

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, November 14, 2023 from 7:05 p.m. – 8:08 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	Debra Jung*	Howard County Council, District 4	X
Kimberly Franklin* Vice Chair	District 33	X ONLINE	Sam Snead*	Office of Anne Arundel County Executive Steuart Pittman	
Ellen Moss*	District 1 Anne Arundel County Council	X	Bruce Gartner*	Office of Howard County Executive Calvin Ball	X
Mary Reese*	District 30	X	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	
Jesse Chancellor*	District 9	X	Greg Voos	Mid Atlantic Regional Representative, NBAA	X
Howard Johnson*	District 12	X	Kyle Evans	General Aviation Representative, CP Management LLC	
Drew Roth*	District 12	X	David Richardson	Southwest Airlines	X
Scott Phillips*	District 13	X ONLINE (Late)	Steve Alterman	President, Air Cargo Association	
Paul Verchinski*	Alternate District 13	X ONLINE	Paul Shank, Chief Engineer	MAA	
Evan Reese*	District 30		Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MAA	X
Will Pierson*	District 32		Bruce Rineer	MAA	X
Daniel Woomeer*	District 32	X	Diana Leon Brown, Chief of Staff	MAA	X
Dan Klosterman*	District 32	X ONLINE			
David Nibeck	Alternate – District 32				
Libby Lewandowski*	District 33	X			

*Voting Member

Federal Aviation Administration (FAA)

Veda Simmons (Online), Community Engagement Officer
Curby Fowler (Online), Airspace Specialist

David Johnson (Online), PBN Co-lead

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:

Mr. Bruce Rineer started the BWI Community Roundtable Working Group meeting at 7:05 p.m. by providing a safety briefing. Meeting participants were instructed to familiarize themselves with the nearest emergency exits. He then reminded participants that the meeting was being recorded. He stated that in-person attendees desiring to make a public comment should sign in on the sheet provided, and virtual attendees should use the chat box to provide comments for the Roundtable Chair to read aloud during the public comment period. Mr. Rineer encouraged virtual attendees to use the chat feature to address any queries or concerns they had. He finished by stating that virtual attendees experiencing sign-in issues should log out and log in again.

The Roundtable Chair, Ms. Debbie MacDonald, took roll call and requested that virtual attendees unmute themselves during the roll call, so their attendance could be properly recorded.

Approve Agenda:

Ms. MacDonald asked for a motion to approve the meeting agenda. Mr. Dan Woomer motioned to approve, and Ms. Deb Jung seconded the motion. All voted in favor and the motion passed.

Review and Approve September 12, 2023, Meeting Minutes:

Ms. MacDonald stated that she did not receive any changes to the September meeting minutes. Mr. Bruce Gartner noted that the speaker referenced in the fourth paragraph of the third page should be Mr. Jesse Chancellor instead of Mr. Gartner. Mr. Brett Healy, who was recording the minutes for the meeting, had a copy of the September meeting minutes on hand and made the discussed changes during the meeting.

Mr. Woomer motioned to approve the minutes with the discussed changes. Ms. Jung seconded the motion. All voted in favor and the motion passed.

2. FAA Update

Ms. MacDonald asked Ms. Veda Simmons if the FAA team was ready to give the FAA presentation. Ms. Simmons confirmed that the team was ready and introduced Mr. David Johnson, the FAA Performance Based Navigation (PBN) Co-Lead, who gave the presentation.

Mr. Johnson discussed the FAA's planned changes to the Standard Instrument Departures (SIDs), Standard Terminal Arrival Procedures (STARs), and Instrument Arrival Procedures (IAPs) to BWI Marshall. He stated that the SIDs are on schedule for the planned publication date of May 16, 2024, and said that he does not expect any issues to interfere with the publication date. He noted that a possible government shutdown could change this date but commented that a shutdown did not currently seem likely. Mr. Johnson also noted that the environmental review for the SIDs has been completed.

Next, Mr. Johnson stated that the STARs and IAPs are scheduled for publication on July 11, 2024. These procedures are still undergoing the environmental review process, and the FAA is working on the noise modeling for the procedures. He stated that if any issues arise in the review process, the planned publication date is likely to change. He noted that the FAA would be aware of these issues and delays well in advance of the publication date. Mr. Johnson concluded by saying that the FAA intends to complete the noise modelling by the end of the year.

Mr. Johnson then went on to discuss the changes to the proposed flight procedures that the Roundtable submitted to the FAA. He said after the FAA briefing to the Roundtable in August 2022, the industry came to the FAA to request changes to the procedures to reduce the planned flying miles and fuel consumption. As a result, Mr. Johnson stated that the FAA changed the waypoints on the STARs, SIDs, and IAPs to reduce flying miles, fuel usage, and cost.

RUNWAY 10:

During his virtual presentation as he shared his screen, Mr. Johnson first discussed arrivals to Runway 10 and provided images of the procedures as previously briefed to the Roundtable in August 2022, followed by an image of the changes made since then. He explained that the changes included renaming the waypoint HOYST to SPNGL to avoid confusion with a similarly named waypoint in Canada and moving SPNGL 0.5 miles closer to the waypoint BRAYV. He continued that similar changes were made to the HUNNN waypoint, which will be moved 2 miles closer to BWI and will be renamed HUTOO. Mr. Johnson stated that these changes would not affect the flight tracks' paths but would reduce the flight distance and fuel requirements.

RUNWAYS 15L and 15R:

Next, Mr. Johnson reviewed changes to the Runway 15L and Runway 15R arrivals. Again, he showed the images of the procedures as briefed to the Roundtable in August 2022, followed by the changes requested by industry since that meeting. These changes included relocating the ZOEYY waypoint closer to ZARTZ and the RYJON waypoint closer to HUEYP and DADDLE waypoints. As with before, Mr. Johnson stated that these changes would not affect the flight tracks.

RUNWAY 28:

Finally, Mr. Johnson covered the changes the industry requested for the Runway 28 arrivals, showing the procedures as briefed in August and the changes since then. The changes included moving the

GRAMZ waypoint closer to ASHOR and the FHRST waypoint closer to the BMTRR waypoint. He stated that, as before, no changes to the flight tracks would result from these modifications. Mr. Johnson concluded by saying that these modifications encompassed the full extent of the changes made since August 2022 and that the rest of the procedures have not been changed since then.

Ms. Mary Reese informed Mr. Johnson that the procedures covered in his presentation were not the approaches included in the Roundtable's proposed procedure package. Mr. Drew Roth made the point that two of the three arrival tracks shown by Mr. Johnson are barely used. Mr. Chancellor stated that the Roundtable decided not to focus on those approaches because their infrequent use would not result in a significant reduction in noise. He further clarified that these changes discussed by Mr. Johnson were not part of the Roundtable's requested changes.

Ms. Reese said understanding these changes is fine, but they are not the modifications that the Roundtable specifically requested or analyzed. Ms. Jung elaborated, saying these changes were not included in the Roundtable submission and asserted that the impact these modifications would have on the noise level is unknown to the Roundtable. Mr. Roth countered that the impact is not unknown, saying that the first approach that was discussed is used regularly, while the other two are used about 1 to 2 percent of the time. He reiterated Mr. Chancellor's point that these procedures were not discussed by the Roundtable due to their infrequent use.

Mr. Johnson asked if Mr. Roth was referring to Runway 28, and Mr. Roth clarified that he was talking about arrivals on Runways 28, 15, and 33. Ms. Reese said she thought they were arrivals to Runway 10; Mr. Roth said that the Roundtable was particularly concerned about those arrivals since they fly over the Columbia area. He said the arrivals for Runways 15R, 15L, and 28 were not discussed by the Roundtable in their submission to the FAA because of the runways' lack of use and asked Mr. Johnson if his conclusion was correct, which Mr. Johnson confirmed.

Mr. Johnson made the point that just because the procedures change does not mean the runways will be used more and that there is no intention to do so. He clarified that the only changes that have been made since the August 2022 briefing are the changes he has just explained during his presentation. Mr. Johnson went on to explain that waypoints were moved for the airlines' flight planning purposes, saying that airlines need to provide fuel based on certain waypoint locations, so moving the waypoints allowed for savings on fuel costs. He said that the FAA wanted to present these changes to the Roundtable since they were not included in the August briefing.

Mr. Roth asked Mr. Johnson to look back at slide 7. He stated the flight path that comes in from the north over Catonsville is the flight path that is used during bad weather from the south, which is approximately one to two days per month.

Ms. Reese asked Mr. Johnson if the three changes to the approaches were the only changes he had to present to the group. Mr. Johnson confirmed that those were all the changes. He added that if the Roundtable members wanted to, he could review what was discussed in the August 2022 meeting to ensure all members of the Roundtable had a full understanding of and are comfortable with the changes that were made by the FAA.

Ms. Reese asked if the Roundtable was also supposed to be briefed on the STARs and IAPs. Mr. Roth stated that his understanding is that this presentation only covers the changes that were made since the

August 2022 meeting, and everything that was not discussed during Mr. Johnson's presentation has stayed the same. Ms. Reese stated that if the FAA did not change anything else, then the Roundtable's approval from August is still valid.

Ms. MacDonald explained that the changes to the waypoints had been holding up the procedures' publication and Mr. Roth mentioned that he does not think that the changes are consequential. Ms. Reese apologized and said that she thought the presentation would cover different changes.

Mr. Johnson stated that he could provide the information from the August 2022 presentation. He showed a slide from his presentation and explained how the flight paths on the slide were the same as what the Roundtable was briefed on in August. He reiterated that the flight tracks have not changed, adding that the only thing that has changed since the August meeting was the position of the waypoints. Mr. Johnson explained the change in waypoints was done for all for airlines and was not part of air traffic control; it is simply a flying miles and fuel consumption change.

Mr. Woomer asked if aircraft are flying the same tracks, how are they saving fuel? Mr. Johnson referred the question to Mr. Gary McMullin. Mr. McMullin reiterated that the tracks have not changed and explained that when the pilots enter the assigned arrival and approach procedures into the flight computer, the flight computer uses the entire length of the procedures to estimate the amount of fuel required, which is a conservative estimate and results in more fuel than is typically needed for the flight. However, airlines only fuel the aircraft with the amount required to reach the destination based on expected flight distances. Mr. McMullin said that to mitigate the issue, the FAA simply reduced the distance between the final waypoints so that the flight computer calculations better match the fuel provided and reiterated that the routes are not changing.

Ms. MacDonald asked if slide 4 shows what they were already briefed on in August 2022, and Mr. Johnson confirmed that it was. She commented that it has been a while since these were shown and thus members may not remember everything correctly. Mr. Roth asked what slides 8 and 9 showed. Ms. MacDonald replied that they were the original and updated arrival procedures for Runway 28.

Mr. Chancellor asked when the presentation shown during the meeting will be made available to the Roundtable. Ms. Simmons stated that the presentation will be sent out the following day. Mr. Johnson concluded by saying he was willing to present at another Roundtable meeting with additional information if requested.

3. MAA Update

Ms. MacDonald asked for the MAA update. Ms. Darline Terrell-Tyson stated there was no MAA update for this meeting.

4. Committee Reports

Technical Committee:

Mr. Gartner stated that Mr. Chancellor and Mr. Roth had met with Vianair to discuss the inclusion of east-west flow data in their reports and had briefed him on this meeting, as he had been unable to attend. He said his understanding is that the reports require some additional clarification, which would be provided in a follow-up presentation.

Mr. Chancellor asked about the renewal of Vianair's contract and the status of the backdated monitoring reports that Vianair plans to deliver. Mr. Gartner said that Vianair was waiting to make sure the reports did not need to be rerun and commented that data is always being collected.

Ms. Reese noted that the backdated reports will include the east-west flow data, saying that this will make a difference in how the data is perceived, and asked when this would be presented. Mr. Gartner asked if there was going to be a December meeting. Ms. MacDonald replied that she did not think there would be a December meeting; the next meeting would likely be held in January. Mr. Roth mentioned that the Technical Committee should remain in contact with the Vianair staff in case they had any more questions and said that the meeting with Vianair was productive.

Ms. Jung said she had asked the Secretary of Transportation at the Maryland Department of Transportation for money for the Vianair contract. She said she made the request directly and indicated in her request how important the BWI Roundtable is and how critical it is to the people of Howard and Anne Arundel Counties. Mr. Gartner stated that he was a moderator online for the event in which Ms. Jung made her request, and said he knows they heard Ms. Jung's comments online.

Mr. Chancellor said they will be getting a year of data from Vianair soon. He said it will be important to compare this data to the new approaches once they are published to see what the difference is.

Legislative Committee:

Ms. Jung said the Legislative Committee is not ready to report anything yet. Ms. Reese suggested they meet outside of the Roundtable to choose new members, and Ms. Jung mentioned that several of committee members are running for local office.

Ms. Reese then notified the Roundtable that this would be her last meeting, as she no longer has enough time to dedicate to the group. She suggested the Roundtable should pursue an agreement or contract with the legislature that will take away the possibility of any administration to disband the Roundtable in the future without the consent or approval of the legislature. Ms. Reese elaborated that the MAA's cryptic comments to the media, the Roundtable, and others erodes the Roundtable's effectiveness, saying that she thinks it is intentional and that it needs to cease. She stated that the MAA has made similar comments before, and every time the Roundtable responds with legislation protecting themselves. She noted that there are state senators not running for Congress who will take this up during the current legislative session and commented that several representatives do not appreciate the way the MAA has behaved with respect to the Roundtable. Ms. Reese suggested that this topic would be a very good legislative initiative for this session, saying it should not require a lot of public testimony and/or lobbying. She said there may be more of an update on that topic in December or January, but she would not be at that Roundtable meeting, nor would she be lobbying for this topic, but she might be able to show up for support.

Ms. MacDonald asked Ms. Reese if she would be available to coach the Roundtable through the advocacy and lobbying process. Ms. Reese said she would be able to do so but that she does not have the time to participate in both the Maryland Aviation Commission (MAC) and the Roundtable simultaneously. Mr. Roth asked if a person is not allowed to serve on both the MAC and the Roundtable at the same time; Ms. Reese said that was not the case, as Mr. Chancellor is on both, and reiterated that she does not have the time to support both.

Ms. Jung said Ms. Reese's suggestions were a good idea. Ms. MacDonald noted that there is urgency around this since the legislature is currently drafting bills for the upcoming year. Ms. Reese concurred, stating that typically they would have some sort of legislation already drafted, but the Roundtable has savvy representatives that know how to advocate for this type of legislation.

Mr. Woomer asked if someone had already communicated with any representatives regarding the Roundtable. Ms. Reese said she is always doing that. She said she had not talked with Senator Beidle yet, but she expects that the Senator would continue to support the Roundtable. Mr. Woomer said he wanted to know if the legislative process has been started so Roundtable members could have something to build on. Ms. Reese stated that it was not a difficult task and agreed to talk separately with Mr. Woomer.

Ms. Reese stated that Congressman Sarbanes' resignation put a lot of positive things in motion and that it is an exciting time for the two counties. Ms. MacDonald commented that the Roundtable should solidify the Legislative Committee membership in the next couple of weeks, so they know who is responsible for championing this legislation. Ms. Reese reiterated that it should not be a difficult task, and she will try to help when she can.

Ms. MacDonald said she will temporarily assist with the Legislative Committee while the Roundtable figures out the new members. She said that she would miss Ms. Reese and her contributions to the Roundtable. Ms. Reese said that the original members of the Roundtable have been together for a long time. Mr. Chancellor commented that it will be 8 years since the beginning of NextGen and the start of the Roundtable.

Ms. Jung thanked Ms. Reese for all her contributions to the Roundtable. She said that the members are pleased that Mr. Chancellor and Ms. Reese will be representing the interest that the Roundtable has pursued for years and that they are representing a different perspective on aircraft noise issues.

Ms. Reese commented to Ms. Jung that she will still see her at the County Council meetings and suggested trying to work in closer conjunction with the County Council so that they can present a united front to the FAA and MAA.

Communication Committee:

Ms. MacDonald said she could use some assistance on the Communication Committee and asked Ms. Libby Lewandowski if she would be interested in joining the committee. Ms. Lewandowski agreed to help. Ms. MacDonald also extended this offer to all the Roundtable members, saying that when the legislature is in session, the Communication Committee does more work in keeping the members and the Roundtable's contact list apprised of the Roundtable's initiatives and activities.

Ms. Jung asked if they were going to talk about the survey MAA conducted to gather information to assist in developing their upcoming strategic plan. As part of this outreach, MAA contacted certain Roundtable members for their input. Ms. Reese said she was fine with the changes. Ms. MacDonald said she had experience with administering social surveys, known protocols must be followed so the survey results remain anonymous. She said she assumed the results would be shared publicly.

Ms. Jung thanked all those who answered the survey questions. Ms. Reese mentioned that Mr. Roth suggested sending the responses to other stakeholders who may be affected by this issue. She said she

sent a list of those stakeholders to Staci Gordon, the point of contact for the survey. Ms. Reese then thanked Mr. Roth for taking the lead on the responses and said it was much easier to get done once someone got it started.

5. Planning For Next Meeting

Ms. MacDonald said that the meeting is ahead of schedule and suggested that they should do the planning for the next meeting prior to the public comment period. The rest of the Roundtable agreed.

Ms. MacDonald stated that the next meeting will be in January. Mr. Rineer said the second Tuesday of that month is January 9. Mr. Roth asked if that was the week before Martin Luther King Day, which was confirmed. Ms. MacDonald requested that those who plan to attend the meeting virtually let her know prior to the meeting to make it easier for her to take attendance. Mr. Rineer said if there is snow, the MAA can provide a virtual option to all participants and Ms. MacDonald agreed.

The next meeting will be held on January 9, 2024.

6. Public Comment

Ms. MacDonald asked if anyone online had submitted a public comment. Mr. Rineer said that there were none. Ms. MacDonald then opened the floor to public comment and said each person would be given 2 to 3 minutes to comment.

At the last meeting, Mr. Mark Peterson said he observed that the arrivals were coming north of Route 175 and the departures were leaving over Route 100. He said he was told this was impossible, and now the arrivals have since moved back to south of Route 175, and the landing gear is visible at PetSmart. He said that the departures have since returned to flying along Meadowridge Road. He continued, saying that it is very clear that there are waypoints, but that the flight tracks still move around, although the FAA will not admit that they move around. Mr. Peterson stated that it is excruciatingly loud over Columbia Crossing, and that it is difficult to be outside with the noise. The departure schedule has gone back to a continuous stream of planes beginning at 6 a.m. until about 7:00 a.m., then a break, and then return to a continuous stream until 9:00 a.m. Mr. Peterson said the supposed fixed layouts do in fact change and that there should be no deviation from the agreed-upon flight tracks.

Mr. Woomer asked to clarify who Mr. Peterson means when he said “they.” Mr. Peterson said “they” are the computers or developers behind the computers flying the planes.

Mr. Jimmy Pleasant asserted that Runway 28 departures are slow coming off the runway, at a speed where they can be outrun by an SUV. He said the aircraft use the entire runway, and as they climb out, the thrust level is high. Mr. Pleasant claimed the highest noise level is in Anne Arundel Route 1 through Oakland Mills. He stated the only solution for that area is to decrease the thrust levels. He said the noise abatement procedures need to be reviewed. Mr. Pleasant explained that aircraft are flying over his house horizontally at 1,900 feet because they are not climbing. He said once they get past I-95, they increase thrust again. He again stressed a review of the noise abatement procedures. He said the aircraft should maintain a thrust level of 1,800 feet per minute and stay on a steady course until they get past populated areas to minimize the noise. Mr. Pleasant asserted that the FAA says the flight paths cannot be moved and said that NextGen will not work; the flights need to be dispersed. He concluded by saying that there are too many flights in general.

Ms. Laura Donovan said she tried to access the MAA website at the library but was unable to access the Roundtable pages as they were flagged as potentially dangerous pages. Ms. MacDonald suggested that it was due to the library's antivirus system. Many members of the Roundtable agreed, suggesting that this was a library issue and not an MAA issue. Ms. Donovan stated that this is the first time she has seen this error.

Ms. Donovan asked if the FAA presentation from this meeting would be available on the Roundtable's website. Ms. MacDonald confirmed that it would and mentioned that the original information from the meeting in August 2022 was also on the MAA's website.

Ms. Donovan then asked why the maps showing the flight tracks near Columbia never show the planes going between Ms. Donovan's house and her neighbor's house. She said there are details missing from the flight track maps. Mr. Rineer explained that the arrival procedures may terminate prior to the airport since air traffic controllers may be providing vectors to the runway. Ms. Donovan stated that she was specifically talking about the departures. Mr. Rineer asked which departure she was talking about. Ms. Donovan said it was off one of the northern runways, stating that the aircraft bank around to the northeast and come around her house. Mr. Roth asked if these were the corporate jets that come off the smaller runway. Ms. Donovan said that they were the Southwest jets and it happened at nighttime. She also commented she could not tell the difference between aircraft flying over her house and aircraft departing the airport.

Mr. Michael Bahr said that aircraft pass approximately a mile south of Lake Kittamaqundi, near Columbia, and they are really loud around that area. He said he and his girlfriend wanted to move because of the noise. Ms. Jung encouraged them not to move, since the Roundtable needs him to help combat the aircraft noise.

After this, a period of crosstalk occurred. Ms. Jung summarized what was said during the crosstalk. She said the aircraft are very loud over Lake Kittamaqundi because of the low heights, high thrust, and the open water, which makes it very easy for sound waves to travel. She said that this was also a big issue in the Annapolis area as there are a lot of waterways there as well. Ms. Jung stated that she wished the procedures would be put in place sooner rather than later. Ms. Reese and Ms. MacDonald said that that was a good summary of what was said.

7. Conclusion

Mr. Chancellor said that he would like to make a spirit of the body comment to the whole Roundtable. He said that it is not every day they lose a founding member of the Roundtable, noting that other founding members of the Roundtable have already left, but they often do not get a proper send off or are properly thanked for their service. Mr. Chancellor wanted to specifically thank Ms. Reese and praised her for being so committed, effective, knowledgeable, and "willing to speak truth to unwilling power." He thanked her again for her service on the Roundtable as she goes into the next part of her community activism.

Ms. Jung echoed Mr. Chancellor's sentiment and told Ms. Reese that it is rare that somebody puts in the effort that Ms. Reese has for as long as she has. She continued that their efforts have not yet concluded but asserted that she is sure Ms. Reese will be at the Roundtable's June meeting next year to celebrate

their success, as well as the August meeting to discuss what happens in July. Ms. MacDonald said that Ms. Reese is a "relentless warrior" for the Roundtable's mission.

Ms. Reese thanked all the members of the Roundtable for their support and said most community groups are not this good. She acknowledged Mr. Chancellor as part of the original formation of the Roundtable, recognizing him as a leader, mentor, and friend, especially when they served as Chair and Vice Chair together. Ms. Reese said she was very happy to be a part of the incredible group, thanking everyone for their support and stating they are striving for a common goal. Ms. Jung went on to say that Anne Arundel and Howard Counties have stuck together on this and the bonds and friendships that were made between the members of the Roundtable were lasting and strong.

Mr. Woomer made a motion to adjourn. Ms. Jung seconded the motion. All approved and the motion passed. The meeting adjourned at 8:08pm.