

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Thirty first meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, April 13, 2021, 6:30 – 8:23 PM

Meeting held virtually via GoToWebinar

MEETING MINUTES

REGULAR PARTICIPANTS

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
Mary Reese, Chair*	District 30	✓	Marcus Parker, Sr	Alternate for Dan Klosterman, District 32	
Debra Jung, Vice Chair*	Howard County Council, District 4	✓	Austin Holley*	District 33	
Sarah Lacey*	Anne Arundel County Council, District 1		Nancy Higgs*	District 33	✓
Ellen Moss	Alternate for Sarah Lacey, District 1		Brent Girard	Office of Senator Chris Van Hollen	
Debra Macdonald*	District 9		Adam Spangler	Office of Congressman Anthony G. Brown	
Jesse Chancellor*	District 9		Ramond Robinson*	Office of Anne Arundel County Executive Steuart Pittman	✓
Howard Johnson*	District 12	✓	Laila Jones	Office of Anne Arundel County Executive Steuart Pittman	✓
Drew Roth*	District 12	✓	Alison Pickard	County Councilwoman, Anne Arundel County	✓
George Lowe*	District 13	✓	Kimberly Pruum*	Office of Howard County Executive Calvin Ball	✓
Scott Phillips*	District 13		Samuel Snead*	Office of Baltimore County Executive Johnny Olszewski	
Paul Verchinski	Alternate for George Lowe and Scott Phillips, District 13	✓	Paul Shank, Chief Engineer	MDOT MAA	✓
Evan Reese*	District 30		Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	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	
Dan Klosterman*	District 32	✓	Reginald Davis	FAA Community Engagement Officer, ANE Region/ BWI/ DCA Eastern Service Center, Operations Support Group (AJV-E25)	✓

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
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*Voting members

ADDITIONAL PARTICIPANTS

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

Bruce Rineer, Manager Noise Section

Karen Harrell, Noise Section

Kevin Clarke, Director of Planning and Environmental Services

Contractor Support

Sarah Yenson, HMMH

Rhea Hanrahan, HMMH

Malcolm Mossman, Assedo

Tim Cooke, Assedo

Alverna “A.J.” Durham, Jr., Straughan Environmental, Inc.

MEETING MATERIALS

Participants received the following materials in advance:

- Meeting Agenda for April 13, 2021
- March Meeting Minutes (V4_DRAFT_20210309_Roundtable_Minutes)

Presentations at the meeting:

- Review of Proposed Flight Procedure Changes at BWI Marshall

1. WELCOME AND INTRODUCTIONS

Introduction and Roll Call of Attendees

Mr. Bruce Rineer began the meeting at 6:30pm by welcoming everyone in attendance. Mr. Rineer then went over the Virtual Meeting Plan and Procedures slide. He let everyone know that the meeting would be recorded and that it would operate as closely to an in-person meeting as possible. He asked Roundtable Members to self-mute unless speaking and asked attendees to use the question/chat box or the “raised hand” feature to ask questions and/or put any questions in the chat box. Participants should notify organizers if experiencing technical issues by using the question box and/or logging off and logging back in. Finally, Mr. Rineer recommended having only one web browser open during the meeting.

Ms. Mary Reese, the Roundtable Chair, introduced herself and the district she represents. She apologized that she would not be able to be on camera during the meeting due to having to use an older tablet with no camera. Ms. Reese started roll call and asked everyone to introduce themselves and state which district they represent or if they were working on behalf of MAA. During roll call, Ms. Reese

welcomed Ms. Allison Pickard, County Councilwoman from Anne Arundel County. This was her first meeting, and she served as a voting member representing the Anne Arundel County Council. Mr. Paul Verchinski served as an alternate and voting member for Scott Phillips of District 13 for the evening. Mr. Phillips was newly appointed to the Roundtable by Senator Guy Guzzone.

Approve Meeting Agenda

Ms. Reese announced that she would like to modify the meeting's agenda due to the absence of multiple Roundtable members because of last minute emergencies or recuperating from receiving their second Covid-19 vaccination shots. Many of them want to run for leadership positions. Ms. Reese proposed setting a meeting in two weeks to hold the elections previously planned for the night's meeting. Ms. Reese asked the members of the Roundtable to let her know if they had any problems or concerns with holding a separate meeting in two weeks and removed the Annual Elections of Roundtable and Committee Leadership off the meeting's agenda.

Ms. Reese asked if MAA would be willing and able to accommodate the meeting in two weeks to hold the Roundtable elections and Mr. Paul Shank replied yes.

Ms. Debra Jung extended a special welcome to Councilwoman Pickard from Anne Arundel County. Ms. Reese also welcomed Ms. Pickard and inquired if she would continue representing the Anne Arundel County Council on the Roundtable. She expressed her hope that Ms. Pickard would appreciate the MAA presentation on the proposed changes that the Roundtable has presented to Federal Aviation Administration (FAA) to alleviate noise from and frequency of aircraft due to NextGen. Ms. Pickard appreciated the kind welcome and stated she was unsure if she would continue to serve as the Council representative going forward.

Mr. Rineer asked Ms. Reese if April 27, 2021 would work as a meeting date to hold the Roundtable elections. Ms. Reese asked Roundtable members to check their schedules and stated that they would circle back to set time and date of the meeting later before the public comment period. She asked if there was a motion to approve the agenda as amended. Ms. Nancy Higgs made a motion to approve the agenda as amended. Ms. Jung seconded. No objection. The meeting agenda approved.

Draft Minutes March 9th for Approval

Draft minutes for March 9th were not discussed or brought up for approval.

2. REVIEW OF PBN REQUESTS & DISCUSSION

Ms. Reese moved on to the MAA presentation to review the proposed changes in the FAA Performance Based Navigation Requests developed by the Roundtable's Technical Committee. Mr. Shank gave a brief introduction of the presentation and noted that it would only cover the PBN Requests that were developed by the Technical Committee. He suggested to Ms. Reese that an additional presentation in a future meeting could be done to cover the modeled benefits (assumed reduction in noise and aircraft flyover frequency) that would be achieved if the Technical Committee's proposed changes are

implemented. He introduced Sarah Yenson of HMMH and stated that she would be making the presentation. Mr. Shank also announced that the next PBN Working Group meeting would take place on April 22, 2021 and that MAA, HMMH, and members of industry would participate. He stated that he asked FAA for further details, and that only Sarah Yenson received the email about the April 22nd meeting.

Ms. Yenson introduced herself and reiterated that she would be presenting a review of the Technical Committee's proposed changes that were delivered to the FAA in December 2019. She stated that there were several proposed changes developed by the FAA that would not be reviewed as part of this presentation. Ms. Yenson also described the presentation as a flight track analysis of the Technical Committee's proposed changes and noted that the noise analysis of the changes could be presented at a future meeting.

Ms. Yenson explained that the presentation would be covering arrivals, as the Technical Committee's proposed changes largely address arrivals, and the FAA derived changes more adequately address departures and were generally accepted by the Technical Committee and the Roundtable. She went over a timeline of the procedure changes and Roundtable Technical Committee process that started after the implementation of the DC Metroplex in March 2015. The timeline included the following:

- **March 2015:** FAA completed implementation of DC Metroplex at BWI Marshall; communities voice concerns regarding flight path changes.
- **February 2016:** FAA further modifies departure procedure (TERPZ) for Runways 28 and 15R.
- **March 2017:** DC Metroplex BWI Community Roundtable formed to address community concerns regarding flight path changes.
- **August 2017 – April 2018:** FAA convenes PBN Working Group to evaluate modifying BWI Marshall procedures. FAA presents proposed flight procedures (mainly departures) from PBN Working Group to Roundtable.
- **December 2018 – January 2019:** MDOT MAA presents noise analysis of FAA proposed procedure changes from April 2018. Roundtable sends FAA letter assessing proposed procedure changes.
- **February 2019 – September 2019:** Roundtable Technical Committee meets with MDOT MAA and industry to explore and finalize additional flight procedure changes (arrivals).
- **October 2019:** Roundtable Technical Committee presents "first look" at proposed flight procedure changes to full Roundtable.
- **December 2019:** Roundtable submits proposed flight procedure changes package to FAA.
- **October 2020:** Discussion with FAA, MDOT MAA, and Roundtable Technical Committee.

Ms. Yenson moved on to the historical and existing flight tracks at BWI Marshall Airport. She explained that the slides in the presentation were labeled and represent the following time periods:

- Pre-Metroplex: January, June, July, and December 2012 (123 days)
- Post-Metroplex/Existing: November 2018, and February, May, and August 2019 (120 days)

The selected time periods account for seasonal variability in aircraft operations and performances. In addition, time periods that included runway closures and other conflicting airspace events that could give inaccurate pictures of what the airspace was like were avoided. Ms. Yenson presented a slide that showed the arrival (in purple) and departures (in green) at BWI Marshall Airport for 2012 Pre-Metroplex and 2018-2019 Post-Metroplex/Existing. She noted that flight tracks are much more dispersed in the 2012 period.

Ms. Yenson then described the goals of the Technical Committee in developing the procedural changes that were submitted to the FAA. The solutions were developed to address the following issues that resulted from the implementation of NextGen:

- Concentrated flight paths associated with existing FAA published and proposed NEXTGEN arrival and departure procedures
- Extended periods of level flight by arrival aircraft at low altitudes and low altitude approaches (Dive and Drive)
- Changes to lateral flight paths of arrival and departures to relocate flight parts to historical locations or locations with the potential to reduce community noise exposure

The Proposed Technical Committee procedure changes aimed to address these issues and the anticipated benefits would include:

- Increased/higher aircraft altitudes on arrival where possible
- Increased/higher aircraft altitudes on approach during good and bad weather conditions leveraging Continuous Descent Approaches (CDAs)
 - Fewer instances of aircraft flying large distances from the airport at lower altitudes in level flight
 - Reduced/near-idle engine power settings due to continuous descent
 - Published procedures along existing approach corridors used during good weather (visual approaches) that allow for vertical guidance
- Better distribution of approach operations
- Relocation of flight paths to locations with the potential to reduce cumulative community noise exposure

Ms. Yenson explained that the conventional approach is a step-down approach – aircraft fly level for a little bit of time and then descend and fly level and repeat this process until landing. This is less efficient power-wise and more disturbing noise-wise. CDA allows aircraft to descend on a continuous glide path similar to instrument landing approaches where aircraft descend at a consistent angle and uses fewer power changes and lower power settings that reduce noise. The proposed procedures dictate the aircraft altitudes at points approaching the airport.

Ms. Yenson presented the proposed procedures for Runway 33L Jet Arrivals first. She presented flight tracks of the existing /Published 2018-2019 flight tracks and the Proposed (simulated) 2018-2019 flight tracks. She stated that the proposed 2018-2019 flight tracks were derived from modifying the

existing/published 2018-2019 flight tracks, and they show what might occur if the Technical Committee's proposed changes to arrivals are implemented. She stated that the displayed flight tracks are not necessarily what would happen if the proposed changes would be implemented. This is due to air traffic controllers having license as to how aircraft approach and arrive at the airport. Ms. Yenson stated that the proposed (simulated) 2018-2019 flight tracks were a conservative estimate of number of flights and would be a worst-case scenario.

Runway 33L Technical Committee procedure changes included:

- Shifting RAVNN (navigational point) arrival aircraft northwest of current corridor over less densely populated areas
- Establish Required Navigation Performance (RNP) approach with a **continuous descent** from the RAVNN to Waypoint 21 (WP21) navigational points along corridor commonly used for visual approaches while also shifting this corridor to the west over less densely populated areas
- Establish an RNAV approach transition with a **continuous descent** from the RAVNN to SPLAT navigational points along corridor commonly used for visual approaches
- Better distribute approach operations along the final approach course by adding a third approach corridor from RAVNN to WP21 that will alleviate some traffic from flying to the GRAFE navigational point

In addition, more arrival paths would be added, including a western track from HAXAX to the new RAVNN through WP28, WP35, and WP30. This would capture some of the western arrivals and serve as an intermediary arrival point to join up at SPLAT. These additional points would be implemented in order to proceduralize and assign altitudes to require aircraft on these approaches to adhere to altitude restrictions at these points. The procedure would apply more structure to the altitudes and provides a descent path that guides aircraft to the ground in a fashion that would require less power or power changes than the step-down descent. Ms. Yenson presented the 2012 flight paths in comparison to the 2018-2019 proposed (simulated) flight tracks and noted that there was some return to the flight tracks west of the published procedures in the area of JANNNS navigational point.

Ms. Yenson concluded that overall, aircraft flight paths may shift but will largely remain heavily concentrated due to RNAV and RNP procedure designs. However, she reiterated that creating procedures for the approaches would enable restrictions in altitude and potentially speed which may reduce noise. Also, changes to navigational point RAVVN and additional approach and arrival paths would give aircraft more options to fly and create flight dispersion. Ms. Reese complimented Ms. Yenson on the presentation and said she appreciated the simplicity of the terms used to describe and explain the proposed changes.

Next, Ms. Yenson discussed the Technical Committee's proposed changes to Runway 10 jet arrivals which include the following:

- Shift flight paths closer to the airport and away from western portions of Columbia that are affected by departures under all BWI Marshall operating configurations by implementing and utilizing a RNP approach with a continuous descent

- Increase aircraft altitudes slightly north of Columbia and east of Ellicott City as they fly to the west on the downwind for sequencing by air traffic control

Ms. Yenson pointed out that the main difference between the 2018-2019 existing/published jet flight tracks and the proposed (simulated) 2018-2019 jet flight tracks are the locations of the STRPS and STARZ navigational points. The points were moved slightly north and east, shifting the approach path to the east. Additionally, the COLUM approach path was also shifted to the east to provide relief to western Columbia. These changes, in combination to the continuous descent which lower power settings and have fewer power changes, should help to reduce noise.

Ms. Yenson stated that proposed changes to Runway 15R include:

- Increase aircraft altitudes along the Runway 15R final approach course west of Milford Mill, utilizing a RNP approach with a continuous descent
- Lateral flight paths are not anticipated to change, although the analysis assumed aircraft would fly a single corridor before making an approach due to the uncertainty of vectoring/sequencing by air traffic control

Ms. Yenson concluded by showing figures that included all jet arrivals from 2012, 2018-19 existing/published, and 2018-2019 proposed (simulated) and summarized the proposed changes.

Ms. Reese thanked Ms. Yenson again for the presentation and stated that she thought it was wonderful that MAA has maintained their contract with HMMH. She noted that the Roundtable's resolution and input for the proposed changes were focused on moving flight paths back to where they were before NextGen and moving the flight paths to less populated areas was not a focus of the Roundtable. However, she understands that the population density did factor into the Technical Committee's proposed changes. Mr. Shank thanked Ms. Reese for bringing up the Roundtables focus of moving flight paths back and stated that FAA had requested the mapping depicting population density be included in the proposed changes. He agreed that the goal is to move flights back to their pre-NextGen locations within the constraints of NextGen and beginning on April 22 the proposed changes would be reviewed with FAA at the PBN Working Group meeting. Mr. Shank stated that the FAA's proposed changes, which were mainly procedural changes, could be presented at a future Roundtable meeting. He looks forward to Ms. Yenson briefing the Roundtable on the noise reductions resulting from the Technical Committee's proposed changes, which he believes would offer perceivable reductions in noise. Mr. Shank explained that Industry needs the Technical Committee's proposed changes, which provide higher altitudes and continuous descent approaches, to be adopted by FAA in order to require their pilots to fly them. Currently, under visual meteorological conditions (good weather) pilots can "dive and drive", flying very low to the ground and causing increased noise.

Ms. Reese opened it up for questions. She echoed that formalizing and proceduralizing the flight paths is important and can restore some dispersion. Mr. Drew Roth reinforced that the Roundtable's objective was to put flight paths back to their pre-NextGen locations. He also explained that where the Technical Committee proposed changes to shorten arrival paths to the south and west of the airport, the intent was not to necessarily put it over less populated areas, but to better facilitate continuous descent.

Ms. Nancy Higgs thanked Ms. Yenson for the presentation and also thanked Mr. Shank. She stated she was encouraged and excited about the possibilities (implementing proposed changes). Mr. Rineer read a question from Mr. Peter Coddington asking for clarification on which color flight paths represented the proposed (simulated) changes on the figures. Ms. Yenson confirmed that the green lines were existing/published flight tracks and the orange lines represent proposed (simulated) changes.

Mr. Rineer read a question from Mr. Ramond Robinson, who asked if the proposed changes would support growth. Ms. Yenson was not able to answer the question. Mr. Robinson followed up his question by explaining that the Technical Committee's proposed changes were mitigation for current conditions, and asked if conditions change, would these proposed changes/mitigation strategies need to also change. He stated that it would be important for the Roundtable to consider that the proposed changes may work today but may not be effective in the future. Mr. Shank replied that the goal of the Technical Committee was to try to replicate the pre-NextGen flight paths within the constraints of NextGen. He pointed out that the flight paths are shifted notionally back towards their historic locations. He stated that not only did the Technical Committee tell FAA what they wanted, they also provided the math to prove the technical feasibility of and simulated the proposed changes. Mr. Shank explained that if the proposed changes are adopted by FAA, MAA would need to monitor the results of the changes to see if they are performing as expected. Mr. Roth stated that he used to work near the COLUM navigational point and pointed out how Runway 10 arrivals are currently routed through COLUM to EDMEF and many of those arrivals are flown in a "dive and drive" manner. The proposed changes would spread out the arrivals with many going to WP21 and no longer going to COLUM and will keep flights at higher altitudes.

Mr. Rineer read a question from Ms. Tracy Tabor from Kendall Ridge in Columbia. She thanked Ms. Yenson for the presentation and stated that she believes her area is impacted more with departures. She believes dispersion and higher altitudes would be very helpful and asked if her area would get any relief from the proposed changes. She also stated that she hit her AirNoise button a few times during the meeting. Ms. Yenson replied that the proposed changes she presented addressed arrivals, and Mr. Roth stated that the FAA proposed changes largely addressed the departures. Mr. Roth described that prior to NextGen, aircraft left BWI from Runway 28 and flew straight to the west for 3 miles or so before turning north or south. Now under NextGen, departures leave BWI and quickly turn north flying in a concentrated path over areas that had not previously had departure flights such as Oxford Square, Hanover, Harwood Park, Elkridge, Kendall Ridge, Phelps Luck, and Oakland Mills and continued over downtown Columbia and Wilde Lake. He explained that the Technical Committee proposed removing the initial turn and returning the departures to their original path over Gateway Industrial Park, Home Depot, and Snowden River Drive shopping area. Ms. Yenson replied that she was not sure if these changes would address the issues in Ms. Tabor's neighborhood.

Mr. Shank reminded everyone that MAA and Industry were invited to the FAA PBN Working group sessions in 2019 to address FAA's proposed changes to departures and were able to offer input that resulted in notional changes to return some of the departure paths. He stated that Mr. Roth touched on the Technical Committee's suggestion to eliminate the initial turn for departures from Runway 28 to provide relief for areas in eastern Columbia. He also confirmed that the Technical Committee did not

design this change as part of the formal proposed changes submitted to FAA. Mr. Shank suggested that in addition to presenting the modeled noise benefits associated with the Technical Committee's proposed changes submitted to the FAA, that Ms. Yenson also review the procedural changes developed and proposed by the FAA. Mr. Roth stated that the Technical Committee's proposed procedural changes packet that was approved by the Roundtable and submitted to FAA included the Technical Committee's 1) developed changes to arrivals, and 2) the FAA proposed procedural changes to departures that were tweaked during the PBN Working Group. Mr. Roth suggested that the Roundtable take ownership of both the arrival and departure proposed procedural changes. Mr. Shank agreed with Mr. Roth's suggestion.

Ms. Reese reminded everyone that the proposed changes the Roundtable submitted to FAA are not comprehensive. Due to time constraints for submittal of the changes into the PBN process, the Technical Committee developed what was feasible in the time allowed. She noted that MAA and the Roundtable did something that was never done before, which is work with the FAA's PBN Working Group and work directly with the PBN process. Getting these changes implemented is important, but there are ways to create additional procedures moving forward, and there is still work to be done and things to improve.

Ms. Reese addressed Mr. Robinson's prior question stating that the proposed changes could not address the continued planned growth of BWI Marshall Airport, and that FAA would increase the number of flights as growth continues. She stated that the concern is that FAA will implement the new concentrated flight paths over citizens who do not have a way to contest what happens above them. She believes this is a weakness in the process and that even fighting these changes in court has not been effective in Maryland. Ms. Reese stated that it is a complicated situation, and airport growth is a sensitive topic. MAA supports airport growth, and it may seem at times the Roundtable is at odds with MAA, but she feels it is good that both sides have come together to work on these changes and be productive to keep the symbiotic relationship between the airport and the surrounding communities.

Mr. Dan Klosterman thanked Ms. Yenson for the presentation and asked if the next presentation could also display the change in altitudes for the approaches. Ms. Yenson stated that she could include the altitude information and displayed a slide which showed existing published altitudes and the proposed (simulated) altitudes for Runway 33L jet arrivals. Mr. Klosterman asked if the noise levels would be displayed at each of the waypoints. Ms. Yenson replied that she did not recall the noise levels results for each of the waypoints, but she could overlay the noise contours that display noise levels in 5 DNL increments to the map. Mr. Klosterman asked if it could be provided for some, not all, of the waypoints. Ms. Yenson replied that she could not promise she would be able to produce the noise levels for the waypoints, but she would keep it in mind while developing the next presentation.

Mr. Shank said that he believed Mr. Adam Scholten completed pre- and post-procedural change comparisons in addition to noise modeling, and he produced a graphic with pre- and post-change noise levels.

Ms. Jung asked Ms. Yenson if the proposed changes would provide relief for those who are impacted by cargo plane noise between 10:30pm and 6:30am. She also stated that during the Howard County

General Planning process, the Gateway Industrial Park area has been identified for intensive development. Mr. Roth is aware of this and replied that during a public comment session for the General Plan, he pointed out that the Roundtable had submitted proposed changes that would return flight paths to the Gateway Industrial Park area. He suggested that the county redevelop the area for commercial and industrial land uses to diversify the tax base and not add to the school overcrowding issues. Ms. Jung thanked Mr. Roth for making the comments.

In responding to Ms. Jung's question about cargo planes, Ms. Yenson stated that traffic would most likely be low at that time of night and air traffic controllers may not assign the procedures to cargo planes. She stated that she was not sure who to ask that the procedures be used by cargo planes as well. Ms. Reese stated, and Ms. Yenson confirmed, that visual approaches are less likely to be flown at night. Mr. Shank stated that MAA would communicate to the air carrier (cargo) operators and FAA that if there is a published PBN procedure, the Airport would ask and expect that they adhere to it. He stated that the scheduled carriers (commercial airlines) told MAA that they can require their pilots to fly published PBN procedures and that he would follow up with the air cargo operators to confirm if they would also require it. He thanked Ms. Jung for the question, and he has the sense that the air carrier operator would want to be good neighbors and thinks it is something the Roundtable should ask for. He went on to discuss some of the factors and penalties that make up the FAA noise policy and explained that it is under consideration for changes. He is optimistic that things are going to get better. He echoed Ms. Reese's point that the proposed changes are round one, and once round one is implemented, MAA will evaluate if the changes are doing what the Roundtable anticipated, which are improved noise levels and altitudes. And as the process continues, it can be even better. Ms. Higgs stated that she is also impacted by cargo plane noise in Anne Arundel County and thanked Ms. Jung for asking the question.

Mr. Roth asked that Mr. Shank and Mr. Rineer pay attention to the Gateway development issues Ms. Jung addressed earlier and specifically point out its impact on the MAA's Airport Noise Zone (ANZ) process and report. He explained that the Howard County General Plan was not available to the public during the ANZ public commenting period and that there could potentially be multiple thousands of new residences developed in that area. He wanted MAA to be aware that the area is outside of the 65 DNL contour but that people who move there would not be happy with continuous flights overhead. Mr. Shank thanked Mr. Roth and stated that MAA will need to liaise with the Howard County Planning Department. Mr. Shank acknowledged that Mr. Roth mentioned that all language pertaining to impacts in the ANZ is based on 65 DNL. Mr. Roth replied that the Roundtable's feedback during the ANZ public commenting period contained numerous suggestions to modify the language to make it more comprehensive and realistic to avoid similar conflicts in the future.

Ms. Reese thanked Ms. Yenson again for the presentation and stated that she would be happy to work with MAA on the next presentation to present the modeled noise levels of the proposed changes and the FAA proposed changes. Ms. Jung stated that someone had asked in the meeting chat if the presentation would be available on the MAA website. Mr. Rineer replied that yes, the presentation and the video of the meeting would be available on the website on Wednesday, April 14th.

3. DISCUSSION AND UPDATES

Ms. Reese previously asked Mr. Shank when in-person meetings could resume. She believes meeting in person is incredibly important, but that it must be done safely. Mr. Shank replied that in-person meetings were discussed earlier in the day at the executive management level. They are still developing policies for a return to work. He has a sense that government will not return to business as usual until everyone has been vaccinated. He shared that the corporate officers of MAA have not had on-site face-to-face meetings together. He promised Ms. Reese that once there is policy change or a date for resuming in-person meetings, he would share it.

Ms. Reese shared that she has asked for an update on the “Effects of Concentrated Flight Paths” noise study but has not gotten a response. She stated that she would send out the update via email to Roundtable Members once she receives it.

Ms. Reese asked Ms. Higgs to give a brief background on the National Organization to Insure a Sound Controlled Environment (N.O.I.S.E). According to the group’s website, N.O.I.S.E is America’s only nationwide, community-based association composed of local elected officials representing millions of Americans across the country, committed to reducing the impact of aviation noise on local communities (www.aviation-noise.org). Ms. Higgs stated that the group lobbies at the Federal level on aviation noise issues, and she thinks the Roundtable should be aware of what they are doing. She is unsure if it is appropriate for the Roundtable to join such a group, but she has contacted the group and will inquire about becoming a member on behalf of the Crownsville area of Anne Arundel County where she lives. Ms. Higgs feels that it is important to speak with other groups and roundtables across the nation and share information on noise issues. She will report to the Roundtable when she hears back from them. Ms. Reese thanked Ms. Higgs for the information and stated that reaching out to other organizations would be a good idea after the upcoming elections for Roundtable and committee leadership. Ms. Higgs stated that she would love for the Roundtable to present on its experience and dealing with FAA at next year’s Noise Symposium.

Ms. Jung wanted to let the Howard County citizens know that she was focused on the issues caused by NextGen. She noted that the Roundtable is not going away and that it would continue to work with MAA and hopefully FAA to fix the issues.

Ms. Reese asked if anyone had an issue with the April 27, 2021 meeting date for the annual elections and suggested starting the meeting at 7pm as opposed to 6:30pm. Ms. Reese said the meeting will have a short agenda and she would ensure that they had a quorum. She stated that the upcoming vote and reinvigorating the committees going forward is very important. Ms. Reese asked if there were any objections to the upcoming meeting date or time. No one voiced an objection. Ms. Reese asked Mr. Rineer to set the meeting for April 27, 2021 at 7pm, and he responded that he would set it up and send out meeting invitations tomorrow.

4. PUBLIC COMMENT

Mr. Jimmy Pleasant suggested that if the state lowers the threshold for noise impacts to 60 DNL from 65 DNL it would stop a lot of development, like Gateway Drive, from happening. He noted that in the 2022

ANZ report, the departure profiles did not include the departures that turn right. He explained that the ANZ tests for noise levels starts at the airport and stops testing once noise levels are below 65 DNL. Mr. Pleasant believes that there are communities further away from the airport beyond the 65 DNL noise level contour due to the departure profiles. He suggested MAA test along the concentrated departure flight paths further away from the airport. Mr. Pleasant stated that while arrival flights are loud, most noise impacts are from departure flights. He stated a departure flight at an altitude of 3,000 feet over his home was louder than an arrival flight at 900 feet due to the throttling up of the engines. He estimates that before the pandemic, over 200 flights a day passed over his home. He suggested that anything more than 75 flights per day on a single flight path was unreasonable and said flight paths should be designed to use a dispersed shotgun method instead of the concentrated laser method. Mr. Pleasant feels that at least 5 flights a day should use Runway 28. He stated that a study had been done for the BWI Marshall Airport in the late 1970s or 1980s that recommended closing the airport and constructing a new one in Howard County due to the number of communities around the airport. He does not want flights to increase at BWI Marshall Airport and suggested building a new airport in Ocean City.

He reiterated the suggestion to lower the threshold for noise impacts to 60 DNL which he believes would qualify more people for noise mitigation, such as sound insulation for homes or purchasing property, and suggested that the mitigation could be paid for by the airlines by increasing ticket prices. He stated that FAA has said that controlling noise is a state issue and that MAA should lower the threshold for noise impacts to 60 DNL as part of the ANZ process.

Mr. Rineer read a comment from an unknown commenter who agreed with Mr. Pleasant that departures are louder than arrivals. Mr. Rineer read a comment submitted by Mr. Brent Tomcheck who asked how the proposed changes consider the quiet on our state parks. Mr. Rineer read a comment submitted by Mr. Howard Johnson, who left the meeting early, asking if the Roundtable could review the departures from the previous presentations. Mr. Rineer suggested that at a future meeting, a comprehensive overview of the arrival and departure procedures be presented. Ms. Reese agreed with the suggestion and stated that she would reach out to Mr. Johnson to see if he had a more specific inquiry. Ms. Reese thinks it would be helpful for not only new members but for everyone.

Mr. Rineer read a question submitted by Ms. Tabor who asked at what percent is the airport operating currently. Mr. Shank stated, and Mr. Kevin Clarke confirmed, that flights at the airport were at 70% of pre-COVID levels and that passenger levels are at 51-53% of pre-COVID levels.

Ms. Reese thanked Mr. Rineer for sending out the meeting invite multiple times and noted that she heard positive feedback from several members. She did not think the lack of attendance was due to people not being invited. She also was informed that one of the meeting invite links led to the previous meeting on March 9th. She acknowledged that these things happen and commended Mr. Rineer on the improvement of the meeting invite process.

Ms. Higgs asked if a request for agenda items could be sent to the Roundtable members two to three weeks in advance of the next meeting. Ms. Reese stated that Roundtable members could reach out to

her at any time with an agenda request and that many have in the past. Ms. Higgs was not aware but now knows going forward. She also reminded Ms. Reese about a previous request to contact a member of her neighborhood, she was concerned that the request had fallen through the cracks. Ms. Reese thanked Ms. Higgs and responded that she was aware of the request and stated that her neighbor could reach out to schedule a call.

Ms. Reese asked if there were any further items to discuss. With no response, Ms. Reese concluded the meeting by saying she would see everyone on April 27th, thanked Mr. Rineer, Mr. Shank, and wished those in attendance a great evening.

5. ADJOURN

Mr. George Lowe moved to adjourn the meeting. Ms. Jung seconded the motion. The meeting adjourned at 8:23.