

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, June 6, 2023 from 7:06 p.m. – 8:20 p.m.
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	X	Debra Jung*	Howard County Council, District 4	X
Ellen Moss*	District 2 Anne Arundel County Council	Online	Brent Girard	Office of Senator Chris Van Hollen	
Mary Reese*	District 30	X	Adam Spangler	Office of Congressman Anthony G. Brown	
Jesse Chancellor*	District 9	X	Sam Snead*	Office of Anne Arundel County Executive Steuart Pittman	
Howard Johnson*	District 12		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	
Paul Verchinski	Alternate District 13		Paul Shank, Chief Engineer	MAA	X
Evan Reese*	District 30		Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MAA	X
Al Donaldson*	District 32		Greg Voos	Mid Atlantic Regional Representative, NBAA	
David Nibeck	Alternate for District 32		Kyle Evans	General Aviation Representative, CP Management LLC	
Daniel Woomer*	District 32	X	David Richardson	Southwest Airlines	
Dan Klosterman*	District 32	X	Steve Alterman	President, Air Cargo Association	

*Voting Member

Additional Participants

Doug Chambers, CRC Salomon (Court Reporter)

Maryland Aviation Administration (MAA)

Bruce Rineer

Karen Harrell

Federal Aviation Administration (FAA)

Veda Simmons

David Johnson, PBN co-lead

Contractor Support

Royce Bassarab, HNTB

Michael Shipman, Assedo Consulting

Joy Hamilton (Online), Assedo Consulting

MEETING MATERIALS

None

1. WELCOME AND INTRODUCTIONS

Introduction and Roll Call of Attendees

The Roundtable Vice Chair, Mr. Austin Holley, standing in for the Chair, Ms. Debra MacDonald, began the meeting at 7:06 p.m. Mr. Bruce Rineer reminded the group that in-person attendees wishing to comment in this meeting should have signed in upon arrival, and virtual attendees should type their questions into the questions box to be addressed by the Roundtable at either this meeting or at a later time. Mr. Rineer then stated that online attendees should log off and back on if they experience any technical difficulties. He also shared a reminder of exit locations and emergency procedures, as well as AED and fire extinguisher locations.

Mr. Holley proceeded with a roll call of voting members, alternates, and non-voting Roundtable members. Eight members were present, but a quorum was not reached. Mr. Holley requested motions to approve the agenda. Ms. Mary Reese noted that the agenda could not be approved since a quorum did not exist and suggested that the group attempt to reach the other voting members by phone. Mr. Holley inquired if voting members who phone into the meeting are considered present. Ms. Reese stated that could be Mr. Holley's decision. Mr. Bruce Gartner replied he believed calling in would be acceptable. Mr. Rineer offered that it is not an MAA rule that a quorum be present. Mr. Holley stated that the group would unofficially follow the agenda and decided to proceed with the FAA Standard Terminal Arrival Routes (STARs) updates.

2. FAA UPDATE: STARS AND IAPS

Ms. Veda Simmons introduced Mr. David Johnson, a Performance Based Navigation (PBN) Working Group co-lead. Mr. Johnson informed the Roundtable that the Standard Instrument Departures (SIDs) have been approved and the environmental process has been completed; the SIDs publication date is scheduled for May 16, 2024. Mr. Johnson continued by stating that the FAA is finalizing paperwork regarding the STARs and the initial approach procedures (IAPs), and once that is done, they will be

submitted to the FAA's environmental specialist to begin the environmental process. Mr. Johnson also said that based on how long the environmental process takes for the STARs and IAPs, the FAA will attempt to publish the STARs and IAPs around May 16, 2024, or a following publication cycle, to coincide with the SIDs publication. He then informed the Roundtable that the FAA expects no issues for the STARs and IAPs.

Mr. Jesse Chancellor stated that there were changes from industry that were requested to the last version of the STARs procedures that the Roundtable reviewed, and therefore, there will be changes to the STARs procedures based on those reviews. He asked Mr. Johnson if the FAA will have a presentation on those changes available so the Roundtable can subsequently review them. Mr. Johnson replied, yes; the FAA coordinated with the MAA and HMMH several months ago on the changes and said that the only notable change was the adjustment of waypoints for better fuel planning. He also said that the flight tracks will remain the same. Mr. Johnson will present these changes to the Roundtable at the next meeting.

Mr. Johnson stated that there is no definite publication date for the STARs and IAPs yet because the FAA needs to wait for the environmental process to be completed first.

3. MDOT MAA UPDATE

Mr. Holley suggested that the group move to the MAA update and revisit the candidate endorsement agenda item once quorum had been reached. Ms. Reese stated that Ms. Ellen Moss was trying to call in; Mr. Chancellor stated that once she joins, the group will have to approve the agenda and confirm that a quorum exists.

Mr. Shank informed the Roundtable that the MAA reviewed the SIDs and STARs and that they met the Roundtable's expectations. He continued by saying that the MAA received the final TARGETS files for the IAPs from the FAA on Monday, June 5. He then said the MAA will review the final TARGETS files, and if they feel that the procedures are responsive to what the Technical Committee recommended, then Mr. Shank will schedule a meeting to ensure that the Technical Committee is properly briefed before updating the Roundtable as a whole. Mr. Shank also said the FAA's presentation should cover the SIDs, STARs, and IAPs as a comprehensive package. He stated that Ms. MacDonald forwarded to the MAA the draft letter that the Roundtable plans to submit to the FAA. In that letter, the Roundtable will include all procedures that were discussed and addressed together with the FAA. Mr. Shank stated that if there are any issues or concerns with the draft letter, the MAA will coordinate with Mr. Johnson to address and remedy those issues. Mr. Shank hopes that the publication date for STARs and IAPs will be set by the FAA by the next Roundtable meeting.

Ms. Mary Reese clarified with Mr. Shank that the letter will only include the procedures for which the Roundtable reviewed HMMH's analysis. Mr. Shank confirmed that this was correct, but he also reminded Ms. Reese and the Roundtable that the industry is, and will continue to be, an active part of that discussion. He said he hopes that the IAP technical review will be complete before the next Roundtable meeting. Mr. Gary McMullin, HMMH's Senior Technical Advisor to the MAA, confirmed that the IAP review will be completed by the next Roundtable meeting. Mr. McMullin continued by saying that it takes several weeks to run through procedures and ensure all requirements of the Roundtable and the Technical Committee are completed. Mr. Shank informed Mr. Holley that once the MAA

completes their review, they will brief the Technical Committee, ideally ahead of the next Roundtable meeting. Mr. Shank noted that if everything is satisfactory, then the Roundtable can complete their letter to the FAA.

Mr. Shank concluded by complimenting the FAA's PBN Working Group, last held on March 28, 2023, for working through this difficult process. He was particularly pleased that the working group honored the Dot 41 process for the STARs and IAPs. He reiterated that the MAA wants to ensure that no changes were made since that meeting.

Ms. Simmons raised the issue of Runway 33R departures turning eastbound. BWI's Part 150 documentation recommends that departures fly one nautical mile prior to initiating the turn, but a residents' group had a question regarding numerous tracks that turned prior to one nautical mile. Ms. Simmons continued by saying that the BWI tower stated that they train to comply with the voluntary requirement for Runway 33R when operationally possible. She also said that the tower planned to provide a refresher briefing to their workforce regarding the voluntary noise abatement for Runway 33R. Ms. Simmons asked Mr. Shank if he received this information. Mr. Shank thanked Ms. Simmons for bringing up the subject. He mentioned that a community member commented about an aircraft flying low and turning much sooner than expected. He stated that the MAA expressed this concern to the public and, by default, the Roundtable since this was discussed at a Roundtable meeting, and the FAA said they would investigate it.

Ms. Jung asked Ms. Simmons if any other roundtables in the country have submitted flight procedures to the FAA, to which Ms. Simmons responded in the affirmative, stating that these roundtables included DCA. Ms. Simmons also said that she sent several links to information on other roundtables to Ms. MacDonald for her review.

Mr. Chancellor recalled that Ms. Simmons mentioned that the Boston and San Francisco roundtables are the furthest along in the procedures process. He stated that per Ms. MacDonald, none of these roundtables have reached the state of PBN Working Group decision making or publication dates that BWI has and asked Ms. Simmons about the BWI Roundtable's progress compared to other roundtables. Ms. Simmons answered that the FAA does not compare the regions, saying that there are seven regions, each with its own challenges. In addition, Ms. Simmons stated that the email she sent to Ms. MacDonald containing the list of other roundtables' flight procedures had their publication dates and reiterated that the FAA does not track progress towards procedure publication as a metric among roundtables.

Approve Agenda

Ms. Reese noted that Mr. Scott Philips and Ms. Moss had called in and that a quorum had been reached at approximately 7:30 pm. Mr. Philips confirmed he was on the phone.

Mr. Holley transitioned to approving the meeting agenda and requested a motion to approve. Mr. Daniel Woomeer motioned to approve the agenda; Mr. Gartner seconded. All voted in favor; none opposed.

Review and Approve May 9, 2023 Meeting Minutes

Mr. Holley proceeded to the review and approval of the May 9, 2023 meeting minutes. Mr. Chancellor requested two changes in the “Roundtable Committee Reports – Legislative Committee” section, in the paragraph discussing the goal of the orientation for the new Maryland Aviation Commissioners. Ms. Reese proposed tabling the approval of the meeting minutes because she had submitted several edits to Ms. MacDonald, who was not present to officially acknowledge and incorporate the changes. Mr. Woomer motioned to table the review approval of the May 9, 2023 meeting minutes. Mr. Chancellor seconded. All voted in favor; none opposed, and the motion passed.

Update on 2022 Annual Report

Mr. Holley stated he did not have an update on the 2022 Annual Report and said it will be tabled until the next Roundtable meeting.

4. CANDIDATE ENDORSEMENT FOR THE MARYLAND AVIATION COMMISSION

Mr. Holley opened the floor to Maryland Aviation Commission candidates.

Mr. Drew Roth presented first. He elaborated on his community activism activities and achievements:

- Greater Elkridge Community Association (GECA)
 - President: 2015–2017
 - Vice President: 2014
 - Intermodal Chair: 2013
- BWI Roundtable
 - Member: 2017–Present
 - Chair: 2019–2020
 - Technical Committee: 2020–Present
- Howard County Historic Preservation Commission
 - Member: 2014–2021
- Rockburn Land Trust
 - Board member: 2013–Present

Mr. Roth was a federal employee from 1984 to 2019 and is now retired. He holds a bachelor’s degree in computer and systems engineering from Rensselaer Polytechnic Institute and a master’s degree in electrical engineering from University of Maryland Baltimore County. His objectives, if chosen to serve on the Maryland Aviation Commission, would be:

- To promote good decisions based on robust analysis of solid data, particularly data concerning noise and health impacts on neighboring communities;
- To promote transparent decision-making to help the general public understand and accept future plans involving Maryland aviation; and
- To represent the interest of communities surrounding airports to support stakeholders of Maryland aviation.

Mr. Chancellor shared his background next. He has served on the Roundtable since its inception. He retired as President and CEO of the National Children’s Center in Washington, DC with more than \$25 million revenues and over 400 employees. He was an Investment Advisor, a Tax Exempt Bond Fund Manager, and a senior manager in complex finance for affordable housing issues. He holds a bachelor’s degree from Washington University in St. Louis and a master’s degree in public policy from the University of Missouri–St. Louis. He also holds a Master of Science degree in real estate development from Columbia University (New York). Mr. Chancellor stated that, if chosen to serve on the Maryland Aviation Commission, he intends to focus on three areas:

- Financial management;
- Organizational incentives to foster greater overall information transparency and more effective responsiveness and engagement with community stakeholders; and
- Community impacts of infrastructure and growth decisions at both state-owned airports, but with a special focus on BWI Airport because of its impact on Howard County.

Ms. Mary Reese presented next. She shared her background, including that she learned to fly at Martin State Airport when she was 18 years old. She loves aviation and graduated from the United States Naval Academy, after which she served as a spokesperson for the Navy. In California, she worked for the Commander of Naval Aviation, developing reports for the community and addressing issues of serious concern, such as aircraft crashes, from communities, as well as major airfield and noise issues. She was appointed to the Roundtable in 2017 and has chaired it twice. Ms. Reese stated that, if chosen to serve on the Maryland Aviation Commission, she intends to focus her work in three ways:

- Achieving solutions and mitigations to anticipated aviation impacts through the airport’s contractual agreements and in early stages of infrastructure planning;
- Bringing national expertise in the fields of aviation planning, health, environmental sustainability, security, and safety to support the Commission in identifying mitigations, implementing best practices, and achieving fiscal and other efficiencies informed by successful programs implemented elsewhere in the county; and
- Maintaining open dialogues with local communities and stakeholders, particularly in Anne Arundel County, to directly represent their concerns in the state’s airport planning process.

Mr. Holley requested the display of the resolution document to officially submit Mr. Roth, Mr. Chancellor, and Ms. Reese as candidates for the Maryland Aviation Commission to their respective Senators. Ms. Reese suggested specifying each candidate’s name at the bottom of the document since this document is an official endorsement of each candidate. Mr. Gartner, Mr. Holley, and Ms. Reese pointed out a few technical clarifications regarding the senate delegations. Mr. Woomer motioned to approve the document. Ms. Jung seconded. All voted in favor of accepting the proposed resolution; none opposed, and the motion passed.

5. ROUNDTABLE COMMITTEE REPORTS

Technical Committee

No updates were provided.

Communication Committee

Update: FAA Public Comment Period on Review of the Civil Aviation Noise Policy

Ms. Jung reminded the Roundtable of the FAA public comment period on the review of the FAA's Civil Aviation Noise Policy. Mr. Chancellor stated that the Roundtable formed an ad hoc committee to draft an official statement for the review. He continued by saying that the Roundtable has reached out to both national contacts and colleagues from Montgomery County who are well-versed on national policy creation. Mr. Chancellor stated that Mr. Woomer attended a webinar and wrote the first draft of the Roundtable's responses, saying that the Roundtable will continue to work on this letter and incorporate input from people who have experience in responding to public comment requests. He stated that the FAA's review of public comments to the noise policy is a key moment for public input and that having a draft of the letter for the Roundtable's review before the end of the month would be ideal. He suggested hosting a separate meeting to review this letter.

Ms. Simmons reminded the Roundtable that public comments for the Review of the Civil Aviation Noise Policy are due on July 31, 2023.

Mr. Chancellor commented that he has heard discussion of not having a July or August meeting and expressed his desire to hold the July Roundtable meeting. He acknowledged conflicting opinions within the Roundtable regarding this meeting. Ms. Reese asserted that the letter that Ms. Simmons has been requesting for her Regional Administrator should be discussed and reviewed at the July meeting. Mr. Woomer proposed that the July Roundtable meeting be held on July 18 to provide ample time to draft the letter and review it ahead of the meeting.

Ms. Simmons stated that she will inform the PBN Working Group of the date of the next Roundtable meeting so they can attend and will inform the Roundtable as soon as possible if there are any conflicts.

Legislative Committee

Mr. Woomer informed the Roundtable that he drafted the thank you letter discussed during May's Roundtable meeting. This letter told the Senate delegations that the Roundtable would provide suggestions regarding candidates for the Maryland Aviation Commission. He also said that the letter stated that the Roundtable will be happy to meet with the senate delegations regarding their candidate suggestions. Ms. MacDonald submitted the letter after it was reviewed by several members of the Roundtable.

6. PLANNING FOR NEXT MEETING

The next Roundtable meeting will be held on July 18, 2023 at 7:00 p.m.

7. PUBLIC COMMENT

Mr. Rineer requested that public commenters use the microphone when providing public comment.

Mr. Rineer presented a March 2023 letter from Ms. Kimberly Gust, who was present as an online meeting attendee. The letter expressed her surprise that the State of Maryland has allowed Southwest Airlines and other airlines to expand internally at BWI to increase air traffic by adding more flights in and out of the airport. The letter cited the Baltimore Business Journal, which reported that Southwest Airlines is the largest carrier at BWI, where a major \$452 million capital project is set to get underway this year, in part to accommodate Southwest Airlines. During the peak summer period of 2023, Southwest Airlines will operate 219 daily departures from BWI; there was no mention of the daily arrival flights. Also, BWI is scheduled to have 115 weekly international nonstop flights, which is 32 percent more than a decade ago, with seven airlines flying international routes, as opposed to only three airlines flying international routes 10 years ago. The letter stated that politicians at every level of the Maryland State Government are aware of the effects of NextGen and its impact on Marylanders who are forced to endure constant air traffic and noise due to lower altitudes. The letter continued by saying that the State has failed to hold the FAA accountable for the adverse effects of NextGen. The FAA has been quick to distribute funds to help soundproof homes near the airport but has done nothing to help homeowners up to 15 miles out from BWI who now live under constant heavy flight traffic. In the letter, Ms. Gust claimed that the “almighty dollar is more important than the taxpayers.” She stated that during peak times, the flights over the Broadwater Beach community in Arnold, Maryland, which is 10-plus air miles from BWI, pass over every two minutes all hours of the day. The letter concluded by stating that before NextGen, air traffic in the community was seen but not heard.

Mr. Jimmy Pleasant stated that he just applied for a new BWI portable noise study, saying that the study he had conducted back in January could not be released due to corruption. He researched online to see what other reports had recently been released, and he found one in Severn. Mr. Pleasant inquired why that one was released but his was not. Mr. Rineer replied that the MAA has three portable monitors, but the one that was used at Mr. Pleasant’s location was broken and it is still out of service. Mr. Rineer also stated that the MAA has other monitors and will work to place Mr. Pleasant on the list. The MAA also did another report for Mr. Pleasant, which he refused. Mr. Pleasant claimed that his refusal was because the MAA had offered a different kind of report.

Mr. Pleasant expressed his desire for the MAA to closely review the noise report that was released for the site in Severn. He elaborated that in that area, departures make a right turn at low altitudes, but the report states that is not a major issue for noise. He also said that the MAA had six days of east flow operations and the readings indicated 61 decibels or greater. Mr. Pleasant said the report showed no aircraft and that departures flew at 4,000 to 6,000 feet. Mr. Pleasant indicated that departures actually are at 1,200, 1,700, or 1,800 feet. He then inquired as to the cause of the noise. He stated no arrivals were in the area those six days, and the other days of the noise study showed low decibel levels. He stated that the MAA had six days of over 60 decibels day-night average sound level (DNL). He requested a new study be conducted in Severn.

Mr. Scott Phillips stated that samples from a build-up of soot on a resident’s flat rubber rooftop were taken last year from a roof right next to a marina in Annapolis; he sent the samples to Furman University

for analysis. He said that preliminary results identified that chemical components of the samples resemble burned jet fuel. He indicated that the resident has to have the roof cleaned often due to this pollution.

Mr. Phillips said that a Roundtable member shared with him an article regarding a lawsuit in Washington State because of the environmental impacts of NextGen. He said one aspect of the article mentioned that below 3,000 feet, heavy metals and fuel particles that were discovered on this rooftop are problematic because they do not disperse in the air and simply drop right to the communities below. He continued that 200 or even 100 flights over a similar flight path each day raises concern about harmful environmental effects on communities. Mr. Phillips stated that with NextGen, arrivals tend to hover over very low altitudes for many miles. He lives in Columbia 10 miles from the airport, and he has observed planes as low as 1,500 feet. He recalled a descent proposal, in which pilots would descend gradually as they near the airport. However, he stated that supposedly, pilots have more leeway to fly lower now. Mr. Phillips recommended that the FAA or MAA should stop allowing airplanes to “drag anchor” over the community; instead, the flights should keep as close to above 3,000 feet as possible and begin their descents as they get closer in. He stated that if this could be done, it should be, but acknowledged that there may be a practical reason why it cannot.

8. ADJOURN

Ms. Reese suggested that voting members of the Roundtable assign an alternate so that if they are unable to attend future Roundtable meetings, reaching a quorum at the beginning of the meeting would be less challenging. She suggested that members who are thinking of leaving where an alternate has not yet been identified could become an alternate for someone else to allow one vacancy. She indicated the vacancy would not count toward the requirement of a quorum. Mr. Holley mentioned that he is now located in District 31; additionally, Senator Gile is looking to appoint two new people to the Roundtable, which should help mitigate this issue. Ms. Reese mentioned that if the seat is vacant right now, it does not count against the body and will result in a higher number for a quorum. She stated that she would inform Howard County of the Roundtable’s need to have somebody representing the county and suggested contacting Baltimore County and other districts to fill additional seats.

Mr. Gartner mentioned that a public meeting on transportation issues was taking place that same evening in Anne Arundel County and suggested that is why an Anne Arundel representative was not present at the Roundtable this evening. Mr. Gartner suggested distributing “save the date” notifications soon after the next meeting date is set to encourage future meeting attendance; he requested MAA assist with organizing these notifications.

Mr. Woomer motioned to adjourn. Mr. Gartner seconded. Meeting adjourned at 8:20 p.m.