and the flight path changes implemented as part of the DC Metroplex should have resulted in a corresponding change in the contour.

Ms. Reese asked the MDOT MAA if it would be possible to be briefed at a future Roundtable meeting on all the future expansion plans for BWI Marshall and if the MDOT MAA had plans to work with Southwest Airlines to implement changes at the airport to address the Roundtable's concerns regarding NextGen. Ms. Bowie requested the Roundtable provide a written request to the MDOT MAA on these items for consideration.

Mr. Chancellor commented that although BWI Marshall is running at approximately 30 percent of runway capacity it is his understanding the terminal is experiencing greater levels of demand that are driving the necessity for the expansion of the A Concourse. Mr. Chancellor also noted it was his understanding passenger numbers have remained relatively stable over the last few years. Mr. Clarke responded passenger numbers have been increasing at rates of approximately six percent a year. Mr. Chancellor inquired if this six percent increase in passengers has taken place in aircraft that have over a

60-seat capacity since passenger counts have been increasing while there has been a reduction in operations. Mr. Clarke responded he could not provide an estimate in the increase in numbers of aircraft exceeding a 60-seat capacity but could speak in terms of total operations which reached a peak of approximately 300,000 annual operations before declining to approximately 240,000 three years ago before rebounding to the approximately 260,000 annual operations occurring at BWI Marshall today. Mr. Clarke noted the majority of annual operations are now occurring in larger aircraft than has been the case in the past as General Aviation (GA) operations have fallen and new airlines have come in such as Spirit in addition to new international flights that operate comparatively larger aircraft.

Mr. Chancellor noted annually approximately 80,000 flights depart from Runway 28 and that a majority of these flights fly over the exact same points from 5:30 AM until Midnight each day. He explained in the past most communities thought of the airport as a great amenity, but that now the airport is viewed by communities as a major noise polluter and has created externalities that were never anticipated. Mr. Chancellor concluded by noting the relationship between the Roundtable's representatives and the MDOT MAA is changing and the MDOT MAA needs to understand any planned expansions at the airport will likely negatively impact communities from the perspective of the Roundtable.

Ms. Curry inquired if the MDOT MAA's goal was to have BWI Marshall operate at 100 percent runway capacity instead of the approximately 30 to 40 percent at which BWI Marshall is operating today. Mr. Clarke responded that was not a goal of the MDOT MAA, and the MDOT MAA develops the airport in response to traffic demand. He explained that the MDOT MAA does not over-build facilities, as building additional facilities does not necessarily attract more air traffic. Mr. Clarke concluded by noting the MDOT MAA balances the fiscal responsibility for operating the airport with passenger needs to ensure the right level of facilities are in place at the right time to adequately meet traffic and passenger demand.

Ms. Curry commented she was aware of the potential for increased numbers of gates for air cargo operators such as FedEx or Amazon and was curious if Mr. Clarke expected an increase in the number of air cargo operations due to a potential new Amazon facility near the airport. Mr. Clarke responded cargo activity has increased and the midfield cargo area was recently expanded in accordance with the FAA's approved airport layout plan. He noted the midfield cargo area was expanded to add three parking positions to accommodate demand from one of BWI Marshall's existing carriers and there is developing pressure for additional cargo growth due to increasing tonnage. Ms. Curry responded it was her understanding most of the planning at the airport is based on long-term forecasts and was curious if the same was the case for cargo operations. Mr. Clarke responded projections change frequently, but that the total activity for baseline planning is based on operations the FAA puts forward in the Terminal Area Forecast (TAF) and the airport's own forecasts.

Deliverables:

- Roundtable to provide questions in writing to MDOT MAA regarding BWI Marshall expansion plans and potential future briefing of plans to the Roundtable

4. ROUNDTABLE DISCUSSION OF NEXT STEPS

Ms. Reese moved to the fourth agenda item to discuss the next steps for the Roundtable. Ms. Reese requested Mr. Chancellor present a written statement he prepared in advance of tonight's meeting. Mr. Chancellor read the prepared statement, which summarized the BWI Roundtable failed in its efforts to-date to return aircraft flight paths to historical patterns and this failure is reflective of a larger failure of State and Federal Government's to protect their citizens. He noted that while the FAA is primarily responsible, the State of Maryland also bears responsibility for the current state of the Roundtable's

affairs as the MDOT MAA agreed to the implementation of NextGen at BWI and delayed the creation of the BWI Roundtable for six months after initial community meetings took place with the FAA in October 2016. Mr. Chancellor highlighted that the State filed an administrative petition with the FAA on June 26, 2018 in advance of the Roundtable's anticipated vote on FAA proposed procedures despite a verbal request from the Roundtable that no legal action be taken by the State until the Roundtable had the opportunity to bring the procedures to a vote. He explained that while the State could have performed better to protect its citizens, the primary party responsible for the flawed implementation of NextGen at BWI was the FAA.

Mr. Chancellor continued by noting he believes there is a conflict between the goal of expansion at BWI and the burden borne by a number of citizens for those expansions. He explained that the staff of the MDOT MAA are dedicated public servants, but they have a conflict between airport growth and environmental concerns. Mr. Chancellor concluded by stating there needs to be a straightforward debate about the tradeoff between the benefits of operations at BWI Marshall and the negative impact of those operations on surrounding communities and that it should be the position of the Roundtable that there should be no further expansion at BWI Marshall until there is a fix to NextGen.

Ms. Reese thanked Mr. Chancellor and requested Mr. Chancellor assemble a statement the Roundtable could distribute to elected officials for each of the Roundtable's legislative districts. Mr. Roth requested that prior to the Roundtable distributing a statement, there be an offline discussion among members to consider revisions.

Ms. Curry inquired if there were any items the Roundtable would like to prepare in advance of the upcoming June 19 Maryland Board of Public Works (BPW) meeting regarding the BWI Marshall Concourse A expansion. Ms. Reese responded she would like to provide a statement and inquired if it was required to register in advance of the meeting to attend. Ms. Curry responded she would be attending, and that registration was required prior to the meeting. Mr. Roth inquired if it was required to provide a statement to the BPW in advance of the meeting or if a statement could be given verbally at the meeting. Ms. Reese responded she believed both written and verbal statements could be provided and that she would work with Mr. Roth to prepare a statement. Ms. Curry noted time to provide statements at the BPW meeting is limited, and the Roundtable should work off of Mr. Chancellors written statement from tonight's meeting as a starting point for providing a statement to the BPW.

Ms. Reese noted that as Roundtable Chair she greatly appreciates all the work the MDOT MAA and Ms. Bowie have completed to-date in support of the Roundtable. She highlighted it is not easy to answer the variety of questions posed to the MDOT MAA from the Roundtable and that the staff of the MDOT MAA are wonderful civil servants. Ms. Reese hoped the MDOT MAA and Roundtable can continue to work together in the absence of the FAA and work through these expansion issues to develop a good relationship. Ms. Bowie responded she appreciated Ms. Reese's comments and thanked the Roundtable for accepting her as the MDOT MAA point of contact and looked forward to continuing to work with the Roundtable in the future.

Ms. Curry inquired if the Roundtable should entertain a motion to vote on a Roundtable member speaking at the BPW meeting. Mr. Roth responded he believed the Roundtable should have a motion to adopt the position that there be no consideration of expanding operations at BWI Marshall until there is a solution to the issues associated with the DC Metroplex. Mr. Reese seconded the motion. All in favor. The Roundtable position that there should be no consideration of expanding or increasing operations at BWI Marshall until reaching a solution regarding the implementation of the DC Metroplex is approved.

Mr. Lee commented the Howard County Council authorized the County to file a legal petition against the FAA similar to the one filed against the FAA by the State of Maryland and that the petition would be forthcoming. Mr. Lee noted once the petition is filed, Howard County will inform the Roundtable and provide a press release.

5. PUBLIC COMMENT

Ms. Barbra Deckert of Elkridge commented that within a few days residents will have access to a web-based software application called Airnoise.io. She explained the application uses a handheld button to file complaints and automatically identifies the nearest aircraft and then provides the aircraft information and complaint to the MDOT MAA. Ms. Deckert commented the MDOT MAA site is tedious and this software simplifies the complaint filing process in addition to being mobile friendly. Ms. Deckert concluded by noting in the future Airnoise.io will work with devices such as Amazon Alexa and Google home, and that the service costs \$24 for the purchase of the handheld button in addition to a \$5 a monthly subscription fee.

**Note: Further information on Airnoise.io can be found at:*

<https://airnoise.io/>

Ms. Deckert noted she was concerned about being able to follow the FAA's response to the petition from the State of Maryland. She explained for DCA she could follow the response through the PACER system, but she has no way of compelling the Attorney General to inform her when a response is received back from the FAA or knowledge of the timeline of the response to make a Public Information Act (PIA) request. Ms. Deckert inquired if there were any Roundtable members that had insight on how to keep track of the petition in a timely manner. Ms. Reese responded she would investigate and provide what information she can find to Ms. Deckert.

Ms. Deckert inquired if the new noise monitoring system would be operational by this summer, as Mr. Shank indicated it would be operational in June 2018. Ms. Bowie responded Mr. Shank was incorrect and that the new noise monitoring system would not be operational until May of 2019. Ms. Deckert inquired if it will contain an online component such as WebTrack5 that is used by DCA that shows which noise monitors are capturing aircraft as they fly overhead with associated noise levels. Mr. Bassarab responded the new noise monitoring system will utilize WebTrack in the same fashion as used by DCA.

Ms. Deckert inquired how far the furthest noise monitor will be placed from the airport. Mr. Bassarab responded there are multiple new monitors being considered but the furthest monitor will likely be 10 to 12 miles from the airport. Ms. Deckert responded this was inadequate as the MDOT MAA is receiving noise complaints from distances as far as 20 to 25 miles from the airport and residents should be able to review the MDOT MAA website to see where noise monitors are located and which ones are activated by aircraft overflights.

Ms. Reese asked Ms. Bowie if it would be possible to work with the MDOT MAA on the placement of the new noise monitors. Ms. Bowie responded it was possible, and noted the MDOT MAA is in the process of replacing 24 monitors with the intent of placing additional monitors in new locations. She explained it was the MDOT MAA's goal to first replace the previously installed 24, and then install additional monitors once the replacements were completed.

Ms. Curry inquired if she could obtain further information on the Airnoise.io application for distribution to the Roundtable through the Roundtable e-mail list. Ms. Reese responded she would communicate with Ms. Deckert and provide the Airnoise.io information to Ms. Curry. Ms. Deckert commented she did

not arrange for the availability of Airnoise.io and that another individual arranged for the availability of the application through correspondence on Facebook.

Mr. Jimmy Pleasant of Ellicott City commented operation statistics for BWI Marshall are available online through 1990. He explained those statistics show overall operations are down and that most of the decrease has occurred among the operations of smaller aircraft. Mr. Pleasant highlighted operations in passenger aircraft with 60 seats or more have increased by over 100 percent and these operations by larger aircraft are the ones most disturbing to residents.

Mr. Pleasant continued total operations in April of 2018 were approximately 1,400 more than in April of 2017 and by adding an additional gate operations would further increase by approximately 20 operations a day over the current average 800 daily operations. He commented that speaking in terms of overall operations is misleading since although there has been a decrease in total operations, operations in larger aircraft have increased by over 100 percent and could even double by 2036. Mr. Pleasant explained there should not be additional gates at BWI Marshall and the funds reserved for those gates should be reserved for purchasing the homes of residents under major flight paths. Mr. Pleasant concluded by noting the MDOT MAA is allowing Southwest Airlines to operate as a monopoly by adding gates at BWI Marshall and if the MDOT MAA was to refuse to build the gates Southwest Airlines would consider suspending operations.

Mr. Mark Peterson of Elkridge commented that for the upcoming BPW meeting the schedule was inverted as of this morning and that the Roundtable should check to see when the MDOT MAA is scheduled to appear since it might differ from what was published online. He noted the upcoming meeting was the only BPW meeting for July and was being held on a Wednesday instead of a Thursday in-lieu of the usual two monthly meetings. Mr. Peterson highlighted that normally the BPW does not take testimony and it would be best for the Roundtable to submit comments to the BPW in writing by tomorrow if they wish to have their comments considered for review.

Mr. Peterson continued that he wanted to clarify some of the language regarding the procurement process for the Concourse A expansion. He explained the term "expedited procurement" is associated with an accelerated selection process for picking the contractors desired to perform a task without an extended public notice or review process and facilitates selecting a contractor based on experience instead of the lowest price. The term "fast tracking" is associated with breaking a construction project into smaller modules that allow a contractor to start work on one module even though the next module may still be in the design stage and not yet ready for construction. Mr. Peterson concluded by stating a fast-track project is designed to get as much of the construction for a project started as quickly as possible and allows a project to be started even though some of the details of the project are still in the design phase.

Ms. Simge Yonter of Columbia commented she worked for the National Institutes of Health (NIH) as a physician and recently moved to the area. She noted she unfortunately did not investigate the area prior to moving as she has already contemplated selling her due to the aircraft noise associated with BWI Marshall. Ms. Yonter explained as a physician she looked into the public health aspects of noise and found that it is both an inconvenience and harmful to individual health.

Ms. Yonter continued and noted there are multiple studies indicating aircraft noise can cause high blood pressure as well as increased risk for heart attacks, stroke, cardiovascular disease, and learning difficulties for children. She noted in addition to noise, aircraft operations are spraying the community with Jet fuel and she expects studies will start finding increased cancer risk along vulnerable populations such as children as a result. Ms. Yonter concluded by inquiring if the Roundtable is planning on suing the FAA based on the grounds aircraft operations at BWI Marshall represent a threat to public health.

Mr. Chancellor responded there was a very high procedural bar that had to be met in order to file a lawsuit against the FAA. He explained there is a 60-day window once a final rule is published within which citizens have the ability to challenge the rule in court. He noted after the implementation of NextGen communities were informed by the MAA that increases in aircraft noise at BWI Marshall were caused by temporary runway closures and those communities failed to file a suit against the FAA within the 60-day window as a result. Mr. Chancellor continued there was one successful lawsuit against the FAA in Phoenix over NextGen, and one unsuccessful in Georgetown, but the State of Maryland is exhausting the options it can to litigate against the FAA. Mr. Roth added there is legal action under consideration against the FAA by both the State of Maryland as well as Howard County and that in both cases outside counsel has been hired with experience in aviation litigation.

Ms. Liz Brogan of Millersville commented many Howard County residents are outspoken concerning aircraft noise issues where Anne Arundel county residents suffer from the same noise issues but there is no support. She explained she lives along the 33L Runway centerline and that in the past only noticed noise in waves from aircraft arrivals. Ms. Brogan noted her residence has increasingly been subjected to continuous aircraft noise from arrivals and departures due to the layering of overflights and inquired what the MDOT MAA planned to do to mitigate the aircraft noise problem as it existed prior to the implementation of NextGen and continues to exist today. Ms. Brogan expressed that noise monitors are just a piece of the solution and there is no longer any assistance available to residents from the MDOT MAA for noise mitigation measures such as compensation or sound insulation.

Ms. Bowie responded the MDOT MAA is actively working on a program to insulate 170 homes and 488 rental and condominium units within the 65 dB DNL contour in accordance with FAA criteria. Ms. Brogan commented she resides outside the 65 dB DNL contour near Southgate Elementary, and an internal MDOT MAA audit revealed the MDOT MAA is currently not meeting FAA standards. Ms. Brogan explained the MDOT MAA has been unable to obtain reimbursement from the FAA for the sound insulation program due to inadequate documentation and the issue is still open for remediation. Ms. Brogan concluded that the MDOT MAA's noise abatement program should do a better job of taking into account overnight operations as she and others have experienced sleep difficulties due to greater numbers of late night flights and these flights are not fair or healthy for surrounding communities.

Ms. Jennifer Campbell of Severna Park thanked Mr. Chancellor for his written statement and noted the statement captured many of the feelings of community members regarding BWI Marshall. Ms. Campbell suggested that as the Roundtable's position regarding the expansion of BWI Marshall is refined, it specifically mention the Roundtable's opposition to expanding commercial airlines such as Southwest and cargo operators such as Amazon and FedEx. She explained the expansion of Amazon was especially frightening, as it could result in much greater levels of overnight operations at BWI Marshall regardless of where Amazon was located within the greater Baltimore or DC metropolitan areas. Ms. Campbell concluded by noting communities should focus on directing their concerns beyond the MDOT MAA and the FAA to include elected officials since there is evidence they have not been transparent regarding the implementation of NextGen and should be held accountable.

Ms. Curry thanked Ms. Campbell for her comments and noted Ms. Campbell has been working hard on noise issues in the Severna Park area as a member of the Greater Severna Park Noise Committee.

Mr. Lewis Taylor from the Howard County Office of Law provided a summary of his thoughts regarding the State of Maryland's petition against the FAA. Mr. Taylor noted he understood the MDOT MAA's difficulty in speaking about the pending litigation and commented he did not believe the cover letter of the State's petition was strong since it was limited to the disclosure of information from the FAA to the public. However, Mr. Taylor stated he did believe the petition made good points regarding the Categorical Exclusion (CATEX) process followed by the FAA for arrivals over Anne Arundel County. Mr.

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Taylor concluded by noting his primary concern with the State's petition was it could accelerate the implementation of the FAA's proposed procedures from the PBN Working Group and that the FAA could simply provide information to the State and as a way to satisfy the conditions set forth in the petition.

Mr. Taylor moved on to discuss Howard County's upcoming petition against the FAA and explained the petition focused on directing the FAA to revert aircraft flight paths back to pre-NextGen historical patterns. He noted the petition is an administrative action and there is potential for further legal action against the FAA should the FAA handle the petition in such a way deemed insufficient by Howard County. Mr. Taylor concluded by noting he was curious what other options the MAA was considering since there is a Federal process to restrict aircraft operations known as a Part 161 Study that has not been discussed and encouraged the Roundtable to notify the BPW of concerns regarding the proposed expansion of gates at BWI Marshall.

Deliverables:

- Ms. Reese to communicate with Ms. Deckert to provide information regarding Airnoise.io to Ms. Curry for distribution to the Roundtable e-mail list

6. ADJOURN

Prior to adjourning Ms. Reese discussed the proposed meeting schedule for future Roundtable meetings. Ms. Reese suggested the Roundtable should meet at least once per quarter unless there was a compelling reason for the Roundtable to meet otherwise. Ms. Curry responded she believed the Roundtable should meet at least once a quarter or every two months, but there were still many issues for the Roundtable to discuss with the MDOT MAA and those discussions would not occur if the Roundtable does not meet.

Mr. Chancellor suggested the Roundtable meet quarterly. Mr. Reese suggested the Roundtable meet during the first month of each quarter and proposed the next meeting be held in October. Ms. Reese inquired if October was an acceptable meeting date to the Roundtable for the next meeting and that in the meantime she would continue to work with the MDOT MAA to answer questions to remain productive.

Ms. Curry commented holding Roundtable meetings quarterly needs to be acceptable to members of the public since most of the information regarding the actions of the Roundtable and the MDOT MAA is only distributed at Roundtable meetings. Ms. Reese responded the MDOT MAA Roundtable website will be updated as the status of items change between Roundtable meetings, and that meeting monthly requires a large amount of resources, time, and coordination from the MDOT MAA that is unnecessary if there is not new data to present.

Mr. Chancellor noted updates regarding Roundtable status can also be distributed to the Roundtable's e-mail list in addition to the MDOT MAA website and that he believed the path forward for scheduling Roundtable meetings was clear. The Roundtable will have scheduled meetings the first month of each quarter unless the Chair deems there is sufficient reason for additional meetings to be necessary.

Ms. Yonter inquired if the Roundtable was going to take any further action as a result of tonight's meeting. Ms. Reese responded the Roundtable does not have authority to take additional action and was formed by the MDOT MAA to interface with the FAA and identify problems for the FAA to correct. She explained since the FAA is no longer working with the Roundtable or the MDOT MAA, the Roundtable is regrouping to determine what concerns the Roundtable can address by continuing to work with the MDOT MAA. Ms. Reese commented in the absence of the FAA, the Roundtable will continue to engage with elected officials to encourage them to vote in accordance with the

Roundtable's concerns and remain in contact with the office of the Attorney General regarding the legal petition filed against the FAA.

Ms. Curry moved to adjourn the meeting. Mr. Chancellor seconded. All were in favor. Ms. Reese declared the meeting adjourned at 9:10 PM