

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, September 12th, 2023 from 7:05 p.m. – 8:34 p.m.  
Meeting held in-person and virtually via GoToWebinar

**MEETING MINUTES**

Regular Participants

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

\*Voting Member

Federal Aviation Administration (FAA)

Veda Simmons (Online) – Community Engagement Officer

Contractor Support

Royce Bassarab, HNTB

Brett Healy, ADCI

Jason Stoddard (Online), HMMH

Sarah Yenson (Online), HMMH

Gary McMullin (Online), HMMH

MEETING MATERIALS

None

**1. Introduction and Roll Call**

Introduction

The meeting commenced at 7:05 p.m. with a safety briefing delivered by Mr. Bruce Rineer. Meeting participants were instructed to familiarize themselves with the nearest emergency exits and take note of the bathroom facilities near the conference room. Virtual attendees experiencing sign-in issues were advised to log out and log in again. Mr. Rineer encouraged attendees to use the chat feature to address any queries or concerns they might have. Mr. Royce Bassarab was online to assist if anyone online has questions or issues.

The Roundtable Chair, Ms. Debbie MacDonald, conducted roll call to establish a quorum. It was confirmed that the required quorum was met. Roll call was taken for virtual and non-voting participants.

Approve Agenda

Mr. Will Pierson motioned to approve the meeting agenda; Mr. Daniel Woomer seconded. All voted in favor and the motion passed.

Review and Approve July 18, 2023 Meeting Minutes

Mr. Jesse Chancellor motioned to approve the meeting minutes from July 18, 2023; Mr. Woomer seconded. All voted in favor and the motion passed.

**2. DC Metroplex BWI Community Roundtable Comments to FAA's Review of the Civil Aviation Noise Policy (Docket #FAA-2023-0855)**

Ms. MacDonald stated that the Roundtable's comments are complete for the Federal Aviation Administration's (FAA's) comment period on the review of the Civil Aviation Noise Policy; after her review, she said she believes the comments are ready for submittal to the FAA. Mr. Dan Woomer thanked Mr. Drew Roth and Mr. Chancellor for their hard work on the Noise Policy comments, saying that the Roundtable members should have received a copy of the comments and that he is looking forward to feedback. Mr. Chancellor stated that the Roundtable needs to vote to approve the response, noting that the Noise Policy comments must be approved and sent to the FAA by the September 29, 2023 deadline.

Mr. Chancellor said there is an opportunity for community members as individuals to submit their own comments on the Noise Policy to the FAA. He encouraged attendees to submit their own comments and experiences that would support the Roundtable's comments. Mr. Chancellor explained that there were several suggestions that were recently received from the Aviation Impact on Communities Association (AICA), which produced a scientific report on the topic of aircraft noise, and he will send the report to Roundtable members. Mr. Chancellor then explained that if an individual likes the AICA suggestions, they can, in their comments, express their support for not only the BWI Roundtable submission but also the AICA submission. Ms. MacDonald asked Mr. Chancellor if the request for comments in support of the AICA report was in reference to the technical portion of the Roundtable's submission, and Mr. Chancellor confirmed that it was. Ms. MacDonald said that she would provide guidance and suggested language for submitting comments on community impacts associated with the Noise Policy to the FAA.

Mr. Chancellor then clarified that he did not mean that Roundtable members were required to review the AICA report; he meant that if the members agree with what is written in that report, they could express their support for the AICA's comments in addition to the Roundtable's comments, and encouraged members to use some of the same language that was used in the report.

Ms. MacDonald asked if Roundtable members had a chance to read through the BWI Roundtable response to the Noise Policy review and if they had any comments. Mr. Gartner stated he read through it and had a few comments that mainly consisted of grammatical fixes and readability; he stated that a couple of statements could be made more compelling. He said that much of the policy review submission was verifying references and sources. Mr. Gartner said he gave his comments to Mr. Chancellor, and that he would be willing to review some of his comments if the Roundtable members were interested. Mr. Chancellor said that he received Mr. Gartner's comments and he believes they will improve the Roundtable's submission; however, he said Mr. Gartner's comments are minor changes that do not change the content of the submission. Mr. Woomer asked if a link or reference to a video on the health impacts of aviation noise would be included in the Roundtable's submission.

Mr. Chancellor said the document containing the Roundtable's comments is 75 percent done, and the whole document will be ready to send very soon. However, Mr. Chancellor said he needed comments and approval from the Roundtable members during the meeting. Mr. Woomer asked Mr. Chancellor if he is comfortable with taking the lead in finalizing and compiling the Roundtable's comments for submittal to the FAA, and Mr. Chancellor said he was.

Mr. Paul Verchinski motioned to vote for approval of the document containing the Roundtable's comments for the Noise Policy review. This motion was seconded by Ms. Debra Jung. All were in favor, and the motion passed.

Ms. MacDonald asked if the Roundtable members were comfortable with last-minute edits being made between the meeting and the submission date on September 29. Mr. Woomer and other members said they had no issues with last-minute edits. Mr. Gartner gave examples of where he wanted to add more information to the document, saying he would like more detailed discussion regarding health and annoyance and on other methods of input and feedback beyond a survey. He also noted that the document included several references from previous Roundtable minutes and suggested that more context or direct quotes could increase the readability of the document. Mr. Chancellor stated that Mr. Woomer wanted to get the document finalized one week prior to the meeting today, but that had to be pushed back as not enough Roundtable members had reviewed the document by that time.

Mr. Roth talked about how the Roundtable's comments would be received by the FAA. He said the document would be reviewed by the FAA, which will have teams that address each of the sections of the Noise Policy separately. Thus, Mr. Roth said it is important for the Roundtable's comments to be relevant to each question so the comments are not ignored. He clarified that each answer must stand on its own, or there is a risk the input will be ignored.

Mr. Rineer informed Ms. MacDonald that Mr. Austin Holley was online and present in the meeting.

In summarizing the Roundtable's comments, Mr. Chancellor stated that it was impossible to accurately measure aircraft noise with a single metric like day-night average sound level (DNL). He said multiple scientific metrics as well as personal experiences from community members should be included. Additionally, he said the metrics and processes used by the FAA to determine noise level should be transparent, stating that decisions affecting hundreds of thousands of lives are being made based on a single metric applied to both close-in and overflight communities, which is misleading.

Ms. MacDonald asked if someone could explain the term DNL for the new members. Mr. Roth said DNL is a poor metric because it lessens the impact of large noise spikes during the time frame captured by the metric. He said DNL averages out the values so there can be specific moments where noise is above the limit, but it is countered by the large amount of time in which there is no aircraft noise, which affects the averaging of the overall noise level. Mr. Roth said when he was writing the document containing the Roundtable's comments to the FAA, he tried to frame it so that it included the objectives the FAA laid out for aircraft noise and how each objective would be best met by a different type of metric. Mr. Roth said that measuring the community impact by determining only DNL does not achieve the objectives stated by the FAA.

Ms. MacDonald thanked all the new and existing Roundtable members who contributed to the document. She said she hopes the FAA takes the comments seriously, saying that the time and effort spent in composing a response to this request deserves a response.

Mr. Woomeer motioned to approve the document with Mr. Gartner's edits included, and Mr. Evan Reese seconded. All voted in favor and the motion passed. Mr. Woomeer said if Mr. Chancellor would send him an updated copy of the document before the final submission to the FAA, he would provide an additional review.

### **3. MAA Update**

Mr. Paul Shank said the MAA attended a follow-up meeting with the FAA on August 29, 2023 for the Performance Based Navigation (PBN) approval process, known colloquially as the "Dot 41" process. He said after MAA completed a review of changes to the instrument approach procedures (IAPs), the FAA Regional Administrator wanted MAA to provide a letter stating MAA's concurrence with the proposed changes to all procedures. This includes Standard Instruments Departures (SIDs), Standard Terminal Arrivals (STARs), and IAPs. Mr. Shank said at the conclusion of that meeting, the FAA and MAA were in concurrence regarding the acceptability of the proposed changes, so the MAA took Ms. MacDonald's April 5, 2023 draft letter to the FAA and updated it to list the procedures they concurred with, as well as some recommended edits. These edits included a change to the FAA Regional Administrator recipient and removal of a statement saying that no changes had been made to PBN arrival procedures since 2018. Mr. Shank said he sent the populated draft to the Chair of the Roundtable's Technical Committee,

Mr. Reese. Mr. Reese said he forwarded the draft to members of the Technical Committee, but they have not had a chance to discuss it. Mr. Reese stated that none of the FAA's feedback to the MAA altered any of the procedure changes that the Roundtable had proposed, and some of the altitudes were higher than what the Roundtable had requested.

Mr. Shank said that during the August 29 meeting, the FAA and MAA discussed additional changes to two precision approaches at BWI. He noted that the FAA was worried that the Roundtable would have concerns about the addition of these changes and stated that the FAA wanted to make sure that the Roundtable was aware of them. For the instrument landing system (ILS) procedures to Runway 10 and Runway 15R, the MAA recommended that the published altitudes be raised at the initial approach fixes and the FAA agreed. Mr. Shank also said that the FAA suggested changing the locations of the initial and intermediate fixes for the same procedures. Mr. Gary McMullin confirmed that those changes would be for intermediate and initial approach fixes.

Mr. Shank stated that MAA had looked at historical radar data and confirmed that those changes could be made without affecting the overflowed communities, allowing them to concur with the FAA's proposed changes. Mr. Reese then reiterated that the FAA's feedback and proposed changes did not affect the Roundtable's proposed changes and asserted that the new changes would affect procedures that were not part of the Roundtable's proposed procedures. He also stated that after the Technical Committee reviews the proposed edits, the letter to the FAA will be distributed to the Roundtable for approval.

Mr. Chancellor said that he was confused by the table and by the nomenclature given for some of the departure procedures. He said the departure from Runway 28 was separated into TERPZ and LINSE, but in the table provided by the MAA, the departure for Runway 28 is listed as FIXET. Mr. Chancellor asked if FIXET was the same as the old TERPZ procedure, since he did not see TERPZ anymore and stated that he wants to make sure that the terminology is consistent with the changed TERPZ procedure. Mr. Shank deferred the question to Mr. McMullin. Mr. McMullin explained that TERPZ is an issue because of its size; thus, the FAA attempted to better distribute the flights over a wider area instead of sending all the operations on one flight path by splitting that procedure into two separate procedures. He said the traffic flow to the airport will dictate which of the two procedures to use.

Mr. Reese said that he thought that the TERPZ has now become the FIXET and FOXHL SIDs that were shown in the table in question. Mr. Chancellor was confused by the formatting of the table, and because the IAPS and SIDs were in line with each other, he thought that they were related; however, they are separate procedures.

Mr. Pierson asked Mr. Reese if there is a proposed SID that they can see. Mr. Reese said while he has not seen the proposed procedure plate for the SIDs, the Technical Committee has seen the proposed tracks that the aircraft would use for the new procedures and they were acceptable. Mr. Reese and Mr. McMullin then went on to say that they thought that FIXET represented half of TERPZ. Mr. Shank said each of these procedures was designed and approved via multiple Dot 41 meetings with the FAA and MAA. The FAA and MAA compared the procedures with the original Roundtable requests to ensure that the changes wanted by all parties were reviewed and addressed.

Mr. Shank said that during the August 29 meeting, the MAA and FAA reviewed and agreed on the procedures for the SIDs, STARS, and IAPs, and the MAA specifically asked the FAA to provide a

comprehensive set of procedures to the MAA for review. He stated that the MAA has reviewed and agreed with the procedures as they appeared in the most recent files from FAA, but he does not want to send the letter of concurrence until the Roundtable also concurs with the proposed procedures. Mr. Shank reiterated the suggested minor edits to the letter, including that the last paragraph before the table should be taken out as the table provides the same information.

Mr. Reese clarified that nothing has changed with the Roundtable's package and that the FAA just wants approval on all procedures from both the MAA and from the Roundtable. He reiterated that all the FAA's comments were outside of the Roundtable's submitted package and that concurrence represents the Roundtable's and the MAA's agreement that the FAA's additional changes do not affect the procedures they proposed and requested. Mr. Reese said he thinks that this concurrence step is the last real hurdle to get over, and then the FAA can start the National Environmental Policy Act (NEPA) process and change some of the approaches and departure procedures at BWI. Mr. Reese then said he received the letter on Friday and was not able to send the letter to the Roundtable until Monday.

Mr. Shank reiterated that from his understanding of what the FAA was asking, the FAA wants separate letters from the MAA and from the Roundtable. He said the difference between the two letters is that the MAA letter reminds the FAA that the MAA has requested that the FAA hold a public meeting to address the changes to the SIDs, STARs, and IAPs as part of the environmental review process. Mr. Shank asserted that the Roundtable provides a forum for many communities to understand and express concerns regarding operations at BWI, but it does not represent all the affected people. He offered to help the FAA coordinate this meeting. Ms. Veda Simmons stated that a public meeting is not a required part of the NEPA process and that the FAA has completed all the requirements for the process. She stated that if additional public awareness is desired, the MAA and the Roundtable could coordinate that themselves. Mr. Shank stated that he accepts this, saying that the FAA, which is the interpreter of NEPA, says the changes to BWI's procedures do not require a public meeting, while the MAA has requested that the FAA hold one. Mr. Shank said that both parties' positions were now on record.

Mr. Reese had a question about there being a precedent set for having public meetings since the FAA held one for the DC Metroplex NextGen package. He said he remembered that this was not a requirement when they were introducing NextGen, but a meeting still was held. Mr. Shank reiterated that the MAA's request for the public meeting is the only difference between the two letters. Ms. Jung asked Mr. Shank if there was any way for the MAA to host the meeting without FAA involvement, to which Mr. Shank said no because it is an FAA function. Ms. Jung said she does not understand how the FAA would not want to be responsive to the many people who are impacted by aircraft noise on a regular basis. As an elected member of the government, she said that she would expect that the FAA would offer some sort of way to meet or communicate with community members who are affected by aircraft noise.

Mr. Roth then clarified that the meeting referenced by Mr. Reese occurred after the NEPA process was completed, and thus was not a public NEPA meeting. He said that he was involved in the original environmental assessment for the DC Metroplex, and it had no public meeting. Mr. Reese acknowledged Mr. Roth's clarification and agreed that there was no previous precedent set for having public meetings. Mr. Shank stated that during the NextGen implementation, the MAA had not requested a public meeting, which resulted in public backlash, so he wanted to make sure that the MAA's request for a

public meeting in this case is on record. Mr. Shank reiterated that the MAA has requested the meeting and the FAA has stated that it is not required.

Ms. Mary Reese then asked Mr. Shank when the MAA will send their letter to the FAA and when should the Roundtable send their letter. Mr. Shank said the sooner the better, but he does not believe that the letter is delaying the implementation and publication of the procedures, but that letters are required for the official record. Mr. Shank reiterated the editorial suggestions to the MAA's letter. Mr. Reese noted that, in the email he sent to the Roundtable regarding the MAA's comments on the Roundtable's letter to the FAA, Mr. Shank's comments were included in the original draft of the letter. Mr. Reese further stated that he concurs with the MAA's suggested changes. Ms. Reese asked if mid-October was a good time to send the letter. Mr. Shank said if the Roundtable approved the letter during the meeting, then the MAA will send their letter the next day.

Mr. Scott Phillips stated that no matter what happens, aircraft will still be flying over someone's house. He said those people will become the new loudest minority if the new procedure has the aircraft flying over their house. Since the FAA refuses to have the public meeting, Mr. Phillips said some people may blame the Roundtable for the lack of public transparency. Mr. Reese disagreed and said that, per the Roundtable charter, the goal is to revert to pre-NextGen flight paths and noise levels. He stated that the Roundtable's actions have been in line with that goal. He noted that the Roundtable has not developed the procedures, they have merely endorsed the proposed procedures and flight paths that most closely mimic pre-NextGen operations. He observed that in some locations, there are not many changes to current operations, but in other areas they have been almost able to replicate the pre-NextGen environment.

In terms of liability, Mr. Reese stated that when the Roundtable originally started, it was determined that the Roundtable fell under certain government protections. He said he is now unsure, since the MAA withdrew legal support for the Roundtable, if those protections still applied. Mr. Phillips explained that he was not referring to the legal aspect but wanted to emphasize that people may view the Roundtable as representatives of community interests. Thus, if there is no public meeting or transparency, then the public may blame the Roundtable for the outcomes. Mr. Phillips also asked if there was some way to let the public know that the FAA denied the requested meeting. Mr. Reese said he believed that is Mr. Shank's intent.

Mr. Reese stated that the only way this could be solved is if the FAA recognized the people living around the airport as stakeholders in the national airspace. He said that this Roundtable is the closest thing to having properly represented community stakeholders, and that even the Roundtable has very little authority to force change. He continued, saying that the FAA does not recognize impacts to underlying communities to be of concern, and for that to change it would have to be part of the FAA Reauthorization Act, which would be challenging. Mr. Reese said that until the FAA fixes their process for procedures and airspace design and recognizes the impact they have on the people on the ground, the airspace and procedures will never be designed correctly. He noted that the national airspace was originally designed for propeller aircraft and commented that the FAA missed an opportunity to modernize it for not only jet aircraft but for future users, including unmanned aircraft, and to address the country's actual airspace needs.

Ms. Reese disagreed that airspace design has to be solely the FAA's responsibility. She stated she believes that there could be a process for state and local involvement to design the airspace to be

symbiotic with the people living in and around the area. She said that this process can be accomplished by having the MAA hire subject matter experts who investigate and design flight paths and airspace that address both community and FAA needs and concerns. Ms. Reese stated that a former FAA administrator said multiple airports do this, but it is costly to run this kind of program and hire qualified people to do the work. She continued, saying that once the data is collected, the subject matter experts develop plans and procedures that address the airport's concerns, similar to how the Roundtable's proposed procedures were designed. She said if the FAA agrees, then the airport can propose the changes.

Mr. Phillips clarified that he was worried about public perception of the Roundtable if they did not have the public meeting. Mr. Reese said they should not worry since they have done everything in their power to request a public meeting for these procedures and to ensure that the process is as transparent as possible. Mr. Reese said he believes the current process can work, saying that he thought the PBN Working Group at the FAA is outstanding, having been responsive to the Roundtable's inputs. He said he also believes this process is a model for the top management at FAA on how to better improve the efficiency of their designs.

Mr. Brent Girard said if the FAA is not willing to allocate the resources for community outreach regarding the procedure changes, then Senator Van Hollen's office would be happy to push the request as the Roundtable sees fit. Ms. Jung asked if he meant push the request with the FAA, and Mr. Girard confirmed. Ms. Jung then asked if they were in the middle of the FAA reauthorization process, to which he replied that they are. Mr. Girard explained that Senator Van Hollen has already made amendments and allocated funding to the FAA for community outreach, so they should be amenable to using those funds for what they were intended. Ms. Jung said that that was a good elected official response. Mr. Reese stated that they will be in touch and will provide a copy of both the Roundtable letter and the MAA letter to Senator Van Hollen's office. Mr. Shank agreed that the MAA would be willing to send their letter to the Senator's office.

Mr. Woomer motioned to accept Mr. Shank's recommendations for the letter, and then to approve the letter. Mr. Pierson seconded. All were in favor and the motion passed.

Mr. Gartner asked Mr. Shank if the MAA would be submitting any comments to the FAA directly on Noise Policy; Mr. Shank said the MAA is still reviewing the policy document. Mr. Gartner clarified that the MAA may not support all aspects of the Roundtable's response to the Noise Policy, but that he thought that it includes some good elements that the MAA may want to consider and support. Mr. Woomer said that when he and Mr. Chancellor finalize the document, they would send a copy to the MAA. Mr. Shank said he could do the same.



#### **4. FAA Update**

Ms. Simmons stated that Mr. David Johnson was supposed to provide the FAA update; however, he was unable to attend the meeting. The update will occur at the next Roundtable meeting at the earliest.

#### **5. Committee Reports**

##### Technical Committee

Mr. Gartner said he would be reviewing the new east and west flow data that Vianair had provided and would send the data to the other members of the Technical Committee. He said the report showed DNL contours for east flow and west flow, but Vianair still owes him a definition of the period during which the survey occurred. Mr. Gartner said Vianair would provide monthly reports moving forward and that they would supply the ones that were missed. He continued that he was still finalizing the Memorandum of Understanding for the next year and the cost share for fiscal year 2024. Mr. Gartner said he will submit a budget request to MDOT to see if they would offer financial support.

Mr. Roth was interested in how Vianair technically parsed the data. Mr. Gartner said when Vianair sends reports, he will send them on to everyone in the Roundtable.

Mr. Chancellor said that the Roundtable wanted to send an orientation package to the new Maryland Aviation Commission members, but they were denied access to the MAA website to post it. He said although it was a presentation that was discussed and approved in the July 18, 2023 Roundtable meeting, the Roundtable was unable to distribute it. He said Roundtable members are working with Howard County to find an alternative way to post the orientation package for the new members. A few other Roundtable members pointed out that part of the reason they may not have been approved is because of the size of the videos that were included within the orientation package.

Ms. Reese asked Mr. Gartner if he could get in contact with Mr. Sam Snead to ask if Anne Arundel County could host the orientation. Mr. Gartner said they have the same link so it should not be an issue. Ms. Reese asked Mr. Gartner to confirm that all links have been tested and work.

Ms. Jung asked if the video size was the reason that the orientation package could not be posted on the MAA's website. Mr. Chancellor explained that they were denied because they did not get approval from the CEO of the MAA, which was needed to send on to the Maryland Aviation Commission. Mr. Chancellor said it was specified to the MAA that nothing in the orientation package was going to leave the Maryland Aviation Commission. He said he believes it is a violation of the MAA's responsibilities to the Roundtable under the Roundtable's charter. He continued that the MAA is supposed to approve deliverables from the Roundtable and then post them on their website. He said in this case, the request was denied arbitrarily and capriciously, and Mr. Chancellor was fearful for what it means for publication of future Roundtable presentations or deliverables on the MAA website, per the charter, in the future. Mr. Chancellor said it also calls into question whether the Roundtable will have transparency with the public. Ms. Jung commented that this was not a good start for the MAA.

##### Legislative Committee

Ms. Jung said the Legislative Committee has some ideas but is not ready to share them at this time. Mr. Gartner recommended a budget request to the state to support virtual noise monitoring. Ms. MacDonald recommended that the noise monitoring be funded through the procedures and published

so the Roundtable can see the change. Ms. Jung asked what amount she should request from the MAA. The consensus among the Roundtable members was to ask for as much the MAA is willing to give. Mr. Woomer added that Senator Beidle will be pushing for fee increases to increase the amount available for community projects around the airport. He stated that the senator wanted the money to be available for rehabilitation or replacement of older projects. Ms. MacDonald said the light rail crossings were in poor condition. Mr. Woomer shared an anecdotal story about a big community effort to fix the light rail crossings since they were in such bad condition, and said the mitigation was the addition of a sign that said “park crossing”, which does not effectively fix anything. Ms. Jung commented that the fix was not a good one.

### Communication Committee

Ms. MacDonald said she had nothing to report for the Communication Committee other than she has reorganized Roundtable documents and files organized and has updated the distribution list. She said she would resend a link to the list for everyone on the Roundtable.

Mr. Chancellor suggested taking on new volunteers for the Communication Committee to split the workload. Ms. MacDonald said that she might be able to use a new volunteer for the committee, but the current workload does not necessitate one. Ms. MacDonald explained that the current activities are distribution of letters and deliverables and mail management, but those tasks do not require additional help at this time.

### **6. Chair and Co-Chair Elections**

Ms. MacDonald said the Roundtable kept putting off any votes for Chair. Ms. Jung said that was because Ms. MacDonald was doing a very good job. Much of the Roundtable agreed. Ms. MacDonald said that she would be willing to continue in her role as Chair but said the Roundtable stills need to vote this through as a motion, as well as select a new Vice Chair. Mr. Gartner nominated Ms. MacDonald for Chair. Mr. Woomer seconded. All voted in favor and the motion passed.

Ms. Kimberly Franklin volunteered for Vice Chair. Mr. Chancellor nominated Ms. Franklin for Vice Chair. Mr. Gartner seconded. All voted in favor and the motion passed.

### **7. Public Comment**

Ms. MacDonald said she did not receive the list of those who signed up for public comment. She was then given the list, and Mr. Jimmy Pleasant and Ms. Laura Donovan had signed up for comment. They were each given two minutes to comment.

Ms. Donovan asked why, if the FAA had funds budgeted to do community outreach for the BWI procedure changes, do they not want to do the public meetings or reach out to any other people. She asked what exactly the FAA is required to do. Ms. Jung confirmed that if FAA funds are budgeted for community outreach, then the FAA is obliged by law to use those funds for that purpose, unless there are other requirements associated with the funding allocation. Ms. Jung said she thought that Mr. Girard would investigate on behalf of Senator Van Hollen’s office.

Ms. Donovan went on to clarify that she was referring to the Roundtable’s response to the FAA’s Noise Policy. Ms. Jung said she did not know how many reports or comments the FAA will receive in response

to the Noise Policy, but that she imagines they may get a lot. Ms. Jung said she does not know exactly what the FAA's responses to the Noise Policy comments will be.

Mr. Pleasant said flight paths were changed to overfly his house in 2016 but does not believe that all flight paths can be returned to pre-NextGen conditions. He said that aircraft are larger and more people are moving into the area around BWI, and that no person should be exposed to 150 to 200 aircraft.

Mr. Pleasant said he called the FAA to ask why more dispersion was not possible in the area. He said that the FAA does not want to turn aircraft left because of the proximity of other airports and stated that the other alternatives are more flight paths or decreased operations. He said that the proposal was to send flight paths over the lake, but he said it is not going to work, stating that he has talked to Howard County Executive Calvin Ball's office and that they know it will not work.

Mr. Pleasant went on to say that the airport should do more noise studies. He said the airports are moving from the use of contour maps to noise exposure maps. Mr. Pleasant said that people want to have a publicly available map showing single-event noise levels that they will be exposed to. He said new and existing homeowners could use this map to understand their exposure, adding that he thought that publicly available noise data should be broken down at an hourly level and noise exposure maps should extend from the runway to where the aircraft reach 30,000 feet in altitude. Mr. Pleasant continued, saying he thinks that the minimum information has not been provided to the public as part of the Airport Noise Zone (ANZ) reports and that people in Howard County are fed up.

He would like to know how slowly the aircraft can fly on takeoff, saying that aircraft noise levels need to be reduced. Mr. Pleasant thinks that if the airlines do not want to fly more quietly, then landing fees should be increased. He stated that people have requested noise monitoring but have not been able to get it since the FAA knows what the monitoring will show and asserted that the FAA is covering up the noise levels.

## **8. Planning For Next Meeting**

Ms. Jung suggested that they meet every other month unless they have a reason to hold a meeting. Ms. MacDonald said that if the Roundtable meets every two months, supplemental meetings may be required to accommodate certain events.

Mr. Gartner asked when the FAA presentation would occur since they were not present at tonight's meeting. Ms. MacDonald asked Ms. Simmons to confirm that tonight's presentation was about the STARs procedure changes. Ms. Simmons confirmed that the presentation was about STARs and was intended to inform the Roundtable of the proposed changes. Ms. MacDonald asked if the STARs would be implemented in 2025. Ms. Simmons clarified that the SIDs are scheduled for publication on May 16, 2024, and the STARs and IAPs are planned for July 11, 2024.

Ms. MacDonald said she needed to choose a date in November for the meeting. Mr. Woomer suggested November 14. Ms. Simmons said she would pass that date on to Mr. Johnson at the FAA.

## **9. Planning For Next Meeting**

Mr. Woomer made a motion to adjourn the Roundtable meeting. Ms. Jung seconded. All were in favor and the motion passed. The meeting adjourned at 8:34 p.m.