

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, March 15, 2022, 7:03 – 8:56 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 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	
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)

Durre Cowan, AEE Community Engagement Officer & Noise Complaint Initiative Team Lead

Contractor Support

Royce Bassarab, HNTB

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

MEETING MATERIALS

Participants received the following materials in advance:

- February 15th Meeting Minutes: V3_DRAFT_20220215_MEETING_MINUTES

Presentations at the meeting:

- Noise Complaint Initiative (NCI) Process and the Noise Portal – (FAA)

1. WELCOME AND INTRODUCTIONS

Introduction and Roll Call of Attendees

Mr. Bruce Rineer began the meeting at 7:03 pm and welcomed everyone in attendance. He asked 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 during the commenting period if called on by the Chair, and they should use the "raised hand" feature to ask questions or to comment. 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 recommends having only one web browser open during the meeting.

Mr. Rineer concluded the introduction and turned the meeting over to the Roundtable Chair, Ms. Debra "Debbie" MacDonald. Ms. MacDonald greeted those in attendance, went through the roll call of voting and non-voting Roundtable Members, and announced that a quorum of Roundtable Members had been met.

Approve Agenda

Ms. MacDonald moved on to the approval of the meeting agenda. Ms. Nancy Higgs made a motion to approve the agenda. Mr. Dan Woome seconded. None opposed. The motion to approve the agenda passed.

Review and Approve February 15th Meeting Minutes

Ms. MacDonald moved on to the review and approval of the February 15th Meeting Minutes. She stated that the minutes were lengthy and that she was aware many members had not had much time to review the minutes. She stated that she had not received any comments on the minutes prior to the meeting. Mr. Jesse Chancellor stated that he did not get a chance to review the minutes and would abstain from approving them. Mr. Austin Holley stated that he had not had a chance to review the minutes either and made a motion to table the approval of the minutes until next month's Roundtable meeting. Mr. Al Donaldson seconded the motion. Ms. Higgs, as well as Mr. Dan Woomer, stated that they were opposed to the motion to table the approval of the minutes. Ms. MacDonald called for a vote on the motion to table the approval of the February 15th Meeting Minutes until April's meeting. The motion to table was opposed with 6 voting no, 5 voting yes, and one member abstaining.

Mr. Woomer made a motion to accept the February 15th Meeting Minutes. Mr. Verchinski and Ms. Higgs seconded the motion. Ms. MacDonald called a vote on the motion to approve the February 15th Meeting Minutes. The motion passed with 5 voting yes and 7 members abstaining. Following the vote, Mr. Holley questioned whether a majority of the Roundtable had to vote yes to pass a motion and if those abstaining lowered the majority required to approve a motion. He argued that an abstention was essentially counted as a "no". Mr. Verchinski and Mr. Woomer replied that abstentions are not counted as "no" and Ms. MacDonald replied that if an abstention counted as a no, there would be no point to abstaining.

Ms. Deb Jung and Mr. Bruce Gartner arrived during the vote to approve the minutes.

2. ROUNDTABLE CHAIR COMMENTS

Ms. MacDonald stated that last meeting was extremely long and that she did not want this meeting to be as long. She stated that a lot of activity occurred last month, saying she has grown to appreciate the depth of knowledge within the group even more, as well as the passion and willingness to work for the Roundtable's goals. A lot of work towards the resolution to support the Senate and House bills (Maryland Aviation Infrastructure Impacts Commission - Senate Bill [SB] 658 & House Bill [HB] 1103) had been done, with the work still ongoing. The Monthly Summary Report, a requirement of the resolution, was posted on screen, and Ms. MacDonald stated that she had sent it out to members of the Roundtable prior to the night's meeting. The report detailed actions taken by the Roundtable in support of SB 658 and HB 1103 between February 15th and March 15th. Ms. MacDonald stated that individuals who want to contribute to the Roundtable but don't know where to start should email her to discuss. She noted that it was somewhat intimidating for her when she first joined.

Ms. Higgs informed Ms. MacDonald that a constituent let her know that Mr. Roth posted on Facebook in support of the legislative bills and asked if that should be added to the Monthly Summary Report. Ms. MacDonald replied that they could discuss adding it after speaking with Mr. Roth, who was not present at the meeting. Ms. Higgs asked to be informed when Mr. Roth posts Roundtable-related content on Facebook.

Ms. Jung asked that the Monthly Summary Report include that the administrations and County Executives of both Howard and Anne Arundel Counties support the bills. Ms. MacDonald replied that the report is intended to reflect the actions of the Roundtable members. Mr. Bruce Gartner added that the

newspaper headline quoted in Item 6 of the report states that both County Executives support the bills. Ms. Jung stated that she wanted everyone on the Roundtable to know that both County Executives testified in person at the public hearings for the bills and how big a deal that was. She stated that they testified because of the work of Roundtable members. Ms. MacDonald, in response to Ms. Jung, stated that she did not include the County Executives' testimony because she did not want to take credit for their actions, but that she could update the report by stating that the County Executives' representatives on the Roundtable contributed to the executives' actions. Ms. Jung replied that Ms. Reese and Mr. Chancellor should get some credit for all the work they did.

Ms. Reese informed Ms. MacDonald that the "House Judiciary Committee" should be changed to "House Appropriations Committee" in Item 5.

Ms. Higgs asked Ms. MacDonald if she received her comments to the Monthly Summary Report. Ms. MacDonald stated that she had not received them yet. Ms. MacDonald reviewed a comment from Ms. Higgs that stated that the Communications Committee Chair sent out an email to encourage support for the bills, and instructions to sign up to testify went out to 80 people. Ms. Higgs commented that adding text indicating that the email was sent would be satisfactory. After a review of Item 2, it was found that the Summary Report did state that the Communications Committee Chair sent the email out to those on the contact list. Ms. MacDonald stated that she would also include that the testimony email went out to 80 people.

Ms. MacDonald restated that the Monthly Summary Reports are internal documents to keep track of the Roundtable's activities and wanted to ensure that everything gets included. Ms. Higgs replied that she appreciated Ms. MacDonald asking for feedback.

3. BRIEFING: NOISE COMPLAINT INITIATE (NCI) PROCESS AND THE NOISE PORTAL

Ms. MacDonald moved on to the FAA's presentation on the Noise Complaint Initiative (NCI) Process and Noise Portal. She explained that the presentation resulted because Ms. Reese and others expressed concern about a short public comment period on FAA's noise complaint inquiry system. In response, the FAA provided clarification on the comment period duration and offered to brief the Roundtable on the NCI process.

Ms. Veda Simmons of FAA introduced the presentation and the presenter, Ms. Durre Cowan, Community Engagement Officer from FAA's Office of Environment and Energy. Ms. Cowan greeted those in attendance and thanked the Roundtable for allowing her to present. She explained that she did not get the chance to meet with Roundtables very often and she was thrilled to be here. She stated that Ms. Reese had contacted her about extending the public comment period and that the FAA decided that extending the comment period would not be the best venue to respond to the Roundtable's primary concerns, which FAA believed to be the FAA's Noise Portal, how the FAA manages complaints, what goes into the complaint process, and what the FAA does with complaints. Ms. Cowan explained that the FAA has no formal process to respond to the Roundtable and address their concerns, so they decided on an in-person presentation. She stated that she took her role as a public servant seriously and would reply to inquiries she could not answer during the meeting through Ms. Simmons at a later date.

Ms. Cowan gave an overview of the Noise Portal, stating that it exists to help the public get their questions answered and share their concerns. She explained that it was not meant to be a standalone silver bullet, but one piece of a larger enhanced community engagement effort that the FAA continues to develop. The FAA Noise Portal is not intended to compete with or replace any systems that the MAA has in place but will respond to inquiries and assist airports with noise complaints when requested. She stated that the FAA wants to respond in a way that is effective and clear for residents yet efficient and sustainable for the FAA. The Noise Portal includes resources from many FAA divisions and offices, which allows for a holistic, robust response to inquiries but results in a 14-day response time on average.

Ms. Cowan explained the two parts of the NCI:

- Part 1 (Current Phase) – the FAA has implemented an improved comment response system, also known as the Noise Portal.
- Part 2 – the FAA hopes to garner enough data to help identify possible actions to address the underlying issues raised in many noise inquiries, particularly with PBN procedures.

Ms. Cowan explained that the FAA is not in Part 2 yet. She stated that once they were in the “wet cement phase,” she would be happy to come back and brief the Roundtable.

Ms. Cowan described the FAA Noise Portal process, which includes the following:

- 1) The public reviews aircraft noise related information on FAA Regional Aircraft Noise Website
- 2) The public submits noise complaint/inquiry through FAA Aircraft NCI System
- 3) The FAA Regional Administrator’s Office receives incoming complaints and inquiries and coordinates response with responsible FAA staff office
- 4) The Regional Administrator’s Office responds to the public through the FAA Noise Portal
- 5) The Regional Administrator’s Office addresses FAA-related issues and may direct the public to the airport sponsor for airport-related issues

Ms. Cowan stated that the FAA aims to respond to inquiries within two weeks, but sometimes a response takes up to 30 days; however, response time continues to improve. Ms. Cowan reviewed the Noise Portal entry form and fields and posted the screen shots of the entry form for those in attendance to see. She explained that the Noise Portal is a repository consisting of the online entry form, phone lines, regional email, and written letters. Ms. Cowan does not recommend sending written letters because responses to these require more time. She has heard criticism from the public on the length of the online form and the amount of information required. The FAA is not trying to make the form overly burdensome but wants to get enough information to research the question to be able to give a good answer. During the review of the online form, Ms. Cowan explained that some local airports partner with the FAA to respond to noise complaints, but that BWI Marshall is not one of those airports.

Ms. Cowan’s final slide included an excerpt of the FAA’s Policy on Addressing Aircraft Noise Complaints/Inquiries from the Public. She wanted to draw everyone’s attention to two items from the excerpt that always seem to be controversial, but are not meant to be:

FAA does not accept noise complaints or inquiries from third-party automated applications or devices – Ms. Cowan responded that although many local airports accept complaints and inquiries

from the third-party applications, the FAA does not want to compete with airports and that those third-party services already exist. She explained that accepting generalized complaints or inquiries from third-party automated applications does not align with the FAA's objectives. When someone takes the time to share a nuanced concern with the FAA, they deserve a thoughtful, researched answer based on the specific event, and the FAA's objective is to respond to and address FAA-related aircraft noise complaints and inquiries efficiently and effectively. Ms. Cowan stated that the FAA could not respond that way to someone who pushes a button 20 times a day via third-party automated applications or devices.

One complaint policy – the FAA does not respond to the same general complaint or inquiry from the same individual more than once – Ms. Cowan stated that the FAA will not respond to the same complaint over and over, but this is not meant to discourage anyone from sending the FAA a complaint. The FAA recognizes that citizens have the right to contact the government with their concerns and are not trying to impede that, but they are trying to respond in an efficient way with an investigative, researched response that limits human error. She explained that inquiries by the same person for a similar complaint will likely result in the FAA responding by referencing the previous response by the FAA. New complaints, however, will be addressed. Ms. Cowan stated that the FAA reviews, tracks, and counts every complaint they receive. The volume of complaints may not influence where a procedure is placed, and the FAA will not solely use the volume of complaints to justify altering a published route. But when able, the FAA may consider procedures agreed on by the community that do not inhibit safety and efficiency or create noise concerns for other areas.

Ms. Cowan explained that from a macro sense, noise complaints help the FAA as they continue to study noise and its effect on people and support their ongoing work to develop mitigations for noise. She stated that fundamentally, people are the FAA's mission, and the FAA does not want to lose sight of the humanity at the heart of this issue. She continued that the more the FAA learns about the health impacts of noise, the more they may align with the FAA's safety mission. The FAA sees value in engaging with the issues of noise impacts on people and communities, but with the understanding that immediate safety concerns must be the FAA's primary focus. Ms. Cowan provided her contact information and links to the FAA Noise Portal and Information pages, then opened the floor to questions.

Ms. Jung thanked Ms. Cowan for the presentation and introduced herself. She recalled that Ms. Cowan stated that safety is the FAA's main focus, but she was shocked to hear that the health and humanity of those living under the highway in the sky are not a part of that focus. She asked if the FAA does anything when they receive noise complaints or is it just a response explaining why the noise occurs. Ms. Jung asked what action can or does the FAA actually take to respond to these noise complaints. Ms. Cowan responded that the procedures are built with safety in mind, and she reiterated that the FAA was still in Part 1 of the Noise Complaint Initiative, gathering data from noise complaints. In Part 2, the FAA hopes to use the information to develop mitigation plans for some of the issues. She believes there is a way forward for many of the noise issues but stated that these things did not happen overnight, and it may take years to study the issues. The federal government is slow and deliberative to ensure that they create the safest, most efficient airspace in the world.

Ms. Cowan stated that the FAA is trying to consider the effects to people down on the ground while keeping in mind its first focus is the safety of the flying public. Ms. Jung asked if there was any reason why the FAA could not expand the primary goal to include safety and human health of the people on the ground. She continued that it would not be a big expansion and would include all the people throughout America who have been sitting in Roundtables. She further noted that the BWI Roundtable had started nearly seven years ago. Ms. Jung stated that those on the Roundtable were aware of the FAA's slow, deliberate process because they have been slowly going crazy due to the airplane noise. Citizens impacted by NextGen need the process to speed up. She re-asked if the FAA ever responds to Noise Portal questions beyond just stating the cause for the noise, wondering if the FAA ever states that they are planning on taking action to address a noise issue such as changing flight paths or procedures within a certain timeframe. Ms. Cowan responded again that safety is the FAA's primary focus and that would never change. She stated that yes, in some circumstances where the FAA has made changes, they highlight those changes. She noted that the FAA is working with Roundtables across the country to alter flight paths and that they ask for the address of a noise event so they can investigate what is happening in that area and get a better idea of how they can respond.

Mr. Woomer thanked Ms. Cowan for attending the meeting. He asked if the noise complaints received by the MAA are forwarded on to the FAA. Ms. Cowan responded that they are not, but they certainly could be. Mr. Woomer stated that the area has a lot of residents with no connection to computers or the internet and asked how those people should register a noise complaint with the FAA. Ms. Cowan replied they could call or send a letter in the mail but reiterated that it takes longer to respond to handwritten letters. Mr. Woomer asked Ms. Cowan to please provide the phone numbers and address for the FAA and she replied that she would include it when she sends a copy of her presentation.

Mr. Woomer recalled that Ms. Cowan stated that seven to ten percent of noise complaint responses take more than 30 days and asked if there were any factors that cause responses to take more than 30 days. Ms. Cowan responded that COVID had changed everything, with more complaints coming from second-tier airports as opposed to the Core 30 airports, in response to flight school activity and drone activity. She stated that urban air mobility and unmanned aerial systems are developing areas for the FAA and policy for these areas is still being written, so questions around new technology or complex issues that require multiple offices to review require longer response times.

Mr. Woomer asked if the FAA was looking into fuel pollution and stated that some residents have areas of their property with black residue due to unspent fuel. Ms. Cowan stated that the FAA is looking into it. He further recalled that Ms. Cowan made a comment that the noise issues did not happen overnight, stating that they did begin the moment the FAA implemented NextGen. He commented that the Roundtable has had industry representatives from Southwest and other airlines state that minor changes could be implemented immediately that will not affect safety, and the Roundtable has provided this information to the FAA. He understands that some reviews are required, but some of the recommendations were provided to the FAA several years ago. He wondered what the timeframe for review is for such recommendations. Ms. Cowan replied that when she said the issues did not appear overnight, she meant it took years of planning to implement NextGen. She also replied that she could not speak to air traffic but that she was aware that the FAA was looking at the recommendations from the BWI Marshall Roundtable and trusts that they are doing the best they can.

Ms. Reese stated that she is concerned that Ms. Cowan is giving the public false hope because the FAA has no legal requirement to handle aviation noise impacts, saying that the liability for aviation noise impacts falls on the airports and the airlines, per the Griggs v. Allegheny County Supreme Court decision. Ms. Reese stated that legally, the FAA is not required, to do anything regarding noise impacts and recently, in the case of NextGen, the FAA has not done anything. She wondered why the FAA does not stop taking noise complaints. Ms. Cowan replied it was everyone's constitutional right to petition the Government for a redress of grievances, and she does not believe the FAA is giving false hope but wants to answer questions and be responsive when they can.

Mr. Verchinski asked about the process of the Noise Complaint Initiative, asking when the FAA started Phase 1 (Part 1) and when would it be completed. He also asked when Part 2 will begin and when will that be completed. He also asked, given all the noise complaints that FAA has received, what changes has the FAA instituted to date as a result of the data. Ms. Cowan stated that Part 1 was complete and included implementing the Noise Portal, getting the website online, and getting the regions prepared to respond to the complaints. Part 2 is not complete and would include review of systemic complaint trends. She stated that the FAA began the process in 2019 and on September 30, 2020, all the websites were up and running. She explained that data from 2020 and 2021 was "weird" and it has been hard to garner a lot of information, but there is some data they are looking at. She restated that the data would help develop mitigation plans and that mitigation may look different depending on the area. She restated that she would be happy to return to present data trends and mitigation plan ideas to the Roundtable when available.

Mr. Verchinski asked if he could conclude that the FAA has made no changes to date. Ms. Cowan replied that was incorrect. Mr. Verchinski asked for actual instances of where the FAA has made changes. Ms. Cowan responded the FAA were working with Roundtables around the country, including Charlotte, San Francisco, Baltimore, and Portland, Maine. She stated that changes have been made in south central Florida and Boston.

Ms. Higgs asked what changes were made in Baltimore. Ms. Cowan responded that changes have not been made, but that the FAA was working with the Roundtable on community consensus recommendations provided to the service center and the PBN Working Group. Ms. Simmons replied that Ms. Cowan was correct and stated that they were waiting for information from HMMH, and the PBN team would provide a presentation at the next Roundtable meeting.

Mr. Woomer clarified that those recommendations included review and input from experts in the aviation industry and representatives of the aviation industry. Ms. Cowan replied that it was great to hear that the Roundtable had experts working on the recommendations.

Ms. Higgs asked what changes had been implemented in San Diego. Ms. Cowan stated she was not sure about changes implemented in San Diego. Ms. Higgs replied that Ms. Cowan could get back to her, stating that she understands that the FAA is only responding to unique noise complaints but that the Roundtable has the same complaints repeatedly. She recalled that Ms. Cowan stated that the FAA still counts all complaints, even similar complaints that the FAA has already responded to. Ms. Higgs wanted to know what the FAA does with the counts of the complaints. Ms. Cowan explained that it is good to know the general sentiment and complaints in an area, and the multiple complaints may not contribute

anything at the current time but could be useful in Part 2. Ms. Higgs explained that the MAA counts and tracks complaints and asked if similar complaints would be counted by the FAA. Ms. Cowan replied yes, saying that the FAA has the Partnering Airport Initiative where an airport can send the FAA complaints and the FAA will review them and share responses. She stated for comments sent directly to the FAA, the personal information of the commenter would not be sent to the partnering airport, but the FAA may provide information on how to respond to similar complaints.

Mr. Woomer asked Ms. Cowan if she could provide a brief stating what recommendations the FAA received, what changes were implemented, and what process was used to get the changes implemented in other communities. Ms. Cowan replied she wanted to make it clear that the FAA does not use complaints to change procedures and that changes that have been made were made in the Roundtable environment. Mr. Woomer reiterated that the BWI Roundtable has sent recommendations of changes and they have not seen action on them. He wants to see where action has been taken to determine if there is something the BWI Roundtable can do to facilitate the FAA's progress.

Ms. MacDonald stated that it was time to move on to other items on the agenda. Ms. Simmons asked Ms. MacDonald to send any additional questions or comments for Ms. Cowan or the FAA to her.

4 MDOT MAA UPDATE

No update.

5 ROUNDTABLE COMMITTEE UPDATES

Technical/Legislative Joint Committee ABCx2 Update

Mr. Gartner stated that he needs to schedule a meeting with ABCx2 to discuss the scope, draft reports and a grid of the noise modeling monitors. He stated that he had recently been off for two weeks and has not had a chance to close the loop with ABCx2.

Technical Committee

No update.

Mr. Rineer announced that Mr. Scott Phillips had entered the meeting at 7:29 pm.

Legislative Committee: 2022 General Assembly Legislative Session Updates

Ms. MacDonald stated that she watched video of the Senate hearing and testimony for SB658, saying she thought it was great and that the testimony from the County Executives was amazing. Ms. Jung stated that there were two successful hearings on the Maryland Aviation Impacts Infrastructure Impacts Commission (SB 658 and HB1103) with approximately 10 people testifying in person at the Senate hearing on March 9th and 13 to 14 people testifying at the virtual House hearing on March 10th. Ms. Jung gave multiple kudos to Mr. Chancellor and Ms. Reese, saying they assembled a great panel of people to

testify. She encouraged those who do not think aircraft noise and pollution is harmful to listen to the two days of testimony.

The follow-up to the hearings will be to talk to the various members of these two committees. Ms. Jung noted that members of the House Appropriations Committee asked two friendly questions and one not-so-friendly question. She stated that she was not sure if the member of the House of Delegates that asked the question represents the majority of the committee. Ms. Jung commented that she was not very concerned about the House Appropriations Committee's support, but some members of the Senate Finance Committee may need more convincing. She stated that if anyone knows a member of the Senate Finance Committee, now is the time to write or reach out to them, since Crossover Day in the General Assembly was approaching (Monday 3/21/2022). Ms. Jung stated that the Roundtable needs to do everything possible to get SB 658 out of the Senate Finance Committee and over to the House by Crossover Day.

The Roundtable has received great support from the sponsors of the Bills such as Senator Lam, Senator Reilly, Hester, Guzzone, and Delegate Hill. Ms. Jung reiterated that all efforts need to be focused on the Senate Finance Committee.

Mr. Holley asked if the phrase in the Communications Committee flier, that the bill has been slowed down in the Senate Committee, was based on the general tenor of the hearing and not based on any official statements. Ms. Jung replied that nothing had been received officially, stating a lack of support. Ms. Reese responded that she would refer people to the article in the Capital Gazette. Ms. Jung explained that in the article Senator Pam Beidle, who is on the Senate Finance Committee and whose district includes BWI Marshall, stated that she believes that only the FAA can do anything about these concerns and therefore a commission would not be useful. Mr. Holley stated that the statement is ignorant and speculated that she had been lobbied. Mr. Woomer took issue with Mr. Holley's remarks and asked that they be struck from the minutes or that they be highlighted.

Ms. MacDonald asked Mr. Chancellor if he had anything to add and he replied he did not, joking that he goes wherever Ms. Reese and Ms. Jung tell him to go. Ms. MacDonald complimented Mr. Chancellor on his testimony, noting that it contained a lot of good information.

Ms. Jung stated that Ms. MacDonald sent out via email the 87 pages of testimony submitted to the Committees in support of the legislation and only two entities, the MAA and Southwest Airlines, submitted testimony against the legislation. Ms. Jung also pointed out Ms. Laura Donovan, saying that she did a fabulous job giving in-person testimony at the Senate Finance Committee hearing. Ms. Donovan replied that she hoped her testimony helped.

Ms. Reese stated that two researchers were unable to get registered on the MGA website and were not able to submit testimony. She informed the members of the Roundtable that she would be sending out the researchers' testimony, including a white paper written by Dr. Dan Fink, and encouraged members to read them and seek out the other information the researchers have available online. She stated that she would love to hear comments and could pass them on to the researchers.

Communications Committee

Ms. Higgs thanked Ms. MacDonald, Ms. Reese, and Mr. Chancellor for their work toward the bills. She also thanked Ms. Reese for responding to a request she received about difficulties getting registered on

the MGA website and for sending out the information from the researchers. She stated that if the researchers were not already on the Roundtable's contact list, she would add them.

Ms. Higgs stated that she had nothing new to report. She thanked Mr. Rineer for sending the sign-in sheets for citizens virtually attending the Roundtable Meetings and that she would add their information to the contact list.

Ms. Higgs stated that she noticed that the Technical Committee was not in good attendance at the night's meeting. She asked if there was a reason for the absences, adding that she thought members needed to let the Chair know if they were going to be absent.

Ms. MacDonald replied that Mr. Roth let her know that he was in Florida and would most likely not be at the meeting due to lack of internet access. She noted Mr. Roth's contribution to the Roundtable and thought it was fine if he missed a meeting. Ms. Higgs stated that she just wanted to know that he contacted the Chair. Ms. MacDonald stated that she is contacted by Roundtable Members when they will be absent, but she sometimes forgets when conducting the roll call. Ms. Higgs asked Ms. MacDonald if anyone else who was absent contacted her. Ms. Reese replied that she understood where Ms. Higgs was coming from, but she takes exception to the inquiry. Ms. Reese thinks that the Chair can run the attendance of the meetings as she sees fit, and that information regarding other members' whereabouts does not need to be accessible to the whole Roundtable. Ms. Higgs clarified that she did not care about the details, just that the Chair was contacted and made aware that they would be absent as detailed in the Charter. Mr. Holley replied that he was a member of the Technical Committee and reiterated that they had no update.

Ms. Higgs stated that when she attends virtually, the list of attendees displayed does not include all participants. Mr. Woomer agreed. Ms. MacDonald asked if at prior meetings, the list included all attendees. Ms. Higgs was not sure but stated that tonight the list was really small. Mr. Rineer replied that only those listed as panelists (Roundtable Members, MAA, FAA, and presenters) show up in the list. Mr. Bassarab added that sometimes people join the meeting as attendees even if they were registered as a panelist and noted that the only people on the list of attendees are those who signed in remotely, meaning members attending in person will not appear on the list.

4. PUBLIC COMMENTS

Ms. MacDonald began the public comment period with Ms. Laura Donovan. Ms. Donovan asked if Ms. Cowan said that complaints to the MAA are not forwarded on to the FAA. Ms. MacDonald replied that she was correct and that complaints to the MAA are not passed on to the FAA. Ms. Donovan asked if, going forward, all complaints should go directly to the FAA. After some brief conversation among the Roundtable members, Mr. Woomer stated that it seemed like complaints should be sent to the MAA as well as the FAA. Ms. Donovan asked that the phone number and address to send complaints to the FAA be provided to her at the next meeting because she has reduced computer access. Ms. MacDonald thanked Ms. Donovan again for showing up for the SB 658 hearing.

Mr. Jimmy Pleasant stated that he filed two complaints with the FAA within the last year. One was for all the flights over his house, and the FAA responded that the airport was responsible for the number of flights leaving the airport. He surmised that if BWI Marshall called Southwest Airlines and told them to

reduce flights, the problem could be solved. His second complaint to the FAA referred to BWI Marshall being in Class B airspace with speed restrictions at certain altitudes, but he has not received a response. He stated that he contacted Mr. Rineer also but did not get a clear answer. Mr. Rineer replied that he had responded to Mr. Pleasant and gave him instructions on how to file a complaint. Mr. Pleasant asked if Mr. Rineer contacted the FAA to let them know they were in violation of the Class B airspace and to stop speeding over people's homes. Mr. Rineer stated he did not, saying that he provided Mr. Pleasant with the rules and replied that if Mr. Pleasant thought there was a Class B violation, he would have to send the complaint to the FAA because they own the airspace. Mr. Pleasant restated that he had contacted the FAA and had not received an answer to date.

Mr. Pleasant saw online that the San Francisco Airport did a major study in which BWI Marshall is mentioned. He stated that he will send it to Ms. MacDonald. He believes a similar study needs to be done for BWI Marshall using modeling and permanent noise monitors. Ms. Jung replied that the Roundtable and BWI Marshall are getting there. Mr. Pleasant continued that the San Francisco study included information about the effect of wind on noise and how noise reflecting off homes increases the sound. He asked if ABCx2 is going to do noise modeling only. Mr. Gartner replied yes, ABCx2 would use virtual modeling, though monitors would be used to verify that the modeling is consistent. Mr. Pleasant reiterated that BWI Marshall should have the same studies that were done at San Francisco and DCA.

Ms. Donovan asked if NextGen was fully operational or if the FAA was still modifying it. Ms. Simmons replied she believed it is, but that she would follow up. She asked that the question be sent to the Roundtable Chair and forwarded to her.

Mr. Pleasant added that he thought that some Congressmen in Wyoming wanted to pass a bill to give bonuses to FAA officials to implement NextGen faster.

5. PLANNING FOR NEXT MEETING

Ms. MacDonald recalled that at the last meeting there was discussion about an update from the PBN Working Group in April 2022. Mr. Chancellor replied that it sounded like the update was dependent upon HMMH providing the PBN Working Group with information they say they have been waiting on for a couple of months. He stated the Roundtable has no visibility on how that is progressing. Mr. Woomer suggested making the date of the next meeting April 19th, 2022, to provide a little more time. Ms. MacDonald agreed and stated that Spring Break would also be earlier in the month.

Ms. Jung asked if the Roundtable knew why HMMH is not responding. Ms. Darline Terrell-Tyson of the MAA replied that HMMH responded they could deliver the information requested by the FAA in March, but not a specific date. Ms. MacDonald put forward April 19th, 2022, for the next meeting, with none opposed.

Ms. Simmons stated that HMMH made a commitment to send the information to the PBN Working Group on March 1st, 2022, and that the documents are needed to complete the analysis.

Ms. Reese, to be clear, asked Ms. Simmons if she was saying that HMMH has not provided the PBN process with something they were supposed to provide and that could potentially move things forward. Ms. Simmons replied that Ms. Reese was correct, HMMH was to provide noise population density maps, a request from the Roundtable, so the PBN Working Group could analyze data. Ms. Reese asked what date it was due by for the FAA to move forward. Ms. Simmons replied that PBN Working Group would move forward when they receive it, but that HMMH said they would provide it by March 1st, 2022.

Ms. Reese stated that this is pretty serious. Ms. Higgs agreed. Ms. Terrell-Tyson replied that she would check with HMMH on the dates and reiterated that she was only aware that the information would be provided in March. Ms. MacDonald stated that Ms. Terrell-Tyson would check with HMMH and get back to the Roundtable. Mr. Gartner replied that there may be a revised date they could share.

Ms. Reese replied that the Roundtable was a body of the MAA, not the FAA, and she believes the Roundtable needs to know right now, from the CEO of the MAA, what is going on. She added that the Roundtable asked the MAA for their intentions on the legislative bills and were told that the MAA would not provide comment, but then they did. She suggests elevating this matter by putting it in writing, sending it to the CEO, and copying the representatives who appointed the Roundtable members.

Ms. Reese made a motion to write a formal letter inquiring about late and/or missing information to the CEO of the MAA, with local representatives on copy. Ms. Higgs seconded the motion and added that she would like to copy Governor Hogan.

Ms. Jung stated that she did not think the Governor needed to be copied on the letter and that her view on the matter would be to see if Ms. Terrell-Tyson finds out by the end of the week (March 18th) when HMMH is going to provide the information. She suggested that if there is no good response from HMMH that the letter be written and sent. Ms. Jung amended the motion to allow the MAA until March 18th to check with HMMH on a date before contacting the CEO of the MAA. Mr. Woomer stated he agreed with the amendment to the motion, which served as a second.

Ms. MacDonald asked if anyone else would like to discuss the motion and amendment and asked Ms. Reese if she would like to respond. She stated that she was in favor of the amendment to the motion. Ms. MacDonald asked if there were any opposed to the amended motion, with Ms. Higgs the only to oppose. The amended motion passed with 10 in favor and one opposed.

Ms. MacDonald proposed April 19th as a date for the next meeting and received no opposition.

6. ADJOURN

Mr. Holley motioned to adjourn. Ms. Jung seconded. Meeting adjourned at 8:56pm.