

*Statement of Jesse Chancellor, representing District 9, made at RT meeting on 7/17/18*

As of today, the BWI Roundtable has failed in its efforts to return to even a semblance of the flight paths that existed in our area before the advent of the DC Metroplex project and Performance Based Navigation procedures, so-called NextGen. We have failed, but our failure is part of a larger failure of our state and federal governments to protect citizens from this flawed NextGen design and implementation.

The Roundtable has discussed at great length the failures of the FAA, but the State of Maryland bears significant responsibility for where we are today.

First, the Maryland Aviation Administration agreed to the implementation of NextGen at BWI despite recognizing as early as 2012 that NextGen would lead to flight concentrations over residential and other noise-sensitive areas, which [in their opinion at the time] could be controversial because of the environmental impacts.

Secondly, the MAA delayed the creation of this Roundtable for 6 months after the initial community meeting with the FAA in October, 2016. At that meeting, the FAA stated that the formation of a Roundtable would be the best, in reality only, way for citizens to engage the FAA on possible NextGen changes. This delay has never been explained. The effect was to prolong citizen suffering without any organized effort underway to possibly mitigate it. The MAA is on record stating that BWI did not have a noise problem before the final Metroplex procedural changes, but that there was a noise problem after implementation of those changes. Their own data should have guided them without prompting by the legislative actions of the Howard County Council and the Howard County Executive.

Next, the State filed an Administrative Petition with the FAA on June 26, 2018, just three weeks before the scheduled Roundtable vote on the FAA's proposed changes to departures from runway 28. This was done despite a verbal request from the Roundtable in a meeting on April 2, 2018 with the Attorney General and his staff not to take any legal action until the Roundtable had acted upon the FAA's Working Group product. Regardless of the merits of the State's action, which many, if not most, of the Roundtable members would completely agree with, the timing of the Petition filing and the complete lack of communication with the Roundtable were unfortunate. The Roundtable's chairperson, Mary Reese, was informed of the filing when she was contacted by the media for comment. The filing seems to have precipitated the FAA's withdrawal from the Roundtable process.

Let's be clear. The culprit here is the FAA. It is the FAA that caused this dramatic and burdensome increase in noise pollution in our area. It is the FAA that seems to be acting in a punitive manner by withdrawing from our work together. But the State could have performed better and protected its citizens more actively. This is not a partisan political issue. Senators of both parties appointed Roundtable members and state actions took place under both parties. This statement is not designed to "throw the state under the bus" because it is clear that our communities will restore our former quality of life only in true partnership with the state government to reverse the FAA's actions.

However, we collectively need to question what has caused us all to fail. In my opinion, the unstated tension at the core of both NextGen at BWI and the Roundtable process has been the conflict between

the growth of BWI, with its attendant economic benefits to the entire state, and the burdens borne by a small, but significant, subset of citizens in order to generate those benefits. We have never had a straightforward debate about the trade off between the \$4.4 billion in BWI-generated economic benefit, the 24,000 direct jobs, \$1.6 billion in wages and the \$175 million in tax revenue versus the personal suffering and financial and health concerns of thousands of Marylanders. We should have that debate because it is clear that without a fix to NextGen, further growth at BWI will increase and deepen the effects of jet plane generated noise pollution in our area, drawing in more citizens and wider communities over time.

Thus, it seems clear that BWI should stop any consideration of expanding or increasing operations until there is a solution to the DC Metroplex/NextGen mess. Expanding and increasing operations merely exacerbates a bad situation. Furthermore, environmental reviews and approvals in reliance on the existing defective standards should not be tolerated. Our position should be...

**NO BWI EXPANSION WITHOUT A NEXTGEN FIX**