

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, July 18th, 2023 from 7:02 p.m. - 8:46 p.m.
Meeting held in-person and virtually via GoToWebinar

MEETING MINUTES

Regular Participants

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
Debbie Macdonald Chair	District 9	X	Sam Snead*	Office of Anne Arundel County Executive Steuart Pittman	
Austin Holley Vice Chair	District 33		Bruce Gartner*	Office of Howard County Executive Calvin Ball	X
Will Pierson*	District 32	X	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	
Dan Klosterman*	District 32	X	David Richardson	Southwest Airlines	
Daniel Woomeer*	District 32	X	Trey Turner	Southwest Airlines	
David Nibeck	District 32 Alternate		Kyle Evans	General Aviation Representative, CP Management LLC	
Howard Johnson*	District 12	X	Greg Voos	Mid Atlantic Regional Representative, NBAA	
Drew Roth*	District 12	X	Brent Girard	Office of Senator Chris Van Hollen	X Online
Scott Phillips*	District 13	X Online	Adam Spangler	Office of Congressman Anthony G. Brown	
Paul Verchinski	District 13 Alternate	X	Paul Shank Chief Engineer	MAA	X
Kimberly Franklin	District 33	X	Darline Terrell-Tyson Director, Office of Environmental Compliance and Sustainability	MAA	X
Libby Lewandowski	District 33	X Online	Bruce Rineer	MAA	X
Jesse Chancellor*	District 9	X Online	Karen Harrell	MAA	X Online
Mary Reese*	District 30		Veda Simmons Community Engagement Officer	FAA	X Online
Evan Reese*	District 30	X			
Debra Jung*	Howard County Council, District 4	X			
Ellen Moss*	District 1 Anne Arundel County Council	X			

*Voting Member

Federal Aviation Administration (FAA)

David Johnson, PBN Co-chair

Curby Fowler

Contractor Support

Royce Bassarab, HNTB

Divya Nittur, ADCI

MEETING MATERIALS

None

1. WELCOME AND INTRODUCTIONS

Introduction and Roll Call of Attendees

The meeting commenced with an essential safety briefing delivered by Mr. Bruce Rineer. Participants were informed to familiarize themselves with the nearest emergency exits and take note of the bathroom facilities near the conference room. For virtual attendees experiencing sign-in issues, they were advised to log out and log in again to ensure smooth participation. Mr. Rineer encouraged attendees to address any queries or concerns they might have by using the chat feature, assuring them that their questions would be addressed promptly.

Ms. Debbie Macdonald, the Roundtable Chair, conducted a roll call. She stated that three new members were present and said she would introduce them following the roll call. It was confirmed that the required quorum was met, allowing for the meeting to proceed with official business and decision-making.

Approve Agenda

Ms. Macdonald requested approval of the meeting agenda. A motion was put forward by Mr. Dan Woomer to approve the agenda. Mr. Drew Roth seconded the motion.

Review and Approve Meeting Minutes

Approval of the May 9 minutes had been tabled in the June 6 meeting, so Ms. Macdonald asked for a motion to approve those minutes. Mr. Woomer moved to approve the May 9 meeting minutes and Mr. Howard Johnson seconded the motion. All attendees expressed their agreement, and the May 9 meeting minutes were approved. Ms. Macdonald noted that some small changes were made to these minutes and are included in the May 9 minutes.

Ms. Macdonald asked for a motion to approve the June 6 meeting minutes. Mr. Woomer made the motion, and it was seconded by Mr. Roth. All participants were in favor, and the motion to accept the June 6 meeting minutes passed.

Introduce New Roundtable Members

Ms. Macdonald introduced the new Roundtable members, saying she was very happy that Senators Gile and Beidle recommended new appointees. From District 33, Ms. Kim Franklin and Ms. Libby Lewandowski were appointed. Ms. Lewandowski worked for the State of Maryland for 18 years. Ms. Franklin is a retired financial officer from Anne Arundel County government. Senator Beidle appointed Mr. William Pierson for District 32. Mr. Pierson is a retired pilot and a long-term Anne Arundel resident. Ms. MacDonald requested that the Roundtable members assist the new members in familiarizing themselves with the group.

Update on 2022 Annual Report

Ms. Macdonald noted that she has not yet completed the 2022 Annual Report. She said that the report is nearly complete, though she is waiting on some additional information from some members. Ms. Macdonald stated her goal is to complete the 2022 Annual Report well in advance of December 2023.

2. DISCUSSION: FAA PUBLIC COMMENT PERIOD ON REVIEW OF THE CIVIL AVIATION NOISE POLICY (DOCKET #FAA-2023-0855)

Mr. Woomer talked about the comment period on the FAA noise policy, which was extended to September 29, 2023. The FAA has undertaken a review of their noise policy and has requested technical, well-reasoned justifications for making changes to the noise policy. The FAA provided video presentations regarding this matter, and members can request links to these videos by emailing Mr. Woomer at woomer.dan@gmail.com.

Mr. Woomer believes that the principal goal for the Roundtable is to propose the use of other metrics instead of or in addition to the current metric of Day-Night Average Sound Level (DNL). He explained that one such parameter, N Above, involves the number of flights above a specified threshold, with the range proposed being 35 to 80 dB, and said that the sound monitors placed around the airport have recorded noise levels reaching 80 decibels. Mr. Woomer stated that the FAA asked for responses to a series of questions on the noise policy; the Roundtable team currently has draft responses to about 80 percent of the questions. He noted that Mr. Chancellor provided valuable input, and insights from individuals from Howard County and Anne Arundel County have been considered. Mr. Woomer said that the initial plan was to complete the draft on July 18, the extension allows the team to take the necessary time to ensure a thorough and comprehensive response. They intend to share the response with the Roundtable for comments. Mr. Evan Reese noted he planned to provide comments.

Mr. Woomer emphasized that the review was more detailed than he expected and said that he needed the Roundtable's involvement to formulate the response. Ms. Macdonald commented that she would like to use the Roundtable's contact list to solicit input from interested individuals. Mr. Woomer mentioned that approximately 25 individuals provided input, including representatives from the Oakland Mills Community and the Howard County Citizens Association. Mr. Paul Verchinski sent a copy of the Oakland Mills input to Ms. Macdonald. He then reiterated that individuals could comment on this, stating that he provided input two years ago when it was initially discussed in 2021. Ms. Macdonald noted that the comments do not need to be overly technical, as some individuals may not have a high level of expertise in aviation.

Ms. Macdonald suggested that the Oakland Mills and Howard County Citizens Association inputs could provide a template for input from other villages. Mr. Verchinski mentioned that village boards and organizations are staffed by volunteers and may not have time to provide input. During the meeting, an audience member inquired if the information could be made available to everyone, and the Roundtable members agreed to do so. Mr. Gartner sent the information to Mr. Woomer. Ms. Macdonald reiterated that all the materials have a due date of September 29, and Mr. Woomer confirmed that the response was on track to meet the deadline.

Ms. Franklin asked if public comments were allowed from both inside and outside noise contours. Mr. Woomer explained that public comments are welcome from anyone, and if someone is experiencing harassment due to aircraft noise, they can submit their concerns on the website. He continued, saying that most of the problems were caused by the implementation of NextGen, which goes beyond just noise issues. Some of the questions raised during the review are about the implementation of NextGen. Mr. Rineer said the FAA's noise policy review page has a section where individuals can add their comments and read through others' comments. He encouraged everyone to visit the Noise Policy Federal Register Notice to see the specific questions and the comments received. The link to the FAA's website for noise policy review is www.faa.gov/noisepolicyreview, where detailed information can be found, though it may require some time to read through it all. People can also click on the complaint link on the website to report any noise-related issues directly to the FAA. Ms. Veda Simmons provided links in the meeting chat and commented that if people have questions regarding the noise policy, they should reach out to Ms. Macdonald, who will send the questions to Ms. Simmons and the FAA.

3. DISCUSSION OF ROUNDTABLE MARYLAND AVIATION COMMISSION ORIENTATION

Mr. Jesse Chancellor gave a presentation regarding the orientation materials that could be provided to new members of the Maryland Aviation Commission (MAC). Ms. MacDonald inquired if everyone received the link to the orientation video made by Mr. Chancellor. She asked the members if they had the chance to view it. Mr. Chancellor stated that not much time was allocated to this item since the videos and materials could be reviewed outside of this meeting.

Mr. Chancellor welcomed the new members and thanked them for being a part of the Roundtable. He then provided a brief overview of the need for this orientation. He said legislation adding new members to the MAC was recently passed, with one of the requirements to provide orientation to new members, with the intent of providing one set of concerns and responsibilities for all commissioners. Mr. Chancellor said that the Roundtable wants to suggest to the MAA some of the areas that community members are concerned about. He stated that he believes that the MAA will brief new commissioners on topics such as the airport master plan, economic impacts, legal responsibilities, leases, contracts, and budgets. However, the Roundtable would like to focus on lessons learned on health, environment, and community impacts.

Mr. Chancellor stated that the Roundtable had four items for inclusion in the MAC orientation, saying that he sent out an informational email and links on June 14. One item is a video on health and environmental concerns, which the group has started to study with the help of national and international experts. Mr. Chancellor said he also included excerpts from public comments from early Roundtable meetings in 2017, which he stated are still valid, as no changes to flight procedures have

occurred since then. He remarked that new people are starting to voice the same concerns, saying that they did not expect the level of noise pollution they are experiencing. Mr. Chancellor stated that he believes these two items should be required for the new commissioners to review, since they may not be aware of the Roundtable and its activities unless they are under the flight paths or know people who are. He stated that the video and the comments will help the commissioners understand the Roundtable's and affected community members' concerns.

Mr. Chancellor further believes that the commissioners need to read and understand last year's study by Dr. Zafar Zafari on the incremental health and economic impacts of NextGen in the region. He included a link to this study as the third item in the July 14 email and said that he believes this report should be required reading.

When the Roundtable first began to review Dr. Zafari's study, they viewed a video on health issues related to aviation, after which Dr. Zafari answered questions regarding these issues. Mr. Chancellor noted that including the video in the orientation materials would potentially overwhelm the new commissioners with too much information, but as the fourth item, he suggested that the new commissioners watch the Q&A session as a supplement to the Zafari study. He noted that he thinks that this fourth item is optional, while the other three should be required, but that could be discussed by the Roundtable.

Mr. Chancellor said that the main part of the video, which most current members have seen, is about 37 minutes long and is an excerpt from a conference attended by some Roundtable members. He has added two other segments to the video. At the beginning, he added a Q&A session on fine-particulate pollution in commercial aviation from a recent conference; this segment is about six minutes long and covers similar material to the main video in an accessible fashion. He commented that he thinks this segment provides a good lead-in to the main video. The second segment Mr. Chancellor added is a presentation on monthly operations reporting at BWI that he and Mr. Jim Allerdice from Vianair gave at a recent conference. He stated that the Roundtable was unable to get a comprehensive dataset covering the entire affected community from the MAA, FAA, or other sectors, so they turned to Vianair to obtain the needed data. He noted that if members want to skip to this segment, it begins 21 minutes into the video. Mr. Chancellor concluded by saying that he thought this video was important to provide to the new commissioners as it would help them do their jobs better and said he is available for any questions.

Mr. Woomer stated that he thought Mr. Chancellor's presentation and suggestions were excellent. He agreed with the suggestions regarding the required and optional materials, adding that everyone should read the Zafari study. Ms. Macdonald agreed. She then asked about the time commitment involved in the orientation materials. Mr. Chancellor stated that the video was just over 37 minutes total, while that the time required for reading the study would depend on the reader's familiarity with aviation terminology. Based on that, Ms. Macdonald estimated that the time required to review the orientation materials would likely total less than two hours.

Ms. Macdonald asked for the next steps regarding the orientation package. Mr. Verchinski said he believed that Mr. Chancellor wants a motion to adopt the orientation package so it can be provided to the MAC. Mr. Chancellor agreed, saying that he would also like to provide it to the state Secretary of Transportation, as well as Senators Lam and Beidle as sponsors of the MAC legislation. He also thought

that they are heads of the senatorial delegations recommending the commission appointees to the Governor.

Mr. Verchinski suggested that Mr. Chancellor send the orientation package to the Delegate sponsors in addition to the Senate sponsors; Mr. Chancellor agreed. Ms. Jung mentioned that Delegate Terri Hill was the main delegate sponsor but that there were several co-sponsors. Mr. Chancellor reiterated that this presentation contains the Roundtable's suggestions for orientation materials, but that the Roundtable was created to help represent the community, which is why they should help the MAA provide the best information for the MAC orientation. Ms. Macdonald said that this presentation is the first iteration of the materials and that it can be updated as more studies come out.

Mr. Woomer motioned that the Roundtable accept Mr. Chancellor's recommendations for the orientation materials. Ms. Jung seconded, and the motion passed. Mr. Chancellor noted that community members may want to view the video, so he will work with the MAA to post the materials and the Roundtable can distribute it to their contact list. Ms. Macdonald said it could also be provided as part of the Roundtable meeting materials on the website.

Mr. Bruce Gartner had the opportunity to attend the MAC meeting the previous week, where he spoke on behalf of the County Executive and encouraged the MAC to provide an orientation for the new commissioners. He stated that Mr. Ricky Smith, the MAA Executive Director, summarized the legislation associated with the new commissioners to the MAC, including at least one new member in attendance, and said that the orientation suggestion was well received. Mr. Gartner told the MAC that the Roundtable wanted to provide input to the MAC and that he encouraged the MAC to reach out to the Roundtable.

4. MAA UPDATE

Mr. Paul Shank provided an update on the MAA's response to the FAA's request for letters from both the MAA and the Roundtable to address specific procedures and changes proposed by the FAA. He stated that the MAA reviewed information provided by the FAA and found it was incomplete. The MAA and members of the FAA's Performance Based Navigation (PBN) Working Group met on July 18 and agreed that more work needs to be done. Mr. Shank stated that the MAA has requested that the FAA provide a master TARGETS file containing all procedures that they intend to modify. He said that a specific timeline was not provided, but the FAA and the MAA both emphasized the need for prompt action. He reiterated the MAA's support in assisting the FAA with any necessary processes and stated that another meeting with the PBN Working Group would likely occur. Roundtable members suggested that an introduction to PBN and other relevant terminology should be provided to new members. Mr. Shank stated he would defer to Mr. Evan Reese to provide that overview.

Ms. Jung inquired if this task would impact the schedule for the departure procedures' planned publication in May 2024. Mr. Shank redirected the question to Ms. Simmons, and she confirmed that the publication schedule remains the same. The arrival and approach procedures are currently scheduled to be published in May 2025. Ms. Macdonald stated that the Roundtable asked the MAA for help in composing their letter to the FAA regarding approval of the proposed procedures. Mr. Shank stated that the FAA had requested the same procedure approvals from both Roundtable and the MAA, saying that the MAA had started reviewing the proposed changes when they initially received the request from the

FAA. When the MAA started their review, they discovered that information was missing, which led to the productive discussion with the PBN Working Group that Mr. Shank summarized earlier in the meeting. He said that the MAA needs to review all proposed procedures first and then will provide their position on the procedures and whether they concur; the Roundtable will then need to decide whether they agree with the MAA's position. He stated that once the MAA receives the complete TARGETS package, he will brief the Technical Committee first.

5. ROUNDTABLE COMMITTEE REPORTS

Technical Committee

Mr. Reese said there were no additional updates from the Technical Committee and said that he would reach out to the new Roundtable members.

Legislative Committee

Ms. Jung said that Mr. Chancellor has followed up on the legislation that adds four members of the public as commissioners to the MAC. The goal is to bring diverse perspectives to the MAC so that it does not only address contracts but also considers the experiences of people living under the "FAA highway in the sky". At the previous Roundtable meeting, some members of the Roundtable expressed interest in being appointed to the MAC. These members presented statements explaining why they wanted to be representatives, and the Roundtable voted to recommend them for consideration. Mr. Woomer stated that the candidates are Mr. Roth and Mr. Chancellor, representing Howard County, and Ms. Mary Reese from Anne Arundel County. Ms. Jung noted that there will be four new commissioners, so presumably a fourth candidate from Anne Arundel County would be proposed. She further commented that the three candidates proposed by the Roundtable would not necessarily be selected for the MAC. Ms. Macdonald noted that the Roundtable will need to help the new members understand the history behind this.

Communication Committee

Ms. Macdonald mentioned that she was the only member of the communication committee and welcomed new members to join the committee. She said she would also reach out when she needs help.

6. ELECTION OF SUCCESSOR ROUNDTABLE CHAIR AND VICE CHAIR

Ms. Macdonald provided an update on the election of the Roundtable Chair and Vice Chair. The election process had been put on hold previously. Ms. Macdonald expressed her willingness to serve another year if she has support from a Vice Chair. Mr. Austin Holley, the current Vice Chair, has done an excellent job but no longer has enough time to continue in the role. The decision was made to table the election until new members are more familiar with the Roundtable. Ms. Macdonald commented that she would like to find a Vice Chair who would eventually move into the Chair position. Mr. Woomer stated that the teamwork between Howard and Anne Arundel County representatives has been outstanding; he and Ms. Macdonald encourage anyone from Howard or Anne Arundel County who is interested in either position to consider the roles.

Mr. Woomer made a motion to table the election until the next meeting, and Mr. Reese seconded the motion. All members present voted in favor, and the motion passed.

5. PUBLIC COMMENT

Two questions were provided via email to Mr. Rineer, who emailed them to Ms. Macdonald in advance of the meeting.

Ms. Macdonald stated that she had requested a presentation from the FAA, but Ms. Simmons had informed her that the presentation would not be available for this meeting. Ms. Macdonald asked Ms. Simmons to provide an update on the presentation; Ms. Simmons said that the presentation can occur after the next PBN Working Group meeting once its members and the MAA agree on the proposed BWI procedures.

Ms. Macdonald noted that three attendees wished to provide comments in addition to the two comments provided via email. She noted that each participant would have two minutes to speak.

Mr. Bill Parla inquired if the FAA has made any adjustments to procedures since 2017 or if they are still pending. Ms. Jung confirmed that new procedures are scheduled to be published in May 2024, and they will be implemented at that time. Mr. Rineer clarified that these are the departure procedures only; arrival procedures are scheduled for publication approximately a year later. Mr. Parla asked if making changes to the flight procedures was an ongoing process. Mr. Reese explained that over the long term, it is an ongoing process as the FAA continues to reevaluate the airspace; in the shorter term, the process of implementing changes can take five to seven years, especially for major changes. These changes are designed to address issues for a significant period; Mr. Reese estimated that the BWI area could see a decade of stability regarding the procedures before further changes would occur. He emphasized that safety is a top priority, and the process takes time to ensure everything is done properly.

Another individual, Mr. Jimmy Pleasant, stated that he has experienced 235 to 240 aircraft overflying his house today. He also said that he called the FAA Potomac TRACON about aircraft arrivals overshooting the runway and flying over his house. The FAA told him to contact the Roundtable regarding his concerns, but Mr. Pleasant stated that the Roundtable had proposed the procedure he was complaining about. He used to experience noise from planes flying over Route 32 and Route 29, saying that the aircraft should be lined up at least 10 miles from the runway instead of turning closer in, and that worldwide, noise experts say to avoid turns at low altitudes. He said that if the Roundtable proposes changes to procedures, they should move them farther out to reduce noise. Mr. Pleasant asserted that the Roundtable proposed to shift the procedures inside Route 32, but they need to be shifted out farther to avoid turns, reiterating that noise experts say to avoid low altitude turns. He said that a similar problem is occurring in Severn.

Mr. Reese thanked Mr. Pleasant for expressing his concerns but asserted that no proposals currently flown at BWI were proposed by the Roundtable and asked Mr. Shank to confirm this. Mr. Reese further stated that the Roundtable's proposals have not been approved and that what Mr. Pleasant is experiencing may be controller vectors. Mr. Pleasant stated that the FAA is gaming the system by flying procedures before they have been approved, reiterating that it is the same procedure proposed by the Roundtable.

An audience member said that the FAA is flying different routes, commenting that earlier in the year, aircraft were flying at higher altitudes and at faster speeds, which he noticed since the aircraft had a different sound for three to four days in a row. He asked Mr. Woomer if the FAA's noise policy reviews accounts for the environmental considerations associated with different seasons. Mr. Woomer said that he thinks that the FAA selected DNL as the primary metric since at the time it was chosen, they had to select a metric quickly and that DNL may have been selected due to the computing power available at the time. Today, technology is superior and so the Roundtable will recommend that the FAA consider a group of metrics that provide a better profile of people's experiences. Mr. Reese agreed with Mr. Woomer's assessment, saying that DNL was relevant at the time it was chosen but more sophisticated metrics are now available. He further stated that the European equivalent of the FAA is moving away from DNL. Mr. Reese stated that he believes that being able to review the FAA's noise policy is a great opportunity.

Ms. Laura Donovan asked about the height restrictions for trees within a 4-mile radius from BWI. She was concerned about the need to cut down trees and who oversees these regulations. She said that Anne Arundel County has a zoning law that allows three-story buildings, but she is concerned that the FAA may change flight paths, requiring her to remove buildings or trees. Mr. Reese said this issue is called encroachment and that the Roundtable does not have sufficient expertise to address this. Mr. Shank stated that encroachment is usually addressed when applying for permits. However, Ms. Donovan wanted to know what is allowed before applying for any permits. Mr. Shank stated that Ms. Donovan's designer should be able to advise her about any restrictions, saying that the airport reacts to the application as per legal requirements.

Ms. Donovan expressed concerns about what might happen in four to seven years if the FAA continues to change flight paths or add more flights. Mr. Chancellor and Mr. Reese stated that the FAA owns the airspace, which means they can make decisions that may affect properties. Mr. Reese further noted that the FAA will always need to revisit the airspace configurations, but that the FAA intends to work with the Roundtable for future Performance-Based Navigation (PBN) modifications. He addressed the importance of the Roundtable's involvement from the start in these future PBN modification processes and said that the Roundtable has asked the FAA to clarify how and when the Roundtable will be involved so that they can provide input to the FAA early on rather than just receiving instructions at the end of the process.

Ms. Donovan asked about Senator Biedle's interest in continuing a study left unfinished by Dr. Zafari. Mr. Woomer mentioned that the senator has shown support but has not yet committed to moving forward. He stated that he will continue discussing the matter with the senator to see if she wants to advance the issue.

Mr. Rineer read a question that was sent at 4:22 p.m. that day. Previously, arrival flight paths were south of 175 and west of I-95, which is zoned for commercial uses, and departure paths were north of 175 and west of I-95, over commercial and residential areas. However, over the past month, the arrivals shifted to the north of 175 and departures south of 100, both over residential-only areas. This change appears to have reverted flights to areas affected during the initial days of the NextGen implementation. The commenter asked what triggered this change and wondered how this can occur overnight when the FAA's approval process takes several years.

Ms. MacDonald said that this question does not fall under the Roundtable's purview. Mr. Rineer asserted that no changes have been made to the flight paths. Mr. Reese stated that he fully believes the commenter's experiences but noted that there have been no official changes to the flight paths, saying that the changes are a result of how the controllers implement the published procedures.

Several Roundtable members discussed the reasons for variations in flight paths. Mr. Reese asserted that if a pilot is cleared on a procedure, the procedure must be flown as specified, saying that there are certain tolerances associated with different types of procedures. These tolerances allow offsets on the order of hundreds of feet to the left or right of the procedure's centerline, depending on the procedure. If pilots are cleared for visual approaches instead of instrument procedures, they can "dive and drive" to the listed minimum safe altitude and manage their own lateral separation. He also noted that controllers may provide vectoring to pilots; both methods result in greater variation in headings and locations.

Ms. Donovan commented that the Roundtable meetings only discuss arrivals and departures at BWI and asked how planes arriving and departing at the other local airports are addressed. Mr. Reese said this topic would need to be addressed at other meetings. He said that he, Mr. Shank, and the Technical Committee have looked at this before. Certain corridors transiting the airspace exist but the aircraft there are at higher altitudes. Ms. Donovan then asked who she could call about these flights. Mr. Reese instructed Ms. Donovan to use the website flightaware.com to obtain data about the flight, including flight number, and then fill out the MAA's complaint form. The complaints provide data to assist in developing procedures in partnership with the FAA.

Ms. Macdonald read a comment from Weijin Wang received via the virtual Q&A portal. The commenter moved into their house in 2022 and experiences airplane noise every day, primarily from Southwest Airlines flights. Aircraft sometimes fly over as late as 1 a.m. and start flying every morning at 5 a.m. The commenter has been told by the MAA to contact the FAA and by the FAA to contact the local airport. The commenter suggested implementing a 10 p.m. to 7 a.m. curfew, enforcing a minimum altitude, and providing guidelines and financial help to affected residents. The Roundtable agreed with the commenter and asserted that a curfew would be helpful.

Two commenters said they live in Elmhurst and experience aircraft overflights every two and a half minutes. They asked the Roundtable if there was any hope and how they can help. Ms. Jung said there is hope, especially since the FAA has a publication date for the departure procedure updates, with the arrival procedures planned for a year later, and sympathized with the commenters. Mr. Reese stated that the Roundtable's goal is to revert flight paths to pre-Metroplex locations and expressed his hope that advancements in the aviation industry, such as electric aircraft, will reduce noise. He said that technological advances, as well as a productive relationship between the FAA, the MAA, and the community, will help address the issue. Over the past seven or eight years, the Roundtable has established itself as a loud and persistent stakeholder in this process.

The commenters inquired about how to assist with the issue. Mr. Reese recommended that they make noise complaints and suggested that they join the Roundtable and actively voice their concerns. He emphasized that addressing the matter is a long-term process, and getting involved in the organization can make a difference. Ms. Jung also advised them to reach out to their state senator, Senator Beidle, to

thank her for her support of the MAC and express the importance of the aviation noise issue. Since the MAA is a state agency, BWI is owned by taxpayers, so state legislators can have some control over the matter. Ms. Jung said that this unique situation means that the Roundtable can and should do more to address these issues.

The commenters also asked about the feasibility in recommending that certain types of aircraft and engines be limited at the airport. Mr. Reese stated that the Roundtable had previously done an analysis of aircraft and engine types at BWI, but it was several years ago. Mr. Shank concurred. Mr. Reese said that most of the airlines at BWI use Stage 4 engines, which have the best available technology. Mr. Roth suggested using the website flightradar24.com to find information about flights and their flight paths to identify the loud aircraft, which he said tend to be cargo carriers using older equipment. Mr. Reese said that they should then reach out to his representative and that Mr. Klosterman had several resources available to help understand the technical issues.

Ms. Macdonald said she could add the commenters to the Roundtable's contact list if they were interested, saying that the Roundtable reaches out to the list for help, such as responding to surveys, letter writing campaigns, or outreach to representatives. She said that in the meantime, they should make noise complaints and contact the Roundtable as needed.

6. PLANNING FOR NEXT MEETING AND ADJOURN

Ms. Macdonald stated that they needed to select a date for the next meeting, asking if an August meeting was necessary. Mr. Woomer stated that the FAA noise policy response was due on September 29. Mr. Roth asked when the next PBN Working Group meeting would be held. Ms. Macdonald proposed skipping the August meeting; the group agreed to the next meeting on September 12.

Mr. Woomer moved to adjourn, and Mr. Roth seconded. The meeting was adjourned at 8:46 p.m.