

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Forty-Fifth Meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, April 4, 2023 from 7:03 p.m. - 8:13 p.m.
Meeting held in-person and virtually via GoToWebinar

MEETING MINUTES as Approved 5/9/23

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		Debra Jung*	Howard County Council, District 4	X
Ellen Moss*	District 2 Anne Arundel County Council	X	Brent Girard	Office of Senator Chris Van Hollen	Online
Mary Reese*	District 30	X	Adam Spangler	Office of Congressman Anthony G. Brown	Online
Jesse Chancellor*	District 9		Sam Snead*	Office of Anne Arundel County Executive Steuart Pittman	
Howard Johnson*	District 12	X	Laila Jones	Office of Anne Arundel County Executive Steuart Pittman	
Drew Roth*	District 12	X	Bruce Gartner*	Office of Howard County Executive Calvin Ball	X
Scott Phillips*	District 13	Online	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	Online
Paul Verchinski	Alternate District 13	Online	Paul Shank, Chief Engineer	MAA	X
Evan Reese*	District 30	X	Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MAA	X
Al Donaldson*	District 32	X	Greg Voos	Mid Atlantic Regional Representative, NBAA	Online
David Nibeck	Alternate for District 32		Kyle Evans	General Aviation Representative, CP Management LLC	
Daniel Woomer*	District 32		David Richardson	Southwest Airlines	Online
Dan Klosterman*	District 32	X	Steve Alterman	President, Air Cargo Association	

*Voting Member

ADDITIONAL PARTICIPANTS

Jason Stoddard (Online), HMMH
Spencer Dixon, Office of Senator Dawn Gile, District 33 Legislative Director

Maryland Aviation Administration (MAA)

Bruce Rineer
Karen Harrell

Federal Aviation Administration (FAA)

Veda Simmons (Online) – Community Engagement Officer

Contractor Support

Royce Bassarab, HNTB
Joy Hamilton (Online), Assedo Consulting
Michael Shipman, Assedo Consulting

MEETING MATERIALS

None

1. WELCOME AND INTRODUCTIONS

Introduction and Roll Call of Attendees

Mr. Bruce Rineer began the meeting at 7:03 p.m. and welcomed everyone in attendance. Mr. Paul Shank then shared a reminder of exit locations and emergency procedures. Mr. Rineer stated that the meeting was being recorded and went on to state that online attendees should log off and back on if they had experienced technical difficulties.

Ms. Debra MacDonald proceeded with roll call of voting members and alternatives, as well as a few non-voting Roundtable members. A quorum was reached.

Approve Agenda

Ms. MacDonald transitioned to approving the meeting agenda. Ms. Debra Jung moved to approve; Ms. Mary Reese seconded. All voted in favor; none opposed.

Review and Approve January 24 Meeting Minutes

Ms. MacDonald moved on to approve the meeting minutes. Mr. Alfred Donaldson moved to approve; Ms. Jung seconded. All were in favor, and the motion passed.

2. ROUNDTABLE CHAIR COMMENTS

Ms. MacDonald informed the Roundtable that the end of her one-year term as Roundtable Chair is nearing its end. She invited members of the Roundtable, particularly those who have not yet served, to nominate themselves for the upcoming Chair reelection. She proposed that the election take place at the next Roundtable meeting. Ms. MacDonald continued by saying that the people who have previously served as Chair have been very supportive of Ms. MacDonald during her tenure.

3. MAA UPDATE

Mr. Shank reported that the MAA and Industry attended the FAA Dot 41 (PBN) Working Group held at Potomac Terminal Radar Approach Control (TRACON) on March 28, 2023. Mr. Shank continued by saying that per the request of the FAA Regional Administrator, the MAA will be following up with a letter of acknowledgement regarding the progress made at the meeting. Mr. Shank also said that he saw no negative changes from what the FAA presented in previous meetings. He stated that Ms. Veda Simmons from FAA also participated in the PBN Working Group, and Mr. Shank invited her to share her updates. Before Ms. Simmons provided updates, Mr. Shank shared that one of his personal highlights from the PBN Working Group was that the technical workshop had environmental consultants. Both Standard Instrument Departures (SIDs) and Standard Terminal Arrivals (STARs) were also reviewed to ensure there were no changes, so Mr. Shank had nothing to report. Mr. Shank also said that out of respect for the FAA, the FAA will submit the report on the status of the Dot 41 process. He concluded by declaring that the Dot 41 is complete as of this date and that it will now move into the environmental process.

Ms. Simmons began by stating that nothing has changed with the SIDS, and the FAA is currently awaiting approval to proceed from both the Roundtable and the MAA. When that occurs, the FAA will start work on SIDS with an anticipated publication date of May 25, 2024. Ms. Simmons continued by saying that the only change to the STARs was to shorten them per industry's request. The PBN Working Group is currently working on shortening the STARs, and it will take approximately 4 weeks. Ms. Simmons stated that if there are no anomalies, the FAA will be meeting with industry again to ensure there are no additional changes to STARs. Ms. Simmons said that FAA should be able to present this information at the June Roundtable meeting.

Ms. Simmons concluded by stating that the STARs modeling will take approximately 6 to 8 months due to scheduling noise modeler commitments. At that time, PBN will have a better understanding of the environmental process needed. Ms. Simmons also said that ideally, STARs could publish in 2025. However, if it is decided to publish the SIDs and STARs together, the publication date may be 2025 to 2026.

Mr. Evan Reese asked Ms. Simmons if the PBN group is actively considering publishing SIDs and STARs together; Ms. Simmons replied no and added that at the January 2023 Roundtable meeting, the FAA asked the Roundtable if they were ready to move forward with the SIDs in January, so that the FAA could subsequently move forward with the SIDs. Mr. Reese concurred that the Roundtable was ready to move forward with the SIDs at the January meeting, though he did not know that the FAA needed the Roundtable's approval in the first place. Ms. Reese added that the Roundtable voted on this matter at that meeting. Ms. Simmons then said that she normally receives a notification from Ms. MacDonald in writing confirming the Roundtable's vote, but she did not receive any notification. She added that at the January meeting, she was under the impression that the Roundtable wanted to confer with the MAA regarding the SIDs. Ms. Reese reiterated that the Roundtable did indeed vote during the January meeting. Ms. Simmons reminded Ms. Reese that she still needed a notification in writing from the Roundtable, so she could provide it to the Regional Administrator. Ms. Simmons said that she also

needed a notification from the MAA, and once she had both notifications, the FAA would move forward with the process.

Mr. Reese asked Ms. Simmons if any future PBN work at BWI Airport would require the Roundtable's input. Ms. Simmons responded that as part of the FAA's updated process, they need a vote from both the Roundtable and the airport authorities to move forward with proposed procedures. Mr. Reese responded that he is pleased and would like this updated process codified to ensure this policy remains in place moving forward, so the Roundtable can continue to consult with the PBN Working Group for any future BWI-related matters. Ms. Simmons expressed the importance of the FAA keeping all Roundtables in the loop, and that the FAA follows this process at all the Roundtables and airport authorities any time there is a procedure update involving the FAA.

Mr. Reese then asked Ms. Simmons how the FAA will notify the BWI Roundtable when the FAA needs to address procedures at BWI without the prompting of the MAA or BWI Roundtable. Ms. Simmons responded that either herself or a subject matter expert would always be on hand to discuss procedures with the Roundtable moving forward. Mr. Reese then asked Ms. Simmons if the Roundtable could receive a notification in writing from the FAA acknowledging the Roundtable as a formal entity that will be consulted on all future procedure changes. Ms. Simmons answered that she needed time to consider that, and she would provide an answer to Ms. MacDonald at a later date.

Mr. Reese asked Mr. Shank if he saw anything that would have fallen outside the scope of the Roundtable's previous discussions regarding the STARs. Mr. Shank responded that he did not see any changes that needed to be made, with the exception of the industry's request to shorten some of the STARs legs. Mr. Reese indicated he looks forward to seeing those in June.

Mr. Shank asked Ms. Simmons to confirm that if SIDs proceed independently, the SIDs would be published in the spring or summer of 2024, and the STARs would be published in the spring or summer of 2025. Ms. Simmons verified that was correct with no anomalies occurring. She also reminded the Roundtable that if there are any complications with either the SIDs or the STARs prior to their publication dates, she (along with several subject matter experts) will keep the Roundtable informed.

Ms. Jung asked Ms. Simmons how the SIDs publication in 2024 will affect flights currently in the air. Ms. Simmons explained that if the SIDs publishes on May 25, 2024, it will be flown May 25, 26, etc., and that publication can be thought of as effective date. Ms. Jung responded that this means that this part of the PBN process will be put into effect in approximately one year, and while that seems like a long time, it is better than nothing.

Ms. Reese asked Ms. Simmons about the planned addition of a runway at BWI Airport, stating that the installation timeline is currently very unclear, and asked Ms. Simmons if the PBN procedures would need to be redesigned to accommodate this sort of change. Ms. Simmons responded that a subject matter expert would be in attendance at the June Roundtable meeting to provide input into this matter. Ms. Simmons then asked Ms. MacDonald to forward her any technical questions from the Roundtable for the FAA, and they would provide answers for the Roundtable possibly even before the June meeting.

Ms. Reese asked Mr. Shank if he was able to provide a timeline on when the runway will be built and become serviceable. Mr. Shank replied no. He then indicated that before a runway is designed, it is

planned. He continued by stating the MAA has been carrying the new parallel runway, Runway 10/28 Parallel, on the airport layout plan for decades to protect airspace. Mr. Shank also stated that when the original airport master plan was published, it contained parallels to all three primary runways. He said that he closed Runway 4/22 when he participated in the congressionally mandated runway safety project because the cost to bring that runway to standard would have been prohibitive for the state of Maryland, and it had more value as a taxiway. Mr. Shank continued by saying the MAA kept a parallel Runway 10/28 on the airport layout plan.

Mr. Shank then proceeded to say the first step in the construction of a new runway is to conduct an airport master plan to justify to the FAA the purpose and need for a parallel runway, connected to the airport's capacity based on its current configuration. He continued by saying he uses the FAA's Terminal Area Forecast (TAF). Mr. Shank explained that the MAA's process starts with the airport master plan, which takes a considerable amount of time, followed by follow-on public meetings, and then the environmental process once the FAA has technically reviewed the document.

Mr. Reese asked Mr. Shank when the next master plan is going to be available. Mr. Shank responded that he was particularly focused on the Part 150 Update, and that would take place when the SIDs and STARs were completed, because if something relating to the SIDs and STARs changed, then the Part 150 update would be invalidated. Conducting the Part 150 Study is Paul's priority.

Mr. Reese then asked Mr. Shank what MAA Executive Director/CEO Mr. Ricky Smith's priority was at this time. Mr. Shank replied that at the PBN/Dot 41 Working Group, the MAA discussed the environmental process that they will adhere to. He pointed out that the working group's environmental specialists were in attendance at that meeting. Mr. Shank also expressed to the Roundtable his desire to hold a public meeting discussing the environmental process for the SIDs and STARs. He apologized to Ms. Simmons in case that information had not reached her yet. Ms. Reese responded that this public meeting could very well take place in the near future, though it did not necessarily need to be a Roundtable meeting. Mr. Shank stated that this meeting would be separate from the Roundtable and that it would follow NEPA regulations.

Ms. Reese asked Mr. Shank if he had a timeline regarding the construction of the new parallel runway. She then asked if the MAA would design a master plan and move forward with environmental steps without the FAA committing AIP funds. Mr. Shank reminded Ms. Reese that in order for the FAA to approve any capacity, a purpose and need must first take place because the new runway will affect airport arrivals and departures. Mr. Shank believes that as a result, a PBN Working Group would likely have taken place and he asked any consultants to the MAA to please feel free to speak up if he is missing anything.

4. ROUNDTABLE COMMITTEE REPORTS

Technical Committee

Ms. MacDonald reminded the Roundtable that Mr. Jesse Chancellor was traveling at the time of this meeting. Mr. Reese commended and thanked Mr. Shank for the eloquent technical update.

Legislative Committee

Ms. Reese stated that the Legislative Initiative SB-162/HB204, which was sponsored by the Roundtable, would modify the duties and composition of the Maryland Aviation Commission. She continued by saying that the amendments made to the bill's original language were good. Ms. Reese then said that the amendments to the bill online, at this point, may not be the most up-to-date, and she invited the Roundtable to ask questions as soon as the public comment period begins. Ms. Reese also said the amendments that took place in the Senate were satisfactory and the bill passed unanimously, 67-0. However, the bill experienced hold-ups in the House. Ms. Reese said that the initiative went to the House Appropriations Committee and the Transportation and the Environment subcommittee, chaired by Delegates Marc Korman and Courtney Watson. As a result, a process to determine what amendments would be needed to get it out of the subcommittee to the Finance Committee as a whole and Appropriations Committee and then to the forum.

Ms. Reese continued by saying the most recent amendments to the House bill were very good and very strong; essentially, the House bill amendments were nearly identical to the Senate's bill amendments. She added that the major changes to both amendment processes were instead of the Roundtable nominating the appointed individuals, the Anne Arundel County and Howard County delegations would each get two nominees to be accepted by Maryland Governor Wes Moore.

Ms. Reese continued by saying that there was concerning language online that has since been removed. She also stated that there was considerable debate concerning the duties of the commission and whether it would be acceptable to amend the responsibility to include language such as "livable communities" and taking into account health concerns in airport planning decisions. That language is currently in the bill with the most recent amendments. Ms. Reese then said that the bill was presented to the committee on April 4, 2023, and that the bill would hopefully be on the floor for a vote the following day (April 5, 2023). Ms. Reese then reminded the Roundtable of the importance of this bill getting voted on and passed, and it was her hope that all the behind-the-scenes activity results in the bill getting to the floor for a vote. She proclaimed that years of work resulted in getting this bill to the floor, and that MAA accepted the bill as amended. Ms. Reese then stated that if the bill does not pass for whatever reason, it is set to be in a very good position for the next session because of the immense support built up behind it. Ms. Reese concluded by stating that the sponsors of this bill have worked tirelessly on this legislation to get it passed this session. She stated how fortunate the Roundtable is to have the support of Senator Lam and Delegate Hill for this legislation. Ms. Reese encouraged everyone on the Roundtable to express their gratitude to Senator Lam and Delegate Hill, and to know that they are doing everything they can. She reminded the Roundtable of the monumental effort and uphill battle this process has been and the opposition the legislation has faced.

Ms. Jung then informed the Roundtable that she traveled to Washington, D.C. to speak to the National NextGen Committee, which the FAA organizes once every six months. Ms. Jung continued by stating that she had the opportunity to face down the industry and speak truth to power on how the Roundtable feels regarding the NextGen situation. She also said that there are always a couple of engineers that are listening and do come up and express appreciation for her comments, even when the rest of the room is not as open to her comments. Ms. Jung declared her intention to continue attending the National NextGen Meeting. Mr. Shank expressed his pleasure to hear that the engineers were supportive and appreciative.

Communication Committee

Ms. MacDonald reminded the Roundtable that she will continue to monitor this committee ahead of the Roundtable Chair re-election.

5. PLANNING FOR NEXT MEETING

Ms. MacDonald reminded the Roundtable that they are scheduled to hear from the FAA in June. Mr. Gartner stated that Howard and Anne Arundel County are attempting to reestablish the contract for the Technical Committee. Ms. Reese encouraged the Roundtable members to consider nominating him or herself for the Chair/Vice Chair reelection. She reminded the Roundtable members that the work is not overly difficult, and that new talent is strongly needed.

Ms. MacDonald motioned for the next Roundtable meeting to be held on May 9, 2023, at 7:00 p.m.

6. PUBLIC COMMENT

Ms. Laura Donovan noted that she attended the hearing and noted that Senator Lam was not in attendance, but his aid was. Ms. Donovan also stated that the Chair invited attendees to speak for themselves regarding the crossover bill, meaning that the Chair did not desire to testify about the bill himself. Mr. and Ms. Reese then thanked Ms. Donovan for her testimony at the conference.

Mr. Jimmy Pleasant shared that on the previous Friday, he looked at the amendments to the Legislative Initiative SB-162-HB204 on the Maryland website and claimed that the amendments were not true. He proceeded to contact Senator Lam's office to inform them. When Mr. Pleasant looked again the following Monday, the amendments were deleted from the website. Mr. Pleasant explained that these amendments detailed the MAA denying homeowners coverage for insulation packages under 65 DNL. He reiterated that this is false information. Mr. Pleasant continued by saying that homeowners impacted below 65 DNL should still be covered for soundproof insulation for their homes. Mr. Pleasant then stated that if a homeowner experiences a flight path change and suffers a 5-decibel increase in noise over the community, as he did, the homeowner should either be covered for house sound insulation packaging or be able to buy out their property. Mr. Pleasant then stated that the state of Maryland can confer with the government to reduce the Part 150 65 DNL to 60 DNL and pointed out that other metropolitan areas have done this, such as Minnesota and Cleveland. He continued by saying the FAA recognizes that some areas are more noise-sensitive and will cover soundproofing below a 65 DNL, reiterated that this is not true and should not have been in the online amendments, and also questioned if the bill has been poisoned.

Ms. Reese informed Mr. Pleasant that he was referring to the fiscal note. Mr. Pleasant proclaimed that these "false" amendments were corrupting the bill. Mr. Pleasant then questioned how they could vote on the bill when there is a conflict of interest. He stated that he knows of government corruption first hand. Mr. Pleasant then spoke on a noise study where everything was conducted by the book and the monitors were checked 2 to 3 times, and there were no reports of any malfunctions with the equipment. Mr. Pleasant stated that the readings were high. He called the State's attorney's office requesting data on the single event noise levels. The office instructed Mr. Pleasant to contact BWI Airport (the officials in charge of the records) and submit a request, which Mr. Pleasant did with no problems. Mr. Pleasant concluded that the data was corrupted, and he was informed that the data

would be reserved for investigations by the FBI and the State's Attorney's office. Mr. Pleasant received a follow-up call shortly after informing him that the data had been altered and questioned the legitimacy of receiving an honest and fair noise study from the MAA. Mr. Pleasant continued by saying the MAA has dual responsibilities: to grow the airport and manage the noise. He stated that the conflicting responsibilities of MAA should require the noise studies to be conducted by a separate entity. He reminded the Roundtable that if the aircraft noise is excessive, then homeowners' homes should be soundproofed, or their properties should be bought out. Mr. Pleasant then stated that aviation cannot continue to grow if the subsequent noise is not reported, and that all data in noise models must be accurate, not just some of it.

Mr. Michael Bahr stated that late last year, there was an initiative to the new routes and inquired what happened to that. Mr. Reese reminded Mr. Bahr that this topic was discussed earlier in the meeting. Mr. Reese continued by reminding Mr. Bahr that the SIDs will be published one year from now and the STARs will be published the following year. Mr. Reese then stated that the entire process is on schedule, despite several delays. Mr. Reese then reiterated that the publish date is also the "go-live" date.

Mr. Roth asked Mr. Bahr if he resides near the runway where the aircraft maneuver around. Mr. Bahr responded that he lives on the southwest side. Mr. Roth responded that aircraft curves around over Mr. Bahr, and aircraft go out farther before they curve so they can achieve higher altitude. Mr. Shank confirmed and then explained that the MAA has a voluntary noise abatement procedure where aircraft would wait and turn at least one nautical mile from the VOR/VORTAC. Mr. Shank then stated that he requested the FAA proceduralize the voluntary noise abatement procedure within the SID so that it would become mandatory.

Mr. Shank then explained that trying to get it back to where it was when the FAA was vectoring takeoffs met the notional test. He also noted that flights were vectoring further east before they turned to the west.

Mr. Shank continued by clarifying how the MAA arrived at the noise abatement procedures through the Part 150 studies, and that the MAA requested a satellite fix that would be documented in the written text of the SID so it would be programmed into the airplane. He explained that this is because it is difficult for a pilot to figure what a mile is without a navigational fix. Mr. Shank also stated that this satellite fix is expected to be implemented in Spring or Summer of 2024.

Paul Verchinski, who was attending online, commented that the next issue for the Roundtable would be the addition of a new parallel runway. He expressed his interest in getting transparency from the MAA on this new parallel runway planning. Mr. Verchinski first asked what planning contracts have been let, and what has the Board of Public Works approved to date. He stated that Mr. Shank's general timeline should be shared with the Roundtable. Mr. Verchinski also expressed concern about Mr. Shank's statement regarding the environmental impact statement following approval from the FAA. Mr. Verchinski expressed his dismay at the short 30-day public comment period and stated the short public comment period led to trouble with NextGen. Mr. Verchinski then reiterated his desire for transparency from the MAA about their plans for the parallel runway, including their planning process prior to the environmental impact statement, and when the Roundtable could make comments. Mr. Shank responded by saying he does believe the MAA has been transparent and that public meetings are

included with both planning and environmental studies. Mr. Shank also said that the building of a runway would require an environmental impact statement. Mr. Reese clarified to Mr. Shank that Mr. Verchinski was inquiring about the MAA's status in the airport master planning process. Mr. Shank responded that the MAA always has active planning contracts. He reiterated that the MAA currently has planning, design, construction, and environmental contracts.

Mr. Shank continued by saying he responded to Mr. George Donohue's earlier comment (prior to this meeting) by saying that the planning of a runway happens when there is a need to plan for a runway, which is also the current plan. He also stated that for decades, the MAA has kept a parallel runway on their airport layout plans. Mr. Shank continued by saying a purpose and need must exist before the MAA plans for a runway. He added that the "need" is to a federal standard because if it involves federal funding, it has to be consistent with the federal standard. Mr. Reese asked Mr. Shank when he expects the next major update to the MAA's airport master plan; Mr. Shank replied that he did not know. Mr. Verchinski reminded the Roundtable that he believes it is important for the MAA to be transparent on their current status within the "purpose and need" process. He added that he would like to see the Roundtable periodically updated once every few months to understand the planning moving forward. Mr. Verchinski also said that since 2016, there has never been such a briefing on a regular basis from the MAA and that it is long overdue. Mr. Roth asked Mr. Shank when he expects the MAA to have a purpose-and-need statement for the new runway; Mr. Shank replied that he does not know, and that it is not even on his radar at this time. Mr. Reese responded that Mr. Verchinski was trying to convey that not all public engagement efforts are created equal. Mr. Reese also stated that public engagement from the MAA has improved since the Roundtable started, particularly with the PBN process, although Mr. Shank disagreed.

Ms. Simmons informed the Roundtable that several years ago, the FAA conducted a neighborhood environmental survey, and based on those results, the FAA set up a noise policy review. Ms. Simmons continued by saying the FAA is reviewing the DNL, which is foundational to their aircraft noise policy. There will be a federal register comment period of 90 days. Ms. Simmons invited the Roundtable to provide their input on 65 DNL. She stated that this will be happening soon, and when she receives more information, she will share it with Ms. MacDonald or at the next Roundtable meeting.

7. ADJOURN

Mr. Gartner asked for a motion to adjourn. Ms. Reese seconded. None opposed. Meeting adjourned at 8:13 p.m.