

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, December 14, 2021, 7:01 – 9:10 PM  
Meeting held in person and virtually via GoToWebinar

**MEETING MINUTES**

REGULAR PARTICIPANTS

<b>Roundtable Member</b>	<b>District/Organization</b>	<b>Attended</b>	<b>Roundtable Member</b>	<b>District/Organization</b>	<b>Attended</b>
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 Anne Arundel County Council	✓	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 Phillips*	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  
Karen Harrell, Noise Section

Federal Aviation Administration (FAA)  
Veda Simmons, Public Engagement Officer (temporary replacement for Reginald Davis)

Contractor Support  
Royce Bassarab, HNTB  
Alverna "A.J." Durham, Jr., Straughan Environmental, Inc.

#### MEETING MATERIALS

Participants received the following materials in advance:

- October 19<sup>th</sup> Meeting Minutes: V3\_DRAFT\_20211019\_MEETING\_MINUTES

Presentations at the meeting:

- None

### **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 night's meeting would be a hybrid meeting with attendees both in-person and virtual; the meeting was being recorded; and it would be available to view on the MAA website the next day. He asked Roundtable members attending virtually to self-mute and remain muted unless speaking and stated 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 will be read during the public comment period. He stated 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, unless the Chair decides otherwise, and asked attendees who would like to speak during the public commenting period to raise their hand. Written comments posted in the chat box will be read aloud.

Mr. Rineer concluded the introduction and turned the meeting over to the Roundtable Chair, Ms. Debra "Debbie" MacDonald. Ms. MacDonald greeted those in attendance, stating that she was the Chair of the Roundtable and represented District 9, and went through the roll call, starting with voting members of the Roundtable. Ms. MacDonald announced that there were three vacancies on the Roundtable from District 31 and District 44B. Ms. MacDonald has been in contact with representatives from both Districts and hopes to have the vacancies filled. Ms. MacDonald moved on to the roll call for non-voting members. Ms. Veda Simmons was in attendance for FAA. She is temporarily replacing Mr. Reginald Davis.

### Approve Agenda

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

### Review and Approve October 19<sup>th</sup> Meeting Minutes

Ms. MacDonald moved to the review and approval of the October 19<sup>th</sup> Meeting Minutes.

Ms. MacDonald stated that she had not received any edits on the meeting minutes. Mr. Woomer made a motion to approve the October 19<sup>th</sup> Meeting Minutes. Ms. Jung seconded. None opposed. The motion to approve the October 19<sup>th</sup> Meeting Minutes passed.

## **2. ROUNDTABLE COMMITTEE REPORTS**

Ms. MacDonald asked if a member of the Joint Committee (Technical and Legislative Committees) could give an update on where the Roundtable was in its process of drafting a Statement of Work for Howard County to present to ABCx2. Ms. Mary Reese suggested that Mr. Drew Roth give an overview of the potential goal of the ABCx2 contract. Mr. Roth gave an overview of the Joint Committee's comprehensive Draft Statement of Work, which was provided to the Roundtable via email. Its purpose is to obtain independent modeling and analysis to estimate the noise exposure of the BWI region using several different metrics. This analysis would be based on the actual flight paths and a virtual model of the noise produced by those planes. The Draft Statement of Work proposes a retrospective analysis of what noise has occurred in the community based on past flights, conducts a prospective analysis to determine what the effects would be of any proposed changes to flight tracks, and to address other questions related to flight patterns' effect on noise.

Ms. MacDonald thanked the members of the Joint Committee who worked on the Draft Statement of Work and stated that it was forwarded to ABCx2 with hopes that they would accept it and meet with the Roundtable to develop a work plan. She described the Draft Statement of Work as the Roundtable's wish list and a request to ABCx2 of how to get there. Ms. MacDonald reminded everyone that the idea to contact ABCx2 and the funding for the effort came from the Howard County Executive Office and Howard County Council. She also noted that the Roundtable requested that Anne Arundel County join Howard County in providing funding support for ABCx2. Ms. MacDonald asked Mr. Ramond Robinson, Roundtable representative from Anne Arundel County Executive Stuart Pittman's Office and Transportation Officer for Anne Arundel County Department of Transportation, to give an update on the County Executive's decision.

Mr. Robinson reminded those in attendance that at the last meeting he mentioned that County Executive Pittman was still receiving information about ABCx2's capabilities, what their work would entail, and how it would benefit Anne Arundel County. He stated that County Executive Pittman agreed to be a contributing partner with Howard County in providing funding for ABCx2 work. Mr. Robinson explained that he would be working with Mr. Bruce Gartner, also a Roundtable member and his

counterpart in Howard County, to coordinate the terms of the collaboration, and it may take some time to finalize the details.

Ms. Reese asked Mr. Robinson if the previously discussed tentative date of January 18, 2022 was still a good estimate of when the collaboration would be finalized. Mr. Robinson replied that he and Mr. Gartner discussed finalizing the logistics of funding the contract with ABCx2 in 30-45 days, and work could begin while the details to the funding were finalized. Mr. Gartner concurred with Mr. Robinson's discussion. Ms. MacDonald thanked Mr. Robinson for his work and persistence on the issue and added that she was thrilled with the news. Ms. Jung agreed and stated that it is an important milestone that two counties have joined together to fund this noise modeling, as it will let the public know what they are hearing and the sources of the noise. She hopes that the modeling produces more accurate and focused data on noise resulting from NextGen and noted that ABCx2 has done this type of work for Roundtables throughout the country. Ms. Jung believes the data will allow the Roundtable to identify and address the superhighway in the sky. She thanked Mr. Robinson for his work in Anne Arundel County and thanked Mr. Gartner for starting the effort and finding ABCx2.

Ms. Higgs also thanked Mr. Robinson and asked him to let her know if there was anything she could do from an Anne Arundel County constituent's standpoint. Ms. Jung suggested that Mr. Robinson consider issuing a press release from the County Executive Office once the agreement is finalized. She also suggested that Ms. Higgs consider how to inform the Roundtable's communication network and other interested parties. Ms. Higgs thanked Ms. Jung for her ideas, saying she is a big fan of ABCx2 and the work they have done on various studies in different states, and she thinks it is great that the Roundtable is on board with them.

Mr. Robinson stated that both he and Ms. Layla Jones would communicate Ms. Jung's suggestion to the Public Information Office staff for Anne Arundel County. He suggested that a press release with a joint statement from both counties be sent out when the study is complete. He also thanked Mr. Evan Reese and Ms. Mary Reese for helping him keep the issues relevant to the Roundtable in the forefront of his communications with the County Executive. Ms. Reese thanked Mr. Robinson and stated that she thinks he deserves all the credit.

Mr. Woomer asked how much money each County was providing to the effort. Ms. Jung responded that each county would give \$50,000. She also agreed with Mr. Robinson that a joint statement would be beneficial, saying it is not often that two county executives and two county councils collaborate on an issue of this importance for both counties. Ms. MacDonald agreed that the joint statement would be a great idea. Ms. Jung stated that they would like to issue the joint press release in mid-January. Mr. Robinson and Mr. Gartner did not object to the timeframe, but Mr. Gartner stressed that the key would be to focus on the scope of work that could be accomplished within the currently identified funding.

### Technical Committee

Ms. MacDonald asked if there were any updates from the Technical Committee. Ms. Jung asked if the Roundtable had received any updates about the procedures sent to the FAA, asking Ms. Simmons, the FAA representative, if she could share any information. Ms. Simmons replied that she believed items were due from the MAA to the Performance Based Navigation (PBN) Working Group, but she did not know the details of the request. She stated that she would be meeting with the PBN Working Group on Thursday December 16<sup>th</sup> and she could reach out to the MAA and the Roundtable to share what she

finds out. Mr. Reese stated that hearing that the MAA owed information to FAA was news to him. Ms. Reese found it surprising that the Roundtable was not informed that information was requested from the MAA by the PBN Working Group. She asked if Mr. Paul Shank of MAA was going to attend the Roundtable meetings again.

Ms. Reese asked if Ms. Darline Terrell-Tyson, Director of the Office of Environmental Compliance and Sustainability, had an update about the PBN Working Group. Ms. Terrell-Tyson replied that she did not. Ms. Higgs asked if the FAA met with the MAA in November as was planned at the October meeting. Ms. Terrell-Tyson replied that yes, a PBN Working Group meeting was held in November, and MAA and HMMH attended. Ms. Higgs asked if there were any meeting minutes or discussion of what happened at the meeting, to which Ms. Terrell-Tyson replied in the negative. Ms. Higgs asked why not. Ms. Terrell-Tyson replied that meeting minutes were not provided, discussions were ongoing, and the next PBN Working Group Meeting was scheduled for the second week of January 2022. Ms. Higgs expressed frustration that the Roundtable was not getting information and did not have any input regarding the meetings with the PBN Working Group. Ms. Terrell-Tyson reiterated that discussions were ongoing and once everything is finalized, information will be provided. Ms. Higgs asked why updates cannot be provided throughout the process.

Mr. Austin Holley replied that this is the PBN process, explaining that the MAA are guests at the meetings, and that the FAA will not release any information until the proceedings are, if not final, very close to complete. He continued that, as guests at the PBN Working Group meetings, the MAA does not want to jeopardize the outcome or the relationship with the FAA by discussing the meeting activities outside of the PBN Working Group. Mr. Holley restated that this is how the process works, whether the Roundtable is involved or not, across the country. He stated if people are frustrated, this results from the long timeline but does not think anyone is trying to hide anything from the Roundtable. Ms. Higgs commented that six years is a long time. Mr. Holley replied that a lot of progress has been made in those six years. Mr. Reese concurred with Mr. Holley's assessment and stated that unfortunately these are the terms required for Roundtable to participate. He stated that he has not been able to get in touch with Mr. Shank, but Mr. Reese would continue to attempt to reach out to the MAA. As for meeting notes from the PBN Working Group meetings, the Technical Committee broached the subject, but the FAA replied that they would not be providing meeting minutes.

Ms. Higgs asked has anyone contacted Mr. Ricky Smith, Director of the MAA, since the Roundtable has not heard from Mr. Shank. Ms. MacDonald replied that she did not think contacting Mr. Smith at this time was warranted, as she is hearing that this is how the process works. Ms. MacDonald was disappointed with the lack of an update from the PBN Working Group meeting as well. She stated that she intends to focus on what the Roundtable can do right now, such as preparing for activities that will occur once the Roundtable receives information about the process. Ms. Higgs thanked Ms. MacDonald for her suggestions and agreed that there were things that the Roundtable could still do while waiting, but she explained that her point was to determine whether, since Mr. Shank was not responding to the Roundtable, his lack of response should be escalated.

Mr. Reese replied that as the Chair of the Technical Committee, he did not feel they were at a point to escalate to Mr. Smith. He explained that Mr. Shank has returned calls, but Mr. Reese has not yet been able to speak with Mr. Shank about the last PBN Working Group Meeting. He believes, due to the length of the process, it would be acceptable to speak with Mr. Shank after the January 2022 meeting. Ms. Higgs thanked Mr. Reese for his explanation and reiterated that it is frustrating that the Roundtable

does not know how the process is going. Mr. Reese stated that he appreciated Ms. Higgs' point of view and agreed that at some point it could be appropriate, but not at this time. Ms. Higgs replied that she trusted Mr. Reese's view of the situation. Ms. MacDonald stated that she was hopeful that they would hear something after the January PBN Working Group meeting and find out what information the FAA needs from the MAA.

### Legislative Committee

Ms. Jung reported that the Legislative Committee was working on a couple things, and the Special Session of the State Legislature caused one of the items to slow down. She stated that they are looking forward to seeing what legislation our representatives will be drafting, and she believes there will be something drafted in January 2022 that the Roundtable could be proud about. Ms. Jung explained that she was not trying to be cagey, but she did not want to report on things that may not come to fruition. She is sure that there will be an update in January 2022 on the legislation. She asked Ms. Higgs to be fully informed of the proposals so that she can encourage people to attend legislative hearings either in person in Annapolis or virtually. Ms. Jung stated that she believes the State House of Delegates is virtual and the State Senate is in person.

### Communications Committee

Ms. Higgs apologized for her inactivity over the last month and a half. She appreciates that Mr. George Lowe, Vice Chair of the Communications Committee, and the committee members have been notifying the public. Ms. Higgs has started a contact list of interested parties and asked that any sign-in sheets or logs from past meetings be sent to her so she can add the information to the spreadsheet. Ms. MacDonald asked that Ms. Higgs let people know what information she needed and how the information would be used. Ms. Higgs replied that she needs any contact information such as name, address, phone number, etc., and the use of the list is yet to be determined. Ms. MacDonald clarified that the contact list will be used to inform the public of Roundtable news and information, which Ms. Higgs confirmed. Ms. Higgs offered her cell phone number and asked that people call her if they had any questions. Ms. MacDonald added that the Roundtable email address could also be used to contact Ms. Higgs and was available on the BWI website. Ms. Higgs stated that, in her absence, Mr. Jesse Chancellor reached out to Mr. Lowe and asked that the Communications Committee make some calls to the public. She asked that any information gathered from those calls be sent to her. Ms. MacDonald replied that the latest information she had was from an email today that she could forward to Ms. Higgs.

### **3. MDOT MAA UPDATE**

Ms. MacDonald moved on to the MDOT MAA Update. Ms. Terrell-Tyson restated that there was no update from the PBN Working Group and that the next PBN Working Group meeting is scheduled for mid-January 2022. Ms. MacDonald asked the MAA if they could revisit the past presentations that described the procedural changes the Roundtable requested in the submittal to the PBN Working Group. Mr. Rineer stated that Mr. Adam Scholten of HMMH gave the first presentation in October 2019, and Ms. Sarah Yenson gave the second presentation April 2021. Ms. Jung stated that a condensed

version of the information in the presentations would be good to have to help explain the Roundtable's request to the public and elected officials. Ms. MacDonald added that it would be good for Roundtable members to get up to speed with a high-level overview. Ms. Jung jokingly asked Mr. Rineer if he could get all the information down to three slides. Mr. Rineer stated that MAA would discuss it internally and provide a response.

Mr. Chancellor reminded everyone that the first presentation was based on changes proposed by the FAA in 2018, and the second presentation focused on the proposed changes developed by the Technical Committee with assistance from the MAA, HMMH, and Industry. He explained that the Roundtable had been at this for many years, and many non-members do not have the familiarity that many Roundtable members have with respect to the individual proposed changes to departures and arrivals. A condensed, high-level view of the Technical Committee's proposed changes could ground the communities in what the Roundtable has proposed to the FAA and what MAA is representing us on. When the FAA issues their procedural changes in response to the Roundtable's request, this high-level summary of the Roundtable's proposal will allow people to have a better understanding of which changes have and have not been made. Ms. Reese asked that the condensed overview include the changes to RAISN presented by the FAA, which is a change the Roundtable told the FAA is unfavorable. She suggested that the condensed overview is reviewed near the beginning of every Roundtable meeting. Ms. MacDonald agreed with the suggestion. Ms. Terrell-Tyson asked Ms. MacDonald to submit the request in writing, which Ms. MacDonald agreed to do. Ms. Higgs agrees with Ms. Reese's and Ms. MacDonald's suggestions and does not think all the information needs to be represented, suggesting three to seven slides.

Ms. Jung requested that the meeting revisit the Communications Committee; the request was granted by Ms. MacDonald. Ms. Jung explained that 2022 is an election year, saying she has met multiple gubernatorial candidates in the previous few weeks. With all candidates that she has met with, she discussed one issue with them: BWI, the superhighway in the sky, and what they would do to address this. She noted that there were six months to turn the topic into a campaign issue before the primary elections. Ms. Jung stated that it was an opportunity to get the issue in public forums and in front of candidates running in all elections, and to let everyone know that it is an important issue for the people of Howard and Anne Arundel Counties.

Ms. Higgs agreed with Ms. Jung, asking how to put this issue in front of politicians. As the head of the Communications Committee, Ms. Higgs feels she cannot make personal statements or have personal communication with elected officials without input from the Roundtable. Ms. Higgs suggested producing and distributing a script that constituents could use to ask candidates what they will do about the BWI superhighway in the sky, as well as other issues or initiatives the Roundtable would want the candidate to support. Ms. MacDonald replied that one of the tasks for the Communications Committee is to produce generic statements that the Roundtable can preapprove. Ms. Higgs stated that she had sent a draft of some statement language and would resend to Ms. MacDonald.

Mr. Woomer suggested getting the statements out to the communities, once completed, for dissemination and posting on electronic bulletin boards. He stated that an SCMAGLEV opposition group pre-writes draft statements related to issues and sends them out to the public to use when contacting

elected officials. Mr. Woomer stated that the group has started a campaign to send something once a month to its members. Ms. MacDonald stated that she would like the Roundtable to get to that point, where they are all speaking in the same voice. Mr. Woomer added that all of the communications link back to the group's website [www.mcrt-action.org](http://www.mcrt-action.org), which includes research papers and information on a number of issues.

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

Ms. Reese asked to make a motion to modify public comments to allow for four minutes per person instead of two because the meeting was running ahead of schedule. Ms. MacDonald approved the request without the motion going to a vote.

Ms. MacDonald began the Public Comment period with written comments submitted prior to and during the meeting. Mr. Royce Bassarab posted the questions as part of the PowerPoint presentation.

Mr. Rineer read the first written comment, sent by Mr. Robert Smith, who asked if any Stage 3 aircraft were still operating at BWI. If so, were there pending regulations or timelines to phase them out for current Stage 5 FAA standard? Mr. Rineer replied that all aircraft at BWI Marshall are Stage 3 and above and as far as the MAA knew, no regulations require the phasing out of Stage 3 aircraft. He added that aircraft have to be at least Stage 3 to fly in the United States and most are at Stage 4.

Ms. MacDonald asked if the new maintenance facility at BWI Marshall would change the composition of the type of aircraft flying into BWI. She assumed that Stage 3 aircraft would need more maintenance in comparison to Stage 4 or 5 aircraft. Mr. Rineer replied that the maintenance facility is owned by and would only be used by Southwest Airlines, and all their aircraft are Stage 3 and above. Ms. MacDonald explained that she used to fly in and out of El Paso, Texas, which had an American Airlines maintenance facility. She often flew on empty planes that were going in for maintenance. Mr. Chancellor inquired if Ms. MacDonald was asking if there would be an increase in flights at BWI Marshall. Mr. Kevin Clarke, Director of Planning and Environmental Services at BWI, replied that the maintenance currently performed on the ramp will be transferred to the new maintenance facility. He stated that the purpose of the new maintenance facility is to perform aircraft maintenance in a safe, controlled environment so employees are not working in the weather. Similarly, the facility will remove aircraft from the ramp during maintenance activities, allowing more flexibility for gate operations. It will not be a heavy aircraft maintenance facility and should not change the fleet or aircraft composition at BWI.

Ms. Reese asked Mr. Clarke if he foresees BWI Marshall becoming a major maintenance hub in the future. Mr. Clarke replied that there is no indication of that happening. A Roundtable member asked if that type of change would be noted in the airport's Capital Plan. Mr. Clarke replied that he was not sure if it would be in the Capital Plan unless it would be a big capital investment for a new type of facility and reiterated that at this point there is no indication that BWI Marshall will become a major maintenance hub. Ms. Reese asked whether, if an airline wanted to make BWI Marshall their heavy aircraft maintenance hub, this would be an MAA decision, as opposed to an FAA decision. Mr. Clarke confirmed that it would be an MAA issue as the airlines would have a ground lease with the MAA. Ms. Reese

explained that she was not sure if the locations of major maintenance hubs were driven by FAA strategy or the airlines. Mr. Clarke replied that it is market driven.

Mr. Al Donaldson asked if there was a requirement that brand new aircraft be manufactured to Stage 5. Mr. Rineer replied no; it is Stage 3 and above for new aircraft, although the majority of new aircraft are certified as Stage 4 and Stage 5.

Ms. Jung asked what the different stages of aircraft mean in terms of noise. Mr. Rineer replied that there was a huge difference in noise between the Stage 2 and Stage 3 aircraft. He did not know if Stage 3 aircraft would be phased out but noted that according to a Government Accountability Office (GAO) report, it would be cost prohibitive and provide little benefit to mandate that all aircraft be Stage 4 or 5. Ms. Jung asked if the benefits were environmental or noise-related; Mr. Rineer replied that there would be negligible noise benefits. Mr. Donaldson asked what the advantages are between Stages 3, 4, and 5 if the noise benefits are negligible. Ms. Reese stated the difference in noise is very noticeable over her house and asked what stage aircraft Spirit airline used. Mr. Rineer replied that it was based on the engine of each plane, which can be found online.

Ms. Reese stated that Spirit Airlines and old FedEx aircraft roar by, but Southwest Airlines are quieter. Mr. Reese said that all new Airbus and Boeing aircraft used by the major air carriers have Stage 5 engines, but that off-lease aircraft purchased by airlines like Spirit, contract carriers, and cargo carriers can have older engines installed on newer air frames. He stated that 95% of Southwest Airlines aircraft have engines that are Stage 4 and above.

Mr. Rineer read the second question, sent by Ms. Traci Taber, which stated that over a year everyone was told that new flight paths were to be implemented mid-2022. She asked if there was a status on the timeline. Ms. MacDonald replied that they did not have an update on the status of the timeline. Mr. Holley mentioned that the definition of implementation could be debated. Mr. Chancellor offered that, to a citizen, "implemented" typically means a change is in effect, but to the Roundtable it means published procedures. Mr. Roth stated that he was the source of the timeline, which came from discussions between the Technical Committee and the FAA. The timeline was presented when the Roundtable approved the procedural change proposal to the FAA with the caveat that there are many things that could delay it, per discussions with the Roundtable Technical Committee and the FAA in November 2020. He confirmed that "implemented" means published.

Mr. Roth, addressing Ms. Simmons of the FAA, stated that it would be helpful to have information on the PBN Working Group activities, including a high-level schedule of the proposals' progression through approvals, testing, training, and publication. He surmised that all the questions relating to meeting notes or updates from the PBN Working Group meetings intend to determine the current timeline towards publication of the procedures. He stated that it would be wonderful if the FAA could provide that as a regular update. Ms. Simmons stated that she could transmit that request during her meeting with the PBN Working Group on Thursday, December 16<sup>th</sup>.

Mr. Chancellor informed Ms. Simmons that twice in the past, the FAA had given the Roundtable tentative timelines of when procedures would be published. He recalled that back in 2017, a Vice President told the Roundtable that there was a slot available in Oklahoma City to test their procedures.

The Roundtable did not use that slot, but this is an example of the FAA providing a tentative timeline. Mr. Chancellor explained that its not to hold the FAA to the timeline, but it provides a sense of the process's progression. Ms. Simmons thanked Mr. Chancellor for the explanation.

The third question, sent by Ms. Cynthia Faith Gibson, was part of a larger set of questions that were submitted. Mr. Bassarab was unable to post all the questions and comments but stated that MAA would provide the question log to Ms. MacDonald following the meeting. Ms. Gibson asked that a list of goals, objectives, tasks, and the associated schedule to support the strategies of the Roundtable be provided, specifically start and end dates to bound the process. Ms. MacDonald asked if Ms. Gibson was present online at the meeting and explained that Ms. Gibson had been in touch with members of the Roundtable, specifically Mr. Chancellor, who has tried to answer her questions and bring her up to date. Ms. MacDonald stated that Ms. Gibson had sent this question via email, including questions about how the Roundtable worked. Ms. MacDonald appreciated the input, questions, and challenging of the Roundtable, saying she believes that some of the questions result from some deficiencies in the Roundtable's communications. Ms. MacDonald replied that the schedule, to some extent, depends on the FAA. She stated that although the goals and objectives of the Roundtable are on the website, she is not sure if they have been sufficiently disseminated to the public. Ms. Reese replied that the Charter includes goals and objectives. Ms. MacDonald replied that the Charter is unique in that it has a singular goal to revert to pre-NextGen conditions, which the Roundtable has pursued in various ways. She reiterated that the Roundtable schedule is based on the PBN process, and that the Roundtable was taking steps to prepare for the results as well as pursuing the contract with ABCx2.

Ms. Jung added that the Roundtable, in addition to seeking action from the FAA, is seeking action from the State Legislature. She stated that the Roundtable is making progress with the State Legislature, but that it takes time. Ms. Jung stated that the Roundtable has been engaged in this process for a long time, and she is grateful to everyone who has served on the Roundtable. She noted that noticeable progress may not be visible, noting that the Roundtable and the public have learned how slowly the FAA acts. She suggested that the Roundtable and public remain steadfast, continuing to voice their concerns, and let the FAA know they are not going away. She stated that the Roundtable would work as hard as possible towards the singular goal set forth in the Charter.

Mr. Rineer read the fourth question, sent by Mr. Niels Kasch, which asked what metrics matter the most with regard to filing noise complaints. Mr. Chancellor interpreted the question to mean, is it worthwhile to file noise complaints. Mr. Chancellor responded that the noise complaints are the only metric captured in the noise pollution shed of the airport. He stated that the ANOMS system does not capture all the noise, but the Roundtable hopes that the work with ABCx2 will capture the noise in the BWI Marshall noise pollution shed. Mr. Chancellor explained that right now, the only metric they have of where people are suffering are the noise complaints and that it is one of the metrics the MAA publishes on a quarterly basis. Ms. Reese added that it is the only human metric available and that every measure the FAA and the MAA have uses DNL, which averages noise over 24 hours and takes away the effect of human perception. She stated that the noise complaints and their personal details are incredibly important. Ms. Reese suggested including personal details, such as how the noise impacts children, sleep patterns, and work, in noise complaints and calls, letters, and conversations with elected officials.

Mr. Kasch clarified that his question referred to metrics such as the number of noise complaints or the unique households that file complaints. Mr. Rineer replied that the FAA does not use the number of noise complaints as a driver of change. Ms. Reese suggested that affected residents should encourage neighbors to file at least one complaint so that more data points exist in affected areas and stated that in the past the MAA has downplayed large numbers of complaints from a single household if no one else around them is making the a complaint. Mr. Rineer replied that the MAA does not dismiss multiple complaints from the same household. Ms. Reese disagreed with Mr. Rineer. She encouraged everyone to continue to make noise complaints and stated that the Roundtable was listening. Mr. Roth suggested Mr. Kasch review the MAA quarterly noise reports, which are available on the MAA website, and see what the MAA does with them, which may help to answer the question.

Ms. Gibson began the live public comment session. She asked why no one was pressuring the FAA to obtain copies of the PBN Working Group meeting minutes. She stated that because the FAA is a government agency, it is public law that they have to provide the meeting minutes, which can redact confidential information. Mr. Roth replied that the Roundtable has requested the meeting minutes and the FAA has responded to file a Freedom of Information Act (FOIA) request. Ms. Gibson asked why a FOIA has not been filed. Mr. Woomer replied that he is retired from the Department of Energy (DOE) and stated that he is sure the FAA classifies the discussions as pre-decisional, which are protected and do not have to be released. They can only be obtained if the agency releases them or through a court order. Ms. Gibson suggested using a court order. Mr. Woomer replied that obtaining through a court order seldom works and is very expensive. Ms. Gibson disagreed with Mr. Woomer and stated that the government has become more transparent if you know who to ask, and that the government can redact information if required prior to releasing such documents.

Mr. Reese replied that the Roundtable has to work with the FAA and that the meetings are considered pre-decisional. He also stated that requesting a court order would destroy the existing relationship with the FAA; if so, the PBN Working Group could decline to review the Roundtable's proposal. Ms. Gibson replied that it has been six years already. Mr. Reese explained that the PBN process has been proceeding for only the last couple of months. Ms. Gibson apologized, saying she was not aware that the PBN process had only been going on for the last couple of months. Mr. Reese noted that this relationship is a delicate balance, saying the MAA represents the Roundtable and is a guest at the PBN Working Group meetings. Mr. Roth stated that the fact that the Roundtable was able to get the procedure changes proposal, which has concurrence from the MAA and Industry, in front of the FAA is a significant accomplishment. He agreed with Mr. Reese in that there is not much to gain in being confrontational with FAA about meeting notes.

Ms. Gibson asked how the PBN Working Group can be proactive with anything if the Roundtable has no insight into what their planning and strategy is. Her interpretation is that the Roundtable is at the mercy of the FAA. Mr. Roth disagreed, replying that the Roundtable submitted the proposal to the PBN Working Group and is not unaware of what the PBN Working Group is doing; the FAA is putting the Roundtable's proposal through their process. He explained that the Roundtable was not reactive and waiting for the PBN to help them, but that the Roundtable has been proactive by providing the FAA with proposed procedural changes that have buy-in from MAA and Industry. Ms. Gibson asked if there was a timeline associated with the process, specifically if the FAA has to respond to the proposal by a certain

date. Mr. Roth replied that there was no required timeline. Ms. Gibson asked if that meant the process could go nowhere. Mr. Roth responded that it could go nowhere, and if so, there would be ramifications. Mr. Roth explained the history of the Roundtable's interaction with the FAA, beginning with the FAA's proposed changes and the Roundtable's initial response in 2018, followed by the State of Maryland's lawsuit against the FAA, and then the Roundtable's proposal to the FAA in 2019. He expects the State of Maryland to revive the lawsuit should FAA not implement the Roundtable's proposed procedural changes because that would indicate that the FAA is not acting in good faith in addressing noise concerns. Ms. Gibson asked if there was a date at which the Roundtable would escalate the issue. Mr. Reese explained the PBN Working Group was an open-ended process with many technical experts. While reviewing the Roundtable's proposed procedural changes, the FAA also considers civil and safety regulations and issues, which are currently outside the Roundtable's areas of expertise. He stated that it was a huge win that the PBN Working Group is considering the Roundtable's proposal, explaining that the FAA added it to the DC Metroplex Working Group three years earlier than scheduled to address the Roundtable's concerns. Mr. Reese considers that an act of good faith by the FAA. He stated that the Roundtable relies on the MAA to provide us the timeline on the process. The Roundtable will not know about the final proposal until the FAA has completed their process.

Ms. Higgs stated that the Roundtable submitted the proposal to the FAA in November 2019. She noted that there is confusion regarding the time elapsed since the submittal and the statement that the PBN Working Group has only been reviewing the procedures for a few months. Mr. Reese informed Ms. Higgs that, six or seven months ago, Mr. Shank told the Roundtable that the PBN Working Group first convened to discuss the Roundtable's proposed procedures and stated that the process had been on hold prior to that. He referred Ms. Higgs to past meeting minutes for documentation of this. Ms. Higgs replied that it had been indicated that the process had only been started a couple of months ago.

Ms. Gibson asserted that to not get a reply after six months is outrageous. She feels it is offensive that citizens are subjected to this noise when the Roundtable and a court order exist, but the FAA can hide behind the fact there is no deadline for them to meet. Ms. Gibson was asked to please communicate those comments to her Senator. Mr. Woomer called a point of order, stating that the speaker was over the allotted four minutes and said that the discussion is at an end.

Mr. Kasch asked if an individual had ever sued the FAA and if so, what was the result. Ms. MacDonald stated that the question was outside of the scope of the Roundtable. Ms. Reese replied that an individual can sue, but they would have to get jurisdiction. Mr. Paul Verchenski stated that the Oakland Mills Community Association petitioned the FAA for redress from the noise pollution and was denied. He explained that an individual could sue under the right of petition, but it is extremely hard to have government agencies move as a result of the lawsuit.

Mr. Jim Barne began the in-person public comments. He and his wife are new residents of Crownsville, Maryland; he is also an airline captain. Mr. Barne stated that he is frustrated by very basic stuff that he sees. He explained that Stage 5 aircraft can be operated more noisily than Stage 3 aircraft, which he has seen around BWI Marshall. He attributes it to how air traffic control route aircraft and clear them for approaches. Mr. Barne stated that arriving aircraft could be placed over the Severn River for Runway 33L. He stated aircraft are vectored over the population. He also suggested making the glideslope

steeper and implement continuous descent approaches, neither of which are new concepts. He said that Stage 5 aircraft are a great thing, but that they are coming in over his house in level flight which makes them noisier and is not necessary. Additionally, level flight at low altitude wastes fuel and neither airlines nor pilots want to do it.

Mr. Marc Peterson suggested using alternative facts to elicit change. He gave examples such as stating that NextGen was an Obama/Biden mandate, that 32% of the public was against NextGen, and of that 32%, 10% are willing to use armed force to overturn NextGen. He stated that facts are unnecessary.

Mr. Jimmy Pleasant gave the final public comments of the evening. He stated that he emailed questions to various people, including the governor, and asked if there were any answers. Ms. MacDonald replied in the negative.

Mr. Pleasant asserted that he wanted the State's attorney to come to a meeting and go over the aviation code line by line to make sure BWI Marshall has been recording and publishing all the information, and the Roundtable needs to make sure they are making the correct decisions. He stated he received information that only the day-night average is used. He stated that he wanted to see the sound exposure level of each noise event and that the public and the Roundtable need this data. Mr. Rineer responded that the MAA asked Mr. Pleasant to put in a public information request and had provided him the link. Mr. Pleasant stated that he did submit a public information request and got no answer, reiterating that he wants the State's attorney to come out. Ms. MacDonald asked Mr. Pleasant if he sent a request using the link provided by Mr. Rineer; Mr. Pleasant stated he received no reply.

Mr. Pleasant said that every noise event should be in the quarterly noise report and should include the altitude of the aircraft, but there is nothing, which is a violation of the Maryland Code. Mr. Holley suggested Mr. Pleasant contact the State's attorney and report back to the Roundtable what he was able to find out.

Ms. Reese told Mr. Pleasant that she finds it helpful and powerful when he and others describe the location of a noise event and its impacts on daily life. She stated that she understands that Mr. Pleasant enjoys getting into the details of the information, but she thinks the elected officials need high-level information. Ms. Reese stated that clearly Mr. Pleasant, like others living under the flight paths, is suffering and she thinks comments related to that are most useful. Mr. Pleasant responded that he thinks the information on noise events would also be useful, asking if Ms. Reese thinks that the public would like to know the number of aircraft on each flight path and the sound exposure level of each. He reiterated that information on the noise events is not posted in the quarterly report. Ms. Reese restated to Mr. Pleasant that she feels it is helpful when he states the conditions that he experiences and that she thinks he will be impressed by the noise monitoring data ABCx2 can get.

Mr. Pleasant stated that he had the quietest day since his noise study was performed. He mentioned that in 2018, Congress authorized the FAA to perform a noise study on reducing aircraft speed on take offs and that MIT had identified low frequency sound as a major cause of noise pollution that did not affect the operations. Mr. Pleasant also stated San Francisco was getting a noise study on departures. Mr. Pleasant stated that the code states that the flight procedures being used out of BWI Marshall must be shown and believe that the MAA is in a code violation.

Ms. Jung reminded Mr. Pleasant about her earlier discussion on upcoming legislation, and he replied that there are codes already on the books that are not being enforced. Mr. Pleasant restated his request for the State's attorney to go through the code line by line to ensure everything is being reported. Mr. Pleasant shared that someone he knew who flew into BWI Marshall recently was concerned that the plane they were on was going to crash because its approach speed was too high.

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

Ms. MacDonald proposed the 18<sup>th</sup> or the 11<sup>th</sup> of January as dates for the next meeting. After some discussion, it was decided that January 11<sup>th</sup> would be the best date. Mr. Woomer made a motion for the next Roundtable meeting to be held on Jan 11<sup>th</sup>. Mr. Chancellor and Ms. MacDonald seconded. The motion passed.

## **6. ADJOURN**

Mr. Woomer motioned to adjourn. Mr. Holley seconded. Meeting adjourned at 9:10pm.