

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, June 21, 2022, 7:02PM-8:45PM.

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	x	Marcus Parker, Sr	Alternate for Dan Klosterman, District 32	
Austin Holley, Vice Chair*	District 33	x	Debra Jung*	Howard County Council, District 4	
Ellen Moss*	District 2 Anne Arundel County Council	x	Brent Girard	Office of Senator Chris Van Hollen	x-virtual
Mary Reese*	District 30		Adam Spangler	Office of Congressman Anthony G. Brown	x
Jesse Chancellor*	District 9	x	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	x	Bruce Gartner*	Office of Howard County Executive Calvin Ball	x
Scott Phillips	District 13	x-virtual	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	
Paul Verchinski	Alternate for George Lowe and Scott Phillips, District 13	x	Paul Shank, Chief Engineer	MDOT MAA	
Evan Reese*	District 30		Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MDOT MAA	x-virtual
Al Donaldson*	District 32	x	Greg Voos	Mid Atlantic Regional Representative, NBAA	x
David Nibeck	Alternate for Al Donaldson, District 32		Kyle Evans	General Aviation Representative, CP Management LLC	
Daniel Woomeer*	District 32	x	David Richardson	Southwest Airlines	
Dan Klosterman*	District 32	x	Reginald Davis or Veda Simmons	FAA Community Engagement Officer, Eastern Service Center, Operations Support Group	
			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)

None

Contractor Support

Royce Bassarab, HNTB

Jordan Mueller, Assedo Consulting

Anjelique Wilson, Assedo Consulting

MEETING MATERIALS

Participants received the following materials in advance:

- BWI_Roundtable_Agenda_06212022_DraftV1.docx

1. WELCOME AND INTRODUCTIONS

Introduction and Roll Call of Attendees

Mr. Bruce Rineer began the meeting at 7:02 p.m. and welcomed everyone in attendance. He stated that the meeting would be recorded and indicated that this meeting would be held differently from recent meetings. He stated that those who were attending in person would have the opportunity to speak for two minutes and asked any virtual attendee to put their comments in the question box. The Chair would be notified of any comments received and they would be read if time permitted.

Mr. Rineer concluded the introduction and turned the meeting over to the Roundtable Chair, Ms. Debra “Debbie” MacDonald. Ms. MacDonald greeted those in attendance, then noted that a few members had contacted her prior to the meeting and indicated they would miss the meeting due to last minute personal events. Ms. MacDonald proceeded with roll call of voting and non-voting Roundtable Members, as well as alternates, stating that there was a quorum.

Approve Agenda

Ms. MacDonald moved on to the approval of the meeting agenda. Mr. Dan Woomeer made a motion to approve the agenda. Mr. Howard Johnson seconded. None opposed. The motion to approve the agenda passed.

Review and Approve April 19th Meeting Minutes

Ms. MacDonald proceeded to the review and approval of the April 19th Meeting Minutes. Mr. Woomeer made a motion to accept the April 19th Meeting Minutes, and Mr. Jesse Chancellor seconded the motion. Mr. Paul Verchinski abstained. The motion passed. Mr. Jordan Mueller with Assedo Consulting introduced his coworker Ms. Anjelique Wilson who assisted Mr. Mueller in taking the minutes.

2. ROUNDTABLE CHAIR COMMENTS

Ms. MacDonald stated that the main item on the agenda would be a presentation from Vianair. She recognized the Roundtable's disappointment that the May meeting to discuss the FAA's Performance Based Navigation (PBN) procedures was canceled. She stated that the Technical Committee had previewed the presentation for clarity ahead of the scheduled May meeting but that the day before the scheduled meeting, Ms. MacDonald was told that the presentation would not be ready in time for the scheduled meeting and would not be ready until August. Ms. MacDonald then stated that her biggest concern was whether the delayed PBN presentation would delay the implementation itself. Ms. MacDonald contacted Roundtable member Mr. Brent Girard of Senator Chris Van Hollen's office to look into the delay, which was not due to the content of the report, but to staffing capacities. Senator Van Hollen's office stated that this delay to the presentation would not impact the implementation of the PBN recommendations. Ms. MacDonald concluded by saying that the presentation will occur at the August meeting.

Ms. MacDonald asked Mr. Bruce Rineer if he had any prior knowledge of the delay. Mr. Rineer indicated that he did not. Mr. Chancellor noted that the changes the Technical Committee requested were "relatively minor" but important to convey information to the public. He stated that though the maps were typical maps used for the past five years, they were difficult to read and interpret. Mr. Chancellor indicated that the request for changes was centered around making the maps easier to read by adding features like a Google Maps base map. Mr. Drew Roth and Ms. MacDonald both stated that no changes were requested except to make the maps more legible. No changes to the flight path were requested. Ms. MacDonald stated that she appreciates the changes and is pleased they will be included in the presentation but did not believe that it warranted a three-month delay.

3. MDOT MAA UPDATE

No updates.

4. ROUNDTABLE COMMITTEE UPDATES

Technical/Legislative Joint Committee ABCx2 Update, Technical Committee

Ms. MacDonald transitioned into committee updates. Mr. Bruce Gartner introduced himself as a member of the Howard County Office of Transportation, saying that they have been working with Vianair (formerly ABCX2) and Anne Arundel County. Mr. Gartner stated that Mr. James 'Jim' Allerdice and Mr. Stavros Sidiropoulos of Vianair would be giving a virtual presentation on their work on virtual noise monitors. Mr. Gartner then provided some background on the presentation and the project and stated that the Memorandum of Understanding (MOU) to fund the project had been signed. Mr. Gartner indicated that like the FAA PBN maps, the maps in the presentation have elements specifically requested by the Technical Committee. He said that monthly reports would be provided on this work and that the presentation shown today includes the information included in these reports but does not include additional narrative that will be included in the reports. He also stated that the presentation is a public document and would be available to the public.

Mr. Gartner transitioned to the virtual presentation so Mr. Allerdice and Mr. Sidiropoulos of Vianair could present their findings. The Vianair team presented *BWI Baseline Assessment & Quarterly*

Reporting (v062122)- March 2022. Mr. Allerdice stated that the first few slides showed baseline data collected in March 2022. These slides showed a line graph of *Total Daily Operations*, a bar graph of *Operations of Aircraft Type (Top 10 Aircraft)*, a bar graph for *Total Operations: Daytime vs. Nighttime*, a bar graph for *Total Operations: Southwest Airlines vs. Other*, a bar graph of *Total Operations: Cargo Operators* and *Cargo Operations: Daytime vs. Nighttime*. Mr. Allerdice noted that the Vianair team was asked to create a graph of the top 10 cargo operators but stated that there were only six operators at BWI. Mr. Roth asked why Amazon was not listed as a cargo carrier. Mr. Allerdice clarified that generally Amazon operates as either Airbourne Express or Air Transport International, while Amazon Prime operations are flown by other companies under their own call signs.

Mr. Allerdice then presented a map of *Runway Use: Arrivals* by percentages, which showed that runways 33L and 10 were the most utilized at 47% and 30%, respectively. He showed a similar graphic for *Runway Use: Departures*, with runways 15R and 28 being the most utilized at 29% and 58%, respectively.

Mr. Allerdice then shifted the presentation to the noise exposure data and the *Virtual Noise Analysis*. He first presented *Noise Exposure- Virtual Noise Monitor Locations (89 Monitor Points- Two County, 2.5 mile grid)*. He stated that the ID number given to each Virtual Noise Monitor (VNM) indicated the unit number and that each monitor includes latitude, longitude, and elevation data. Mr. Allerdice then showed a table of county-requested noise monitors from Howard County and Anne Arundel County, noting that each county had their own monitors, plus the requested monitors, for a total of 105 monitors between the two counties.

Mr. Allerdice then showed a map of the grid that was used to blanket each county with the monitors and a map of the specific monitors in Howard County. He zoomed in to show the locations of each monitor, the zip code the monitors are placed in, the roads, and other landmarks and identifications. The green-coded VNMs are the Howard County monitors, while red monitors are MAA monitors shown for reference. Mr. Allerdice stated that no MAA monitors were used in Vianair's calculations. He then showed the Anne Arundel VNMs on a similar map.

Mr. Allerdice displayed a chart showcasing the number of noise exposure events above 55 dBA, 65 dBA, and 75 dBA. This chart showed the monthly count and daily average above each decibel level for each VNM. Mr. Allerdice then displayed a similar chart for Anne Arundel where he highlighted AAR_VNM10 (Anne Arundel Virtual Noise Monitor 10), which had many events above 55 dBA and 65 dBA, and another chart for Howard County.

Mr. Allerdice then presented a Day-Night Average Sound Level (DNL) table for grid monitors 1-89, then transitioned to the DNL tables for VNMs in Anne Arundel County and Howard County. Mr. Roth asked if HoCo_VNM17 was Oxford Square. Mr. Allerdice confirmed it was.

Mr. Allerdice then showed a map of number of events with levels above 55 dBA in Anne Arundel County, pointing out that more events occur closer to the airport. Mr. Chancellor asked Mr. Allerdice to bring up the Howard County map, noting the prevalence of areas with 150 to 200 events above 55 dBA. He inquired if the thresholds were A-weighted decibel values, which Mr. Allerton confirmed, saying that they were LA_{max} values. Mr. Chancellor then noted a line of light yellow indicators, representing 150 to 200 events per month above 55 dBA, across central Howard County and central Columbia, almost to Route 32. Mr. Allerdice confirmed Mr. Chancellor's interpretation and stated that the incidents coincide

with the proximity to the airport, where the surrounding area has a greater number of noise events above 55 dBA.

Mr. Chancellor then asked if the grid monitor VNM25 with 161 events above 55 dBA was at the Howard County General Hospital. Mr. Allerdice confirmed it was. Mr. Chancellor asked if the map states that there were 161 events over 55 dBA a month over the hospital, which Mr. Allerdice confirmed. Mr. Roth suggested that the grid points be shown over a heatmap. Mr. Allerdice then displayed a similar map over Anne Arundel County, highlighting the events near the 33L arrival runway.

Mr. Allerdice displayed a map titled *Noise Exposure: Number of Events Above 65 dBA (Daily Average)-Howard County*. He stated that, for 65 dBA, the number of events decreases compared to the 55 dBA threshold, but the higher event counts are still concentrated in similar areas: near the airport and through central Howard County, central Columbia, and Route 32. Mr. Allerdice also used the General Hospital as an example, stating that the daily average at the hospital was 41, meaning there are, on average, 41 events at 65 dBA occurring at the hospital each day. A similar 65 dBA map was then displayed for Anne Arundel County, with similar spots centering around the arrival and departures runways. A 75 dBA map was displayed for Howard County.

Mr. Allerdice commented that in general, higher thresholds have lower event counts. He noted that on some maps, some monitors were not shown since the monitor did not record events at that level; however, the monitors were still available and recording data. An Anne Arundel map at 75 dBA was then displayed.

Mr. Allerdice showed a map of average daily DNL for Howard County. He stated that because these are virtual noise monitors, they do not pick up any ambient noise. Mr. Scott Philips, who was attending virtually, asked if the noise was cumulative for all the flight paths going over the monitors, or just for particular paths. He asked if multiple paths pass over the same spot, are they all accounted for? Mr. Sidiropoulos confirmed that all flights were being captured and Mr. Allerdice concurred.

Mr. Roth asked about VNM64 in Anne Arundel County, saying its value seems high. Mr. Allerdice hypothesized that it could be due to both arrival and departure flight paths at that monitor. Mr. Roth stated that a heatmap would be beneficial to help interpret the data and to show the flight paths contributing to the data at a given point.

Mr. Allerdice displayed a map highlighting the number of events above 55 dBA as a daily average in Howard County at landmark locations. Mr. Allerdice stated that this metric is LA_{max} , an instantaneous value of the loudest, single event volume at each location above 55 dBA. A similar map was then displayed for Anne Arundel County and another for 65 dBA in Howard County. Mr. Chancellor asked for clarification about the Howard County General Hospital LA_{max} value of 35. Mr. Allerdice confirmed that 35 events over 65 dBA occurred over the hospital and pointed out that the Town Center, east of the hospital, has a value of 66 events. Mr. Roth noted that Oxford Square, which includes an elementary and middle school, experiences 204 events over 65 dBA. A similar map was displayed for Anne Arundel County, followed by a similar map for 75 dBA for both counties.

Mr. Chancellor stated the landmarks include schools and parks, which indicates what these efforts are trying to achieve. In addition, this work helps to provide a baseline for noise in the areas where the FAA is proposing changes so that the changes in noise between now and post-implementation can be identified.

Mr. Allerdice displayed DNL maps for Howard and Anne Arundel Counties, highlighting the 60 and 65+ dBA values. He then showed the 2020 DNL contours for the BWI Airport Noise Zone report. Mr. Chancellor asked for clarification on the 65 dB contour line; Mr. Roth noted that this report includes a planned runway that does not currently exist. Mr. Allerdice commented that while the 2020 BWI Airport contours are modeled and smooth, the contours Vianair developed are not, but are still useful. Mr. Allerdice then displayed Vianair's DNL contour map, explaining that to create the map, points of similar DNL were connected. He additionally noted that some islands of higher DNL levels are shown on the map. Mr. Chancellor thanked Mr. Allerdice for the map and went on to observe that the 50 DNL contour effectively follows Route 108, crosses Route 29, and curves into Clarksville and Route 32, showing large portions of highly concentrated events in Columbia.

Mr. Philips then expressed some of his concerns with the map and contours due to how they were modeled and smoothed. He commented that the maps could underestimate areas that may experience higher noise pollution but may not be indicated in the current map. He said that a noise study conducted at his home put his house in the 64 dBA range, but the map shows his home in the 50 DNL area. He then wondered if there was a narrower contour connecting the 65 dBA islands that may be missed due to the sampling frequency of the monitors. He concluded by saying that accurately mapping these contours will not only require more computing power, but areas of interest will require a higher resolution to ensure that narrower contours connecting these islands are not missed.

Mr. Allerdice followed up by stating that extensive discussion about the number and placement of the monitors occurred, saying that the monitors were spaced 2.5 miles apart and the program interpolates between the monitors. He noted that the data presented are from March and commented that he is interested in how the contours will change with the compilation and analysis of more data, as well as when the weather gets warmer and the planes cannot climb as quickly. He wondered if some of the DNL islands would then be connected.

Mr. Roth seconded Mr. Philips' sentiments and stated that it would be helpful to overlay a heatmap over the DNL contour map to see if the contours follow the flight paths. He also suggested that the data be separated into east flow and west flow. He went on to say that presently, the relative impact of departures and arrivals cannot be discerned because the data have not been sorted into east flow and west flow. Mr. Woomer agreed with Mr. Roth.

Mr. Austin Holley also had some questions pertaining to the data point *AAR_VNM10*. Mr. Holley pointed out that on a previous slide, the value was listed as DNL 65.47, and on the map, it is in proximity to a 60 DNL contour. Mr. Holley questioned this discrepancy. Mr. Sidiropoulos confirmed that the DNL contour map is correct, stating the previous value was in error. Mr. Holley then questioned what other mistakes should be disregarded. Mr. Rineer then pointed out that the DNL contour map is monthly data, while the chart that Mr. Holley is referring to is the daily data; Vianair indicated they would review the data in the presentation.

Mr. Allerdice then displayed the L_{max} contour map for a single aircraft departure from Runway 10 as an example of a single event. Mr. Chancellor stated that though the map was helpful, that flight pattern is atypical, while the next map for Runway 28 is much more typical. Mr. Allerdice proceeded to zoom in on the single-event contour for Runway 28, and Mr. Chancellor asked Mr. Allerdice to verbally describe the graphic. Mr. Allerdice stated that the outermost green contour line was the 60 dB DNL contour, the second green line is the 65, the yellow 70, then the 75, up to 90, then back down to 50 dB DNL. He restated that this map showed the contour for one airplane and one event.

Mr. Allerdice then displayed a heatmap for arrivals for Runways 33L/R. Mr. Allerdice highlighted an arrival stream in the east, noting that it passes over a monitor in eastern Anne Arundel County. He explained that this stream shows aircraft arriving from the northeast on a Standard Terminal Arrival Route (STAR) that brings aircraft over the top to turn downwind before being vectored onto the final approach course. He then highlighted the flight path for Runway 28 for arrivals from the east, which crosses the STAR. The heatmap shows a lot of traffic density at the point where the Runway 28 arrivals and STAR arrivals intersect because flights cross that point. The data provided on this map represent an average over the entire month. Mr. Allerdice concluded by reinforcing the idea suggested by Mr. Roth that having a heatmap would be a useful overlay for data analysis.

Mr. Chancellor then stated that, on east flow days, Howard County experiences a large portion of BWI's arrivals and departures, so a heatmap of an east flow day would show lots of concentration points over Howard County. He emphasized that separating out operations into east and west flow would provide greater insight into the data, saying that the Technical Committee will want to review the presentation and provide some recommendations. Mr. Roth seconded and added that seeing heatmaps of east and west flows, as well as arrivals and departures, would be helpful. Mr. Philips agreed with both Mr. Roth and Mr. Chancellor.

Mr. Chancellor then asked Ms. MacDonald if it would be a reasonable request to ask the audience for their thoughts on the data and presentation findings. Ms. MacDonald stated that it was a good idea.

Ms. Jan Hail from Severna Park stated that the findings that were presented have legitimized the 'torture' that she experiences. She stated that community members are told their concerns are not valid, but this data and presentation give her hope, and that she is not 'crazy'. Ms. Hail also stated that she experiences a lot of noise due to the switching positions of flight paths near her home.

Audience member Mr. Jimmy Pleasant stated that he believed the map showing that 58% of departures on Runway 10 was low. He then discussed a 2020 study and their findings, saying that no aircraft had decibel levels below 55 dB. He also noted that he believes aircraft speeds are higher. Committee members redirected Mr. Pleasant to feedback on the Vianair presentation. Mr. Chancellor summarized Mr. Pleasant's comments by stating that more testing and data analysis needed to be done to ensure accuracy.

Ms. Laura Donovan said she could not see the presentation very well, but overall thought the presentation was excellent. She asserted that additional information could be included, specifically weather conditions and aircraft ages. Laura stated she lives near the airport and flight paths are continuously changing, saying that 2017 was the worst year for noise levels. She wondered if helicopters were being monitored as well as fixed-wing aircraft. Mr. Chancellor let Laura know that weather conditions and the ages of planes are not yet being monitored but could be considered in the future. Mr. Allerdice confirmed they are not recording weather conditions. Ms. Donovan also observed that since flight cancellations are on the rise, the data presented may not be accurate. Ms. MacDonald noted that the graphs provide a baseline, but current numbers will be reflected as more data are collected.

Mr. Michael Bahr had two suggestions. He first suggested the use of C-weighting for a more realistic and honest analysis of noise levels. After doing his own research, he found a report on BWI in 1998 or 1999 and found that the noise levels matched more closely to C-weighted levels than A-weighted levels. He would like to see the differences between the two weightings at low frequencies.

Mr. Bahr also suggested that including altitude in the data would add more context. Mr. Holley suggested showing topography data as well. Mr. Bahr noted that he has been in the community for 35 years, and within the last 15 years, the noise level has increased. He speculated that this is due to development and the removal of trees in the area, allowing sounds to bounce off buildings and cause changes to the noise levels.

Mr. Bahr then asked if the Technical Committee was happy with the validity of the data. Mr. Chancellor stated that more data collection and analysis is needed so the Roundtable could start making recommendations, saying that the committee was still waiting for a technical report on the differences between virtual monitors versus physical on the ground monitors and whether their current data need some type of caveat. Overall, Mr. Chancellor believes that the data and analysis are moving in the right direction.

Mr. Gartner stated that much of the implementation will depend on the FAA's recommendations, to which Mr. Woomer replied that it would be difficult to refute a good study and its data. Mr. Gartner responded by stating that while that is true, the purpose of these activities is not to engage in a battle over which metric is best to use; the purpose of the study is to lay a grid down and demonstrate what the technology can do and gather data. He noted that this technology has been validated in other environments.

Mr. Woomer said that the challenge is to ensure the validity of the data. By being able to show that this is statistically sound data, it will be difficult for the FAA to dispute the data. Mr. Holley disagreed, stating that the FAA has regulatory criteria that they are required to use. Mr. Woomer reiterated his point, saying the first challenge that would arise would be regarding the validity of the data. He continued by stating that tests would show that the data are well within acceptable standard deviations, making it challenging to refute the data from the study. Mr. Holley agreed that the data are strong but questioned whether the FAA will accept that.

Mr. Roth stated that it important to remember what the test is for, saying that the models do not necessarily need to be perfect, but they do need to detect change. He added that there are a few questions that need to be answered. First, when the FAA implements the new flight procedures that the Roundtable proposes, what is the effect of those procedures on noise on the ground? Mr. Roth then stated that it will be important to recognize and detect changes in noise that result from increases in airport operations and airport growth over time to provide effective mitigation in the future. He asserted that though the studies may not use the perfect metric, if a metric is consistent, repeatable, and comparable over time, then it is probably good enough to answer the questions. Mr. Holley agreed, saying that a good base is the purpose of this work, and stated he has been in full support from the beginning. Mr. Roth then noted that he is happy with progress so far, saying that additional work on how the data are structured is needed and reiterating the need for east and west flow to provide more insight into the data.

Mr. Chancellor agreed with Mr. Roth and stated that this study is also important for the public, commenting that no single source disseminates information to the public and that the full picture is not necessarily available to the public. He stated the purpose of this study validates the experiences of impacted communities and makes a more complete picture of the noise effects available to the public. Mr. Chancellor noted that DNL is a permissive metric and stated that more research is needed to understand what people can tolerate, saying that no good agreement will come unless good data exist.

Ms. Donovan noted that she would like to have the most accurate, realistic data available. Mr. Gartner closed by noting the Vianair team is taking notes on all comments heard this evening.

Legislative Committee: 2022 General Assembly Legislative Session Updates

Ms. MacDonald then moved onto the Legislative Committee, saying that Ms. Mary Reese provided an update. Ms. MacDonald stated that Ms. Reese would be following up on letters of opposition to the commission bill and should have an update at the August meeting. Ms. MacDonald went on to state that if anyone on the Roundtable or from the general public has any legislative ideas to contact Ms. Reese within the next 30 days as she finalizes the 2023 legislative agenda. Ms. Reese has limited availability to reach out for input but welcomes anyone with ideas to contact her.

4. PUBLIC COMMENTS

No comments.

5. NEXT MEETING

Ms. MacDonald then transitioned into discussing the next meeting. She suggested skipping the July meeting and focusing on an August meeting. Mr. Chancellor stated that it is important to keep the public informed by posting on the website that the July meeting is cancelled and why. August 16th was suggested as a tentative date for the next Roundtable meeting.

6. ADDITIONAL DISCUSSION

Ms. Donovan asked if the Vianair data collection would be continued for April through July. Mr. Gartner stated that it will be, and after some revisions for quality control and consistency, the presentation will be posted publicly. Mr. Roth suggested a discussion with the Technical Committee regarding proposed changes and updates, as well as a discussion on schedule and budget.

Mr. Woomer asked Ms. MacDonald if she had an update about Dr. Zafari's study. Ms. MacDonald confirmed the study would be completed in July.

Mr. Woomer also requested for an update about the Constant Contact mailing list. Ms. MacDonald informed Mr. Woomer that Ms. Nancy Higgs has resigned and canceled the contract. Ms. MacDonald has received the work Ms. Higgs completed, compiled the information into a Google document, and has been working on sending emails out to everyone. Ms. MacDonald stated that the Roundtable could benefit from someone with communications experience who could take charge of that endeavor.

Mr. Chancellor then inquired about Ms. MacDonald's follow-up to the FAA regarding outreach to other roundtables. Ms. MacDonald stated she would follow up on this with the FAA in the coming week. She had reached out to Ms. Veda Simmons, a community outreach officer with the FAA, to request examples of community outreach that resulted in changes to flight paths. Ms. MacDonald received some examples from the FAA, including one in Massachusetts, which outlined the changes the community wanted to see in the flight paths; she has asked for information as to whether the Massachusetts roundtable analyzed noise metrics before and after the changes were made. Ms. MacDonald had a zoom call with Mr. Roth and several members of the Massachusetts community group to ask about any significant changes to the data.

Mr. Roth went on to explain that Massachusetts has the Massachusetts Port Authority (Massport) to handle the ports and the airport. The participants in the zoom call were part of a community-based entity that had a budget and a paid staffer. Mr. Roth then stated that unlike the BWI Roundtable and Maryland, the 34 communities in the Boston area must all agree on a proposal; the only change that they all agreed to was to a flight path over the water. The group also developed a plan for dispersion but not all communities agreed to the proposal. Ms. MacDonald and Mr. Roth inquired if the Boston group had done any follow-up analysis, to which the answer was no; they are only looking at complaints. Mr. Roth summarized that essentially, only one community group managed to effect change. Ms. MacDonald clarified that two roundtables are working like this with the FAA.

Mr. Verchinski suggested that roundtables need to be specified in legislation, otherwise federal agencies will push them aside.

6. ADJOURN

Mr. Woomer called the motion to end the meeting; Mr. Roth seconded the motion. The meeting ended at 8:45 PM.