

Approved at the September 19, 2017 Meeting

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP

PUBLIC MEETING

Sixth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, August 22, 2017

MAA Offices  
991 Corporate Boulevard  
Linthicum MD 21090  
Assembly Rooms A/B

7:00 PM – 9:30 PM (10:22 PM)

**MEETING MINUTES**

PARTICIPANTS

Lance Brasher, Chair*	Christopher Yates, Vice Chair*
Mary Reese*	Gary Smith*
Evan Reese	Jesse Chancellor*
Erica Wilemon*	Paul Verchinski*
Rusty Toler*	Marcus Parker
Ellen Moss*	Paul Harrell*
Dan Klosterman*	Drew Roth*
David Scheffenacker, Jr.*	Grace Fielhauer, alternate for David Lee*
Howard Johnson*	Patrick Daly, Jr. *
Gail Sigel	Linda Curry
Bryan Sheppard* (absent)	Kyle Evans, alternate for Greg Voos, NBAA
Phil Hartgarten, National Air Traffic Controllers Association, Metroplex Study Team/PBN/EoR Lead (via Teleconference)	
Paul Shank, MAA (absent)	
Ellen Sample, MAA	
Karen Harrell, MAA	
Mary Ellen Eagan, HMMH	
Katherine Preston, HMMH	
Alverna "A.J." Durham, Straughan	
Christine Wysocki, Straughan	

\*Voting Members

DC Metroplex BWI Community Roundtable Working Group  
Meeting Minutes for August 22, 2017

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### MEETING MATERIALS (APPENDED)

Participants received the following materials in advance:

- Draft Meeting Minutes from June 20, 2017
- Draft Meeting Minutes from July 18, 2017
- Agenda of August 22, 2017 meeting

Displayed at meeting:

- FAA presentation slides on PBN Working Group process, scope and status of operational changes (“DCA-BWI-IAD Project”)
- Draft letter from Roundtable to FAA summarizing requests

Materials circulated during meeting:

- Email exchange between Roundtable and MAA regarding Community Roundtable website
- Consolidated spreadsheet of Roundtable requests to FAA and MAA
- Updated BWI Traffic Analysis – Summary of Results (From FAA to DC Metroplex BWI Community Roundtable)

## **1. Introductions**

Mr. Lance Brasher (Chair) welcomed attendees and began the meeting. He reviewed actions to date, including the Roundtable’s “Status Quo Ante” resolution (i.e., reverting to pre-NextGen flight paths), the communication between the Roundtable and FAA, and the letters of support from State and county government officials.

A letter from the Roundtable to FAA on July 25<sup>th</sup> reiterated concerns and expectations for the PBN Working Group. FAA has not yet responded. A technical meeting occurred between FAA and MAA, with Mr. Evan Reese and Mr. Paul Harrell in attendance to represent the Roundtable. Mr. Reese believes there’s reason for optimism with forthcoming proposals, although the meeting did not start out in a positive way; by the end of the meeting, FAA appeared to better understand the Roundtable’s concerns. Now, the PBN working group is reviewing proposals.

### **Review and approve agenda**

Additions to the agenda were approved by Mr. Brasher: Mr. Jesse Chancellor requested a discussion on the formation of committees (e.g., technical, legislative, media/communications) and Mr. Paul Verchinski requested a discussion on the Roundtable portion of the MAA website. He distributed a report on changes the RT has requested to ensure a transparent, comprehensible website. Email feedback has been sent to Mr. Verchinski, Mr. Chris Yates, and Mr. Rusty Toller, who are a part of the website committee.

Mr. Yates motioned to accept agenda. Mr. Gary Smith seconded. All were in favor. Tonight’s agenda approved.

### **Review and approve June 20, 2017 meeting minutes**

Mr. Brasher asked if Ms. Linda Curry had amendments to the June 20, 2017 meeting minutes. Ms. Curry is in communication with Ms. Ellen Sample about updates to meeting minutes. Approval of June minutes deferred until changes are incorporated.

### **Review and approve July 18, 2017 meeting minutes**

Mr. Verchinski motioned to approve July 18, 2017 meeting minutes. Mr. Smith seconded. All were in favor. July meeting minutes approved.

### **2. Report on FAA/MAA Technical Meeting**

Mr. Brasher introduced attendees of the FAA/MAA Technical Meeting on August 10<sup>th</sup>, Mr. Reese and Mr. Paul Harrell. They went over the attendees, main topics, and impressions of the meeting. Bill Wise is the Working Group Co-Lead who presented on the scope and timeframe for the project. There are multiple-day meetings scheduled this week (8/22-24), and again in September (9/26-28) and October (10/16-19). The goal is to have a design ready for review in October. FAA's intent is to present to the Roundtable, prior to implementation.

The initial meeting presentation did not properly convey an understanding of the Roundtable's issues, specifically the importance of dispersion, addressing arrivals and altitudes. FAA's initial position at the start of the meeting was that NextGen did not impact arrivals. After discussion, the agency agreed that Metroplex did affect the way the arrival procedures were flown, and therefore established an evident causality by the Metroplex program to the subsequent noise problem. Mr. Reese and Mr. Harrell also repeated the Roundtable's requests for dispersion, higher altitudes, moving some turns farther out, and the RT's suggestions for changes to how controllers clear visual approaches. It was encouraging to see FAA think outside of the box. The minutes from this meeting are not yet available but it will be important to review them once available to ensure the FAA understood the RT's concerns and requests. Mr. Reese and Mr. Harrell stated they believed the Roundtable should send formal communication to FAA with the issues to be addressed and a request for FAA to respond with their understanding of the Roundtable's issues.

Mr. Paul Shank of MAA is currently meeting with the PBN Working Group, as MAA was invited to be a formal member. The Roundtable will be interacting regularly with Mr. Shank on the Working Group's progress. We want to avoid being blindsided in October with a potential solution, not having had time or expert guidance to consider if it would work. The Roundtable confirmed MAA's advisory roles in providing technical support to adequately prepare the Roundtable to effectively address any outcomes of PBN Working Group.

Mr. Brasher spoke with Ms. Lynn Ray of FAA earlier today, and clarified that the procedures group is the PBN Working Group, and the operations group is run by Mr. Robert Owens of FAA.

### **3. FAA Presentation**

Mr. Brasher introduced FAA representative on telephone, Mr. Phil Hargarten, from Seattle TRACON. He ran through the PBN Implementation Working Group Process, though was unable to get into specifics for this region. His presentation described FAA Order 7100.41a, a 5-phase process for developing procedures. PBN Co-Leads run projects, and industry is always invited to participate. The expected timeframe to complete the 5 phases and update a procedure is between 18-36 months.

Mr. Hargarten confirmed that the Working Group is in Phase 1 of the process; the upcoming scheduled meeting will mark the start of Phase 2. Mr. Brasher expressed interest in reviewing the baseline report for this project, which would have been completed during Phase 1. Ms. Mary Ellen Eagan of HMMH is

tracking down this information. Mr. Hargarten also agreed to follow up with an email to explain the acronym RAPT. A RAPT Review is when the group looks at available slots on the publication schedule.

Mr. Pat Daly inquired about community outreach. Mr. Hargarten noted the element of community outreach runs parallel to the 5-step process (he referenced a chart). He pointed out how the current Working Group process is unique because of FAA's consistent engagement with the Roundtable since its inception. The FAA expects to have some solutions to share with the Roundtable in the October-December timeframe.

Mr. Marcus Parker asked about the mechanism used for information input, and Mr. Hargarten mentioned the Instrument Flight Procedures Gateway (IFP Gateway). This is a public website where anyone can add comments. Mr. Parker also asked whether the Roundtable's concerns were on the website; it is important for FAA to be on the same page as the Roundtable, to work on the correct problems. Mr. Verchinski visited the site about 2 weeks ago and did not see any Roundtable-related material. Mr. Brasher wondered if this missed step was problematic, and other Roundtable members expressed concern over not having their concerns formally documented in their words. Mr. Hargarten voiced his support for the Roundtable and this process, offered himself as a resource/contact, and suggested reaching out to the project Co-Leads to get clarity on specifics related to public outreach and the IFP Gateway.

#### **DCA-BWI-IAD Project Presentation**

Mr. Reese stated that the content of the presentation given by FAA at the start of the Working Group meeting was disappointing and off message, so the discussion veered from the presentation's content. The Roundtable discussed issues with the presentation, including incorrect/inconsistent mapping. Ms. Mary Ellen Eagan of HMMH stated that maps showing all the previous data overlaid with Google Earth-type ground detail had been prepared and sent to the Roundtable. This was disputed by Mr. Chancellor and was not resolved during the meeting. It is concerning that FAA does not acknowledge they will take action to correct the noise problem created by the Metroplex project.

#### **4. Discussion of Draft Letter from Roundtable to FAA on PBN Working Group**

Mr. Reese gave an overview of the contents of the draft letter, which states expectations for the Roundtable's requests and involvement. Some of the language was questioned by Roundtable members. Overall, impressions of the letter and its direction were positive.

Mr. Brasher suggested and the group agreed to add frequency of aircraft flying over neighborhoods to the list of concerns in the letter. Mr. Brasher asked everyone to consider the contents of the letter over the coming days, as finalization did not need to occur then.

Mr. Parker suggested clearly articulating problems runway by runway, arrivals and departures, and asked if there were any current plans to change the hours of operation at the airport. Ms. Sample replied that no changes to the hours of operation at the airport were currently under consideration. Ms. Wilemon requested language to ensure dispersion for Runway 33 arrivals, so all flights do not go direct to SPLAT.

Mr. Brasher urged the group to avoid saying, "did not exist prior to the implementation of NextGen," because of the confusion this causes with perceptions of the timeline. Also, he suggested that the Roundtable could provide specific solutions to the FAA, as long as it is clear these are not exclusive of other potential solutions created by the FAA, who are the authority on the topic and caused the

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problem to begin with. The group agreed that it was FAA's responsibility to develop specific solutions based on the concerns expressed by the RT.

Ms. Eagan projected the letter and captured edits during the discussion. An updated digital version will be made available after the meeting.

## **5. Public Comment**

To address FAA's denial about altitudes, Ms. Barbara Deckert of Elkridge suggested using extremely strong language regarding altitudes in the Roundtable's letter.

Ms. Melanie Wright noted the letter is too long. Mr. Brasher asked everyone to consider the various current and potential future audiences for this letter, as it is intended to share our story. It needs to reflect components of how we and our community members are suffering, and some of the things FAA has and has not done. Ms. Wright suggested summarizing the problems in the first paragraph, with more details later.

Mr. Jim Piffath of Columbia stressed the importance of getting information to the public and increasing awareness of the Roundtable and MAA's complaint system. Neighbors he spoke with were unaware of the MAA website for complaints.

Mr. Michael Bahr of Hanover remembers quarterly MAA newsletters used to be sent to homes. He just recently noticed low-flying planes about 7 weeks ago. On August 12<sup>th</sup>, he experienced planes flying overhead from 6 AM to 7 PM, every 2-3 minutes, in a narrow corridor of a few homes wide.

Mr. Benjamin Pease from the Quarterfield Crossing area noticed planes in the last month or so. He has been tracking wind conditions since, and does not see logic in the way departures are happening even on calm (east-flow) days.

Ms. Ellen Sample of MAA will follow up with the Tower Manager.

Mr. Jimmy Pleasant counted over 200 planes going over his house, turning north to go south to Florida. He does not believe NextGen is the only problem; this is the result of too many flights in the air in and out of these hub airports.

Mr. Bob Cosler requested follow up on the IFP Gateway. He suggested using the Roundtable's letter, in bullet form, to make sure concerns are included.

Attendee from Millersville thanked the Roundtable for their efforts and Ms. Sample for tolerating his complaints. He plans to sell his house, due to a diminished quality of life from the low-flying planes.

Mr. Mark Peterson of Meadowbridge Landing noted 76% of departures fly directly over his house, anywhere from 1-3 mins apart. FAA's website states they are "accountable for the American public." He does not believe this is the case, as the FAA Administrator has a 5-year appointment and is not accountable to the Maryland Governor, as evidenced by the long delay in responding to the Governor's letter. Mr. Peterson observed most planes to be Southwest, and suggests sending a message with our wallets and flying with other carriers.

Mr. Chris Hannin of Severna Park (Chartwell) thanked the Roundtable for their level of thoughtfulness. He has not opened a window since February, due to plane noise; the human health impacts are real.

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Mr. Scott Wright of Telegraph said moving 15R east departure traffic further out only pushes the problem onto others.

## **6. Other Comments**

Mr. Brasher reminded the Roundtable that the original resolution to immediately revert was to provide temporary relief as soon as possible, and not necessarily to be considered a permanent solution.

Regarding the operational waiver for departures suggested by Mr. Owens, Ms. Ray told Mr. Brasher that this is not required. Mr. Owens provided an email update that he is working with a team in Atlanta on these requests. Regarding reverting to vectoring to the line of intercept/final approach for arrivals, Mr. Shank is experiencing resistance.

Discussion on engaging airlines occurred, however, Mr. Reese stated that moving FAA is not likely to occur through the airlines.

Mr. Chancellor made the motion for the formation of committees to help with a tactical and strategic approach. Three additional groupings were suggested: Communications/ Media, Legislative and Public Affairs, and Technical Committee. Mr. Gary Smith seconded the formation of committees. All were in favor. Mr. Chancellor will follow up via email to RT members to sign up for committees.

Mr. Yates brought up the action items collected for FAA and MAA. He suggests the RT prioritize the requests in tiers. Tier 1 would hold the most immediate requests. Tier 2 would hold the next immediate issues and Tier 3 would hold all remaining requests. As Tier 1 actions are completed, items from Tier 2 would move up in priority and so on. This is a tactic to put pressure on FAA to focus on our concerns, and where possible provide specific due dates lines. Mr. Roth expressed concern that prioritization waters down the approach, and that items designated as least priority will not get done; the Roundtable requested all of these items be achieved, but Mr. Yates was given authority to prioritize items by assent.

Mr. Brasher requested the next meeting date to be September 19, 2017, then adjourned the meeting at 10:22 PM.