

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Eighth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, October 17, 2017, 7:00 PM – 9:30 PM

MAA Offices, Assembly Rooms A/B

991 Corporate Boulevard

Linthicum MD 21090

**MEETING MINUTES**

PARTICIPANTS

Roundtable Member	District / Organization	Attended	Roundtable Member	District /Organization	Attended
Lance Brasher, Chair *	District 33	✓	Ellen Sample	MAA	✓
Christopher Yates, Vice Chair*	District 9	✓	Louisa Goldstein	MAA	✓
Gary Smith*	County Councilman Jon Weinstein	✓	Brent Girard	Office of Senator Van Hollen	✓
Jesse Chancellor*	District 9	✓	Ashley Meyer	Office of Congressman Ruppertsberger	✓
Erica Wilemon*	District 33	✓			
Rusty Toler*	District 13	✓			
Ellen Moss*	County Councilman John Grasso	✓			
Paul Verchinski*	District 13	✓			
Dan Klosterman*	District 32	✓			
David Scheffenacker, Jr.*	District 32	✓			
Howard Johnson*	District 12	✓			
Paul Harrell*	District 32	✓			
Drew Roth*	District 12	✓			
Bryan Sheppard*	Baltimore County Executive Kevin Kamenetz	✓			
David Lee*	Howard County Executive Allan Kittleman	✓			
Pat Daly, Jr. *	Anne Arundel County Executive Steven Schuh	✓			
David Richardson	Southwest Airlines	✓			
Mary Reese*	District 30				

\*Voting Members

Contractor support

Kurt Hellauer, HMMH

Katherine Preston, HMMH

A.J. Durham, Straughan

Christine Wysocki, Straughan

MEETING MATERIALS

Participants received the following materials in advance:

- Draft Meeting Minutes from September 19, 2017
- Meeting Agenda for October 17, 2017

Handouts at meeting:

- Meeting Agenda for October 17, 2017
- Draft Meeting Minutes from September 19, 2017
- Amendment to Rules Committee Print 115-25 Offered by Mr. (Congressman) Cummings of Maryland, dated October 4, 2017
- Letter to Attorney General Frosh from Congressmen Cummings, Ruppertsberger, and Sarbanes dated October 6, 2017
- Technical Liaison Committee Meeting Notes from September 28, 2017

Displayed at meeting:

- No materials were displayed for presentation.

**1. Introductions**

Mr. Lance Brasher (Chair) welcomed attendees and began the meeting.

Review and approve agenda for tonight's meeting

Mr. Christopher Yates (Vice-Chair) asked for an addition to the agenda, specifically if Ms. Ashley Meyer could summarize materials provided by Office of Congressman Ruppertsberger. Remainder of agenda approved.

Review and approve September 19, 2017 meeting minutes.

Discussion and approval of September minutes postponed until next month to allow members more time for review.

**2. Update / Discussion re: PBN Implementation Working Group and Operational Developments**

The third set of PBN Working Group meetings occurring this week. Mr. Paul Shank of MAA and members of FAA were in attendance. Turn locations and altitudes, keeping aircraft flying higher, were topics of

discussion. The third prong is dispersion, and Mr. Brasher expressed his concern on how this topic will be treated.

Mr. Brasher mentioned the FAA requested that we schedule our next meeting on November 7<sup>th</sup>, to avoid meeting the week of Thanksgiving. Given this earlier date, December may be a more likely timeframe for an update from FAA.

Ms. Meyer from Congressman Ruppersberger's Office shared a letter to Maryland Attorney General Frosh from Congressmen Sarbanes, Cummings, and Ruppersberger in support of the Roundtable's efforts. The letter stated that the congressmen are exploring legislative proposals to aid communities across the country that are suffering from the impacts of NextGen. Members of the Delegation have offered language to be included in the House and Senate Transportation, Housing, and Urban Development appropriations bills to express Congress's support for better community engagement, flight procedures that reduce aviation noise, and research on noise health impacts.

**Deliverables:**

- Mr. Brasher will send a digital copy of the letter and amendment around to members.

**3. Discussion on the Governor's Letter Compelling FAA to Act on DC Metroplex/NextGen**

Mr. Brasher reminded the group that Governor Hogan sent a letter to Attorney General Frosh with instructions to commence a suit against FAA to revert back to the Pre-NextGen scheme. Neither Mr. Brasher nor Ms. Ellen Sample had seen a response from the Attorney General. Ms. Louisa Goldstein stated that the Attorney General's office is in the process of seeking outside counsel to assist with the potential litigation.

Mr. Brasher said the Roundtable has not communicated with the Attorney General in terms of encouraging a suit against FAA. He asked if Roundtable members if it was time to take action, or wait to see how things materialize, with possibly submitting a letter at a subsequent date. He believes it important to engage with the Attorney General to avoid any miscommunication on positions and insights as shared by the Roundtable.

Mr. Verchinski motioned for authorization for such a letter to be sent to the Governor, with a copy to Attorney General Frosh, in support of litigation. This letter would be crafted after FAA's presentation of potential solutions resulting from PBN process. If their solutions prove unsatisfactory, it would be so noted in the letter. Mr. Chancellor seconded, and the group concurred. Mr. Roth will circulate a copy of his testimony as a possible draft for the letter. The Roundtable's letter dated September 8, 2017, to the FAA is also to be used as a possible draft.

Mr. Paul Harrell asked if anyone had more details on the recent Phoenix decision. Mr. David Richardson responded that the FAA requested 30 days to respond to whether they will file an appeal.

Ms. Wilemon asked if a timeline should be established for the implementation of the solutions derived from the PBN Working Group. Mr. Scheffenacker suggested that the Roundtable establish deadlines for FAA to implement changes and document it in a letter. This letter to FAA should also be referenced in the letter to the Governor and Attorney General. If the FAA fails to comply with the implementation timelines it would provide grounds for the Roundtable to support litigation.

Mr. Roth suggested that the Roundtable ask FAA for a time table for instituting the short-term changes. Mr. Brasher reminded the group that letters to Mr. Owens in July and the FAA in September have not prompted any formal responses. This should be mentioned in the letter to the Governor and Attorney

General as well. It is believed the near-term changes Mr. Owens mentioned are still possible; approval from Mr. Owens' boss is now needed.

Mr. Chancellor reminded the Roundtable that a timeframe of 18-24 months was previously given, indicating a December 2018 to early 2019 "publication." He thinks it is worth pushing for a shorter timeline, as consultants from other roundtables mentioned the lengthy process. When the FAA is here in November or December, we need them to talk about how the timeline is being expedited.

**Deliverables:**

- Draft letter to Governor Hogan and Attorney General Frosh.
- Mr. Roth to circulate testimony he delivered to Howard County.

**4. Discussion of Committees and Committee Reports**

Mr. Chancellor summarized outcomes of Technical Liaison Committee meeting on September 28, 2017, where they created a Charter, picked a Chair, and drafted a work plan for the next 60 or so days. Ms. Sample requested that all requests for assistance from the HMMH consultant team go through MAA.

Mr. Chancellor requested other committees to meet after the conclusion of the Roundtable meeting to setup Charters, elect Chairs, and develop work plans. The Communications Committee includes Ms. Linda Curry, Mr. Howard Johnson, Mr. Rusty Toler, and Mr. Paul Verchinski. It was also decided the Website Committee, Chaired by Mr. Yates, would be combined with the Communications Committee. The Legislative Outreach Committee includes Mr. Johnson, Mr. Gary Smith, Mr. Paul Verchinski and Ms. Mary Reese.

Mr. Brasher voiced concern about public input from meetings and MAA's complaint line. He asked if the Communications Committee would consider how to use this information, with the goal of sharing with elected officials. Ms. Curry mentioned petitions available on BWI Noise Coalition's Facebook page. Mr. Verchinski recalled that this was a feature requested for our website—a place to put a sampling of received comments, stratified by departures and arrivals for a look at both sides of the equation. Ms. Sample mentioned the limitations of a State Agency website, but considered the possibility of linking to the Roundtable's page for the collection of comments.

**Deliverables:**

- Mr. Chancellor to send minutes from Technical Liaison Committee meeting in email.
- Ms. Sample to determine possibility of adding link to Roundtable site on MAA's website.

**5. Development of Executive Briefing Materials**

Mr. Yates described development of a high-level briefing designed for Roundtable members to share with community members. Content is almost complete, with the anticipated addition of a summary of the Roundtable's September letter and an image with noise contours.

Mr. Yates discussed outstanding data request, with ten being considered highest priority or "tier 1" requests. He sent these requests to a number of people, though has not received any responses; he suggested deeming certain people responsible. Ms. Sample remarked that Ms. Karen Harrell of MAA is coordinating the website, Mr. David Crandall of HMMH is the contact for getting the briefing finalized, and the FAA staff member taking over for Ms. Lynn Ray may be able to give a direct contact's name for FAA requests. Mr. Shank or Mr. Brasher would need to reach out to FAA for information.

Mr. Brasher commented on the importance of forming a relationship with the FAA Regional Administrator, since Ms. Ray's replacement does not live in this area.

**Deliverables:**

- Mr. Crandall to consult on high-level briefing materials.
- Mr. Shank or Mr. Brasher to reach out to FAA for contact information of responsible individual(s).

**6. Coordination with Other Metroplex Roundtables**

Earlier in the meeting, Mr. Chancellor said Ms. Curry of the BWI Noise Coalition has been reaching out to other Roundtables. Ms. Curry said she had contact with Phoenix and Indianapolis. Mr. Chancellor suggested this be wrapped into what is going on with the BWI Noise Coalition. Mr. Brasher expressed interest in links to other area Roundtables on the MAA website. Ms. Sample said she will follow up.

Ms. Janelle Wright of the Montgomery County Quiet Skies Coalition discussed involvement with Reagan National Noise Working Group. Both Reagan and Dulles are overseen by Metropolitan Washington Airports Authority (MWAA). Dulles does not have a Noise Working Group, to her knowledge. Currently, the PBN/.41 Process Group is looking at adjustments for Reagan, both north and south of the airport. They are in wait-and-see mode. They do not yet have a date for a report out from the PBN Working Group.

Ms. Wright shared that an extensive legal memo was sent to Attorney General Frosh by the Quiet Skies Coalition related to a specific route change; however, there are so many jurisdictions involved with the Noise Working Group, including DC and Virginia, that a letter to the Attorney General of Maryland would not be appropriate. Ms. Wright then read a summary of what had occurred with the Phoenix lawsuit: The FAA asked for a 30-day extension for parties to seek a rehearing. The Court's mandate will create extraordinary problems for managers of airspace around Phoenix, AZ.

**Deliverables:**

- Ms. Sample to investigate whether links to other Roundtables can be added to the MAA website.

**7. Discussion of Periodic Information Reports**

Mr. Brasher asked the Roundtable to consider what reports we may want to see. He requested Ms. Sample offer insight into what information is collected and available. She mentioned noise complaint, flight track, and flow operations data, which can be queried and grouped by timeframe. All of this data is stored in a flight track monitoring system. MAA is in the process of updating this system, including the addition of new noise monitors. Ms. Sample answered questions on the data-presentation capability of the current system and about available historic data. Mr. Chancellor suggested the Roundtable, perhaps a member of the Technical Liaison Committee, look at the capabilities of the system and its available data.

Mr. Brasher requested a report to show flight-track data by runway over time, to see if/how altitude and dispersion have changed. He wants to be able to monitor FAA's progress, once implementation occurs. He also wants to know if there is a way to calculate noise of particular planes (i.e., why are some flights quieter than others). Ms. Sample said monitors in the field will be tripped by noise events; these monitors will provide flight data.

Mr. Verchinski shared his experience of having noise monitors setup in his yard. He wants to see readings from the last three years that superimpose DNL's on a ground map.

Mr. Brasher wants to know numbers of daily operations. Specifically, he wants to see a report that discusses arrivals and departures, which runways are used, in relation to times of day and schedules. Mr. Brasher wants to include some of this information on the website. Ms. Sample will look into this data/reporting.

**Deliverables:**

- Ms. Sample to determine reporting capabilities and whether report requests are possible.

**8. Public Comment**

Mr. Mark Peterson described some publically available facts about FAA Administrator Huerta, including the FAA Administrator's salary, circumstances around his appointment to this position, and how he incentivized increases in departures with bonuses. Mr. Peterson referenced a speech given by Mr. Huerta before the National Business Aviation Association, which emphasized his approach to running FAA in a collaborative manner with stakeholders. Mr. Peterson does not agree with this self-assessment by Mr. Huerta.

Ms. Kim Gust, Mago Vista Community Association, asked if burnout of impacted residents is evident through a decrease in reports to MAA. Ms. Sample shared that complaint numbers have increased since June. MAA receives around 2,000 complaints each month.

Mr. Verchinski explained that the FAA uses noise modelling, and does not verify noise measurements on the ground for their model. MAA's noise monitors provide verification of actual noise levels. MAA plans to add three new residential noise monitors, so they will have a total of six around the area. To get on the waiting list for monitoring, interested members of the community should go to MAA's website and sign up.

Ms. Gust's comments pertained to whether an organization is acting as a "watchdog" to monitor the growth of airlines, especially during known expansion dates (e.g., holidays), to keep control of departures and arrivals?

Ms. Sample stated that operations are down, and larger passenger numbers are likely due to larger planes (not more traffic). Mr. Richardson from Southwest Airlines said there will always be seasonal adjustments, but as far as totals operations at BWI, there will not be much change. He believes it's in the dozens and no more. Additionally, there is no approvals process for adding more flights at BWI. There are approximately 440 daily arrivals and departures for Southwest.

Mr. Peterson commented that the watchdog is the FAA. Using Midway Airport in Chicago as an example, as published in the Chicago Tribune, the airport is reaching saturation levels and a certain airline that flies into that airport is pushing FAA to raise the limit of saturation.

Mr. Jimmy Pleasant's comments pertained to a suggestion that an environmental tax on tickets be added in an effort to drive down demand. Mr. Richardson explained that the market determines air traffic, and that BWI still has plenty of capacity.

Mr. Michael Bahr of Harman's Woods mentioned a 2015-2016 noise study found on MAA's website. There were no noise level readings for his neighborhood, even though two noise sensors were present. He wanted to make sure these sensors are turned on. Ms. Sample reminded the audience of pending software and hardware updates to the Noise Monitoring System. Mr. Bahr's comments also questioned

changing of flight patterns he observed, even on calm wind days. Specifically, he wanted to know why Runway 10 was not regularly used. He believes the use of this runway would alleviate some problems over certain communities.

Ms. Sample stated Mr. Scott Proudfoot from the FAA Air Traffic Control Tower at BWI would have more information on flight patterns. She will request his attendance at the next meeting. Another audience member asked why Runway 4/22 was closed, as it may alleviate some traffic on 15R. Ms. Sample answered that this runway was rarely used and is now primarily used as a taxiway.

**Deliverables:**

- Ms. Sample to request Mr. Proudfoot's attendance at the next meeting.

**9. Review Action Items and Adjourn**

Roundtable meeting adjourned at 8:52 pm. Next meeting is Tuesday, November 7<sup>th</sup>. Additional committees (Communications and Legislative Outreach) gathered, following adjournment.

**Committee Report provided by Jesse Chancellor at the October 17, 2017 meeting of the  
DC Metroplex BWI Community Roundtable**

The Tech Liaison Committee (TLC) met on 9/28 by conference call. Participants were Evan Reese, Paul Harrell and Jesse Chancellor.

The results were:

A Committee Charter that states: The role of the TLC is to review, question and request information from HMMH, who as the technical advisors to the Roundtable (RT) are charged with presenting information and making recommendations to the RT. The TLC will interact with the PBN Working Group and any other technical bodies of the FAA or MAA to achieve the goals of the RT.

After reviewing Chris' spreadsheet of priority asks, the TLC agreed to ask HMMH for:

1. A full analysis of West Flow operations in order to ask MAA/BWI to determine what can be done by the airport to mitigate the pain
2. HMMH to create a baseline of pre-NextGen data to compare to post-NextGen (including understandable maps with standard reference points) for west flow and east flow departures and arrivals 30 miles out from the airport. The pre-NextGen baseline should start 12-14 months prior to the runway construction and then the post-NextGen data should be from August 21, 2016 - August 21, 2017.
3. HMMH should make recommendations to the RT for what an updated noise standard should be for flight operations given the changes in airplanes, routing, airline business models and FAA procedures since the last national noise standard was created.

This last item clearly is of use beyond the DC Metroplex project and could be the basis for community recommendations to Congress, EPA and FAA to revise the national standard. We thought that since HMMH is truly good at noise research, we should use them to move the dialogue nationally.

Evan Reese was elected chairman of the TLC and was charged with communicating the results of this first meeting to Paul Shank at a meeting to take place last week [the week October 1, 2017].

Note: Evan Reese and Paul Shank were absent and no update on the outcome of this meeting or even if it had taken place.