

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Twenty-seventh meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, December 15th, 2020, 7:00 - 9:32 PM

Meeting held virtually via GoToWebinar

DRAFT MEETING MINUTES

REGULAR PARTICIPANTS

Roundtable Member	District / Organization	Attended	Roundtable Member	District / Organization	Attended
Mary Reese, Chair*	District 30	✓	Dan Klosterman*	District 32	✓
Debra Jung, Vice Chair*	Howard County Council, District 4	✓	Marcus Parker, Sr	Alternate for Dan Klosterman, District 32	
Sarah Lacey	Anne Arundel County Council, District 1		Austin Holley*	District 33	✓
Ellen Moss	Alternate for Sarah Lacey, District 1		Nancy Higgs*	District 33	✓
Debbie Macdonald*	District 9	✓	Brent Girard	Office of Senator Chris Van Hollen	
Jesse Chancellor*	District 9	✓	Adam Spangler	Office of Congressman Anthony G. Brown	✓
Howard Johnson*	District 12	✓	Ramond Robinson*	Office of Anne Arundel County Executive Steuart Pittman	✓
Barbara Deckert	Alternate for Drew Roth and Howard Johnson, District 12		Laila Jones	Office of Anne Arundel County Executive Steuart Pittman	✓
Paul Verchinski	Alternate for George Lowe District 13	✓	Kimberly Pruiem*	Office of Howard County Executive Calvin Ball	
George Lowe*	District 13	✓	Samuel Snead*	Office of Baltimore County Executive Johnny Olszewski	
Drew Roth*	District 12	✓	Paul Shank, Chief Engineer	MDOT MAA	✓
Evan Reese*	District 30	✓	Darline Terrell-Tyson, Acting Director, Office of Environmental Services	MDOT MAA	✓
Al Donaldson*	District 32	✓	Greg Voos	Mid Atlantic Regional Representative, NBAA	
Richard Campbell	Alternate for Al Donaldson, District 32		Kyle Evans	General Aviation Representative, CP Management LLC	✓
Daniel Woomeer*	District 32		David Richardson	Southwest Airlines	

*Voting members

ADDITIONAL PARTICIPANTS

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

Bruce Rineer, Manager Noise Section

Karen Harrell, Noise Section

Contractor Support
Royce Bassarab, HNTB

MEETING MATERIALS

Participants received the following materials in advance:

- Meeting Agenda for December 15, 2020

Handouts at the meeting:

- none

Presentations at the meeting:

- none

1. WELCOME AND INTRODUCTIONS

Introduction & Member Roll Call

Mr. Bruce Rineer (MDOT MAA) opened the meeting at 7:02 pm and welcomed attendees. Mr. Rineer noted that tonight's virtual meeting operates similar to an in-person meeting, but with some different procedures, including a request that all attendees mute their microphones, that all members of the public are muted but questions are requested to be input into the chat bar, that the 'raise hand' function should be used for technical issues or questions, and that it is recommended to have only one browser open.

Ms. Mary Reese (Chair) welcomed all attendees and performed member roll call. Roundtable members introduced themselves and stated the district or office they represent. Ms. Reese extended a welcome to new member Al Donaldson, who is filling the position vacated by Paul Harrell (District 32).

Review and Approve Meeting Agenda

Ms. Reese entertained a motion to approve the meeting agenda. Mr. Ramond Robinson made a motion to approve the agenda, seconded by Paul Verchinski. All voted in favor. Tonight's meeting agenda was approved.

Review and Approve Meeting Minutes from November 17, 2020 Meeting

Ms. Reese asked Roundtable members if they had any changes or issues concerning minutes from the November 17, 2020 meeting. Mr. Evan Reese indicated he had some technical comments but had not yet had sufficient time to review. Ms. Reese noted that she had received the draft minutes the day before, and requested that MDOT MAA make an effort to provide the meeting minutes earlier. Mr. Paul Shank (MDOT MAA) indicated that MDOT MAA will attempt to do so in the future. Mr. Shank suggested

the Roundtable could table the minutes and vote to approve at the next meeting, following a more detailed review.

Roundtable members inquired as to whether this evening's meeting was being recorded via GotoWebinar's available features, as this feature is free and the Roundtable feels previous meeting minutes have misrepresented Roundtable member statements and omitted quotes made by MDOT MAA. Mr. Shank explained that upon the initial formation of the Roundtable, MDOT MAA took minutes, then hired a court reporter to transcribe meetings. He indicated that there is no requirement to record meetings and MDOT MAA wanted to be sensitive to those who may not wish to be recorded. Mr. Shank indicated he would check with MDOT MAA counsel to identify any potential issues with recording and making available Roundtable meetings. Mr. Reese, Ms. Nancy Higgs, and Ms. Reese all requested Roundtable meetings be recorded, including this evening's meeting. George Lowe inquired as to whether recording included both audio and video, and the Roundtable indicated a preference for both, with a priority on audio recording. Ms. Reese asked Mr. Shank what action the Roundtable needed to take, and Mr. Shank suggested the Roundtable pass a motion. Ms. Higgs made a motion to record Roundtable meetings held in a virtual setting, starting with the next meeting. XXX seconded and all voted in favor. Ms. Deb Jung noted that those who are uncomfortable on video could turn their video off. After confirming the meeting platform could do so, Ms. Reese requested that this evening's meeting be recorded. Mr. Rineer confirmed that this evening's meeting was being recorded from this point forward.

Regarding the November 17, 2020 draft minutes, Mr. Jesse Chancellor indicated that he too did not have sufficient time to review and suggested tabling the approval of the minutes. Ms. Reese requested that all Roundtable members review the draft meeting minutes in detail, paying particular attention to votes and quotes, noting that it sometimes appears a Roundtable member quote is in response to something spoken by MDOT MAA that is not captured. Mr. Rineer again confirmed that this evening's meeting was being recorded from this point forward. Mr. Reese made a motion to table the approval of meeting minutes, seconded by Ms. Jung. All voted in favor and approval of the draft meeting minutes for November 17, 2020 was tabled.

2. ANZ PROCESS DISCUSSION AND RT QUESTIONS

Ms. Reese noted that, prior to tonight's meeting, she emailed Roundtable members that there was a mix-up regarding an ANZ presentation, that while the Roundtable understood that tonight's meeting would include a more detailed briefing on the BWI Marshall Airport Noise Zone (ANZ) Study, Mr. Shank indicated that MDOT MAA efforts are focused on preparing a brief as part of the upcoming public workshop and hearing. Ms. Reese indicated that she wanted to revisit the brief from November to help Roundtable members better understand the study, noting that she had heard from a number of Roundtable members requesting additional information.

Ms. Reese requested to display the previous ANZ briefing to assist the Roundtable's formation of questions. Mr. Shank apologized that MDOT MAA did not have the brief ready to display. Ms. Reese commended Mr. Shank's explanation of the ANZ study in a prior call with Ms. Reese and Ms. Jung, and requested Mr. Shank to provide that same high-level overview to the Roundtable. Mr. Verchinski stated

that he would like a more detailed explanation of the requirement to update the study every five years, how long the process takes, what the general output includes, and information about the public hearing. Mr. Shank noted that the November briefing reviewed the legislative law, as provided in the notes, pursuant to the Maryland Environmental Noise Act of 1974, and by law is referenced in COMAR (Section 11.03.02.10). MDOT MAA is required to update the ANZ every five years, with the purpose being to represent the boundaries for determining incompatible land uses which is used by local counties to restrict noise-sensitive development. Mr. Shank noted the previous presentations to the BWI Marshall ANZ Stakeholder Advisory Committee (SAC), which included former Roundtable chair Mr. Drew Roth and vice chair Ms. Sarah Lacey, provided a considerable amount of detail.

The SAC is the focus group of the ANZ, a historic practice (although with different names) that MDOT MAA has undertaken since the law was passed. Mr. Shank answered Mr. Verchinski's question that the requirement is to update the ANZ every five years, and noted that MDOT MAA is also required to forecast operational and noise levels to 10 years, in addition to the certification year and five-year forecast. The composite Day Night Average Sound Level (DNL) noise contour is a conservative, worse-case scenario to aid in identifying incompatible land uses and to work with county government to address compatible zoning (i.e. controlling residential development). However, this does not preclude certain land uses, with the existence of an appeals process to the Board of Airport Zoning Appeals, and Mr. Shank provided a brief summary of the appeals process. The 2020 BWI Marshall ANZ Update has been ongoing for about a year.

Mr. Shank hoped to hear Roundtable questions to ensure that MDOT MAA addresses all comments and questions as part of the public workshop and hearing. Mr. Shank explained that the document will be posted on the website (maacommunityrelations.com), made available at local libraries, and elected officials will be made aware. Mr. Shank noted that MDOT MAA invited the chair and vice chair of the Roundtable to participate as members of the SAC, and as such the Roundtable will also receive notification. The public meeting will provide a deep dive of information with consultants providing information and detailed drawings. Mr. Shank also noted that the ANZ process differs from the federal Part 150 process – the ANZ focus is to control land use within the 65 DNL footprint, while the Part 150 looks at a bigger picture. Mr. Shank noted that the Part 150 makes eligible properties for federal funding for mitigation, and that the ANZ process preceded FAA's adoption of the Part 150 process, which is a less-conservative approach as it only looks out five years. The ANZ also includes a parallel runway that is included to be conservative. Mr. Shank concluded the high-level summary by noting that MDOT MAA wants to hear what the Roundtable wants to see in the presentation.

Ms. Reese inquired as to when input is needed to be included in the public workshop, and the dates for the public workshop and hearing. Mr. Rineer noted that the BWI Marshall ANZ public meeting was scheduled for January 26th (the date was later corrected to January 28th). Mr. Shank noted that comments raised during the comment period will be incorporated into the Final ANZ as necessary. Ms. Reese further inquired about the timeline to get questions included in the brief and what the timing is for the public workshop and hearing. It was noted that the draft document is anticipated to be posted on the website and made available for public review on January 15th and that the comment period runs through February 14th, 2021. The MDOT MAA website will be updated soon with the SAC meeting

presentations. Mr. Rineer noted that MDOT MAA may be able to post the draft document before January 15th. Mr. Shank noted that comments received will be factored into the Final document.

Mr. Chancellor inquired about the modeling procedure and whether it is the same as modeling that has been done for previous Roundtable work. Mr. Shank noted he thought the model was the same. Mr. Chancellor noted that projections of noise prepared by the airport compared to 2012 (the typical pre-NextGen time period used by the Roundtable), noise appears to increase in Howard County due to operations off of Runway 10/28. The most recent noise contour had expanded into Howard County, most likely due to growth in flights. Is this new and did the ANZ contour expand into Howard County? Mr. Shank appreciated the question and noted that this is the type of question we intend to answer in the document and the public workshop. Mr. Shank noted that MDOT MAA wants to respect the process we have followed historically and focus on responding to questions as part of the formal process.

Mr. Drew Roth proposed that should the Roundtable desire to take a position on the ANZ study, perhaps it could be done during a Roundtable meeting in February. Mr. Roth confirmed the dates of the public workshop and hearing and comment period and suggested scheduling a Roundtable meeting in February to develop comprehensive Roundtable comments.

Mr. Chancellor inquired about the feedback loop for comments – will comments actually be addressed and will the Roundtable participation and interest have any impact? Mr. Shank noted that depending on the comments – anything that points out a fatal flaw or error would be corrected. Mr. Chancellor asked if any public comments had ever made a difference in previous ANZ studies, to which Mr. Shank was not aware. Ms. Jung noted that State legislative analysts would also receive comments, but may not be familiar with BWI Marshall operations and flight paths; where do comments go after they reach Annapolis? Mr. Shank stated that MDOT MAA regularly responds to queries from elected officials, including briefings and testimony. Mr. Shank noted that Roundtable members are appointed by local officials, and the Roundtable includes involvement by Federal officials, and that we follow the process to meet the letter of the law. Mr. Shank noted that references to the law should be included in presentation materials for the purposes of transparency. Mr. Shank noted the previous ANZ presentation to the Roundtable and the presentations to the SAC should be on the MAA Community Relations website. He also noted that MDOT MAA recognizes noise issues exceed the 65 DNL noise contour. Although MDOT MAA is required to hold only a public hearing, MDOT MAA is also holding a public workshop to provide opportunities to learn more about the process and study.

Ms. Reese agreed with Mr. Chancellor's comments, and that noise at 65 DNL has also affected the Annapolis peninsula. Ms. Reese appreciated that the State implemented the ANZ process before the Federal government developed the Part 150 process, and noted that that means changes to legislation are possible. She asked if MDOT MAA has made suggestions to edit the ANZ process to address NextGen issues? Mr. Shank stated that MDOT MAA has not; we have focused on following the letter of the law as written, but the SAC (which includes Roundtable representatives) can make these recommendations. Mr. Shank noted that MDOT MAA generally tries to complete the ANZ and Part 150 together. Mr. Shank also noted that, in reference to Mr. Chancellor's comments about increasing noise in Howard County

that aircraft technology is improving and aircraft are generally quieter, as measured by FAA Stage designations.

Mr. Shank noted that he is not aware of noise levels reaching 65 DNL in Annapolis; Ms. Reese pointed out that there is no permanent noise monitor in Annapolis. Mr. Shank noted that MDOT MAA has placed portable noise monitors beyond the 65 DNL noise contour and noted that single events may exceed 65 dB. Ms. Reese noted that there was an attempt to set up a portable noise monitor in downtown Annapolis but due to other noise sources it was not an appropriate location. Ms. Reese stated that portable noise monitoring at her residence yielded a result near 60 DNL. Ms. Reese also noted that the State legislature uses 65 DNL and perhaps a lower level would be more appropriate. (Later in the meeting, Mr. Shank noted that the portable noise monitoring at the residence of Ms. Reese resulted in an average of 49 DNL, with some single events reaching higher than 65 dB.)

Mr. Roth shared some of his activities on the SAC, which included a review of Howard County land use and provided feedback such as the increasing density at Dorsey Marc Station; asked questions about the effect of weather, wind direction and humidity on noise, to which MDOT MAA had provided a technical paper on the variabilities on weather on noise – this could be an appropriate question for the Roundtable to ask and the Roundtable could suggest using a more conservative approach. Mr. Shank suggested the public workshop presentation could go into more detail about noise modeling process to either address these questions or provide an opportunity to comment on the ANZ document. This could be productive feedback. Mr. Roth also noted that the implementation of NextGen resulted in new aircraft overflights (specifically westbound departures) to the communities of Hanover, Elkridge, Long Reach, and Oakland Mills, none of which had impacts before. But prior to reaching those areas, aircraft overfly Oxford Square, a new development that was permitted to be built because it was located outside the ANZ. Mr. Roth has used this argument with FAA, which has provided value in the past, and the FAA has ultimately proposed correcting this. Mr. Shank noted that FAA would be involved in the public workshop/hearing (*Note: FAA ATC representatives are invited members to the SAC*). Mr. Shank noted that noise abatement procedures are voluntary, and the FAA controllers and pilots are ultimately responsible for the safe operation of aircraft. Mr. Roth noted that FAA could avoid controversy by paying attention to community concerns around BWI Marshall. Mr. Shank noted that the Roundtable proposals provided to FAA – and that FAA will have to undertake an environmental review and include public involvement. Our proposals are well-developed enough that we feel that we have done a lot of FAA's work for them. Mr. Shank is looking forward to a future PBN working group; FAA has agreed to review and provided budget to do so.

Ms. Higgs commended the suggestions by Mr. Roth and stated that her community around Crownsville notices the differences in noise levels due to weather conditions. She noted that Crownsville does not have a permanent noise monitor and that aircraft overfly too frequently and too loud, including at varying altitudes. Ms. Higgs is very interested in a permanent noise monitor in Crownsville and she offered assistance in finding suitable locations. She thanked Ms. Karen Harrell (MDOT MAA) for responding to her request for a portable noise monitor but didn't understand why Covid would prohibit the placing of a portable noise monitor. Ms. Reese noted that the next meeting would include a more detailed presentation on the noise monitoring system.

Mr. Chancellor noted that the previous minutes did not correctly capture his request for a ‘soup to nuts’ presentation on the noise monitoring system. He inquired as to whether the Roundtable would receive a detailed briefing, and Ms. Reese requested Mr. Shank clarify his email communication to her and Ms. Jung. Mr. Shank noted that the MAA Community Relations website included the option to request portable and permanent noise monitors. Mr. Shank clarified that that request should be on behalf of a neighborhood. Mr. Shank reiterated that MDOT MAA presented on the noise monitoring system; Ms. Reese requested clarification on when that presentation was done. Mr. Shank responded that MDOT MAA presented on WebTrak in July of 2019, and since then all noise monitors are operational. Mr. Shank noted that MDOT MAA has spent over \$1 million on working with the Roundtable on NextGen issues, and for the ANZ we have established a SAC and included the Roundtable Chair and Vice Chair, and that the ANOMS system has been up and running for a year. Mr. Shank noted that the quarterly noise report (available at maacommunityrelations.com) includes information about the performance of the noise monitors, and that discussions on additional noise monitors would make sense once the potential revised PBN procedures are in place; MDOT MAA does not want to spend funds on noise monitors that may not be appropriate. Mr. Shank noted the Roundtable is an excellent resource for locating potential future noise monitors, and that the Roundtable provide those questions to the Office of Environmental Services so that MDOT MAA could respond to those questions. Ms. Higgs noted that this is the first time this information has been explained.

Ms. Reese stated that either MDOT MAA or the Roundtable would provide a briefing at the next Roundtable meeting. Mr. Chancellor noted his appreciation of the Noise Office staff, but remains concerned that the noise monitoring system isn’t linked to other Roundtable concerns. Mr. Chancellor would like to work with Ms. Reese to help the Roundtable determine what a noise monitoring system could be used for. Ms. Reese noted that the Roundtable will look for technical details and make any additional requests to MDOT MAA. Mr. Shank noted that the quarterly report does include good information that the Roundtable should become familiar with, and that MDOT MAA appreciates any recommendations that the Roundtable might be able to offer.

Mr. Verchinski inquired as to whether the ANZ process has ever been amended since 1972, and suggested options to change it should be considered. Mr. Verchinski noted that the contours are completed by modeling, and perhaps the Roundtable should suggest that verification with noise monitors should be done. Mr. Shank clarified that the Maryland Environmental Noise Act was passed in 1974, and the first BWI Marshall ANZ was in 1976. Mr. Shank appreciated the question about the relationship between noise monitors and modeling, and that this might be worth posing to MDOT MAA as part of the ANZ comment process. Mr. Verchinski noted his familiarity with transportation modeling, stating that ensuring reasonable accuracy is a worthwhile process. Mr. Verchinski noted an absence of validation is worthless, and that MDOT MAA should be including data from the ground-based noise monitors. Mr. Shank responded to a question about fleet mix referencing the use of FAA’s Terminal Area Forecast, combined with historical records of operations to determine the fleet mix, additionally aided by information provided by radar data. FAA must agree with the process used by MDOT MAA. Mr. Shank noted the noise monitors can be compared against noise modeling, and MDOT MAA will clarify the use of correlation. Mr. Shank noted that MDOT MAA’s investigation of noise complaints includes looking at

data from the noise monitors, and that MDOT MAA sometimes suggests portable noise monitoring to investigate specific complaints. Mr. Shank again noted that these questions are helpful for the public workshop and hearing.

Ms. Reese requested clarification on the process for using noise monitors to investigate noise complaints. Mr. Shank clarified that, for example, when an individual complains, MDOT MAA can investigate the individual noise overflight noise levels, such as when MDOT MAA hears that aircraft are particularly low. The noise monitoring system provides information on the type, speed, and other information on particular flights. Thus, MDOT MAA staff can investigate noise complaints over time. For example, Mr. Shank discussed noise complaints from Northrup Grumman's BAC-111, and MDOT MAA's ability to consult with that operator.

Ms. Jung returned the conversation to the ANZ, and asked Mr. Shank to discuss the voluntary nature of the ANZ. Mr. Shank clarified that the ANZ process is a required process, but that noise abatement procedures are voluntary. When MDOT MAA updates the noise abatement procedures under this study, an attempt was made to refine the procedures to reflect NextGen navigation technology. Noise abatement procedures have historically been based on fixes based on the azimuth and distance from the VORTAC – not a satellite PBN procedure. This update reflects noise abatement procedures coded such that pilots can see the procedures. The State of Maryland does not have the authority to dictate how aircraft fly. Ms. Jung noted that taxpayers do have the authority to establish operational hours for flights, and that restrictions to the hours available might influence how aircraft operate in and out of BWI Marshall. Mr. Shank clarified that MDOT MAA does not have that authority.

Ms. Jung noted that DCA has restrictions on operating hours that was established through Congress, and also noted that there is a new Secretary of Transportation. She noted that anyone with potential contacts with the Secretary of Transportation or new administration should reach out to her. Following the 21st of January, anyone who might have contacts should reach out, including to Maryland's US Senators. Ms. Jung noted that typically someone from Senator Van Hollen's office has attended most meetings and has done a great job. Ms. Jung noted that there are not many airports in the US that have had NextGen procedures implemented to the extent that BWI Marshall has, and the Roundtable should have a voice. The new administration presents a new opportunity.

Ms. Reese revisited Mr. Shanks's comment on financial issues (i.e. the amount of money MDOT MAA has spent on supporting the Roundtable); she noted the community has suffered from billions of dollars of loss. Ms. Reese noted the considerable effort Roundtable members have invested and noted that the money spent is justified because the issue is important. Ms. Reese requested that if the Roundtable's efforts are financially constrained that she should be made aware. Mr. Shank clarified that the money spent has been well invested, and that the economic impact of BWI Marshall is measured in the billion dollar amount. Mr. Shank noted that the State is frugal and that he has cancelled and slowed other projects and programs, but that funds remain available for Roundtable efforts. Mr. Shank explained MDOT MAA's use of consultants and the financial benefit to doing so. Mr. Shank also noted that the Roundtable's efforts and practices are serving as an example to industry, a point which should not be taken for granted. Mr. Shank noted that the DCA Roundtable is controlled by the Airport Authority, not

the citizens. Ms. Jung noted that DCA's Roundtable is overseen by Congress, who established quiet hours. Mr. Shank agreed that Dulles and DCA are unique because they are owned by the Federal government, but that Mr. Shank cannot limit the hours of BWI Marshall operations. Mr. Shank noted that 2012 versus 2019 (pre-Covid 19) operations are very different – in general operations in the early 2000's were much higher. The ANZ brief will touch on the value of modeling versus monitoring.

Ms. Jung reiterated her request for people to pay attention to future administration changes, and if anyone knows anyone, please reach out to Ms. Reese and Ms. Jung. The Roundtable intends to pursue a federal strategy.

Mr. Rineer noted a member of public wished to speak; Ms. Reese requested to wait until public comment. Ms. Laila Jones (non-voting member from Anne Arundel County Executive Office) noted by the chat feature that Toronto Pearson has quiet hours as well. Mr. Shank noted that DCA's noise curfew existed prior to the passage of Part 161. Ms. Reese noted that BWI Marshall could prepare and submit a Part 161, and that she believes MDOT MAA could institute quiet hours. Mr. Rineer noted that DCA's website states that since the early 2000's, most aircraft that would have been effected by the curfew have been retired. Mr. Shank reminded the group that HMMH has presented to the Roundtable on the status of other Part 161 efforts. Mr. Shank agreed that MDOT MAA can still have conversations with airlines even without a Part 161, and that no other Roundtable has done what we have successfully done. Mr. Shank acknowledged that the Roundtable's efforts are not complete, but that he proposes using the available budget to accomplish the implementation of the currently proposed procedures, without risking further complications from other efforts. Mr. Shank also noted and commended the improvement in the relationship with the FAA, which should be continued and nurtured. FAA's movement towards an Environmental Assessment is a major milestone, and Mr. Shank and the Technical Committee will monitor this progress.

Ms. Reese noted that details of the relationship with the FAA could be found in previous minutes, and regardless of the machinations, progress is being made. Ms. Higgs brought up Amazon, owned by Jeff Bezos, and whether he could become involved. Ms. Higgs' neighborhood often complains about nighttime flights particularly due to cargo operations, which will continue to grow using older aircraft. Mr. Shank said that Amazon does operate modern aircraft at BWI Marshall, and employs thousands of people. Mr. Shank noted the noise penalty associated with the DNL metric means one nighttime operation is modeled 10 times. Mr. Reese noted that Amazon's primary contract carrier is Atlas, and that many of those aircraft are 20 to 30 years old. Mr. Shank noted that these aircraft meet FAA noise criteria. Mr. Royce Bassarab (consultant to MDOT MAA) noted the Stage 2 phaseout was associated with the Airport Noise and Capacity Act, and that all aircraft currently flying meet Stage 3, 4, or 5 standards. Ms. Reese responded that the stage length is irrelevant – what matters is that aircraft are causing noise concerns. Ms. Reese noted that if her portable noise measurement was 49 DNL, that level is miserable. Ms. Higgs stated that there are a number of people around her community that are filing complaints.

3. PUBLIC COMMENT

Ms. Reese moved to public comment. Mr. Rineer indicated that members of the public have requested to speak, and asked to identify the time limit. Ms. Reese requested comments be held to three to five minutes or less.

Mr. Nagarajan Pattabiraman, who lives in Oxford Square, expressed his appreciation that the Roundtable has continued meeting and has attended previous in-person meetings, but does not feel that progress has been made. Why is there a delay in going back to 2014 conditions? FAA has presented but nobody seems to have the authority to act and time is lost. Mr. Pattabiraman noted that he can help with discussions with Senator Lam, and that fines for airlines would be inconsequential to them and should be pursued. Noise is increasing, and the community health is impacted.

Ms. Jung inquired where Mr. Pattabiraman lived, to which he responded Oxford Square in Hanover. Ms. Jung indicated that Senator Lam has done a great job and is helping us every way he can, and the Debbie MacDonald is representing Senator Katie Hester who has been incredibly supportive. At the State level, the Roundtable has the support of Howard and Anne Arundel Counties to get things done, noting it would be better to be able to convince FAA to revert to previous conditions.

Mr. Roth explained the status of delays. During his time as Roundtable chair, he monitored the progress of the PBN procedures. There was an approximate seven month delay at the FAA associated with Covid. Mr. Roth explained that without any new delays, we should see movement on the procedure proposals by the summer of 2022. For Oxford Square, that would mean aircraft would fly straight for three miles before turning to the north, a benefit for Oxford Square. Mr. Roth explained the required steps including a full technical analysis, environmental assessment, and training for pilots and controllers.

Mr. Pattabiraman thanked Mr. Roth and Ms. Jung for their continued support and encouraged the need for use of an attorney.

Ms. Tracy Taber provided a comment via the chat feature, as read by Mr. Rineer: "I have one of those air noise buttons that files a complaint every time I click the button. I've been using it for about a month. Is it worth doing this? Will it really make a difference? If so, I'll keep doing it. If not, there's no point." Ms. Reese stated that the data collection is incredibly valuable and has been used to help bring in elected officials' participation. Mr. Chancellor noted that the one metric that helps is the number of noise complaints, noting that the number of people who do complain represent a larger number of people who don't know this technology exists but are impacted by aircraft noise. Mr. Chancellor encouraged the continuation of submitting noise complaints.

4. PLANNING FOR NEXT MEETING

Ms. Reese noted that the Roundtable needed to determine the next meeting date, acknowledging Mr. Roth's suggestion to meet prior to the closure of the comment period. Ms. Reese inquired as to whether all members agree a meeting should occur in January and in February, or whether anyone had concerns. Mr. Shank suggested that ideally the public information on the ANZ is available so that the January conversation would be relevant, which at this point is January 15th. Mr. Rineer clarified that Monday, January 18th is a holiday and the 19th is a tentative date for the next Roundtable meeting. Mr. Roth suggested not discussing the ANZ until the Roundtable has had an opportunity to digest the information and participate in the public workshop/meeting. Mr. Chancellor agreed. Ms. Reese requested that the Roundtable discuss the noise monitoring system, and perhaps touch on the ANZ, at a January 19th

meeting. Mr. Reese asked about the timing of the subsequent February meeting. If the Roundtable wanted to prepare formal comment, this process would take time. Mr. Roth suggested if the Roundtable all agrees on a position that the Roundtable could submit that, and that a meeting just prior to the close of the comment period would be appropriate. The time between the public hearing could be used to work via committee and off-line until a meeting in February. Mr. Reese suggested that would be Tuesday, February 9th. Ms. Higgs inquired as to whether the Roundtable could meet multiple times per month, and would there be any issue with meeting more frequently. Mr. Roth suggested the Roundtable could work as committees without holding a full Roundtable meeting. Ms. Reese indicated she had planned to send a sign-up email but members expressed concern with the approaching holidays. Mr. Roth noted that the Roundtable may want to finalize a position on the ANZ, and explained the steps that could attain that goal, including working time between the public meeting and a February 9th Roundtable meeting.

Mr. Roth noted that one potential topic in January could be the placement of noise monitors, responding to Mr. Shank's suggestion that new monitors not be placed until procedure changes have occurred. Mr. Roth suggested there is value in placing noise monitors in the areas where change is expected, such that a baseline could be established.

Ms. Jung suggested that attendees of the public workshop and hearing could form the basis of the working group. Ms. Reese concluded that the Roundtable plans to meet on January 19th and February 9th, and inquired as to whether there was interest in starting the meetings at 6:30. Ms. Higgs suggested 6 p.m. and Ms. Reese indicated that MDOT MAA would need to indicate their support. Ms. Jung suggested 6:30 p.m. Mr. Rineer indicated that MDOT MAA could support a 6:30 p.m. start time for the January 19th meeting.

Mr. Rineer inquired as to the participation of Ms. Barbara Deckert.

5. ADJOURN

Ms. Jung moved to adjourn the meeting. Mr. Reese seconded. The meeting adjourned at 9:31 pm.