

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, February 15, 2022, 7:01 – 9:36 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 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	✓	Sam Snead*	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	✓
David Nibeck	Alternate for Al Donaldson, District 32		David Richardson	Southwest Airlines	
Daniel Woomeer*	District 32	✓	Reginald Davis or Veda Simmons	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)

Bill Wise, FAA

Contractor Support

Royce Bassarab, HNTB

Rhea Hanrahan, HMMH

Sarah Yenson, HMMH

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

MEETING MATERIALS

Participants received the following materials in advance:

- December 14th Meeting Minutes: V3_DRAFT_20211214_MEETING_MINUTES

Presentations at the meeting:

- 2021 Roundtable Report 02152022
- Overview of the Proposed Flight Procedure Changes at BWI Marshall
- Legislative Committee Presentation – Commission Bill
- Legislative Committee Presentation – One Page How to Support
- Roundtable Proposed Resolution in Support of SB 658/HB 1103
- Roundtable Proposed Resolution requesting MDOT MAA Support of SB 658/HB 1103
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1. WELCOME AND INTRODUCTIONS

Introduction and Roll Call of Attendees

Mr. Bruce Rineer began the meeting at 7:02 pm and welcomed everyone in attendance. He asked that Roundtable members attending virtually to stay self-muted unless speaking, and all other attendees were 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 comments. The meeting was being recorded and would be available to view on the MAA's website the next day. 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 concluded the introduction and turned the meeting over to the Roundtable Chair, Ms. Debra "Debbie" MacDonald. Ms. MacDonald greeted those in attendance and stated that the agenda for the night's meeting is very full, asking that everyone keep that in mind when making comments. She said that time limits will be used to make sure everyone wishing to do so can comment. Ms. MacDonald

went through the roll call of voting Roundtable Members and non-voting members, announcing that a quorum had been met.

Approve Agenda

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

Review and Approve December 14th Meeting Minutes

Ms. MacDonald moved to the review and approval of the December 14th Meeting Minutes. Ms. MacDonald stated that she had had received corrections and incorporated them into the meeting minutes. Mr. Woomer made a motion to approve the December 14th Meeting Minutes. Mr. Evan Reese seconded. None opposed. The motion to approve the December 14th Meeting Minutes passed.

2. DISCUSSION AND APPROVAL OF THE 2021 ANNUAL REPORT

Ms. MacDonald moved on to the 2021 Annual Report. She stated that she believed all members of the Roundtable received a draft of the report and she had incorporated the suggested changes into the final draft. The 2021 Annual Report was then displayed. Ms. MacDonald stated that the 2021 Annual Report was a joint effort, and she appreciated the time and attention to detail from those who gave feedback.

Ms. Reese made a motion to approve the 2021 Annual Report. Mr. Woomer and Mr. Jesse Chancellor simultaneously seconded. None opposed. The motion to approve the 2021 Annual Report passed. Mr. Woomer stated that Ms. MacDonald did an outstanding job. Ms. MacDonald again thanked the group for their efforts.

3. REVIEW OF PBN REQUESTS & DISCUSSION

Ms. MacDonald reminded everyone that the Roundtable had requested that HMMH, contractor to the MAA, give an overview of the proposed flight procedure changes that the FAA presented in 2018 and those that the Roundtable submitted to the FAA PBN Working Group in 2019. She explained that since Roundtable membership has changed since the development of the Roundtable's procedures package, and since members of the general public may not be familiar with the proposed procedures, an overview of the FAA's and the Roundtable's proposals would help to reacquaint the Roundtable and the public with the proposed procedure changes. Ms. Sarah Yenson of HMMH gave a presentation titled *An Overview of the Proposed Flight Procedure Changes at BWI Marshall*. Ms. Yenson explained that the procedure changes that were proposed included portions of FAA procedure changes presented to the Roundtable in 2018 as well as the procedure changes proposed by the Roundtable in 2019.

Ms. Yenson stated that the presentation only covers the proposed procedure changes to flight paths and does not cover the noise analysis of those proposed procedure changes. She explained that the presentation includes a high-level overview of all the procedure changes, and then a more detailed look at 1) existing departure procedures and the proposed departure changes and 2) existing arrival procedures and the proposed arrival changes.

Summary of FAA Proposed Procedure Changes at BWI Marshall

- FAA presented proposed changes on April 24, 2018
- Changes to departure procedures would:
 - Move westbound departure traffic for Runways 15R and 28 closer to pre-Metroplex locations and provide better traffic dispersion
 - Modify Runway 28 southbound departures to meet FAA design criteria
- Changes to arrival procedures would:
 - Modify the downwind and base legs for Runway 28
 - Adjust high altitude airspace to meet FAA design criteria

Ms. Yenson explained that the BWI Marshall Roundtable Technical Committee, which included Mr. Reese (Chair), Mr. Chancellor, Mr. Drew Roth, and Mr. Austin Holley, developed the arrival procedure changes in conjunction with industry representatives, the MAA, and HMMH, and provided them to the FAA's Performance Based Navigation (PBN) Working Group for review in December 2019. The procedures were developed using the FAA's TARGETS software, which is what FAA uses to design, test, and assess procedures. She explained that using the TARGETS software to develop the Roundtable's proposed changes gave FAA some confidence that the Roundtable had an idea of the technical needs and background required to make the changes.

Mr. Reese thanked Ms. Yenson. He then noted that the Technical Committee did not develop the procedures but advised on the process of the development.

Summary of Roundtable Proposed Procedure Changes at BWI Marshall

- The Roundtable's proposed procedures package did not include changes to any departure procedures.
- Changes south of the airport for Runway 33L arrivals would:
 - Shift RAVNN arrival aircraft northwest of current corridor over less densely populated areas
 - Establish continuous descent RNAV and RNP approaches along corridors commonly used for visual approaches
 - Better distribute approach operation along the final approach course by adding a third approach corridor to alleviate some traffic flying to the GRAFE navigational point
- Changes west of the airport for Runway 10 arrivals would:
 - Shift flight paths closer to the airport to reduce burden from western portions of Columbia
 - Increase aircraft altitudes on arrival and approach
- Changes north of the airport for Runway 15R arrivals
 - Increase the altitudes of some arrivals to Runway 15R

Ms. Yenson stated that changes to altitude were included for some flight paths to the north. The presentation continued with Ms. Yenson discussing a series of maps depicting arrival and departure flight tracks from 2012 (pre-Metroplex), 2017 (existing), FAA proposed, and Roundtable proposed

procedures, as well as existing and proposed waypoints. The maps visually depict the changes discussed in the overview.

Mr. Roth was concerned that the maps depicting the simulated use of the procedures did not match previous mapping that showed flight tracks south of Columbia and the WONCE waypoint. However, it was later determined at the conclusion of the presentation that the mapping was correct but hard to see due to the inclusion of the TARGETS procedure designs on the maps.

Flight Track Analysis Summary for Departures

- Proposed April 2018 FAA procedures for Runways 15R and 28 may:
 - Shift Runway 15R initial jet departure turns southeast of 2012 and 2018-2019 turn locations
 - Increase dispersion of Runway 15R initial Jet departure turns relative to 2018-2019, but will not return dispersion to 2012 levels
 - Shift flight paths for both runways closer to 2012 historical locations to the west and south of Elkridge and Columbia
 - Shift Runway 28 southbound departures over Annapolis peninsula at altitudes of 8,000-9,000 feet MSL. The Roundtable has since requested that FAA reconsider this proposed change.
- Minor changes to aircraft altitude profiles
- Proposed FAA procedures may marginally increase the concentration of Runway 33L and 33R Jet departures

Flight Track Analysis Summary for Arrivals

- Proposed Roundtable Technical Committee arrival and approach procedure changes may:
 - Shift some arrivals to Runway 33L over less densely populated areas along corridors currently used for visual approaches, better distribute operations, and facilitate continuous aircraft descents at higher altitudes with reduced power settings
 - Facilitate continuous aircraft descents for some aircraft within the existing Runway 33L arrival corridor west of Annapolis between the South and Severn Rivers that allow for descents at higher altitudes and reduced power settings
 - Shift some arrivals to Runway 10 to the east closer to the airport away from western portions of Columbia and increase aircraft altitudes
 - Increase the altitudes of some arrivals to Runway 15R
- Proposed FAA April 2018 FAA arrival procedure changes may:
 - Shift the flight paths of Runway 28 arrivals to the north as aircraft turn to the downwind leg near Wildwood Beach

Ms. Yenson concluded by providing the titles of the past presentations given on the proposed procedure changes and their locations on the MAA website. Ms. MacDonald thanked Ms. Yenson and stated that the presentation was a great overview and asked if anyone had questions.

Ms. Nancy Higgs asked about the timing of FAA's proposed procedural change presentation and about any proposed procedure changes to arrivals. Mr. Reese replied that the FAA presented it in 2018 during the meeting at a middle school and that they provided no procedural changes at all to the arrivals.

Ms. MacDonald stated that the presentation would be posted to the MAA website and again thanked Ms. Yenson.

MDOT MAA Report – PBN Working Group Process

Ms. MacDonald asked if there was an update on the PBN Working Group process. Ms. Yenson replied that the PBN Working Group had been meeting, and the MAA and HMMH have been able to sit in on the meetings. She explained the history of the 2019 procedure changes that the Roundtable delivered to the PBN Working Group and noted that the PBN Working Group had an informational meeting in November 2020 to refamiliarize themselves with the Roundtable's proposal. HMMH and the MAA attended the informational meeting and gave the PBN Working Group an overview of the proposed procedure changes. The PBN Working Group met for design meetings in April, June, and November of 2021 to identify and address potential concerns and issues pertaining to the Roundtable's proposed procedure changes. These design meetings have included air traffic control representatives from affected airspace sectors, as well as industry and the MAA, to discuss the concerns and potential mitigation to address the concerns.

Ms. Yenson stated that as of November 2021, the PBN Working Group's intent is to publish updates to the procedures as early as April 2023. She explained that the changes must go through safety and environmental (National Environmental Policy Act [NEPA]) reviews before they are put out for public use and consumption. She stated that HMMH and the MAA are working on providing updated population and noise analysis to the PBN Working Group in March 2022. Mr. Roth asked if the updates were additional information the PBN Working Group requested or were they changes to the procedures that the Roundtable proposed. Ms. Yenson replied that the PBN Working Group wanted MAA's and HMMH's professional take on the noise analysis results and population updates based on the most current census data.

Ms. Reese asked if HMMH will work with the Technical Committee on the responses to the PBN Working Group. Ms. Yenson stated that they would discuss with the MAA how best to work with the Roundtable to respond to the PBN Working Group's proposed procedures. Ms. Reese confirmed that the FAA's response was already in development, and Ms. Yenson stated that it was.

Ms. Deb Jung asked what the FAA would be doing between now and April 2023, more than a year away, so she could provide an update to her constituents in Howard County. She asked why the process has taken so long. Ms. Yenson deferred to Ms. Veda Simmons of the FAA but answered that after the PBN Working Group prepares their final recommendations, they still must go through environmental and safety analyses, followed by the public comment period. Ms. Simmons added that once the PBN Working Group receives the noise analysis and population info from HMMH, they intend to develop a presentation by the end of March 2022 and will present the proposed procedures to the Roundtable.

Mr. Roth recalled that an FAA employee told the Roundtable that the proposal needed to go through the NEPA process, produce an environmental assessment document, and hold public hearings. After the NEPA process is done and results in a finding of no significant impact, procedures would be tested and pilots and air traffic controllers trained on the new procedures. Mr. Reese stated that April 2023 was within the normal time range that it takes for PBN Working Group changes to be approved, saying that 12-16 months was the average timeframe for the process. Ms. Jung responded that it has been four years. Mr. Reese replied that he was only referring to the time between the conclusion of the PBN process to the actual implementation of the procedures. Mr. Holley added that it has taken this long to get to the point of starting the 12-16-month timeframe, and the April 2023 date is not a surprise to the Technical Committee. Mr. Roth reiterated that there is a required environmental assessment process under the NEPA law. Ms. Jung commented that the last environmental assessment for NextGen did not go so well.

Ms. Reese asked when will the next PBN Working Group for BWI convene following the conclusion of the current PBN process, how does the FAA want changes submitted between this PBN assessment and the next, and how will the FAA help the Roundtable develop those changes? **Ms. Simmons replied that she would have to get back to the Roundtable with answers to these questions.** Ms. Reese asked about the FAA's next steps for the Roundtable and stated that there is still a lot of work to do to get relief for everyone impacted by NextGen. Ms. Simmons stated she would direct the questions to the FAA and the PBN Working Group and inform the Roundtable Chair of the response, noting that the questions could also be addressed during the PBN presentation planned in April 2022. Ms. Higgs clarified Ms. Reese's question, stating that Ms. Reese was saying that the procedures planned for release in April 2023 do not fully address the communities' issues and asking how the FAA would work with the Roundtable to continue to improve the situation. The group agreed that this question could be tabled and discussed later.

4 ROUNDTABLE COMMITTEE UPDATES

Technical/Legislative Joint Committee ABCx2 Update

Ms. MacDonald asked Mr. Bruce Gartner to give an update of the Roundtable's work with ABCx2. Mr. Gartner stated that he and Mr. Sam Snead received a revised scope on Monday after talking with ABCx2 about their baseline process for conducting the analysis. He stated that he would be aligning the scope with the Memorandum of Understanding between Howard and Anne Arundel Counties and would finalize both in the next week. Mr. Gartner explained that ABCx2 is developing samples of the final report and virtual monitoring station mapping. ABCx2 would also like to schedule a workshop with members of the Technical Committee to review the locations of the virtual noise monitors.

Mr. Reese confirmed that Mr. Gartner will send the scope to Mr. Reese and Mr. Chancellor within the next week for review and refinement, and Mr. Reese and Mr. Chancellor will then coordinate with Mr. Gartner to set up the workshop dates and times. Mr. Gartner stated that Mr. Reese and Mr. Chancellor should focus on understanding the proposed work deliverables rather than refining the approach.

Ms. MacDonald asked Mr. Gartner for a high-level review of what the ABCx2 project would entail. Mr. Gartner explained that the project includes setting up virtual noise monitoring stations to determine current noise levels without having physical monitors on the ground. He stated that noise level reports

could be produced quarterly or monthly depending on the Roundtable's choosing. He stated that he would like to discuss the approach with the MAA and HMMH to ensure there is no duplication of work. Mr. Roth requested that the scope be sent to the entire Technical Committee, which Mr. Reese agreed to do.

Mr. Chancellor pointed out that the system would cover the entire region instead of the specific coverage of the MAA's noise monitoring system. The MAA's system, due to several reasons, including budgetary, cannot physically cover the entire region. Mr. Chancellor continued that the project is a joint effort between Howard and Anne Arundel County Governments and County Councils and noted that Ms. Jung of the Howard County Council was instrumental in getting funding for the effort. The project will allow the Roundtable to create a baseline of the current noise level across the region to compare with noise levels after the PBN approved changes are implemented in April 2023.

Mr. Reese thanked Mr. Gartner and Mr. Snead for the work they have done on the project. Ms. Jung asked Mr. Snead to thank County Executive Pittman for meeting with the Technical/Legislative Joint Committee to discuss the project and other matters involving the airport. Mr. Snead said he would remember to pass that along.

Legislative Committee

Ms. MacDonald moved on to the 2022 Maryland General Assembly Legislative Session Updates. Mr. Chancellor gave a presentation on two pieces of legislation currently in the General Assembly, one in the Maryland Senate and one in the Maryland House of Representatives, entitled the Maryland Aviation Infrastructure Impacts Commission (Senate Bill [SB] 658 & House Bill [HB] 1103). The legislation is sponsored by Senator Clarence Lam and Delegate Terri Hill and is co-sponsored by Senators Guzzone, Fry, Hester, Reilly, and Elfreth and Delegates Ebersole, Feldmark, and Terrasa. Mr. Chancellor explained that the Commission would be designed to provide good decisions based on good data. He explained that the Commission would further the work of the *Study on the Health Effects of Air Traffic* (SB 0814) legislation that the Roundtable supported in 2020. This study is slated for completion in the fall of 2022. The Commission would use a scientific approach to understanding the effects on communities due to NextGen.

Mr. Chancellor discussed the background of the Commission, saying it arose from the Roundtable's limited ability to effectively address most of the negative environmental and quality of life issues caused by concentrated NextGen flight paths. He stated that the passing of SB 0184 was a turning point, causing legislators to realize that there are effects from NextGen that exist outside of the Roundtable's stated charter. Through the Commission, legislators want to give communities a more robust voice in seeking a renewed balance between the dual imperatives of airport-related economic growth and citizens' rights to health and sustainable quality of life in their chosen communities.

Mr. Roth asked if the Commission has any defined relationship with the FAA or any role in providing feedback on proposed flight plan procedures. Mr. Chancellor replied that the Commission would not interact directly with the FAA. It is designed to be a resource for the General Assembly as it considers the infrastructure requests and needs of the airports owned by the State of Maryland.

The goal of the Commission is to provide legislators with the best available scientifically based information related to the impacts on communities of commercial aviation infrastructure in the State to allow them to better balance the needs of communities with the needs of the commercial aviation industry and its traditional stakeholders.

Mr. Chancellor explained that, prior to NextGen, communities as far as 20 to 30 miles from the airport had not been traditional stakeholders regarding airport noise. He continued that the Commission is designed to:

- Re-introduce the long-held balance between the State's interests in airport-related economic development and community health and individual quality of life that was disrupted by the introduction of NextGen at BWI Marshall.
- Advise the General Assembly on public health and environmental considerations related to infrastructure at the State-owned airports under the jurisdiction of the Maryland Department of Transportation.
- Create a proactive process that establishes goals and policies for directing and managing research into pertinent issues. As an example, Mr. Chancellor stated if the Commission had been formed, the health study that is underway would have probably been a commissioned activity as opposed to a one-off bill going through the legislative process.
- Inform such policy topics as future growth and development; updates to COMAR; zoning and housing; public health; environmental protection; and aviation-related information availability and transparency.

Key Elements of the Commission:

- Five-year State of Maryland Commission to advise the General Assembly and inform the public.
- To study the health and environmental impacts of commercial aviation in certain communities in Maryland affected by State-owned airports, with a primary emphasis on BWI.
- Create reports and recommendations related to impacts on communities surrounding new and existing commercial aviation infrastructure, both hard and soft. Mr. Chancellor gave examples of hard infrastructure (a new terminal, runway, apron enlargement and modernizations, parking facilities) and soft infrastructure (implementation of NextGen).
- Controlled by community advocates, but drawing on knowledge of health and environment experts, as well as advice from the Maryland Attorney General, the Administration, MDOT MAA, Citizen Advisory Groups, the Air Carrier industry, the Airport Concessionaire industry, and the airline support services industry.

Mr. Chancellor explained that the Commission would not be in isolation or in conflict with the MDOT MAA or airport stakeholders and/or users but is designed to restore the balance that was disrupted by NextGen. He covered why the Commission is needed, highlighting the emerging research on health and environmental issues resulting from commercial aviation, the limits of the Roundtable's role, and the potential areas of public policy impact the Commission could have.

The Governance of the Commission would be:

- Controlled by community advocates, and balanced by individuals with expertise in health, environment, aviation, noise pollution research and airport-related pollution and land use.
- Thirteen (13) commissioners with three (3) chosen by the Governor, five (5) chosen by the President of the Senate, and five (5) chosen by the Speaker of the House.

- Executive Committee Chair, Vice Chair, and Secretary will be selected by Commission members solely from among the community advocates.
- The Executive Committee will evaluate candidates for Executive Director, who will then be selected by a majority vote.
- A member of the Commission may not be a representative or an employee of any entity whose principal activities are related to the operation of the State-owned airports.
- Commission members would be selected from a list of individuals nominated by the following county delegations whose communities are affected significantly by commercial aviation operations. Each county delegation shall nominate five individuals.
 - Anne Arundel
 - Baltimore County
 - Howard
 - Montgomery
- The Executive Director would be the only paid position on the Commission.
- The total budget for the Commission is expected to be not less than \$430,000, the majority of which will be dedicated to research and data gathering rather than overhead.

The Roundtable would have a role in the selection of the Commission members. Each county delegation would submit a list of nominees for the Roundtable to evaluate based on criteria defined in the legislation designed to ensure, among other things, representation for impacted communities. The Roundtable would make recommendations to the County delegations for the final nominees presented for consideration.

Mr. Chancellor concluded the presentation with the following three points:

1. NextGen not only revolutionized the regional and national airspaces, but it also disrupted all prior State of Maryland environmental and public policy frameworks related to commercial aviation infrastructure.
2. Currently, no entity is organized to effectively evaluate all the issues related to commercial aviation growth and highly concentrated flight paths over communities.
3. The Commission will have the requisite legislative mandate, governance, staffing, and funding to bring understandable and actionable recommendations for legislators to serve the State's dual imperatives of economic growth and the health of its citizens and the environment.

Members of the Roundtable thanked Mr. Chancellor for the presentation. Ms. MacDonald then opened the floor for questions and discussion. Mr. Reese stated that it was a great initiative, and while the MAA and HMMH have been a wonderful support to the Roundtable, many questions cannot be answered due to a lack of foundational research that would be outside of the MAA's mandate and budget. He reiterated that this was a great initiative that would provide useful information to the Roundtable and other entities that help MAA make decisions.

Ms. Higgs agreed that it was a great initiative and that she supports it. She stated it would be nice to see metrics for success or progress for the Commission. She said that they would not need to be defined at the outset, but that metrics should be considered as part of the process. Ms. Jung agreed metrics were a good consideration.

Ms. Reese stated that she joins Mr. Chancellor in his enthusiasm for the Commission and remarked that it has been a long haul for Roundtable members who have been involved from the start. She recalled when the Roundtable meetings first started, with the FAA attending the meetings, there was a hopeful feeling that has since faded because progress has taken so long.

Ms. Reese continued that the FAA's presentation at the middle school included solutions that were not understandable and did not comprehensively address the pain everyone was reporting. Attendance at the Roundtable meetings has dwindled and when she reaches out to people, the feedback she hears is that the Roundtable cannot do anything. The process has taken a long time and it costs a lot of money to support the Roundtable, and there still is not a comprehensive plan in place to remedy the harms of NextGen.

Ms. Reese stated that the MAA has been a great partner but that its mission is to grow aviation. Though that mission brings money to the state, when an agency's mandate is growth, it is difficult to say no to growth opportunities. She believes the Commission would be able to recommend the restriction of growth that would be detrimental to the communities. She stated that, despite the Roundtable's efforts, legislators cannot listen to laypeople without the scientific backing or expertise to make suggestions that could re-write laws or make changes to COMAR. Ms. Reese stated that the Roundtable supported SB 0184 (the Health Study) but lacked the expertise to do anything with the results; however, the Commission could. She is thrilled by this legislation and appreciative of the elected officials who have signed on, noting she would not forget it during this election year.

Mr. Roth stated that the Roundtable has done a lot of work but that their work pertains specifically to FAA flight procedures and NextGen. The impact of air traffic on the community is broader than flight procedures, extending to areas such as travel times, airport growth, and cargo infrastructure. He noted that these broader areas are not FAA flight procedure issues and thus not addressed by the Roundtable. He believes the Commission will allow communities' input on impacts beyond FAA flight procedures and thinks the bill is fantastic.

Ms. Jung thinks the Commission is something that residents in both counties (Howard and Anne Arundel) will be thankful for. She stated that she belongs to the group that has helped put this bill together with the State legislators. Ms. Reese noted that the bill was filed in the Senate a couple weeks ago but had been in draft form undergoing legal review before it was filed in the House a few days ago. Ms. Jung said that she heard from Roundtable members that they would have liked to be informed of the bill sooner, and she would have liked to inform them sooner, but the group originating the bill did not learn that the bill would be filed until very recently.

Ms. Jung believes the Commission can be a game changer for residents of Howard and Anne Arundel Counties. Once in place, it will be able to address the myriad problems residents in both counties face due to the growth of the airport. Ms. Jung believes growth is as big a factor as flight procedures, particularly within Howard and Anne Arundel Counties where residents are impacted by BWI Marshall every day. She believes the Commission will be better positioned to address the issues without the contradictory goal of airport growth and believes the Commission provides an opportunity for the community especially regarding plans for the future of the airport.

Mr. Paul Verchinski feels the Commission is long overdue. He reiterated that the Roundtable's purpose addresses flight paths, but quality of life issues also exist. Quality of life issues need research to provide a sound basis for providing new legislation that would result in better quality of life. He recalled that

previously when vectoring was used, the problems occurring now with the concentrated “highways in the sky” did not exist, specifically citing the associated pollution concerns. He strongly supports the bill and the backing of it by the Roundtable.

Ms. MacDonald asked how the Commission would interact with the Roundtable. She thinks the Commission could be a fantastic resource for not just the legislators but also for the community. She believes there clearly is still a need for community groups like the Roundtable, particularly related to gathering public opinion and feedback to guide the Commission’s areas of focus.

Mr. Chancellor reminded everyone that the Roundtable’s initial resolution asked the FAA to revert to “status quo ante” or pre-NextGen. The Roundtable was told that it was possible to retrain air traffic controllers on vectoring, but the FAA would not do it. He stated that the Roundtable and its representative communities are in a situation not of their own choosing and are trying to make the best out of it. The process has been a long, long slog and is nearing almost five years.

Mr. Chancellor continued, saying that many people have come and gone from the Roundtable, and with them, their expertise. He stated that his support of the Commission relates to a continued maintenance of effort that will bring information not only to the State and the public, but also to the FAA and the national administration about whether NextGen is working as designed.

Ms. Reese added that the MAA’s revenue is impacted by the number of passengers using the airport and that the FAA really cares about that throughput. She stated that BWI is critical to the growth of aviation in the country, that airports are interconnected, and any limits on operations at BWI Marshall due to the impacts of NextGen should motivate the FAA to remediate the issues caused by NextGen.

Ms. Jung stated that, if successful, the Commission would be the first of its kind in the country. She wants to assure members of the public that the Roundtable will continue to exist and that these efforts to address the issues will continue and expand. She stated there is much work to be done and explained that the Roundtable’s charter limits its scope, but the Commission would have greater leeway and would be able to accomplish more in less time. Ms. Higgs agreed with Ms. Jung’s view on the Roundtable but is concerned that since the Commission and BWI Marshall are both funded by the State, conflicts of interest may exist due to BWI Marshall’s financial contributions to the State. She thinks the continued existence of the Roundtable would help balance the work of the Commission.

Ms. MacDonald announced that a resolution to support the bill to form the Commission has been drafted and needs to be voted on by the Roundtable. Mr. Holley stated that it was similar to past resolutions of support by the Roundtable; Ms. MacDonald added that they were following past processes for resolutions. Mr. Chancellor described the resolution in general terms and gave a brief overview of its sections. Time was then given for those in attendance to read the resolution.

Ms. Higgs stated that the resolution was complete and thorough, and she was in support of it. She asked Mr. Chancellor about whom the “officers” referred to in the last section which states “that the officers shall report to the Roundtable...” Mr. Chancellor replied that the resolution referred to the Chair and the Vice Chair of the Roundtable as referenced earlier in the resolution. He continued that the Chair or Vice Chair could delegate the reporting to other members of the Roundtable.

Mr. Woomer asked why members of the Roundtable were not given a copy prior to the meeting. Mr. Chancellor stated that the resolution was not finalized until right before the meeting. Mr. Woomer replied that the Roundtable members, as representatives of the senator who appointed them, were

being asked to vote on something that the senator was not afforded the opportunity to read. Mr. Woomer stated that he would abstain from voting on the resolution for that reason.

Mr. Reese made a motion to adopt the resolution. Mr. Holley seconded. Ms. MacDonald called a vote and went down the roll. There were thirteen votes in favor and two abstentions (Mr. Woomer and Mr. Al Donaldson). One Roundtable member, Ms. Mandy Remmell, appeared to be present virtually, but did not give any response when called on to vote. Ms. Jung thanked Senator Lam and Delegate Hill, the bill's sponsors. The motion to adopt the resolution passed.

Mr. Chancellor stated that he would like to make a second resolution. He believes that the bill may be viewed as anti-airport and worries that the Roundtable's partners at the MAA might perceive it in that manner. He stated that the bill is not anti-airport, it is anti-imbalance. He read a passage from a letter sent by Governor Hogan to FAA: "The concentration of noise imposed after an opaque, inadequate public process is undermining public support of critical airport and air space projects of interest to both the state and federal governments."

Mr. Chancellor noted that the airport's role has changed over time. Initially its role was to grow aviation in the state, and it has done a fantastic job of that. Although he has been a critic of the MAA, he personally thinks the MAA is one of the best airport authorities in the country. Mr. Chancellor thinks the MAA has done a fantastic job of growing the airport, which, up until NextGen, has been generally non-controversial. He thinks there used to be a win-win prior to NextGen but now it feels like winner take all, and the winner was not the community. Mr. Chancellor believes the Governor is correct; the threat to the continued effective growth of BWI Marshall is not the Commission but rather the imbalance that was created when NextGen came about.

Mr. Chancellor proposed a resolution asking the MAA to actively, vigorously, and publicly support the two bills in its own self-interest. Without public support, the MAA's development efforts will encounter increasing amounts of citizen unrest and resistance. He asked the MAA, who has been a partner with the Roundtable, to not see the Commission as an attack but as an opportunity. The second resolution was projected on the screen, and Mr. Chancellor gave an overview and read portions of it aloud. Time was then given for those in attendance to read the resolution.

Mr. Reese stated that he was in support of the second resolution and noted that the term "outside of the MAA's mandate" is used many times, and the Commission is not an attack on the MAA but a recognition of the limitations of their mandate. He stated that the MAA cannot solve all problems, as it is not their job and they direct their resources towards their specific mandate set out by the State.

Mr. Reese made a motion to adopt the second resolution. Mr. Holley seconded. Mr. Donaldson asked if the resolution was asking the MAA to become publicly active. Mr. Chancellor replied only to the extent that the MAA usually supports a bill and clarified that the resolution is not asking them to do anything they would not normally do to in support of something they believe would help the airport. Mr. Donaldson replied that he could see the MAA commenting on the bill but not actively supporting it. Ms. Reese replied that the Roundtable sent a resolution to the MAA for SB 0184, for which the MAA wrote a letter that did not offer an opinion but provided additional information to the General Assembly. Mr. Donaldson stated that he imagines that the MAA may support verifying that data provided and/or obtained by the Commission is correct, support said data, or provide contract support to the Commission.

Mr. Chancellor rephrased Mr. Donaldson's questions as 1) what are we asking MAA to do, and 2) what will MAA do if the Commission is put into existence? Regarding the first question, Mr. Chancellor responded that the MAA can inform the Roundtable of what they are able to do in support of the Commission within their traditional level of legislative engagement. He reiterated that the resolution does not ask the MAA to go outside of their normal support for other bills or initiatives they believe would help the airport, such as a budgetary request. In that instance, the MAA would go before legislative committees to testify and ask for what they think is appropriate. Mr. Chancellor said that the MAA could let the Roundtable know how they might support the bill or if they are unwilling to support the bill. Mr. Donaldson replied that he hoped that the MAA would understand the intent of this request. Mr. Chancellor noted that the resolution authorizes the Chair to send the letter to MAA, and the letter can convey the intent. He also mentioned the open communication between the Roundtable and senior leadership of the MAA.

Mr. Chancellor addressed the second part of Mr. Donaldson's question, what will the MAA do if the Commission is put into existence? He said that would be determined by the legislation, but he believes it requires cooperation of some sort from state agencies.

Mr. Woomer stated that, given the fact that the senator whose district includes BWI Marshall Airport has not been given the opportunity to review the resolution, he would be abstaining from the vote.

Ms. MacDonald called for a vote and asked if there were any objections or abstentions. Ms. Higgs stated that she abstained. No one opposed. The motion to adopt the second resolution passed.

Mr. Verchinski asked that the two resolutions be sent to all members of the Roundtable, to which Ms. MacDonald agreed.

Ms. MacDonald turned the meeting over to Ms. Reese to discuss how members could support both bills. Ms. Reese provided a slide with directions for how to give public testimony in favor of SB 658 on the General Assembly website, stating that any support would be hugely beneficial. She noted that the General Assembly has gone back to in-person hearings, and that the public can register to provide either written or in-person testimony. Written testimony or registering to give oral testimony can be done by going to <https://mgaleg.maryland.gov/mgawebiste>. Ms. Reese explained that a My MGA account must be created to leave written testimony or to register for oral testimony and went over the process for providing testimony or signing up. The window for providing written testimony starts 24 hours before the hearing, which is scheduled for March 9, 2022, at 1pm at 3 East Miller Senate Building. She stated that if anyone has difficulty with the registration process, to contact her for help but suggested also contacting their senator or one of the senators on the bill. Ms. Reese restated that written and oral testimony would be hugely appreciated.

Mr. Reese asked that the slide with the info on providing public testimony be sent out with the two resolutions. Ms. Reese stated that she would email the information to the group and reminded everyone that the information would also be on the MAA's website. Mr. Rineer stated that they would try to have everything posted by the next day.

Mr. Verchinski asked if there was a hearing date for the House bill. Ms. Reese replied that it was on March 10, 2022, with the Appropriations Committee. Ms. Reese suggested testifying at the Senate hearing because the Senate is moving faster. Mr. Reese asked that the information for the House Bill be included in the information sent out on these bills.

Ms. Jung asked if it would be helpful to email the members of the Appropriations Committee. Ms. Reese said it would be fantastic to email the committee members, particularly the Chair and Vice Chair. She stated that committee membership can be found on the MGA website, reiterating that emails and phone calls are very impactful. Ms. Jung added that as an elected official herself, personal emails can be critical to an elected official, as even brief emails can provide significant impacts, especially if they are personally written. Ms. Jung begged those in attendance to write an email to explain what they hoped the bill could do for their community.

A member of the general public, Mr. Michael Bahr, stated that he had written an email to Senator Sarbanes and only received a response from one of his staff members. Ms. Reese asked that he not lose hope, as this bill is a different situation.

Communications Committee

Ms. Higgs stated that she would like to send out the two resolutions and the information on providing written testimony and registering for oral testimony to the people on the email list. She stated that she would work with Ms. MacDonald to provide this information. Ms. Higgs asked the Roundtable members to please send her contact information of interested community members. The Roundtable's email list currently contains about 80 contacts, and she would like to focus on increasing that number. She asked Mr. Rineer about obtaining contact information for those attending virtually. She explained that Ms. MacDonald had previously inquired about getting the contact information and Mr. Rineer had referred the inquiry to the MAA's attorneys. Mr. Rineer replied he had not heard back from the attorneys yet and would follow up with them. Ms. MacDonald stated that she would follow up with Mr. Rineer at a later date. Mr. Chancellor thanked Ms. Higgs and stated that he thought she and Mr. Lowe have done a good job getting the contact list together. Multiple members of the Roundtable thanked Ms. Higgs.

4. PUBLIC COMMENTS

Ms. MacDonald began public comment period with Mr. Mark Peterson. Mr. Peterson stated that his question was for Mr. Ricky Smith, Director of the MAA, who he said continues to maintain his spotless record of no attendance at the Roundtable meetings. He stated that Mr. Smith appeared in an interview article about BWI Marshall Airport and its expansion and how important it was for travelers through the airport to have a first-class experience. He noted touchless faucets and the ability to hang bags in the bathroom stalls. Mr. Peterson stated the renovations cost 55 million dollars of Maryland taxpayers' money. He exclaimed that it would be nice if Mr. Smith had the same concern for the citizens that he does for non-residents who just pass through. He noted that although travelers are paying fees in their tickets, they are not paying the equivalent of what those impacted by NextGen are paying. Mr. Peterson stated that rot starts at the top levels, saying that he has never had the impression that Mr. Smith cares about anybody outside of the boundary of the airport.

Ms. Anne Cowles commented on how disruptive the NextGen flight paths are to her, 27 miles away from the airport in Montgomery County. She works outside and the noise has disrupted her life. She stated that she feels hopeless but would continue to fight by working with everyone on the Roundtable. Ms. Cowles stated she cannot sleep and takes medication now, feels like she cannot breathe, and can see the pollution in the sky. She stated that she really appreciates the Roundtable's efforts. Ms. Jung asked Ms. Cowles where she lived; Ms. Cowles replied that she lives on a farm north of Olney. Ms. Jung recalled Ms. Cowles calling into previous meetings, saying that it was nice to meet her in person,

thanked her for making the trip, and encouraged her to publicly share her experiences because many people do not realize that someone so far from the airport is affected. Ms. Cowles replied that she has been active and has sent letters to senators and the Governor.

Ms. Laura Donovan thanked everyone for donating their time and expertise over the last years, marveling that it has already been five years. She asked if average citizens would be able to talk to the Commission or if they would have to go through the Roundtable. Ms. Jung replied that such details have not yet been addressed but she imagines, given that the Commission would primarily consist of community advocates, the public would always have an opportunity to participate.

Ms. Donovan also stated that she has concerns about air taxis and similar vehicles and asked where they fit into NextGen and the impacts of it and airport growth.

Mr. Michael Bahr stated that he moved to the area 35 years ago and lives about three miles from the airport. He was aware that the airport was close by, but planes never flew over his home until August 2017. He recalled that when he first moved in, the MAA actively engaged with the community. He would receive a quarterly newsletter mailed to his home by the MAA but that has stopped. He has lost faith in the MAA and does not think they care about the communities anymore. He stated when FAA put out the Environmental Assessment (EA) for NextGen, the MAA did nothing. When the lawsuits came out in 2017 and 2018 regarding the EA's Finding of No Significant Impact, since the lawsuit was filed well after the EA was issued, the courts said complaints about something 900 days after its finalization were not viable.

Mr. Bahr feels the Commission is too little, too late, and that it should have been started a long time ago. He has no faith in the Commission. Mr. Bahr attended the Roundtable meetings in the beginning and had faith for the first six to seven months. He stated that the FAA lied at a previous presentation to the Roundtable, promising they would consider changes, but nothing changed. He stated that he is ready to move, as the noise and air pollution are too much. Mr. Bahr stated that at times, he can smell the fumes from the aircraft. He questioned what data the Commission would be looking for and asked if they would approach every household affected. He asked what would be done with the data if the Commission's activities show that NextGen does in fact cause higher divorce rates, learning disabilities, and lost sleep.

Ms. Jung replied that allies may exist within the government and this legislation could give the government information to help this cause. Ms. Reese asked where Mr. Bahr lived and if he lived in Senator Lam's district. Mr. Bahr stated that he lives in Hanover, east of Arundel Mills, but was unsure of his Senator and district. Mr. Donaldson stated that he thought that area was in District 32.

Two members of the public had asked questions which had been addressed by the MAA's staff during the meeting. The only comment from the public received virtually was from Julie McQuie, who agreed with Mr. Bahr. Ms. MacDonald stated that she had received two email letters from individuals that wanted them addressed during the meeting, but in the interest of time, she would address them offline and reply via email.

5. PLANNING FOR NEXT MEETING

Ms. MacDonald proposed the 8th or the 15th of March as dates for the next meeting. Mr. Chancellor suggested having the meeting after the legislative hearings scheduled for March 9th and 10th. After some discussion, March 15th was confirmed as the next meeting date.

6. ADJOURN

Mr. Holley motioned to adjourn. Mr. Reese seconded. Meeting adjourned at 9:36pm.