

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Thirty-fifth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, October 19, 2021, 7:01 – 8:22 PM  
Meeting held in person and virtually via GoToWebinar

**MEETING MINUTES**

REGULAR PARTICIPANTS

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
Debra MacDonald*	District 9	✓	Marcus Parker, Sr	Alternate for Dan Klosterman, District 32	
Austin Holley, Vice Chair*	District 33	✓	Debra Jung*	Howard County Council, District 4	✓
Nancy Higgs*	District 33		Megan Williams*	District 33	
Ellen Moss*	District 2	✓	Brent Girard	Office of Senator Chris Van Hollen	
Mary Reese*	District 30		Adam Spangler	Office of Congressman Anthony G. Brown	
Jesse Chancellor*	District 9		Ramond Robinson*	Office of Anne Arundel County Executive Stuart Pittman	✓
Howard Johnson*	District 12		Laila Jones	Office of Anne Arundel County Executive Stuart Pittman	
Drew Roth*	District 12	✓	Bruce Gartner*	Office of Howard County Executive Calvin Ball	✓
George Lowe*	District 13	✓	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	
Scott Philips*	District 13		Paul Shank, Chief Engineer	MDOT MAA	
Paul Verchinski	Alternate for George Lowe and Scott Phillips, District 13		Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MDOT MAA	✓
Evan Reese*	District 30	✓	Greg Voos	Mid Atlantic Regional Representative, NBAA	
Al Donaldson*	District 32	✓	Kyle Evans	General Aviation Representative, CP Management LLC	✓
Richard Campbell	Alternate for Al Donaldson, District 32		David Richardson	Southwest Airlines	
Daniel Woomeer*	District 32	✓	Reginald Davis	FAA Community Engagement Officer, Eastern Service Center, Operations Support Group	
Dan Klosterman*	District 32	✓	Steve Alterman	President, Air Cargo Association	

\*Voting members

## ADDITIONAL PARTICIPANTS

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

Bruce Rineer, Manager Noise Section

Kevin Clarke, Director of Planning and Environmental Services

### Federal Aviation Administration (FAA)

Luisa Peralta-Surla, Senior Advisor

### Contractor Support

Royce Bassarab, HNTB

Alverna "A.J." Durham, Jr., Straughan Environmental, Inc.

## MEETING MATERIALS

Participants received the following materials in advance:

- September 14<sup>th</sup> Meeting Minutes: V3\_DRAFT\_20210914\_MEETING\_MINUTES

Presentations at the meeting:

- Roundtable Resolution – Technical Assistance with Howard County Executive and Howard County Council

## **1. WELCOME AND INTRODUCTIONS**

### Introduction and Roll Call of Attendees

Mr. Bruce Rineer began the meeting at 7:01 pm. He welcomed everyone in attendance and explained that the meeting was being recorded and would be available to view on the MAA website by the next day. He asked Roundtable Members attending virtually to self-mute and remain muted unless speaking and that attendees would be muted by default. Mr. Rineer explained that attendees would be unmuted if called on by the Chair, and they should use the "raised hand" or the chat box feature to ask questions or leave a comment, which would be read during the public comment period. He stated that if participants experience technical issues, they should log off and log back on to the meeting. If issues continue, participants can use the chat box to let him know. Mr. Rineer explained that the public comments could be up to two minutes each. Attendees would be called on by MAA personnel or the Chair.

Mr. Rineer concluded the introduction and turned the meeting over to the Roundtable Chair, Ms. Debra "Debbie" MacDonald. Ms. MacDonald greeted those in attendance and then went through the roll call, starting with voting members of the Roundtable. Ms. MacDonald announced that a quorum of voting members was present.

### Approve Agenda

Ms. MacDonald moved to the approval of the meeting agenda. Mr. Evan Reese made a motion to approve the agenda. Mr. Dan Woomer seconded. None opposed. The motion to approve the agenda passed.

## Review and Approve September 14<sup>th</sup> Meeting Minutes

Ms. MacDonald moved to the review and approval of the September 14<sup>th</sup> Meeting Minutes. Ms. MacDonald stated that she had received some edits on the meeting minutes that were mostly spelling and typos. She stated that the meeting minutes had been updated to incorporate the edits. Mr. Woomer made a motion to approve the September 14<sup>th</sup> Meeting Minutes. Mr. Reese seconded. None opposed. The motion to approve the September 14<sup>th</sup> Meeting Minutes passed.

## **2. ROUNDTABLE COMMITTEE REPORTS**

### Joint Technical/Legislative Committee report on Resolution re: Howard County Technical Consulting

Ms. MacDonald reminded the group that at the last meeting, the Roundtable discussed Howard County's offer to provide technical consulting assistance to the Roundtable to assess noise impacts of NextGen. Ms. MacDonald, along with the Technical and Legislative Committees, met jointly to review the offer and developed a resolution to look into the capabilities of the consultant (ABCx2) and to decide the best way to use their services. The resolution authorizes and empowers the joint Technical and Legislative Committee on behalf of the Roundtable to:

- 1. Investigate whether ABCx2 has the correct expertise and intellectual property to assist the Roundtable Technical Committee to design and implement an expanded and appropriately located ANOMS to create appropriate metrics for commercial jet airplane noise pollution in the region.*
- 2. Work with Howard County and ABCx2, in coordination and cooperation with the Maryland Aviation Administration and HMMH, Inc., to design a work plan that is acceptable to Howard County and ABCx2 for the required ANOMS activities by ABCx2 within a contract between Howard County and ABCx2 for the benefit of the Roundtable.*
- 3. Present the ABCx2 ANOMS work plan to the Roundtable at a future meeting for review and discussion and prior to Howard County and ABCx2 executing a contract for work by ABCx2 on behalf of the Roundtable. Final acceptance of the work plan by the Roundtable is in its sole discretion.*

The resolution was presented to the Roundtable at the last meeting and was approved by unanimous vote.

Ms. MacDonald reported that she and the joint committee had the opportunity to see a demonstration put together by ABCx2 and to ask a lot of questions. She and the joint committee have begun to develop the work plan priorities. Mr. Reese stated that ABCx2 has the appropriate expertise in noise measurement and flight path analysis and have impressive capabilities in virtual modeling. He said that the meeting with ABCx2 took place on October 7<sup>th</sup> and lasted for two hours. He explained that the joint Technical and Legislative Committee would meet in the next two weeks or so to develop a scope of work that will be submitted to Mr. Bruce Gartner from Howard County Department of Transportation, who is also a Roundtable Member.

Mr. Reese reminded everyone that the Roundtable asked Anne Arundel County if they would join Howard County in providing funding for the technical consultants. However, Anne Arundel County Executive Steuart Pittman declined the offer. Mr. Reese asked Mr. Ramond Robinson if he could provide

the reasoning behind why County Executive Pittman declined. Mr. Robinson replied he believes that County Executive Pittman wants more information about what ABCx2 would be doing and how is it different from current work. Mr. Robinson explained that he had a meeting scheduled with County Executive Pittman to discuss these questions. He stated he would also like to meet with Mr. Reese and Ms. Mary Reese to discuss the ABCx2 demonstration. Mr. Reese was encouraged by Mr. Robinson's response and stated that County Executive Pittman's response sounds like a soft no with a request for more information. Mr. Robinson agreed. Mr. Reese said he would get in touch with Mr. Robinson to coordinate this meeting. He also stated that the Legislative Committee is drafting a letter to send to County Executive Pittman to formally request Anne Arundel County's financial support for technical assistance from ABCx2.

Ms. Jung stated that she was very impressed with ABCx2's presentation, to the extent that she could understand it. She believes that it responded to the Roundtable's concerns regarding noise measurements, and the product they have to offer could be of huge assistance to the Roundtable to determine how the noise propagates now. Ms. Jung thinks the noise measurements would be helpful to have once FAA implements the Roundtable's proposed procedural changes. She thanked Mr. Gartner for the introduction to ABCx2, and she was glad that he is an official member of the Roundtable.

Mr. Gartner explained that ABCx2 would perform virtual noise monitoring based on a modeling system. Ms. MacDonald asked Mr. Gartner for a brief high-level explanation of virtual noise monitoring. Mr. Gartner explained that it would show, based on flight patterns, altitudes, and atmospheric conditions, what noise levels would be expected at any location around the airport. The models can be run based on the historical record of a flight pattern. ABCx2 has calibrated the models at other airports and tested it against noise monitoring. He stated that ABCx2 has had success with FAA in getting flight paths changed, including at DCA. Mr. Reese stated that the technology would allow MAA and the Roundtable to better use the ANOMS system to better understand the noise conditions. Mr. Roth added that he thought the capabilities of the consultant were very good. He believes the joint Technical and Legislative Committee needs to prioritize and focus on specific questions that ABCx2 should address, should funding be provided. He believes the Roundtable will be resource-constrained, as questions and tasks for the consultant will likely exceed available funding, but believes it is a terrific opportunity about which he is very enthusiastic.

Mr. Woomeer stated that he was president of the Maryland Coalition for Responsible Transit, whose principal mission is to oppose the building of the magnetic levitation train. He has had long briefings with County Executive Pittman in the past and offered his assistance in reaching out to the County Executive. Mr. Reese replied affirmatively and stated that he would send an email to Mr. Robinson to set up a call with himself, Mr. Woomeer, and Ms. Reese.

Ms. Jung stated that in the prior Roundtable meeting, Ms. Ellen Moss volunteered to present the resolution to the Anne Arundel County Council and inquired if that had taken place. Ms. Moss replied that she understood Mr. Robinson would present the resolution to the Anne Arundel County Council. Mr. Robinson stated that he presented the resolution to the County Executive. He explained that they could still present it to the Anne Arundel County Council for informational purposes, but he believes the funding is more of a budgetary item that does not require County Council approval. Mr. Reese replied that it would be a longer process if it had to go through the County Council. Mr. Gartner jokingly stated that Howard County went through the Howard County Council because they had the available funding. Ms. Moss stated that she would share the resolution with the Anne Arundel County Council.

### Technical Committee

The Technical Committee did not have any additional items to share with the Roundtable.

### Legislative Committee

Ms. Jung stated that the Legislative Committee did not have any updates. She thought there may be some items to discuss at the next Roundtable meeting once it becomes clearer if legislation will be filed.

Ms. Jung reminded everyone that she and Ms. Reese went before the Transportation Budget Joint Committee in the Maryland Senate, and the committee had tasked MAA to deliver a report on Aircraft Noise Mitigation. She inquired on the status of the report that she believes was due to the Transportation Budget Committee on September 30<sup>th</sup>. Ms. Darline Terrell-Tyson stated that she believed that it has been submitted, and she would follow up with the Roundtable on the status. Ms. Jung asked if Ms. Terrell-Tyson could provide a copy to the Roundtable. Ms. Terrell-Tyson replied in the affirmative.

### Communications Committee

No updates from the Communications Committee.

## **3. MDOT MAA UPDATE**

Ms. Terrell-Tyson stated that MAA was still planning to attend the FAA PBN Working Group meeting(s) on November 2-4, 2021. Ms. MacDonald asked if she thought MAA would be able to provide an update to the Roundtable at the November meeting. Ms. Terrell-Tyson replied that they should be able to do so. Ms. Jung asked if this was the final meeting where the FAA would decide to accept the Roundtable's proposed procedural changes. Ms. Terrell-Tyson stated that the PBN Working Group is still in the initial stages of the review and approval process. Ms. MacDonald stated that she thought meetings had been occurring, and Ms. Jung exclaimed that they had been for months. Ms. Terrell-Tyson clarified that the FAA is at the beginning of the process, and it would not be the final meeting. Ms. Jung inquired as to why the FAA is not yet at the point to decide given that the proposed changes were submitted almost two years ago. Ms. MacDonald stated that she was sure the PBN Working Group is not just beginning the process.

Ms. Terrell-Tyson confirmed that meetings have occurred, but the upcoming meeting would not be the final meeting. Mr. Woomer asked where the PBN Working Group was at in the process and Ms. MacDonald asked if the MAA could provide a percentage of where they were at in the process. Mr. Rineer stated that Mr. Paul Shank attends the PBN Working Group meetings. Ms. Terrell-Tyson replied that she would try to find out and follow up with Ms. MacDonald.

Ms. Jung asked if they could ask the FAA representative in attendance if they knew the schedule and timing of the PBN Working Group meetings. Mr. Rineer replied that he was not sure that the FAA representative has visibility into the PBN meetings.

Ms. MacDonald began a discussion on the new MAA website and reminded everyone that Mr. Rineer gave a brief demo of the new site at the last meeting, though it was cut short due to technical difficulties. She asked if people were using the website, saying she wanted to make sure that the new

site was captured in the meeting minutes and that people know they should be using it now. Mr. Rineer stated that he has a meeting scheduled with the web developer to discuss some items. Currently, both the old and new sites are being updated. His concentration has been on the new site and that information for the Roundtable is up to date. He assumes that after he speaks with the web developer, the redirects from the old site to the new site will be put into place. Mr. Rineer said he is open to suggestions on the new website, and although he could not guarantee that they all could be accommodated, he would discuss them with the web developer. He stated that the entire MAA website is being updated.

#### **4. PUBLIC COMMENTS**

Mr. Rineer received three public comments and read them aloud.

The first comment was from Mr. Andrew Starosta from Severn – He wants to make it known that flight noise is unacceptable and getting worse. He experiences low-flying planes every two minutes starting at 03:00 (3:00 am) and lasting until after 21:00 (9:00 pm).

The second comment was from Ms. Kimberly Gust from Arnold – Ms. Gust asked what actions Steuart Pittman has taken to provide relief to the citizens of Anne Arundel County from the effects of NextGen, the narrow flight paths, the frequency of flights over the same area, the low altitudes, and unbearable noise. She also asked what actions the Governor has taken.

The third comment was from Ms. Julia Llewellyn from Columbia – Ms. Llewellyn stated that she has noticed the tops of trees dying off in her neighborhood and asked if a study could be done to see if there was a relationship between the flight paths and the tree deaths. Mr. Roth, while noting that he was not saying that airplanes do not kill trees, stated that the cicada reproductive lifecycle has been known to contribute to tree death.

Ms. Jung read a comment from a constituent. The commentor stated that she lived in a community that was not affected by airplane noise until two years ago, and one of the reasons she moved to the neighborhood was because of airplane noise at her last residence. The impacts from NextGen are traumatic and have gotten worse in 2021. She stated that plane departures start as early as 5:00 am and continue minute by minute until 10:00 am over her home and the homes of her neighbors. The noise then restarts at 7:00 pm until 9:00 pm, and again at 11:00 pm until sometimes 3:00 am. The noise is so loud that you cannot hold a conversation outside, and the planes are flying lower than 1,000 feet. The commentor stated that she and her husband have filed online reports and called into the airport noise complaint hotline. She stated that if they called the hotline as frequently as planes fly below 1,000 feet in her neighborhood, it would be deemed harassment. She noted that the online form requires a waiting period between each complaint, but the fact is, the planes are flying over faster than complaints can be logged. She thinks that there needs to be a hearing or community meeting, and the FAA needs to listen to the complaints and make improvements right away. The airplanes taking off at a constant rate is harassment, and some articles that report on the effects of airplane noise describe it as torture and living in a war zone. She wonders what long-term health effects will result if the noise continues and people cannot rest or sleep. She stated that it does not seem like anything is being done to address the

situation and provide change. It is a serious issue that needs immediate attention, not years and years of talks. She asks the FAA to hold a hearing to listen to the complaints and to step up to improve the lives of those impacted by NextGen.

Ms. Jung thought the email was heartfelt and reflective of what those who live under the NextGen highways in the sky are going through. She thanked Mr. George Lowe for responding to the constituent's email and providing information to her. Mr. Lowe stated that he was the only one to respond and wondered if the FAA responded but did not copy others. Ms. Jung stated that she would ask the constituent if she received any reply from FAA. Ms. MacDonald stated that it was hard to read some of these emails and not be able to give people some hope that changes are being made.

Mr. Woomer stated that he had responded to two similar emails in the last week, saying that people were being inundated by noise. Ms. Jung exclaimed that this was a bad week. Ms. MacDonald stated that she received many emails stating that Sunday was particularly bad, and there was a span of a few days that were really bad. She speculated that it could have been Southwest Airlines catching up on flights after several were canceled the week before or maybe weather related.

Mr. Woomer asked MAA if there was any kind of maintenance being conducted. Mr. Rineer replied in the negative but noted that the airport had been in east flow for several days at the end of September into October due to weather. He explained that the airport is normally only in east flow 30% of the time and not day after day like it has been currently, so people may have experienced different noise patterns than usual, with those under east flow patterns experiencing higher than normal levels.

Ms. MacDonald called on Mr. Jimmy Pleasant in the audience, and he stated that he lives under departures and when winds are high, the planes cannot climb. They stay low, which increases the noise. He also stated on cloudy days noise is reflected back down to earth.

Mr. Royce Bassarab, who helped conduct the meeting and monitor the online comments and responses, stated that two people were waiting to speak. Mr. Andrew Starosta, who provided a comment previously read by Mr. Rineer, echoed the sentiment of the email Ms. Jung read. He stated that he has a five-month-old child who is constantly woken up by airplane noise, and he and his wife are usually woken up at 3:00 am. They have a decibel meter in their child's room, intended to measure the noise level of the white noise machine, that registers as high as 80-90 decibels when airplanes fly over. He says it has never been as bad as it has been the last couple months. He finds it hard to believe that weather is the only factor because it could not be the same weather conditions 24 hours, seven days a week for the last couple months. Mr. Starosta stated that there are plenty of commercial areas and highways that planes could fly over, and it makes him want to move. He said flights are every minute, and he emailed his state representative on Saturday to give details of flights he observed while walking his dog, with flights at 7:09, 7:11, 7:13, and 7:15 flying low enough that he could see which airlines the planes belonged to. He stated that it cannot take years to fix these problems because everyone will go crazy or move.

Mr. Roth asked where Mr. Starosta lived. He replied he lived in Colonial Woods, in between Clark Station Road and the Washington, Baltimore, and Annapolis Trail, near Telegraph and Quarterfield Roads in

Anne Arundel County. His parents, who moved to the Quarterfield Farms neighborhood about a year ago, are also experiencing noise issues caused by NextGen.

The next public comment was from Mr. Niels Kasch from Columbia. Mr. Kasch lives in the Beaverbrook neighborhood and echoed the sentiments of the email read by Ms. Jung and the words of the other commentors. He noted the altitude and frequency of flights are incredibly disturbing to all activities at his home, noting they disrupt sleep, conference calls while working from home, and outdoor activities. He has installed noise-reducing insulation in his home to try to reduce the noise from aircraft. Mr. Kasch states that the aircraft noise is disrupting the sleep patterns of his children and is taking a toll on his mental health. He has emailed his local government officials and the Governor. He described the responses that he has received as boilerplate and unsatisfactory, saying they give the impression that nothing is going to be resolved.

He has submitted noise complaints on the MAA website and asked if it was useful to do so. He has begun to document flights as they fly overhead but is unable to log all flights on the complaint website since the waiting period between complaint entries is greater than the interval between flights. He states that he has observed flights 40 seconds apart. He asked again if taking the time to make the complaints is helpful for the Roundtable. Mr. Kasch also stated that he had applied to have a noise meter located at his property but has not gotten a response regarding the request.

Mr. Roth asked which website Mr. Kasch was using. He replied that he uses [viewpoint.emsek.com/bwi6](http://viewpoint.emsek.com/bwi6). Mr. Roth noted that this website was not a Roundtable site but an MAA site, suggesting that Mr. Kasch might want to use the website [airnoise.io](http://airnoise.io). Mr. Scosh replied that the form on the MAA website links to [airnoise.io](http://airnoise.io). Mr. Roth was not aware that there was a minute limit on [airnoise.io](http://airnoise.io). Mr. Kasch stated that each complaint submission requires a CAPTCHA, which get harder and harder as more consecutive complaints are filed. Mr. Rineer stated that the CAPTCHA is not from MAA and is from either Google or the website browser. He stated that MAA only requires users to check a box stating they are not a robot. Mr. Roth opined that the CAPTCHA comes from [airnoise.io](http://airnoise.io), which is independent of both the Roundtable and MAA.

Mr. Rineer explained that MAA upgraded their Viewpoint site for [airnoise.io](http://airnoise.io) so [airnoise.io](http://airnoise.io) could provide complaints directly to the MAA system. Ms. MacDonald asked if Mr. Kasch should use another website, and Mr. Rineer responded that it sounded like Mr. Kasch was using WebTrak to file complaints, but he was not sure how that links to [airnoise.io](http://airnoise.io).

Ms. MacDonald asked if all complaints from the different sites get captured into the reports about noise complaints. Mr. Rineer stated they were. Ms. MacDonald then asked if there was any thought to how accurate the reports are if not all complaints and flights are captured due to the one-minute restriction, asking why the one-minute constraint exists. Ms. Jung asked if it was a question for [airnoise.io](http://airnoise.io) or for MAA. Ms. MacDonald wanted to know who placed the restriction on the site. Mr. Rineer stated that MAA imposed the one-minute limitation, saying that arrivals could not be closer than one minute due to FAA regulations. Mr. Reese agreed that arrivals on the same flight path could not be less than a minute apart but countered that it was possible for aircraft on different flight paths to cross the same point in less than a minute. He also stated that for departures, aircraft on the same flight path can be as close as 35 seconds apart.



Mr. Reese answered Mr. Kasch's question by replying that he should keep filing complaints, saying that they are helpful since the Roundtable does see a report with all the noise complaints. Ms. Jung agreed with Mr. Reese. Mr. Kasch lives in her district, and she stated she would be happy to discuss his experiences and talk about the work of the Roundtable with him. She gave him her email address, saying she also lives under a flight path and that she joined the Roundtable as the Howard County Council Representative due to her experiences with aircraft noise due to NextGen.

Mr. Reese asked MAA if they would be willing to reduce the time restriction between noise complaint filings from one minute to 45 seconds. Mr. Rineer responded that there were some good reasons why they made it one minute, as initially there were no restrictions between complaint submissions. Mr. Reese asked if they could review that rationale and discuss reducing it to 45 seconds. Mr. Woomer suggested reducing it to 30 seconds. Mr. Rineer responded that if you were using the airnoise.io button, he did not think there was a restriction. Mr. Reese stated that he understood why it could not be at zero or have no time restriction but going to 30 or 45 seconds would provide more accurate data. He asked if MAA could discuss it and provide a response and rationale at the next Roundtable meeting. Ms. MacDonald asked when the one-minute restriction was instated. Mr. Rineer stated that it was a while ago. Ms. MacDonald stated that she understands why the one-minute restriction might be implemented from a technical point but stated that some of the interaction issues may be alleviated with newer technology, which may eliminate some of the problems that MAA experienced before. Mr. Rineer stated that MAA would look into reducing the time restriction for filing noise complaints.

Mr. Bassarab announced that he looked back through the requests for noise monitoring and could not locate one for Mr. Kasch. He apologized and asked Mr. Kasch to please submit another request.

The next public comment was from Mr. Nuno Felipe. Mr. Felipe lives in east Columbia and states that when the airport is in east flow, his neighborhood gets both departures and arrivals that fly low and make tremendous noise. He stated with both departures and arrivals, complaints could be almost every second. He believes the one-minute complaint restriction is ridiculous.

Mr. Bassarab stated that two additional people signed up to speak, but they did not appear to be in attendance online. Three individuals attending in person signed up to give a public comment. The first commentor was Mr. Mark Peterson of Elkridge. Mr. Peterson stated that it had been four years since MAA Executive Director Ricky Smith had attended a Roundtable meeting, and at that last meeting, he sat in the back and said nothing. He wondered when Mr. Smith is going to have enough time to attend a Roundtable function. Mr. Peterson continued that he read a press release that stated Mr. Smith was busy with a 55-million-dollar bathroom remodel. Mr. Peterson states that it is obvious that Mr. Smith does not care about what is going at the Roundtable meetings and is probably not up to date on what the Roundtable is doing, yet he is the MAA. He wanted to know when Mr. Smith will make a few minutes to show up. Ms. MacDonald and Mr. Reese thanked Mr. Peterson for his comment and Mr. Reese stated it is always the same questions and that the Roundtable members do not take it as rhetorical, so he appreciates Mr. Peterson posing that question.

Before Mr. Jimmy Pleasant gave his comment, Ms. MacDonald let him know that she did receive his email, which she complimented, and she told him she would respond to it. Mr. Pleasant stated that more noise monitors are needed in the communities of Howard County. He stated that there have only

been six portable noise studies done this year. He believes noise levels increase when the sound bounces off houses. Mr. Pleasant asserted that low frequency sound waves can penetrate sound proofing and that they are dangerous to health. He stated that the two of the noise monitors in Howard County, which are not located underneath flight paths, were showing decibel levels in the low 60s, and he wondered how much louder it was at his house. He suggested that if FAA wanted to stand behind the 65 decibel (dB) Day-Night average level (DNL), then noise over 65 dB DNL should not be allowed outside of airport property. He stated that greater numbers of flights into and out of the airport increase noise level, which in turn increases the area and communities that experience greater than 65 dB DNL. He guessed flights would have to be capped at 100 or so per runway to keep noise levels below 65 dB DNL beyond the airport boundary.

Ms. Laura Donovan from Hanover gave the final public comment for the evening. She stated years ago someone asked MAA how many noise complaints they had received, and someone from MAA responded that they had received 55,000 complaints, but most of them were from the same 10 people. She replied that of course it would be from the same 10 people. Ms. Donovan asked how many complaints need to be filed and to whom do they need to be filed before someone will pay attention. She stated that she is going deaf, she has tinnitus, and has four broken windows at her house due to helicopter noise, and she feels no one is taking it seriously. Ms. Donovan stated that she has been subjected to noise impacts since March of 2017, and she feels like she has turned into a combination of stuttering Porky Pig and the forgetful guy on Green Acres. She does not get much sleep, and when she does fall asleep, she is woken up again by helicopter noise. Ms. Donovan said she would have moved but now housing prices are too high for her to move. She asked again how many complaints have to be made and to whom for someone to take her concerns seriously. She stated that there are people who discuss the helicopter noise online, but she does not see them at the Roundtable meetings. Ms. Jung and Ms. MacDonald assured Ms. Donovan that they were listening to her.

Ms. MacDonald reiterated that there are questions regarding the noise complaint process and the one-minute restriction on the complaint website. She thanked everyone who gave a public comment. Mr. Woomer, in response to Ms. Donovan's comments, stated that helicopters are very loud and asked if helicopters, excluding military helicopters, could get to higher altitudes to try to reduce noise levels over communities. Mr. Reese stated that he would have to look up helicopter operating procedures, but that they are usually kept below 500 feet as to not enter the flight paths of airplanes. He stated that arrival procedures could be altered, but he was not sure if anything else could be changed. Mr. Woomer asked about using airspace where commercial aircraft will not be flying. He believes that a significant noise reduction could occur if helicopters increase their altitude to 1,000 feet. Mr. Reese replied that helicopter operations are not really factored in to NextGen. Mr. Gartner asked if MAA could provide the Roundtable with a copy of the September 1<sup>st</sup> report to the Budget Committee regarding helicopter noise, saying that there was information in it on Martin State Airport. He believes it might be helpful to see if its contents relate to reducing noise. Mr. Rineer asked if the report was PBN related, and Mr. Gartner replied that it was not. Mr. Rineer replied that if it is not PBN related, he was not sure what could be done to get the report for the Roundtable. Mr. Reese stated that anything sent to the legislature should be public. Mr. Gartner replied that they could submit a Public Information Act (PIA) request for the report and stated that he could go to a friend in the finance department to look into it.

Mr. Rineer stated that Martin State Airport is different than BWI Marshall since it supports military aircraft that are exempt from a lot of the FAA rules. He stated that MAA has done extensive research for Ms. Donovan on helicopter operations, and that though there is not much helicopter traffic out of BWI, there is a crossing route near the airport where helicopters must remain below the pathways of arrivals and departures. Mr. Reese suggested that if maybe a highway or waterway is within a quarter mile, the helicopter crossing route could be changed. Mr. Rineer replied that it is not a procedure that MAA could change, as it would have to be done by the FAA because they control the airspace.

Mr. Reese told Ms. Donovan that the Roundtable would do the best that they could to look into her helicopter issues to find answers and try to alleviate the noise. Ms. Donovan stated that she has lived at her property for 58 years and never had helicopter flight paths until after they shut down the runway before NextGen began. Ms. MacDonald replied that the Roundtable would try to get back to Ms. Donovan quickly.

## **5. PLANNING FOR NEXT MEETING**

Mr. Reese proposed holding the next meeting in December to give the joint Technical and Legislative Committee more time to meet. Ms. Jung agreed that waiting until December was a good idea. Mr. Reese stated that both he and Ms. Jung were busy, but that they would work with the committees to get a draft of the workplan ready to submit to Mr. Gartner. Ms. MacDonald added that hopefully MAA would have good news to report from the PBN meetings by December. December 14<sup>th</sup> was suggested, and Mr. Rineer confirmed that the date worked for MAA. The next Roundtable Meeting is set for December 14<sup>th</sup> and will continue to be an in-person and online hybrid meeting.

Mr. Rineer and Ms. MacDonald agreed to still have the monthly MAA/Roundtable Chair check-in call in November and scheduled it for November 10<sup>th</sup>.

## **6. ADJOURN**

Mr. Woomer motioned to adjourn. Mr. Gartner seconded. Meeting adjourned at 8:22pm.