

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Ninth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, November 7, 2017, 7:00 PM – 10:22 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 | ✓ | Paul Shank | MAA | ✓ |
| Erica Wilemon* | District 33 | ✓ | Robert Owens | Terminal Assistant District Manager, FAA | ✓ |
| Rusty Toler* | District 13 | x | Matt Cathcart | PBN. 41 Co-Lead, FAA | ✓ |
| Ellen Moss* | County Councilman John Grasso | x | Bill Wise | PBN .41 Co-Lead, FAA | ✓ |
| Paul Verchinski* | District 13 | ✓ | Deb Hogan | Manager, Airspace Redesign, FAA | x |
| Dan Klosterman* | District 32 | ✓ | Scott Proudfoot | Operations Manager, FAA | ✓ |
| David Scheffenacker, Jr.* | District 32 | x | Kim Pruum | Office of Howard County Councilman Ball | x |
| Howard Johnson* | District 12 | ✓ | Paul Shank | MAA | ✓ |
| Paul Harrell* | District 32 | ✓ | Lt. Cmdr. Evan Reese | Naval Aviator | ✓ |
| Drew Roth* | District 12 | ✓ | David Richardson | Southwest Airlines | ✓ |
| Bryan Sheppard* | Baltimore County Executive Kevin Kamenetz | x | | | |
| David Lee* | Howard County Executive Allan Kittleman | ✓ | | | |
| Pat Daly, Jr. * | Anne Arundel County Executive Steven Schuh | x | | | |
| Ramond Robinson (alt. for Pat Daly, Jr.) | Anne Arundel County Executive Steven Schuh | ✓ | | | |
| Mary Reese* | District 30 | ✓ | | <i>*Voting Members</i> | |

CONTRACTOR SUPPORT

Kurt Hellauer, HMMH
Adam Scholten, HMMH
A.J. Durham, Straughan
Christine Wysocki, Straughan

MEETING MATERIALS

Participants received the following materials in advance:

- Draft Meeting Minutes from September 19, 2017
- Draft Meeting Minutes from October 17, 2017
- Meeting Agenda for November 7, 2017

Handouts at meeting:

- No additional handouts were distributed at the meeting.

Displayed at meeting:

- Performance-Based Navigation (PBN) Implementation Working Group Presentation
- Slides showing Departures from Runway 15 and Runway 28 and Arrivals to Runway 33

1. Introductions

Mr. Lance Brasher (Chair) welcomed attendees and began the meeting. He expressed gratitude for the tremendous support received from elected officials on the federal, state, and county levels. He reminded attendees of the unanimous decision of the Roundtable to revert to pre-NextGen impact levels, and how there has been a great deal of back-and-forth with FAA to date.

In August, the PBN Implementation Working Group began meeting to devise solutions to the Roundtable's issues. These meetings have been attended by MAA and consultants, but no Roundtable members. Mr. Brasher noted that this is the first time the Roundtable will be hearing about the progress of these meetings. He then introduced the FAA members in attendance.

Review and approve agenda for tonight's meeting

Mr. Paul Verchinski moved to approve tonight's meeting agenda. Mr. Drew Roth seconded. All in favor. Agenda approved.

Review and approve September 19, 2017 meeting minutes

Mr. Paul Verchinski moved to approve the September 19th meeting minutes. An update was requested and confirmed: Mr. Paul Harrell is on the Technical Liaison Committee, instead of Mr. Verchinski. Mr. Jesse Chancellor seconded. All in favor. Meeting minutes from September 19th approved, with the expectation of an update to the Technical Liaison Committee participants.

Review and approve October 17, 2017 meeting minutes

Mr. Verchinski moved to approve the October 17th minutes. Mr. Harrell seconded. All in favor. Meeting minutes from October 17th approved.

2. Discussion and Vote for Amendment of BWI Roundtable Charter to Add a Second Representative for District 30 (Annapolis)

Ms. Mary Reese requested the allowance of another representative from District 30 (Annapolis/Eastport) on the Roundtable. She cited a busy schedule for her and Mr. Evan Reese in the coming months. She anticipates to have another person to recommend by the December meeting.

Mr. Brasher proposed a vote on the modification of the Roundtable's Charter to add a second representative for District 30. Mr. Verchinski moved to add member to District 30. Mr. Chancellor seconded. All in favor. Mr. Brasher stated that the Charter will be updated, circulated, and available on the website.

Deliverables:

- Mr. Brasher/another Roundtable member(s) to update, circulate, and post Charter
- Ms. Reese to nominate resident of Eastport/Annapolis to join Roundtable by December meeting

3. Presentation from PBN Implementation Working Group regarding remedial actions and issues relating to flight paths, dispersion, and altitude

Mr. Robert Owens of FAA introduced himself and his colleagues in attendance, including Mr. Scott Proudfoot. Mr. Owens reminded the group that the FAA committed to providing an update on the PBN Implementation/.41 Process in November. While this was considered an aggressive timeline by Ms. Lynn Ray of FAA, they still thought it important to share an update at this time. He thanked the Roundtable for their flexibility in scheduling this meeting outside of their usual timeline.

The PBN Implementation Working Group convenes over a 3-day timeframe, where information is shared and processed. Mr. Matt Cathcart of FAA introduced the presentation and Mr. Bill Wise, National Air Traffic Controllers Association (NATCA) Union Representative for the .41 Process, presented the material. Both Mr. Cathcart and Mr. Wise are FAA employees who work within the Eastern Service Area.

The .41 process was explained as a collaborative process that includes industry (American, Southwest, and United attended). The goal of this process is to amend procedures, based on the recommendations put forth by the Roundtable. Mr. Wise presented the Roundtable requests regarding BWI departures in conjunction with discussing the various methods on which aircraft can navigate published departure procedures.

Mr. Evan Reese requested Mr. Wise mention the overall problem statement because Mr. Reese wanted to ensure the PBN Working Group was focusing on what the Roundtable had asked for. Mr. Wise stated they aimed for the outcome of reverting to pre-NextGen flight patterns. Mr. Wise stated that through the .41 process, they did the IRF and a bar process, determining which procedures they would attempt to amend. Mr. Chancellor restated Mr. Reese's question and asked the FAA directly: What set of problems are you here to fix? Mr. Wise asked for patience, as this should become apparent throughout the presentation.

Mr. Verchinski asked Mr. Wise to point out, during the presentation, what suggested solutions correlate to reverting to pre-NextGen flight patterns. Mr. Reese questioned whether the first slide gave an overview of all of the solutions to be offered tonight, as problems with arrivals were missing. Mr. Wise noted that this presentation shows the progress of the PBN Working Group, which is about 50% of the way through making changes to the procedures. The purpose of the presentation is not to show final options, rather to give a status update; if progress to date does not meet up with the Roundtable's requests, this will need to be discussed to determine how the Working Group should proceed.

Mr. Brasher and Mr. Reese inquired as to whether Mr. Wise and Mr. Cathcart had seen the letters sent by the Roundtable to the FAA. Mr. Owens expressed that this would not occur because of their positions within FAA. Mr. Brasher reminded the group that the .41 process could turn out to be inefficient, if the Working Group works toward solutions for problems that are not important to the Roundtable; a

bureaucratic gap is not a reason for them to not see the letters which stated the requests of the Roundtable. Mr. Owens assured everyone that he believes the contents of the Roundtable's letters were conveyed to the Working Group; Mr. Wise concurred. Ms. Karen Harrell of MAA agreed to make copies of the letters for the FAA attendees to take with them after the meeting.

Ms. Reese clarified that the Roundtable is not necessarily requesting the FAA "go back" with regards to changing aircraft flight paths. The Roundtable is requesting the FAA move forward and fix issues with procedures that the FAA has created by returning aircraft flight paths to historical locations using the best tools available. Ms. Reese suggested that NextGen can do all of the things the Roundtable is requesting (dispersion, higher altitudes, vectoring) based on what is published online. Mr. Wise noted limitations related to plane models and safety which determine the criteria that dictates the modification of procedures.

Mr. Wise showed slides that depicted notional paths and suggested changes from today's patterns, including the shifting and addition of waypoints. It was explained that fly-by waypoints, as opposed to fly-over waypoints, should create some dispersion. He also stated that the Working Group does not design procedures using Google Earth or maps, they base designs on criteria. Mr. Roth expressed annoyance that the presented notional paths did not provide adequate reference to community locations. While Mr. Roth understood that the Working Group does not design to Google Earth, it is imperative that the community know where populations could be impacted by changes in flight paths relative to the notional designs and known ground based locations.

Ms. Reese inquired about the amount of dispersion that would occur within the depicted notional paths. It was also noted that moving aircraft flight paths back to historical locations was not sufficient without also including dispersion. Mr. Owens and Mr. Shank committed to research modeling of fly-by waypoints.

To clarify the Roundtable's original request, Mr. Brasher presented a different set of slides, which depicted what the Roundtable meant by "reverting to pre-NextGen." The slides showed Runway 15 arrivals as well as Runway 15R and 28 departures from 2012 (pre-NextGen) with flight paths in yellow lines and 2016 (post-NextGen) flight paths in red lines for comparison. The 2012 flight paths demonstrate dispersion when compared to the flight paths from 2016. Mr. Shank believes this is what the FAA presentation was showing within the notional path, utilizing dispersion that could be achieved with current technological capabilities. Mr. Chancellor and Mr. Brasher expressed dissatisfaction with the harm inflicted on people. This harm cannot be shifted to others. Mr. Brasher stated that it is absolutely unacceptable to have concentration (of flights). He believes it is possible for the FAA to fix this problem, with the right people and the right ingenuity.

Mr. Shank inquired to Mr. Roth as to what types of maps should be included with the notional designs that would be beneficial for the Roundtable's evaluation of the procedures. Mr. Roth explained that better maps need to be included when communicating procedure changes to the Roundtable and show what potential procedure changes will look like relative to ground based landmarks. He noted the Roundtable has stated multiple times that the FAA needs to communicate with the Roundtable in terms of reference which can be easily interpreted by members of the public. Mr. Wise noted the FAA is committed to communicating procedure designs to the community, and will work to present mature procedure designs over better base mapping moving forward.

Mr. Wise discussed how aircraft would navigate the proposed changes to Runway 15R and 28 departures and how the changes would relate to aircraft dispersion. Mr. Roth inquired that while there would be some dispersion in the procedures initially, eventually aircraft would merge into a single path over the ground. Mr. Wise responded that Mr. Roth was correct, and that aircraft would eventually merge into a single path over the ground as the aircraft navigated further on the procedure. Mr. Roth

noted that it is preferable to have dispersion, but a lack of dispersion may be acceptable over historical flight paths (where planes flew pre-NextGen).

Discussion ensued between Mr. Chancellor and Mr. Roth regarding the harm concentrated flight paths can impose over communities. Mr. Chancellor noted that concentration of flight paths resulting from GPS and the use of the latest technology is cruel, and moving concentrated flight paths from one community to another has moral implications. Mr. Roth responded that while he shared Mr. Chancellor's concern, it is also not acceptable for flights to remain in the locations they are today, regardless of if they are dispersed or not.

To clarify Mr. Chancellor's position, Mr. Brasher noted that it was not acceptable for flight paths to remain concentrated as they are today. Mr. Brasher noted that he did not understand how any procedure could be designed with concentrated flight paths that could cause harm to residents who live underneath them. Mr. Brasher compared the Metroplex procedures to a product with a harmful design defect, and noted that if a product is defective it has to be fixed. He explained the Metroplex procedures are not different, and that it is intolerable if the proposed procedure designs do not include dispersion. Mr. Brasher concluded there are many companies that have developed innovative solutions to complex problems, and that if the FAA is incapable of solving the problem of dispersing flight tracks they should hire someone who can.

Discussion ensued between Mr. Owens and Mr. Reese over the safety and efficiency of radar vectoring. Ms. Reese questioned safety and usability in the event satellite communications go down. Mr. Reese said his point was that airworthiness certificates would not be given if pilots could not pull up a flight management system (FMS) in the plane and load it with waypoints. It was suggested that additional waypoints be developed to make dispersion easier. Mr. Wise stated that cannot be done due to the complexities of the FMS.

Mr. Reese inquired that if additional waypoints can't be added to a single procedure for dispersion, why can't a single procedure be split into multiple procedures to increase dispersion? Mr. Wise responded that creating additional procedures adds increased complexity for controllers. Mr. Wise reminded the group of the daily complexity involved with the "orchestra" of flights in the sky; a hold up of 6 seconds can snowball into hours of delay by the end of a day.

Mr. and Ms. Reese inquired about the safety of vectoring aircraft versus aircraft flying concentrated flight corridors, and asked if vectoring was safe before, why are concentrated flight paths now necessary? Is the need to fly concentrated paths based on increasing the volume of aircraft at the airport? Mr. Chancellor noted that operations at BWI have not increased over the last two years, but the number of passengers has increased. Ms. Reese responded that if the inability to disperse aircraft by vectoring is based on a threshold of aircraft operations, then BWI should keep operations below that threshold in order to keep aircraft dispersed.

Mr. Brasher responded with the observation that people do complex jobs every day, and that the Roundtable is not asking the FAA to revert back to potentially unsafe procedures from the 1970's. He explained that Metroplex procedures were implemented approximately two years ago, and procedures just before that time were considered safe. The aim of Metroplex was to increase safety and efficiency; but in gaining an incremental level of safety, the Metroplex procedures have also caused harm to underlying communities. While safety should be increased, it should not be done at the expense of hurting people. If a private company inflicted this much harm from a product, they would be sued. He concluded by stating that the quality of air traffic operations has declined.

Mr. Owens discussed the fact that there will need to be flight concentration at some point, even with randomness from fly-by fixes. Mr. Chancellor suggested this may be acceptable, but there is currently no way of determining this because the presentation imagery lacks geography and a scale.

Mr. Chancellor noted that the Roundtable only saw small data samples of what constituted the notional path from the FAA, and that the path was not developed by the Roundtable. He indicated that since this path did not have any geography depicted for which the Roundtable could reference, they cannot determine if there is dispersion as there is no way to determine the width of the notional path. He also noted that the Roundtable had been under the impression additional waypoints could be added to a procedure to allow for aircraft dispersion, due to advancements in technology. This is the first time the Roundtable has been told that adding many additional waypoints was not an option, and it is not clear what the relief will be to communities by adjusting procedures without including dispersal.

Mr. Chancellor mentioned the differences between randomness and dispersion. He and Mr. Roth discussed what each considers worthy dispersion requirements. Mr. Roth stated that for people close to the airport, moving the "rail" (concentration of flights) to an area without homes should not be delayed because of a lack of dispersion in this area; it would still be an improvement. Mr. Brasher clarified that moving the flight pattern back to pre-NextGen locations is a good thing; however, it is not fair to increase overhead flights from 6 per day to 150 per day. Mr. Chancellor mentioned equity and the reduction in quality of life that occurs with frequency of overhead flights.

Mr. Brasher said the Roundtable's issues are not mutually exclusive (altitude vs. dispersion vs. pre-NextGen paths). Mr. Owens said he will make sure this information is conveyed to the full Working Group when they meet next week. Ms. Reese asked for clarification on the figures regarding Q and T routes, and whether the FAA had the ability to move these routes. Mr. Wise and Mr. Cathcart responded and provided definitions of Q and T routes, as well as considerations on whether they could be moved or omitted.

Mr. Wise pointed to the restricted airspace around BWI that must be taken into consideration. He is unaware of what existed before Metroplex. For Metroplex, it took almost 5 years from notional concepts to completion. We are thinking outside of the box for options. He noted the scope of the changes, which would impact air traffic as far down as North Carolina.

Mr. Wise noted that while it is not currently in the scope of the Working Group, they are considering moving those Q and T routes. He stated that their goal is not to come up with new procedures, rather to alter those that are already in existence. He also clarified that the .41 process is for single airports; Metroplex encompasses large airspace and multiple airports.

Mr. Wise presented potential solution for arrivals on Runway 33L (RAVNN STAR). Mr. Wise mentioned discussion on Required Navigation Performance (RNP), which are not often used. By adding a waypoint, it became possible to do an RNP and allow for the potential for aircraft to fly a continuous descent profile. Mr. Wise was not sure that this solution would be approved.

Ms. Reese requested clarification as to whether adding more RNP arrival procedures was under the scope of the Working Group, and what arrival procedures could be created under the current scope. Mr. Wise responded that the Working Group does not currently have authorization to create new RNP arrival procedures, but is working to get approval to do so.

Mr. Brasher asked if waypoints on the RAVNN arrival or approaches to Runway 33L moved as part of NextGen. Mr. Owens stated SPLAT moved closer to the airport, but along the same path it was previously on.

Mr. Shank talked about his experience at the Working Group meetings; he believes the Working Group understood the prime directive. Ms. Reese asked for the percentage of flights going from RAVNN to SPLAT vs. RAVNN to GRAFE (pre-NextGen), and Mr. Shank agreed to provide this information. He reiterated the requests of the Roundtable: (1) put it back where it was; (2) increase the altitude, if possible; and, (3) use unpopulated areas, if possible. Mr. Shank believes the FAA made their best effort to comply with MAA's voluntary Noise Abatement Procedures. Everyone at the Working Group meeting

checked the credibility of solutions presented. He stated the fly-by points would add dispersion and put aircraft higher. MAA and HMMH plan to attend all future Working Group sessions that are open to them. (The next Working Group meeting is for FAA staff only.)

Mr. Chancellor requested demonstration/simulations on the meaning of “randomness.” Mr. Brasher requested to see the backup data and numbers related to GRAFE as the final approach fix. Mr. Shank thought the dispersion shown in historic imagery is likely due to sequencing. Mr. Brasher suggested the creation of waypoints every 100 yards, for example, going out into the Chesapeake Bay; from these waypoints, a computer could choose sequencing that creates dispersion. Mr. Shank was not sure how many more fixes could be established. Ms. Reese stated that all aircraft should not be sent to GRAFE because it would create the same traffic problem as with SPLAT, and this would be unacceptable.

Mr. Reese asked about shifting flights over water, and Mr. Shank responded that this did not fit into the “reverting back” directive because this is not where planes were pre-NextGen. A shift over the water will also impact areas that were not originally impacted, likely causing new complaints. The request was made for FAA to demonstrate this shift. An audience member noted that an elementary school is under GRAFE.

Mr. Wise discussed the schedule of upcoming Working Group meetings, which includes an internal November meeting (next week), and meetings each month through January or February. Once notional designs are mature, the environmental process and community outreach will begin. Another Environmental Assessment will need to be written; 9-18 months are anticipated for that process. The anticipated date for adoption of procedure amendments (dependent on the completion of FAA’s safety and environmental reviews) is June 20, 2019.

Mr. Wise explained that coming back before February, or before they have notional designs, would not be beneficial. Letters to officials and subsequent requests to FAA can slow the process; please allow the Working Group to proceed with their work, then come back and present.

Mr. Brasher reiterated the importance of getting dispersion right; however, Mr. Roth stated that dispersion is not the solution everywhere, and the Roundtable did not agree on this as a group.

Mr. Reese requested FAA staff from the Procedures and Operations sides attend during the next FAA presentation, so the Roundtable can ask questions and receive immediate answers. Mr. Wise expressed his want to deliver a presentation the Roundtable deserves, so it may not be until February when they return.

Mr. Lee asked about 15R departures and the potential for dispersion caused by the additional waypoint. Mr. Shank stated that aircraft factors (size, weight, etc.) will cause some dispersion. Mr. Harrell requested to see a simulation of the anticipated dispersion, and Mr. Shank agreed.

Mr. Chancellor asked to talk through departures from Runway 28. Specifically, he wanted to know if there was an altitude change from the old procedure to the new procedure. Mr. Wise said there would be no difference in the climb gradient. At New WONCE, the altitude anticipated is only speculation. Mr. Shank said they will show pre- and post-altitudes, populations, and city centers.

Deliverables:

- Ms. Harrell to provide copies of Roundtable letters for FAA attendees
- Mr. Owens and Mr. Shank to perform modeling for fly-by waypoints
- Mr. Owens to share information with the full Working Group during next week’s meeting
- Mr. Cathcart/FAA to remove Q and T routes from slides
- Mr. Shank to provide the percentage of RAVNN to SPLAT vs. RAVNN to GRAFE
- MAA/FAA to demonstrate/simulate randomness

- MAA to collect backup data and numbers related to GRAFE as the final approach fix; FAA to verify MAA's data
- FAA to demonstrate/simulate what it would look like to move flights over the water
- MAA to provide simulation of the anticipated dispersion related to new waypoint at 15R
- MAA to provide simulation for departures from Runway 28, including pre- and post-altitudes, populations, and city centers

4. Public Comment

Mr. Brasher called on attendees who signed up to present comments to the group. Several people who signed up had already left the room by this time.

Mr. Brad Boudhus of Wilde Lake in Columbia (under path for Runway 28) has lived in his home for 28 years. For over 26 years, he said he experienced a nice, pleasant existence, including much time outside in an enjoyable environment. Now, he is unable to sit outside and have a conversation because of the noise from overhead planes; he has friends in ElkrIDGE who do not go into their backyards at all. He stated that the planes start flying over early in the morning and continue until late at night. They are concerned about negative impacts to property values. He expressed disappointment for the way the government allowed this to happen. He suggested a solution of flying one path for a few hours, then switching that path to another location for a few hours, and so on.

Mr. Richard Wissing of Columbia thanked the Roundtable for their time and effort, and FAA for attending. He expressed his belief that the FAA could, if they wanted to, return flight paths back to pre-NextGen flight paths; however, they may require some additional motivation. His suggestion was to send claims to the FAA and airlines for noise remediation for homes underneath these flight paths. He lives about 8 miles from the airport, and received an estimate for sound-resistant windows and doors to the amount of around \$35,000. For homes closer to the airport, the estimate would increase. This would prove valuable information, if these issues result in a lawsuit. He stated that MAA is familiar with the process of creating these types of estimates for remediation, and believes this solution can coincide with other, current ideas. He stressed the importance of a sustainable approach.

Mr. D.W. Chen represents Homeowners Associations in Crofton. He reminded the room that NextGen was implemented across the nation, and many other communities throughout the country are experiencing the same misery. Other Roundtables have been established, and litigation is currently underway. He wondered if the FAA was able to share information on other PBN working groups, if they had knowledge of other working groups, and if any cross-talk had occurred between those established PBN Working Groups. Mr. Chen asked the Roundtable to request visibility from the FAA on progress in other working groups, including updates and timelines.

Mr. Owens said he was aware of other Roundtables, such as this one. Mr. Cathcart stated that only three sets of co-leads exist for the country, and they meet quarterly to discuss lessons learned and past challenges. Mr. Wise explained they use many of the same design processes of Metroplex, though the PBN Working Group is not Metroplex; when the PBN Working Group meets, discussions are centered around criteria and design issues.

5. Committee Reports

This segment was cut short due to the time. Mr. Chancellor mentioned the occurrence of committee meetings, following the last Roundtable meeting. At that time, the Legislative and Communications

Committees met. Mr. Gary Smith (Legislative) and Mr. Verchinski (Communications) were identified to give updates on their respective committees.

For the Communications Committee, Ms. Linda Curry was picked as Chair. They met on November 2nd for 2 hours and adopted a Charter.

For the Legislative Committee, Mr. Howard Johnson and Mr. Smith met following the last Roundtable meeting. They spoke with the Montgomery County Quiet Skies Coalition, who brought up the idea of convening with representatives from across the country. The goal would be to organize a coalition in Congress.

The Technical Committee shared plans to report out at the next Roundtable meeting, after processing the information presented at tonight's meeting.

Deliverables:

- Technical Committee to report out at the next meeting on impressions from tonight's meeting

6. MAA Brief on BWI Operations for Previous Month and Year to Date

Due to the lack of time, this topic was postponed until the next meeting.

7. Future Workshops

MAA and HMMH will be holding workshops, in addition to regular Roundtable meetings, to dive deeper into technical topics (e.g., Noise 101). These sessions will likely occur at 6 pm, prior to the regular Roundtable meeting.

Mr. Roth requested the Roundtable members consider and come to a consensus on altitude (i.e., what is too low?). He also asked MAA to think about this (altitudes when noise becomes bothersome) and offer suggestions, as well as locations where planes fly at this suggested altitude, so the Roundtable can verify. An audience member, Ms. Gail Sigel, asked for clarification on terrain to accompany this suggestion, as noise levels may vary based on what is underneath the flight path (e.g., farm versus industrial park).

Deliverables:

- Roundtable members to consider acceptable altitude for planes
- MAA to suggest altitude(s), offer locations where altitude(s) can be verified, and clarify how surface features impact noise levels

9. Review Action Items and Adjourn

Mr. Brasher mentioned the upcoming opportunity for the Roundtable to tour Potomac TRACON, and gave everyone the assignment to read the 5th Amendment (specifically the last 2 clauses). The next meeting is scheduled for Tuesday, December 5th. At 10:22 pm, the Roundtable meeting adjourned.

Deliverables:

- Mr. Brasher to circulate potential dates for Roundtable to tour Potomac TRACON
- Everyone to read 5th Amendment of the Bill of Rights (see below)

FIFTH AMENDMENT OF THE UNITED STATES CONSTITUTION

Source: https://www.law.cornell.edu/constitution/fifth_amendment

No person shall be held to answer for a capital, or otherwise infamous crime, unless on a presentment or indictment of a grand jury, except in cases arising in the land or naval forces, or in the militia, when in actual service in time of war or public danger; nor shall any person be subject for the same offense to be twice put in jeopardy of life or limb; nor shall be compelled in any criminal case to be a witness against himself, **nor be deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use, without just compensation.**