

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, March 12<sup>th</sup>, 2024, from 7:04 p.m. – 9:17 p.m.  
Meeting held virtually via GoToWebinar (Approved 5/7/24)

**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>
Suzzie Schuyler*	District 1 Anne Arundel County Council	X	Sam Snead*	Office of Anne Arundel County Executive Steuart Pittman	
Debra Jung*	District 4, Howard County Council	X	Vacant	Office of Howard County Executive Calvin Ball	
Debbie Macdonald <b>Chair*</b>	District 9	X	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	
Jesse Chancellor*	District 9	X	Brent Girard	Office of Senator Chris Van Hollen	
Howard Johnson*	District 12	X	Stephen Jones	FAA Regional Deputy Administrator	X
Drew Roth*	District 12	X	Paul Shank, Chief Engineer	MAA	
Scott Phillips*	District 13	X	Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MAA	X ONLINE
Paul Verchinski*	Alternate District 13	X ONLINE	Bruce Rineer	MAA	X
Evan Reese*	District 30		Karen Harrell	MAA	X
Will Pierson*	District 32	X	Kevin Clark	MAA	X
Daniel Woomeer*	District 32	X	Greg Voos	Mid Atlantic Regional Representative, NBAA	
Dan Klosterman*	District 32		Kyle Evans	General Aviation Representative, CP Management LLC	
David Nibeck	Alternate – District 32		David Richardson	Southwest Airlines	
Marcus Parker, Sr	Alternate – District 32		Steve Alterman	President, Air Cargo Association	
Kimberly Franklin <b>Co-Chair*</b>	District 33		Trey Turner	Commercial Carriers Rep.	
Libby Lewandowski*	District 33	X			

\*Voting Member

Other Named Attendees:

Curby Fowler, FAA

George Robinson, Legislative Assistant to MAA Chief of Staff Ms. Diana Leon Brown

Royce Bassarab, HNTB

Brett Healy, ADCI (Meeting Minute Taker)

**1. Introduction and Roll Call**

Introduction

The meeting commenced at 7:04 p.m. with a general briefing delivered by Mr. Bruce Rineer, MAA. Mr. Rineer stated that the meeting was being held in-person and online and provided a safety briefing to the in-person attendees. He then reminded participants that the meeting is being recorded. Virtual attendees experiencing sign-in issues were advised to log out and log in again to try and fix the issue. Mr. Rineer asked virtual attendees to use the chat box to ask questions and the question will be addressed during the public comment period.

Roll Call

The Roundtable Chair, Ms. Debbie MacDonald, conducted roll call. Roll call was taken, and quorum was met. Ms. MacDonald noted that Mr. Bruce Gartner is no longer with the Office of the Howard County Executive and will no longer be attending the Roundtable. Ms. Deb Jung confirmed that he is now with the Maryland Department of Transportation, saying that he will be missed.

Approve Agenda

Ms. MacDonald asked for a motion to approve the meeting agenda. Mr. Dan Woomer motioned to approve the meeting agenda; Mr. Jesse Chancellor seconded. All voted in favor and the motion passed. Ms. MacDonald noted that the agenda displayed on the screen was missing some items, so Mr. Bassarab displayed the correct agenda.

Review and Approve January 9<sup>th</sup> Meeting Minutes

Ms. MacDonald asked for a motion to approve the January 9, 2024, meeting minutes. Mr. Woomer motioned to approve; Mr. William Pierson seconded. All voted in favor and the motion passed. Ms. MacDonald mentioned that one change was made to the minutes: the addition of a link to the noise policy review process referenced by Ms. Veda Simmons of the FAA during the previous meeting.

Non-Voting Members Roll Call

Ms. MacDonald then revisited the roll call for the non-voting members. Mr. Stephen Jones, FAA Eastern Region Deputy Regional Administrator informed the Roundtable that Ms. Veda Simmons, the previous FAA Community Engagement Officer, has retired, and that the FAA is in the process of hiring a new Community Engagement Officer. He stated that he will be serving in that position until the position is filled, and said that once the position is filled, he will continue to participate in the Roundtable meetings along with the new Community Engagement Officer and possibly their supervisor. He stated that he would make the proper introductions to the group when that happens. Ms. MacDonald commented that Ms. Simmons' retirement explained why she has not responded to emails and asked if Ms. Simmons'

emails are being forwarded. Mr. Jones provided his email via the chat box and stated that the Roundtable should send correspondence to his email address instead.

Ms. MacDonald reminded the group that she was first elected the Chair of the Roundtable in April 2021 and said that recent changes in her priorities and life have reduced her ability to run the Roundtable effectively. She stated that she thinks the Roundtable would benefit from new leadership, saying that three years is a long time to have the same Chair. She thanked the Roundtable for their support and said she still intends to remain a member of the Roundtable.

Ms. MacDonald then called for an election for the Roundtable Chair. She mentioned that Mr. Rineer said that the MAA will be renovating the building, so the next few meetings will be held virtually. Ms. MacDonald suggested that the Roundtable hold a special meeting to elect new leadership. She also said that Ms. Kimberly Franklin, the Vice Chair, will also be stepping down and that position will also need to be filled. Mr. Chancellor asked Ms. MacDonald if she was definitely stepping down and Ms. MacDonald stated that other than chairing the election meeting, today's will be the last meeting with her as the Chair. Ms. MacDonald reiterated that she does not intend to leave the Roundtable altogether and that she only plans to resign her position as Chair.

## **2. FAA Update**

Ms. MacDonald said that she had asked Ms. Simmons if there was an FAA update for this meeting but had not received a response. She said that any FAA updates would be included in the MAA update for this meeting, and that representatives of the FAA are attending tonight's meeting.

## **3. MAA Update**

Mr. Rineer gave the MAA update. The FAA recently released publication updates to several instrument flight procedures at BWI via their Instrument Flight Procedures (IFP) Gateway website, which the MAA and its consultants reviewed. Publication of the departure procedures, originally scheduled for May 16, 2024, is now scheduled for July 11, 2024, and the arrival procedures, originally planned for July 11, 2024, are now scheduled for September 5, 2024. He stated that the MAA has asked HMMH to review the procedures to ensure that they align with what the Roundtable had previously approved, saying that HMMH has provided an initial review but has not yet completed an in-depth review. Mr. Rineer said that this initial review did not indicate any changes beyond the publication dates.

Ms. MacDonald asked if there was a specific reason that the dates were moved. Mr. Rineer said that the MAA does not know, commenting that they obtain their information from the IFP Gateway, which does not provide information regarding the reasoning behind the changes. Ms. MacDonald stated that she and Ms. Darline Terrell-Tyson spoke via the phone and Ms. Terrell-Tyson had followed up with her via email, which Ms. MacDonald then forwarded to the Roundtable.

Mr. Woomer asked what the original publication dates were, which Mr. Rineer provided, and Ms. MacDonald affirmed.

Mr. Jones confirmed that the only change was to the publication dates, saying that the delay was due to the slot availability for introducing the procedures into the system and the training required to prepare air traffic controllers and other users to use the procedures. Mr. Roth asked Mr. Jones to confirm that

the procedures would not change and that the delay is to support training needs. Mr. Jones affirmed that no changes were made to the procedures, saying that the delay is due to the additional work associated with the training. He asked Mr. Curby Fowler if he had any additional information. Mr. Fowler said that some issues regarding the needs of different FAA lines of business had to be aligned, including training needs, prior to releasing the procedures.

Ms. Jung commented that she did not understand some of the terminology that Mr. Fowler and Mr. Jones used and asked what they meant by slot availability and alignment. Mr. Fowler stated that some procedures, such as flight standards, have higher publication priority and would be given precedence in the publication schedule. He said that the publication schedule is often rearranged to manage this. Mr. Fowler said the publication date is selected at the beginning of the approval process, but issues may arise during the process that result in changes to the publication date. He noted that this is not uncommon and that higher priorities may come up as a procedure goes through the process. Leading to changes in publication dates. Mr. Scott Phillips commented that the process must account for procedure publications nationwide.

Ms. MacDonald asked if the second term, alignment, should be discussed. Ms. Jung said that Mr. Fowler addressed it in his answer already. Mr. Phillips asked how priority was assigned; is it based on a procedure's position in line, number of flights impacted, or some other factor? Ms. MacDonald stated she did not know.

Ms. MacDonald then said that the second part of the MAA update was that the MAA building will be unavailable for Roundtable meetings for the next few months due to a full building renovation. Mr. Rineer stated that the MAA is a building tenant, and the landlord is pursuing the renovation.

#### **4. MAC Commission Update**

Mr. Jesse Chancellor provided the update on Maryland Aviation Commission (MAC) as he is a member of both the Roundtable and the MAC. He stated that legislation passed during the prior General Assembly (SB-0162) added public health to the MAC's purview, and that this legislation came into effect during the last two meetings. Previously, the Roundtable had developed and recommended an orientation package for the MAC members, which originally included a large amount of public health information from the past six years. This public health information was not included in the orientation package that the MAA provided to the MAC members. Mr. Chancellor stated that, in the meeting where the commissioners received the orientation package, he pointed out that this information was omitted from the package. Mr. Paul Wiedefeld, the Secretary of the Maryland Department of Transportation, suggested that this orientation package be provided to the MAC and then, through the MAC, to the commissioners. Mr. Chancellor said that the orientation package had been provided to the commissioners prior to the last MAC meeting on February 21, 2024, and that all MAC commissioners now have the original orientation package. He noted that he received several comments on the package from the commissioners.

Mr. Chancellor then discussed the BWI Airport Master Plan, saying that former Roundtable member Ms. Mary Reese was focused on this. He said that an Airport Master Plan is a publicly approved and vetted document that should guide future development at an airport, and that, for certain aspects of the plan that relate to airspace and require federal funds, parts of it can be approved by the FAA.

Mr. Chancellor stated that BWI's most recent Master Plan was from 2012 and is over 10 years old. He said that at the first MAC meeting, Ms. Reese asked if BWI was following the Master Plan, since the commissioners are often asked to approve new construction projects at the airport. Mr. Chancellor said that commissioners were told BWI is not following the Master Plan and the State needs to provide a new master plan for the airport. The commissioners were informed that most of the decision making for the projects at the airport is mostly driven by the customer base and tenants, e.g., the people who fly in and out of the airport and industry. Mr. Chancellor informed the Roundtable that Mr. Ricky Smith, the BWI Executive Director, acknowledged that money for a new master plan is available and that its development should begin in the second quarter of 2024. Mr. Chancellor said that he wanted to set expectations properly since going through the master plan process is a massive undertaking for the MAA. He noted that the process could get delayed, but the process is expected to begin in the second quarter of 2024.

Mr. Chancellor continued, saying that he is not yet clear on what the process will include, but he noted that Governor Wes Moore's transition group had suggested increased community engagement in the development of the Airport Master Plan. Mr. Roth asked about public hearings, to which Mr. Chancellor replied that public hearings would occur and that other processes to obtain community input for the Airport Master Plan could be considered. He emphasized that the Master Plan guides airport development for a 10- to 20-year period, so it is a large document and covers major impacts to both the airside and landside of the airport.

Mr. Chancellor then discussed the MAA's response to the FAA's Noise Policy Review. He said that he would review four slides from a presentation at the last MAC meeting, noting that these slides directly resulted from Roundtable work. He reminded the group that in the January Roundtable meeting, they discussed the MAA's response to the FAA Noise Policy Review. He stated that the group was a bit surprised by the MAA's response since they had not seen the MAA response prior to its submission to the FAA. He also said it was unclear if the MAA saw the Roundtable's response. Mr. Chancellor continued, saying that the responses were similar in some respects but diverged in others, and that when the Roundtable recognized this, they decided that they needed to react to the MAA response and hopefully reconcile and align the two positions. Mr. Chancellor said that Mr. Roth, Mr. Howard Johnson, Mr. Woomer, and he have all worked on this endeavor and that Mr. Roth would further discuss the work done for this.

Mr. Chancellor said the work of that group generated a different response from the MAC. He said that the MAC engaged with the MAA, which resulted in Mr. Smith agreeing that the MAA needs a formal process to vet policy decisions, specifically around balancing public health and economic development. Mr. Chancellor stated that the formal process would provide a way to determine the relative impact of airport decisions and projects on public health, which would be considered alongside the economic benefits, and emphasized that considering both health and economic impacts is exactly the purpose of the new public health requirement SB-0162.

Ms. Jung asked if the FAA has a similar policy stating that they will balance public health with economic activity. Mr. Chancellor said he cannot speak for the FAA, but doubts they do. He said that the FAA's Noise Policy Review intends to determine if changes to the national noise standards are needed and mentioned that the National Environmental Policy Act (NEPA) process includes air pollution and other

similar items. He stated that the process does not seem to be well coordinated but that he hopes a new approach will be developed. Mr. Jones asked Ms. Jung to clarify her question. Ms. Jung said that Mr. Smith was interested in working with the MAC to develop a policy that balances community health and economic benefits when determining whether to proceed with airport development, rather than only considering economic benefits, and asked if the FAA had any similar policies. Mr. Jones said that he would get information on the FAA's policies on that and would follow up with Ms. MacDonald. Mr. Woomeer also requested that Mr. Jones provide information on any processes that the FAA uses to balance public health concerns and economic benefits, and Mr. Jones acknowledged the request.

Mr. Chancellor then discussed the slides, stating that the first slide shows the Schulz annoyance curve and the new national annoyance curve that resulted from the FAA's recent Noise Policy Review. He stated that the new curve shows a much different reaction to noise than the Schultz curve predicts. Mr. Chancellor explained that the new national curve led to the FAA's Noise Policy Review that the Roundtable and the MAA submitted responses to. He stated that this review may or may not result in a new national noise significance level.

Mr. Chancellor moved to the second slide, saying he presented it at the last Roundtable meeting. He noted that this slide takes information already available to the Roundtable, the MAA, and the FAA and combines it to provide a noise saturation score, or as he dubbed it, the Community Aviation Noise Saturation (CANS) score. He said that data were available for the DNL contours, the population within each of those contour ranges, and the percentages of highly annoyed people for each range per the National Environmental Survey (NES), which led to an estimate of the number of people in the highly annoyed range for the local population. He said that "highly annoyed" does not simply mean that the noise is bothersome, asserting that it scientifically correlates to negative health outcomes. Mr. Chancellor then estimated that the number of people who are highly annoyed according to the NES curve is nearly double the number predicted by the Schultz curve. He said he presented these findings to the MAA, and it resulted in a very productive discussion.

Regarding the third slide, Mr. Chancellor stated that the MAA used the 2023 annual noise contour and the 2020 census population data to update the CANS score. He noted that with the updated data, 25 to 39 percent of people within the BWI DNL contours are expected to be highly annoyed and pointed out that the Schultz curve only expects 12 to 23 percent of people in the same region to be highly annoyed. He emphasized that this estimate is not exact for several reasons, including the application of a national curve to a specific region. Mr. Chancellor reiterated that what this information shows is that, given the regional population and current DNL contours, approximately 25 to 40 percent of impacted people are expected to be highly annoyed.

Mr. Chancellor reminded the group that the Schultz curve was used to identify at what point policy interventions were required. He stated that people within the 65 DNL contour, which approximately corresponded to 12 to 23 percent of the affected population per the Schultz curve, were eligible for these interventions. Mr. Chancellor said that his understanding is that public policy says that at 65 DNL, noise is so significant that public policy interventions are required. He noted that currently this policy is in an intermediate state where the old Schultz curve is gone but the FAA has not publicized a new approach to noise significance and public policy. Mr. Chancellor said that in the interim, the Roundtable and the MAA have aggregated relevant pieces of information to characterize the regional noise situation

and to determine how the average homeowner is affected. He emphasized that people's lives are being impacted daily and that while a process to define policy is occurring, that process is divorced from the citizens' daily lives. He went on, asserting that since the airport is owned by the State of Maryland, the MAC and the Roundtable need to make the best decisions possible at this time.

Mr. Chancellor said that this argument was presented to the MAC and that the commissioners had a great discussion about it. He encouraged the group to go to the MAC page on the MAA's website to listen to the discussion. Mr. Chancellor then discussed the figure shown on the next slide. He stated that Mr. Paul Shank presented this slide to the MAC, noting that the figure was created specifically for the commission. He said the contours came from 2023 activities at BWI, commenting that he wanted to show the figure since it shows the arrival and departure flight paths overlaid on the DNL contours. He pointed out that the western extent of the contours is well past Clarksville and noted that the entire area is well covered with flight paths.

Mr. Chancellor then explained the tables shown on the bottom right of the slide. He said the top table replicates the table of the number of highly annoyed people that he showed earlier, while the bottom table, developed by the MAA team, shows the 2023 noise complaints in the region. Mr. Chancellor said that the complaint locations are overlaid on the map as little dots. He went on, saying that the information shown is the average of all arrivals and departures in east and west flow over the entirety of 2023. Mr. Chancellor explained that this table shows that 127,733 noise complaints of the 221,820 total complaints came from people who live in areas below 50 DNL. He said that Ms. Reese has made that observation throughout her time on the Roundtable. He asserted that it is extremely unpleasant to live within a 45 DNL contour generated by commercial and cargo aircraft, saying noise generated from jets is not the same as the noise generated from highway traffic.

Mr. Chancellor continued, saying that the table shows that there were 419 independent complainants in 2023 and that this number is often used to minimize the impact of noise by saying only a few people are responsible for filing all the complaints. He said that these people are the ones whose lives are so destroyed by noise that they have dedicated their time to making themselves heard. He commented that he does not think that people purposefully minimize the impact of noise by focusing on the relatively small number of complainants, but he thinks that the number of people and their concerns should not be dismissed. Ms. MacDonald stated that most people in her life do not know how to even make a noise complaint. She went on to say that a lot of the people that are affected by the noise problem do not realize they can do anything about the noise. Mr. Phillips said that he recently got a FitBit watch that tracks his sleep, which allowed him to figure out that he is often woken by aircraft noise. He said he had not realized the noise was causing him to wake up until he was able to connect the two. Mr. Phillips thought that other people in the area may have the same issue, and Ms. Jung said that she thought that was absolutely happening. Mr. Chancellor stated that it is an enormous public health issue and Ms. Jung agreed.

Ms. Jung asked if Mr. Roth put this presentation together; Mr. Roth replied that it was developed by the MAA. Mr. Roth then asked the members of the Roundtable to look at the number of noise complaints coming from Catonsville, which is not on a common flight path for east or west flow. Mr. Roth said that the flight path over Catonsville is only used for a runway closure or severe weather, so these complaints come from people who experience one or two days of unusual noise per month. He speculated that the

noise associated with those complaints are averaged away in the DNL calculation, which is why the contours do not reflect the large number of noise complaints from that area. He said that he thinks the flights causing these complaints occur during the infrequent usage of the runway entering via the Patapsco Valley.

Mr. Pierson asked Mr. Roth if he meant the arrivals on Runway 10, to which Mr. Roth said he thinks Runway 10 is for the east/west flow. Mr. Pierson clarified that arrivals from the north arrive north of Television Hill, with larger aircraft using Runway 10 or Runway 15R. Mr. Roth said those were not the flights he meant; he and Mr. Pierson concurred that they were both discussing outlier operations. Mr. Pierson said that his description captured how those operations were flown when he was a pilot, saying that represents how the approach is normally done.

Mr. Chancellor chimed in, noting that those complaints could also be from east flow operations. He observed that the flight path in question is part of the RAVNN approach on east flow days, saying that arrivals from the north and northwest go through that corridor before being cleared for a visual approach. He said that flights cleared for a visual approach may cut the corner in the area near Catonsville, which results in some dispersion on east flow days. Mr. Chancellor continued, saying that sometimes flights are not cleared for a visual approach and instead fly the entire procedure to the airport, resulting in their arrival directly from the west to Runway 10.

Mr. Chancellor stated that he believes that the Roundtable is slowly but surely starting to get a regional sense of the noise pollution generated by BWI. He emphasized that he believes that this understanding is essential to creating good policy, asserting that it is impossible to make good policy without good data, and that there was no good data before the efforts of the Roundtable. He commented that he does not want to raise expectations too high from this diagram, but said he hopes it is a step in the correct direction and stated that the MAA staff is doing good work.

Mr. Chancellor noted that additional processes still need to occur. He commented that the MAA staff still needs to do more work internally to identify a way forward before presenting their approach to the MAC. The MAC would then discuss the plans with the staff and provide guidance on how to proceed. Mr. Chancellor said he wanted the Roundtable to know that the process is taking place, it is being embraced, and it may not yield exactly what the group wants, but he promised that goodwill and the effort are there. Mr. Chancellor concluded by recognizing the Roundtable's efforts in getting SB-0162 passed and stated that their involvement has been instrumental in making an impact on this issue. He said that many past and present commissioners have approached him to say that they did not understand the issue, but now they understand it and its importance. He noted that increased education is a process, and that the Roundtable too is being educated on the airport's importance so that these issues can be resolved to benefit the entire region.

Mr. Jung then thanked Mr. Chancellor for being such a great ambassador to the MAC for the Roundtable. Ms. Jung stated that Mr. Chancellor's approach, deep knowledge of the issues, and the extensive data he presents have been instrumental in building alliances between the Roundtable, the MAC, and others. She said that people are starting to understand the noise issue because of Mr. Chancellor's efforts. Ms. Jung also thanked Dr. Zahar Zafari, Ms. Reese, and Mr. Ned Carey from Anne Arundel County.



Ms. MacDonald asked when the next MAC meeting would be, and Mr. Chancellor said May but was unsure of the exact date. Ms. Jung asked Mr. Chancellor about the MAC's first-ever legislative reception hosted by BWI Business Partnership. She said that the MAC commissioners were the honorees and that she, Mr. Chancellor, and Dr. Zafari went to the reception. Mr. Chancellor commented that Mr. Carey and Ms. Reese did not attend. Ms. Jung said she made it a point to talk to all the commissioners in attendance, saying she discovered that many of the commissioners were from Howard County and that several of them are experiencing the same noise issues.

## **5. Committee Reports**

Ms. MacDonald asked for committee reports, beginning with the Technical Committee.

### Technical Committee:

Mr. Chancellor stated that he and Mr. Roth will provide two presentations, saying they will review the first one quickly and will cover the second in more detail.

Mr. Chancellor reminded the Roundtable that Howard County and Anne Arundel County funded and then re-funded a contract with Vianair Inc. to create a set of noise exposure reports to inform noise-related decisions. He reiterated that these reports were requested because no such information seemed to be readily available to interested stakeholders. Mr. Chancellor stated that Vianair has provided the January 2024 exposure report. He also told the group that due to a lapse in the contract, Vianair had not provided reports during that time but had been collecting data. He said that a new contract has been signed and Vianair has since developed monthly reports for the period of the lapsed contract; these reports will be uploaded to the MAA's website soon.

Mr. Chancellor then said that the counties have been working with Vianair since March 2022 and now that a full year of data is available, Vianair has provided an annual report for 2023, which he and Mr. Roth will present next. He said that they will quickly review the January report as many members have already seen it and that it does not contain much new data. Mr. Roth added that the yearly report breaks out east flow and west flow, and that he and Mr. Chancellor will cover the ramifications and utility of the data. He noted that discussions with Vianair have focused on data and process integrity to ensure quality information.

Mr. Chancellor began to review the January report. He showed a slide that described disclaimers and disclosures for the presentation and pointed out the disclaimer regarding the economic impact of the airport. Mr. Chancellor stated that in this presentation, the Technical Committee wanted to show that the economic impact of the airport must be weighed against its impact on public health. He stated that the data used for the economic impact of BWI was obtained from a report provided by the MAA; however, the Roundtable was unable to verify the data. Mr. Chancellor noted that eventually Ms. Reese obtained the study and in the past five months, the Technical Committee has worked with the MAA to understand and verify the information in that report. He informed the Roundtable that the Technical Committee now understands the economic data and will update the disclaimer associated with the economic impact of the airport.

Mr. Chancellor then discussed the slide on the airport's impact on the economy and the relationships between commercial aviation and health. Mr. Phillips asked Mr. Chancellor if the health information was

from Dr. Zafari's study. Mr. Chancellor confirmed that the health information is from Dr. Zafari's study, the World Health Organization, and the FAA's noise standards. He said that the health impact of commercial aviation has been underrepresented. Based on the economic impact studies, the economic value of the airport is known, saying that Mr. Smith often cites that the airport has 9 billion dollars of total economic impact. Mr. Roth asked about the period over which this number was determined. Mr. Chancellor said that the economic impact study most often cited is a 2015 study using 2014 data that is updated based on the BWI monthly statistical survey. He clarified that the 9-billion-dollar figure comes from those sources. Mr. Roth and Mr. Chancellor confirmed the 9 billion dollars is an annual number in 2015 dollars.

Mr. Chancellor stated that this number is an estimate of the airport's impact and noted that generally, approximately 4 to 31 percent of the dollar values listed on the slide are accurate, except for the employment numbers. He clarified that this meant dollars retained by the state, saying everything else is a formulaic estimate. Mr. Chancellor said the Technical Committee will update the slide to clarify that the economic impact is an estimated annual number and said he wanted the Roundtable to be aware of these caveats.

Mr. Phillips commented that he thought the Zafari study only focused on the daily impacts of the noise and did not address nighttime noise. Ms. MacDonald confirmed this and commented that the Zafari study was very conservative. Mr. Chancellor agreed, adding that the health impacts that Dr. Zafari identified and quantified are the incremental impacts of NextGen operations at the airport. He stated that the Zafari study identifies an equal number of impacts that are due to the baseline existence of the airport. Ms. MacDonald noted that when people saw the study, they might think the data in the Zafari study represents the total impact of the airport and said that interpretation was incorrect, and that the data represents the additional impact over the baseline effects.

Mr. Chancellor then showed a slide with the flight paths for both departures and arrivals on a typical west flow day. He explained the purple color identifies arrivals and the green color shows the departures. Mr. Chancellor then showed a slide showing west flow operations for January 2024, saying that Vianair can now separate the DNL contours by east flow and west flow days.

Mr. Roth returned to the flight path slide and stated that these flight paths do not include the use of anomalous runways or general aviation operations, emphasizing that this and the DNL contours represent only the main runway usage at the airport. Mr. Chancellor emphasized that the figures only show the data from flights using Runway 10/28 and Runway 15R/33L. Mr. Roth stated that all the other data has been removed from these DNL contours and flight path maps and reiterated that the DNL contours presented are only for standard west flow for Runways 10/28 and 15R/33L. He said the same figures exist for east flow.

Mr. Roth explained that these figures can be used to help answer where most of the noise impacts come from (east flow or west flow), and how the noise impacts will change once the new arrival and departure procedures are implemented. He continued, saying that these figures provide a cleaner view of the relevant effects since these figures do not include extraneous data, noting that the filtered data represents unwanted noise that obscures the impacts the Roundtable cares about. Mr. Roth reiterated that the figures do not show the total noise from all operations, but instead show filtered data for east and west flows only so that the Roundtable can evaluate changes. Ms. MacDonald asked how the data

are averaged. Mr. Roth said that the average is over 30 days for the total time that the airport was operating in west flow. Ms. MacDonald stated that the method does not dilute the DNL and instead amplifies it. Mr. Roth agreed and said that if the data are not purely west flow, they are removed from the dataset and the duration of the dataset is modified to reflect that.

Mr. Chancellor moved on to east flow operations and showed a slide with east flow flight paths, highlighting arrivals to Runway 10 and departures from Runway 33L [Note: departures are from Runway 15R]. He then showed a slide with the east flow DNL contours, saying that they look very different from the west flow contours. He stated that aircraft take different paths depending on the wind direction and that is what the people on the ground are experiencing. Mr. Chancellor emphasized that people do not experience an average DNL, but instead experience the conditions shown by the flow maps. Mr. Roth added that he believes that this is a helpful tool to communicate with the public, reiterating that when complaints are made, the complainants are not experiencing a DNL, they are experiencing east flow or west flow conditions. He stated that these figures can be used to let the public know what noise levels they are experiencing and said that he thought this information would help calibrate people's experiences. Mr. Phillips mentioned that certain areas are impacted by both east and west flows and thus experience a large amount of noise. Mr. Chancellor said that the group would discuss this topic shortly and Mr. Roth noted that it leads to the next interesting question to answer.

Mr. Chancellor then showed a table with the January noise exposure at landmarks in Anne Arundel County. He noted that as part of the work with Vianair, virtual noise monitors were placed in Anne Arundel and Howard Counties at places that people will know. He said that daily averages and the monthly and year-to-date counts of events above 55 dBA are available, as well as a monthly DNL value. He said that the Technical Committee plans to meet with Vianair to understand the data and the circumstances surrounding it so that they fully comprehend the information and invited the Roundtable members to participate in this meeting. Mr. Chancellor then said that following that meeting, the next step would be to talk with the MAA to determine how to broaden their knowledge together. He moved to the next slide, showing the same information for the Howard County landmarks. Mr. Chancellor said that in the annual summary, the landmarks are ranked from highest to lowest, but the two slides he just showed are listed by location identification number.

Mr. Chancellor showed a slide with the noise contours based on DNL calculations for both counties for the month of January. He acknowledged that the Roundtable has seen variations of this heatmap several times, both from Vianair's reports and from the MAA, but he wanted to show this slide to highlight the ripple effect of the noise, likening it to the effect of rocks thrown into a pond. Mr. Chancellor stated that everything that is not deep blue on the map is noise pollution generated by the airport. He emphasized that the entire region is under a "noise dome" that everyone must live with due to the location of the airport. He reminded the group that BWI is not 50 or 60 miles from the city like Denver when it was first built or like Dulles is; instead, it is right in the community. Ms. Jung interjected, saying that NextGen's implementation worsened the noise problem and Mr. Chancellor agreed. He stated that he often hears that BWI had no noise problems before NextGen's implementation.

Mr. Roth mentioned that he wanted to provide a disclaimer on the DNL contours slide. He stated that for the month shown in this diagram, the MAA's quarterly noise monitoring reports shows that atypical runway use was approximately double its normal value and has led to atypical DNL contours shown on

this slide. He said that the figure shows the worst-case noise scenario for when the airport uses atypical runways, pointing out a big lobe to the east due to arrivals on Runway 10 and blobs in the northeast resulting from arrivals over Patapsco Valley. He said those regions corresponded with the mapped noise complaints from Catonsville. Mr. Phillips asked what month the DNL contours represented, and Mr. Chancellor replied that it was from January 2024.

Mr. Chancellor then displayed a slide showing January operations separated by day and night. He stated that the differentiation between day and night operations is more important than people think and said that differences in trends between night and day operations are important, especially as operations transition between day and nighttime periods. Mr. Chancellor mentioned that the FAA is conducting research on sleep, saying the FAA is not unaware that aircraft noise affects sleep. He asserted that relevant data is available, saying that the Roundtable has been doing their own study and that several studies on this topic have been done in Europe. He emphasized that the studies are clear that nighttime is when people are most affected by aircraft noise. Ms. Jung emphatically agreed with this statement. Mr. Chancellor said that the MAA used to present this kind of information but has not done so for a long time and commented that he hopes the MAA will resume providing this information. He stated that this information is important to pay attention to from a policy perspective because flights between 10 p.m. and 7 a.m. are most dangerous to community health.

Ms. Jung asked Mr. Chancellor what information is shown beneath the graphs. Mr. Chancellor said that the graph on the left shows the number of daytime flights and the number of nighttime flights for January 2024. He said the graph on the right shows the same information but only for cargo operations, which are separated out by carrier. Ms. Jung clarified that the cargo operations were shown separately because they are the loudest operations, which Mr. Chancellor confirmed. Mr. Phillips asked why Amazon is not listed as a cargo carrier. Mr. Chancellor replied that he believes that Amazon has a separate contract with the airport. Ms. MacDonald noted that she is not familiar with any of the carriers aside from FedEx and UPS. Mr. Chancellor said that MAA or BWI staff could explain who the carriers are and the type of cargo they handle. Ms. MacDonald commented that she recalled that the group investigated the different carriers and that she thought Atlas Air was Amazon's carrier. Ms. Jung exclaimed that would make sense since Atlas Air has the most monthly operations according to the graph.

Mr. Roth commented that he thought the most interesting data in the graph was which carriers had the most nighttime operations. Mr. Woomer called attention to UPS and FedEx, noting that they both conducted about 50 percent of their operations at night. Mr. Chancellor observed that UPS and FedEx's overnight delivery services are the cause of the night flights. The group agreed that this is interesting data. Mr. Chancellor continued, saying the Roundtable has been trying to get consistent data on these types of operations.

Mr. Roth said that Vianair was asked to separate the data by east flow and west flow for each quarter of 2023. He noted that interestingly, the maps for each flow did not change much between each quarter, to the point of being nearly identical. Mr. Chancellor commented that they did change from quarter to quarter but only very slightly. Mr. Roth agreed, saying they are very close, but he said he thought it was interesting that they are this consistent throughout the year.

Mr. Chancellor then presented the daily operations for January 2024 separated by day and night. Mr. Pierson asked if similar data existed for transition times from day to night, such as 10 p.m. to 12 a.m. or 4 a.m. to 6 a.m. Mr. Chancellor said that he thought that information is available in the raw data, but it is not captured in the report. Mr. Roth said that Vianair's working document separates the data by date and hour, noting that they can get the information from Vianair.

Mr. Chancellor showed total aircraft operations in January for Southwest Airlines' operations compared to all other operations, as well as operations by aircraft type. He said that the type of aircraft makes a big difference in the noise level. He also stated that this data confirms that Southwest has over 70 percent of the market share at BWI. Mr. Chancellor concluded the presentation on the January report and said that it will be uploaded to the MAA website. He also stated that Vianair's remaining monthly reports will be available on the MAA website. Ms. MacDonald asked if the monthly reports have already been produced and if the data is still available. Mr. Chancellor confirmed that the data is still available and has not been deleted or corrupted. Ms. Jung asked if only cargo planes fly at night, to which Mr. Chancellor responded no. He said thought it was included in the monthly report but was unable to find it. He stated that they do have day/night data separated out by cargo and passenger operations.

Mr. Chancellor then presented the annual report. He stated that since data for all of 2023 is available, the annual numbers and data can be shown in tables. Mr. Chancellor explained that the first line of the displayed table shows the estimated population exposed to DNL values above 50 DNL and said the number of 281,708 exposed residents comes directly from the MAA's calculations provided in the presentation to the MAC discussed earlier in the meeting. Mr. Chancellor stated that, per Vianair's calculations, BWI had 235,041 operations during 2023. He said that this number may not match the number of operations published by the airport, and said that if the numbers do not match, the discrepancy needs to be understood. Mr. Chancellor commented that communication between the Roundtable and the MAA is important to understand what is being captured by the official system at BWI.

Mr. Chancellor reviewed day/night and cargo operations. He pointed out that day operations were 82.6 percent of the 2023 total annual operations and night operations were 17 percent. He stated that the 11,758 total cargo operations made up 5 percent of the total BWI operations for 2023, and that of the cargo operations, 75.5 percent occurred during the day and 24.5 percent occurred at night. Mr. Chancellor reiterated that nighttime is defined as 10 p.m. to 7 a.m.

He then showed the top 12 landmarks in Anne Arundel County with the highest number of events above 55dBA in 2023, as well as their yearly DNL average. Mr. Chancellor noted that the DNL average was calculated in a nonstandard manner. He said since the reports are based on a monthly model, an annual DNL value was not calculated because the model does not include code to do so. Mr. Chancellor explained that the annual DNL for each landmark is an average of all its DNL values divided by 12. He said that he and Vianair know that this is not the proper way to calculate DNL, so the presentation includes a disclaimer that states that these DNL values are for discussion purposes only. Mr. Chancellor confirmed that the DNL will be revised once the calculation is improved. He reiterated that the DNL is not the actual value but instead provides an estimate for annual DNL. He said he hopes that the calculations will be corrected and an annual DNL can be provided in the next report.

Ms. Jung asked if the DNL provides a correct indication of highest to lowest areas. Mr. Chancellor replied that within the model, the number of events over 55 dBA is accurate and reflects what the virtual monitors at each landmark capture every day. He stated that the Shipley's Choice Elementary School virtual noise monitor recorded 79,128 noise events above 55 dBA in 2023. Mr. Chancellor also pointed out that the Sherwood Forest virtual noise monitor had 22,430 noise events above 55 dBA for 2023, saying that its calculated DNL of 48 dB is pretty high. Mr. Roth said he would like to investigate further to see how well the proper DNL values correlate to the number of events above 55 dBA. Mr. Chancellor replied that for the monthly reports, the DNL is accurate, and in his experience, higher DNL indicates higher numbers of events above 55 dBA.

Mr. Chancellor then showed the same information for the top 12 Howard County landmarks. The data provided in this table elicited exclamations and comments from the group. Mr. Chancellor pointed out that these landmarks have very different results than the Anne Arundel landmarks. He highlighted the Oxford Square neighborhood, which had 119,203 events above 55 dBA for 2023, comparing it to the Howard County General Hospital, which had 67,975 events in 2023. Ms. Jung exclaimed that the Meriweather Post Pavilion is essentially next to the hospital, but the number of events differed by about 3,000. Mr. Chancellor replied that the monitors are separated just enough so that they are affected by different flight paths. He stated that this would be easier to see on a map but noted that planes departing from Runway 28 are climbing as they pass over the hospital in downtown Columbia, so the number of events above 55 dBA is less. Mr. Roth also commented that Meriweather Post Pavilion is close to the flight path for the TERPZ departure. Mr. Chancellor added that the hospital is also close to the TERPZ flight path.

Mr. Chancellor showed a set of contours based on the number of events above 55 dBA (NA) instead of DNL for the first quarter of 2023, saying that he thought the contours are "pretty cool," and encouraged the group to look at this map once it is put up on MAA's website. Mr. Chancellor then pointed out specific places of interest, including downtown Columbia and Lakeshore. He pointed out that the area between Lakeshore and Clarksville generally recorded more than 4,000 events above 55 dBA, marveling that this map is only for the first quarter of 2023. Mr. Phillips said this map is beautiful because it shows the impact of concentrating the flights onto one path versus the dispersion shown some of the other maps. He added that the map really shows the annoyance factor. Mr. Chancellor agreed. He continued, stating that Town Center experienced 16,000 noise events above 55 dBA in this quarter. He also pointed out that the area near the Severn River experienced 12,000 noise events above 55 dBA, all due to the arrival path to Runway 33R. A member of the public asked about the "bubbles" on the contour; Mr. Chancellor stated he would cover this shortly.

Mr. Chancellor then showed the same NA contours for the second quarter of 2023. He said each quarter's is a little different, but generally all tell the same story. Mr. Chancellor differentiated between the number of events at each landmark and these contours, saying that the landmarks were chosen to provide noise data at locations people would recognize. He said that these number above contours use data from the entire noise monitoring grid, not just the landmarks, so the results are distributed uniformly. Ms. MacDonald asked for clarification that the NA contours incorporate all data, including the landmarks. Mr. Chancellor confirmed that the contours include all data, but clarified that the landmarks are captured separately from the noise monitoring grid and that they are not captured per se.

Mr. Roth commented that the earlier question regarding the “bubbles” was a great question. Ms. MacDonald pointed out that there was a 16,000-event contour bubble within an 12,000-event contour bubble and a 12,000-event contour bubble within an 8,000-event contour bubble, noting that the “bubbles” indicate a higher number of events above 55 dBA within another contour. She wondered what caused the bubbles. Ms. Jung suggested they could come from aircraft stepping down their altitude as they come into land, and Mr. Chancellor conjectured that the bubbles are due to how the routes are flown. Ms. MacDonald asked if they could result from the geography of that area and Mr. Chancellor agreed that it could be topography. However, Mr. Roth pointed out that it is quiet over water in the southeasternmost bubble. He stated that this is an interesting question and that Vianair’s modeling process and data collection processes need to be understood, since the bubbles could be a result of a data issue. Mr. Roth said he could imagine all sorts of reasons that could cause the bubbles, but he does not know how they would be captured in Vianair’s model. Mr. Chancellor concurred, saying that while noise data are collected, data for other characteristics, like weather, topography, or other human influences, are not and thus are not included in Vianair’s model.

Mr. Roth stated that a step-down arrival, where the aircraft levels off at multiple altitudes, is a viable explanation for the bubbles. Ms. MacDonald agreed that the step-down seems like a reasonable explanation for the bubbles, but Mr. Roth asked how Vianair’s model would know the difference between a step-down arrival and a continuous descent arrival (CDA). Mr. Chancellor and Ms. MacDonald said they thought the data was coming from the aircraft. Mr. Roth said he thought the data was radar data. Ms. MacDonald asked if Vianair has data for flight paths and altitudes. Mr. Chancellor said these varied understandings are why the Roundtable needs to meet with Vianair to clarify these details.

Mr. Chancellor showed the NA contours for the third quarter. Mr. Chancellor again pointed out that while the quarters are all generally similar, they also vary slightly from each other. He mentioned that the differences result from different winds and flight demands based on the time of year. Mr. Roth commented that when, earlier in the meeting, he said that the quarterly maps were all the same, he meant the maps of east flow and west flow, not the NA contours. He then commented that the slight differences in the NA contours could also be from the difference in the number of flights during that quarter. Mr. Phillips asked what the distance is between the northernmost and southernmost points of the 16,000-event contour. He also asked why all the dispersion occurs to the east and west, saying that he thought additional dispersion to the north and south could fix the issue.

Mr. Phillips commented that the gap was much larger than he originally thought it was, clarifying that he meant the distance within a contour. He said that he knows the location of the “highway in the sky” and would like to know the size of the noise “wake” that results from the flight paths. Mr. Roth said that as the crow flies, the Columbia mall is 10.5 miles from the center of BWI. Mr. Woomer said that the two points Mr. Phillips indicated earlier were about 5 miles apart. Mr. Roth said that Herald Harbor, which is at the middle of the southeasternmost blob, is about 10 miles from the center of the airport.

Mr. Phillips asked if the 16,000 events above 55 dBA at that location was per year, to which Mr. Chancellor replied that it was per quarter. Mr. Phillips then observed that corresponds to about 50,000 events above 55 dBA in those areas per year, saying that there is a 5-mile north-to-south corridor near Columbia that experiences 200 events above 55 dBA daily. Mr. Woomer corrected him and said that based on what Mr. Roth just told them, the corridor is about 2.5 miles wide, but acknowledged that it is

still a pretty good-sized corridor. Mr. Chancellor commented that unlike highway noise, aircraft noise is like a tent that covers a much greater area than the area directly beneath the planes, and that it can extend more than a mile on each side. Mr. Roth commented that this analysis shows how the noise associated with the narrow “highway in the sky” spreads. Mr. Chancellor agreed and pointed out that the flight path is narrow, but the noise is concentrated in a large area. Mr. Roth said the map exactly shows the spread. Mr. Phillips commented that that the FAA did not actually achieve their aims for the procedures. Mr. Roth advised the group to be patient while the new procedures are being implemented, saying that the center of the spread will move.

Mr. Chancellor showed the NA contours for the fourth quarter of 2023. He stated that the NA contours are new and are not in the current monthly reports. He said that if county budget and Vianair’s code and data allow for it, these maps could be included in future monthly reports, but he did not want to promise it.

Mr. Chancellor displayed DNL contours for east and west flows for each quarter of 2023. Mr. Roth explained that these are the figures he mentioned earlier where the data does not change much between quarters. Mr. Chancellor observed that the DNL contours can change from day to day or hour to hour as the airport changes flow directions, which can sometimes occur rapidly. Mr. Roth interjected, saying the data had been filtered as best possible. He said that these maps cannot answer questions about DNL during the use of atypical runways or periods of change, but they do give a general idea of expected DNL during a typical east or west flow day. Mr. Chancellor concurred and added that the data can be used to make broad assumptions about the noise. He said that on the east flow days, a long arm of noise pollution extends to the top of the map which is not visible in west flow. He noted that on east flow days, downtown Baltimore is quiet compared to other areas.

Mr. Chancellor pointed out that some areas located under east flow flight paths are inundated with noise on west flow days but fall into “little islands” of reduced noise on certain days. He said that these people use those opportunities to go outside without being affected by the noise and noted that the noise environment can be very different depending on the flow direction and property locations. Mr. Chancellor observed that some people experience high levels of noise under both flow directions since their properties are beneath overlapping arrival and departure flight paths. He commented that the FAA did not consider the impact of those intersections when designing the procedures but noted that he was not sure if that was an accurate statement.

Mr. Chancellor and Mr. Roth quickly showed the east and west flow DNL contours for the remaining three quarters of 2023. Mr. Roth said he wanted to highlight that these maps do not change much between each quarter, saying that it is good they are consistent. Mr. Chancellor then presented two noise pollution maps, one developed by Vianair and one created by MAA for the Maryland General Assembly. Mr. Chancellor pointed out the Airport Noise Zone, shown as a blue dot on the MAA’s map on the left. He stated that this zone is the area where noise policy decisions are required. He stated that the Airport Noise Zone does not adequately capture the full extent of the noise impacts and that the FAA’s recent noise policy review is supposed to address that discrepancy. Mr. Chancellor stated that the Airport Noise Zone is still a noisy area and is probably getting noisier, but noise has also become a bigger problem outside of that zone.



Mr. Roth presented DNL contours for May 2023 developed from Vianair data. He and Mr. Chancellor noted that May 2023 was an anomalous month for arrivals. Mr. Chancellor said this slide helps educate the public and other stakeholders about what occurs at the airport with respect to noise. He mentioned that while the FAA Reauthorization Bill was being debated by Congress, a Congressperson stated that the FAA is a data-driven organization. Mr. Chancellor agreed that this is true for safety and efficiency but that in his experience, it is not true for noise policy. He asserted that the disjointed aspect of noise allows the industry to avoid accountability regarding the noise they create. Mr. Chancellor clarified that he is not saying that the data is intentionally not created, but that legacy systems and cultures contribute to the absence of such data. He stated that the lack of data is not due to bad faith or bad actions from the industry but that the processes available to address noise have developed in a manner so that complete data does not exist to address the problem, aside from actions taken by community groups like this roundtable. Mr. Chancellor said that this is not the way to handle the problem, and Mr. Phillips commented that data availability is not a priority. Mr. Chancellor promised that the Technical Committee would engage with the MAA to address the problem, saying he thought that the MAA was acting in good faith with them.

Mr. Chancellor showed close-ups of the Vianair DNL contour map for Howard County and Anne Arundel County. He said Howard County was on the right and Anne Arundel on the left, and that this slide was added to allow people to see what the DNL is in their neighborhoods. He also displayed figures with east and west flow flight paths to show where the flights are during a typical day for those flow operations.

He then displayed graphs of seasonal traffic from December 2022 to November 2023, saying that this slide is a new addition to the annual report. The slide showed the number of operations by runway and season. Mr. Chancellor reminded the group that only Runways 10/28 and 15R/33L are included in these graphs, saying that operations on other runways are not included. He estimated that the graphs capture 92 percent of all operations during the period and said that the graphs show what operations are heaviest during which seasons.

Mr. Chancellor quickly showed a page of definitions, saying this slide is for the layperson unfamiliar with terms often used in this presentation, then showed the final slide with a link to the Roundtable's page on the MAA website. He stated that the link on the final page is for the general Roundtable page, while the link on the first page specifically links to the monthly reports.

Mr. Chancellor concluded by saying these presentations encompass what the Technical Committee has been working on since the last meeting. He reiterated that the next steps for the committee are to meet with Vianair to understand their processes and to have their questions answered. Mr. Chancellor again invited the Roundtable members to participate, saying he will send out a general notice for anyone who wants to join. He then said that following the meeting with Vianair, the Technical Committee will meet with the MAA to discuss what the data means. Mr. Chancellor clarified that the MAA and the FAA will not make any official decisions based on the data provided by Vianair. He explained that these reports were not modeled using the FAA's Aviation Environmental Design Tool (AEDT), which is the software model the FAA mandates for noise policy decisions. Mr. Chancellor stated Vianair's model is based on AEDT but also includes proprietary software specifically created for their model; as a result, the model used does not meet the FAA's or MAA's requirements. Mr. Chancellor emphasized that Vianair's data will not replace the data used by the FAA or the MAA but said that it can be used to inform the

Roundtable's decisions. Mr. Chancellor reiterated that the Technical Committee wants to engage the MAA's technical staff to understand the model together, saying that perhaps they could identify areas for improvement to make it a better model. Mr. Woomer and Ms. MacDonald both complimented Mr. Chancellor on his hard work and the excellent presentation.

Mr. Paul Verchinski had posted a question in the online chat. Ms. MacDonald read the question aloud, which was on how the MAC is treating aviation requirements under the Maryland Climate Solutions Now Act. Mr. Chancellor stated he had no idea how to answer and said that the MAA would need to follow up with the Roundtable to answer it. Mr. Verchinski said that he knows that there are Department of Environment requirements within the Code of Maryland Regulations (COMAR) for underserved and overburdened communities. He commented that he thinks that because the MAA is a state agency, they are subject to those requirements too. He noted that these requirements could be in addition to the federal level environmental requirements. Mr. Verchinski continued, saying that he thinks the MAC should look at Section 7-108 of the environmental article of COMAR. Mr. Chancellor said that he will see if the MAC can provide an answer that he can relay to the Roundtable. Mr. Verchinski suggested that he and Mr. Chancellor could talk about this later, to which Mr. Chancellor agreed.

Mr. Roth commented that Mr. Verchinski's question is a great example of the kind of questions the Roundtable should be asking, saying that the Technical Committee plans to talk about that at their next meeting. Ms. MacDonald agreed, saying that she would like to know how much change in noise will be observed once the new procedures are implemented. She observed that so much noise is already present that she is unsure if the changes will decrease the noise level. Mr. Roth said that question is his main question.

Mr. Roth commented that the NA figures are interesting and promising. He suggested that the NA data be separated into east and west flow so that people can understand the changes and impact on the ground due to the new flight paths. Ms. MacDonald added that the figures could also help determine whether aircraft are flying CDAs or step-down approaches. Mr. Roth commented that Ms. MacDonald's question is a technical question that Vianair would have to answer, reiterating that the Technical Committee needs to work with Vianair to understand how the modeling works. He also noted that he often observes morning arrivals over Anne Arundel County and has only seen aircraft flying CDAs. He stated that he has not seen any step-down approaches but added that that does not mean that step-down approaches do not occur. Ms. MacDonald mentioned that she was on a recent flight from California that had flown a step-down approach. Mr. Roth asked which direction she arrived in, but Ms. MacDonald said she did not remember. Ms. MacDonald then commented that she looks forward to the meeting with Vianair.

Mr. Phillips asked if the Roundtable has been sharing this process with other groups experiencing similar challenges. Mr. Chancellor said that Roundtable representatives presented at the UC Davis Aviation Noise and Emissions Symposium last year but decided to forego the conference this year. Mr. Chancellor replied to Mr. Phillips, saying that the Roundtable has not formally shared their experience with this process and Ms. MacDonald concurred. Mr. Roth continued, saying that the Technical Committee is still working with Vianair to understand the data and ensure that the information is correct. Ms. MacDonald concurred and mentioned the contract lapse and the lack of reports during that time. She agreed with

Mr. Phillips and said that the Roundtable should start to share the process since doing so can be as simple as sharing the link to the presentation.

Mr. Phillips said he thought that more realistic approaches to noise issues would arise if communities affected by noise from large airports were connected to and shared information with each other. Mr. Roth stated that the Roundtable is working towards a very nice way of describing noise that he does not think any other airports have. He said the group wants to share it and commented that he thought it would be popular. Mr. Woomer said that the progress the group has made is remarkable, saying he thinks they are not far away from their goal. Mr. Roth agreed, saying this has been a lot of work.

#### Communication Committee:

Ms. MacDonald had no update for the Communication Committee. She stated that she thinks that the Roundtable should collect all materials, presentations, and links into a package and send it out to other groups that could benefit from this information.

Mr. Phillips asked if Vianair used MATLAB to create the noise maps and models. Mr. Chancellor and Mr. Roth said they did not know. Mr. Phillips said he wanted to know if the Roundtable could do anything to help them. Mr. Chancellor confirmed that he and others interacting with Vianair understand their work at a high level but will be meeting with them to understand the details of the process. Mr. Phillips said he thought that the Technical Committee was creating the reports and figures. Mr. Roth replied that Vianair provides the information, and the group does not manipulate it. He said that his questions to Vianair focus on accuracy and data integrity, not how they calculate or process the data.

#### Legislative Committee:

Ms. MacDonald commented that the Legislative Committee has not done much since Ms. Reese left the Roundtable. She said the committee is waiting to see the outcomes from recent legislation before identifying its next priorities. She stated that the committee is pleased that they have achieved their goal of gaining representation on the MAC and that they will wait for the first round of procedure changes to be implemented before moving forward.

### **6. Public Comment**

Ms. MacDonald asked if any questions had been asked via the online chat. None were asked. Ms. MacDonald then identified Mr. Jimmy Pleasant, Mr. Michael Bahr, and Ms. Laura Donovan as public commenters.

Mr. Pleasant stated that over the holidays, he had a two-week portable noise study conducted at his property. He said the study counted 2,508 aircraft, with 224 aircraft occurring in a single day and stated that his property is on the departure path. Mr. Pleasant said he looked at the "ADS radar" to see how they manipulate the flight profiles and asserted that they decrease thrust levels and speeds and increase altitudes around his community, which lowers noise levels by 6 dB DNL. He stated that this study was one of the worst noise studies that BWI has performed in the last seven years.

Mr. Pleasant declared that they change the flight profiles for departures when portable noise studies are being conducted, so people do not get accurate studies. He said that all they need to do is reduce the thrust to decrease the noise level. Mr. Pleasant said some flights were flying so slowly and at such high

altitudes he thought they would stall. Mr. Phillips interjected, saying he believes they do the same thing at his house. Mr. Pleasant agreed, saying that this is documented; Mr. Phillips said that he has documented it himself.

Mr. Roth said that he noticed the last two days the planes have been climbing at a higher rate because of a “screaming wind” out of the west. Mr. Pleasant said that is true and when that happens it is very noisy. Mr. Roth said he mentioned this because the data needs to be normalized for wind direction, saying that with the wind, the aircraft climb faster. Mr. Pleasant said the noise level is outrageous and is way above 80 dBA. Mr. Roth noted that the noise changes with the wind direction. Mr. Pleasant said he checked the wind profile and said that per the “ADS radar,” thrust levels dropped from 3,500-4,700 feet per minute to below 1,000 feet per minute over his house. He stated that normally when the planes cross I-95, their thrust levels usually increase, but this thrust level went down, which Mr. Phillips agreed with. Mr. Pleasant reiterated that the thrust levels were below 1,100 to 1,000 feet per minute until they passed his house, and said they knew there was a noise monitor at his house. Several members of the Roundtable agreed with Mr. Pleasant.

Mr. Pleasant continued, stating that they slowed down the departures from Runway 15R that turn near his house and that they moved them away from his house so those flights would not be included in his noise study. Mr. Pleasant said that he tried to get all the data from the noise study from the airport, including a chart of the flight profiles, but the airport will not release it. He asserted that they do not want to show the data. Mr. Phillips said that he took phone shots of the data and then graphed it himself. Mr. Pleasant said that if Mr. Paul Shank has all this data, he should release it to the MAC. He exclaimed that it would be outrageous if Mr. Shank appeared before the commission without showing the data. He asserted that the MAC should not allow Mr. Shank to make these statements without showing evidence. He demanded that people should be shown aircraft flight profiles for current flights and then review them later for changes, saying that it will be clear that noise is increasing.

Mr. Roth stated that for example, he would be at Centennial Park and would look at his phone to identify a departure, only to find that it is three miles away and yet he can still hear it. Mr. Phillips noted Mr. Pleasant’s main claim was very important, saying that it is “practically criminal” if they are changing flight paths because of a noise study. Mr. Rineer assured the group that no one is changing flight paths due to noise studies. Mr. Pleasant asserted that this occurred 30 years ago. He said he did not know who was doing it and that it could be the airport, the airlines, or anyone.

Mr. Bahr complimented the graphs and maps that were shown in the meeting today. He said it is interesting that the east flow flights that turn left to depart to the northeast are very well dispersed. He noted that the planes making the right turn and crossing over Columbia are not well dispersed. Ms. Jung agreed with this. Mr. Bahr asked why the planes turning right are not as well dispersed and why are the two so different. He also commented on the noise “bubbles,” saying that where he lives has been quiet over the past ten years, but noise has started to increase. He noted that more development has occurred, trees have been cut down, and more roofs, concrete, and asphalt have been added, all of which have added to the noise. Mr. Bahr specifically mentioned his concerns about Anne Arundel County’s increase in development around the parkway and noted that lots of trees around the airport had been cut down, saying that he now can hear airplanes taking off all the time. Ms. Suzzie Schuyler commented that the buffer is gone. Mr. Bahr agreed, saying that this is “exasperating” the noise levels.

He said in Columbia there are a lot of buildings and few trees, and the sound reverberates back and forth between surfaces.

Mr. Woomer commented that about a year or year and a half ago, the airport said they would cut down 1,000 trees on the BWI property as well as cut down another 1,000 trees in the community because they were interfering with the flight paths. Ms. MacDonald was shocked and asked why. Ms. Schuyler commented that the height of the trees was interfering with the flight paths. Ms. MacDonald asked how tall the trees are, wondering if the planes flew that low. Mr. Roth said that once those trees were removed, the community wanted them replaced with larger native trees. Ms. MacDonald asked if the airport had to provide mitigation for this. Mr. Woomer reassured her that they do, but the concern is that the replacement trees will not be planted in the community around the airport where the original trees were located; several other members suggested different types of trees that could be used.

Ms. MacDonald asked if Mr. Bahr had any additional comments, noting that some of his allotted time was consumed by the previous discussion. Mr. Bahr stated that his girlfriend lives in Columbia near Town Center, saying that the noise last Saturday was very bad. Ms. Jung said it was raining, and Mr. Bahr said it was windy, with a bad east wind blowing. Mr. Bahr said the flights fly just southwest of Lake Kittamaqundi, saying he can see the planes and that they are outside of the flight paths shown earlier in the meeting.

Ms. Donovan said that Anne Arundel County held a recent zoning meeting, during which they discussed transportation. She stated that Mr. Shawn Ames talked about airport projects, including BWI runway extension, saying she thought it would cross Dorsey Road and go into the observation area. She commented that she does not know if his information will be shared online or otherwise, but asked if the Roundtable is interested in having him explain the projects and how they will work. Ms. Donovan also asked how all that work would change the flight paths. Ms. Donovan asked again if anyone would be interested in getting answers about the airport projects.

Mr. Roth replied that the Roundtable was aware of the proposed changes because they are part of the BWI noise abatement study. He said that proposed runway extension has always been slated to happen in five years, but it has not happened yet. Ms. Donovan said that since the extension is being discussed at zoning meetings, she thinks it may happen soon, but commented that it may happen after all the Roundtable members are dead. Mr. Roth explained that regardless of when the MAA says runway work will occur, they must ensure that airspace operations are feasible for the expected airspace changes and that future development incompatible with the planned changes does not occur. Ms. Donovan asked if Mr. Roth was saying her question is not very pertinent which Mr. Roth replied that it was a good question, and that the roundtable should be asking the question now about what they are going to do with the flight procedures if the runway is extended.

Ms. Donovan reiterated that since the changes are discussed in the zoning meetings, she thought that the Roundtable would be willing to discuss them at their meetings. Mr. Chancellor said they should ask Mr. Ames to come talk to them. Ms. MacDonald asked for Mr. Ames' title. Ms. Donovan said that he does planning for the airport but did not give an exact title.

Mr. Roth continued, saying that the Airport Noise Zone associated with the planned concourse assumes that the runway extension is built. He said that the official noise contour for the planned extension

shows flight paths to and from the planned runway. Mr. Roth pointed out that if the extension is not built, then the future forecasted traffic will operate off the existing runways, increasing the noise, and noted that this scenario is not shown in the official contours. Mr. Roth asserted that the official noise contour maps for this planned runway extension understate what the noise contour will be, since it is based on the existence of the runway extension and not the current runway configuration. Mr. Rineer asked if he could correct Mr. Roth, stating that for the Airport Noise Zone, the MAA develops a current year plan, a five-year plan, and a ten-year plan. He said that the five-year plan uses the current runway configuration, and the ten-year plan incorporates proposed future development, including the south parallel runway and the Runway 15R extension. Mr. Roth said that he asked if the MAA could make a ten-year plan that shows the current runway configuration. Mr. Rineer said that plan would simply be the next five-year plan, but Mr. Roth stated that right now, the public does not have information on what future contours will look like using the ten-year traffic forecast and with the current runway configuration.

## **7. Planning For Next Meeting**

Ms. MacDonald proposed a virtual meeting dedicated to the election of Chair and Vice Chair at the end of April and suggested Tuesday, April 30, 2024. The group joked about the challenges of finding candidates for these positions. Ms. MacDonald told the Roundtable that the position of Chair is not difficult, saying no prior knowledge or experience is necessary. She reiterated that it is not too challenging, saying that she thinks the Roundtable would benefit from someone new in the position. Mr. Woomer concurred. Several members then discussed their availability and ability to fill the positions. Ms. MacDonald re-emphasized that the Chair is not a big job and does not take much time, but that she needs to step down.

Mr. Woomer asked what the Vice Chair position entails. Ms. MacDonald said that she has been doing the Vice Chair's job in addition to the Chair's job. She said that recently Mr. Chancellor told her that the Vice Chair is supposed to manage and distribute the meeting minutes and other materials, as well as run a short monthly coordination meeting with the MAA. She said this the meeting used to be longer, but now is about 15 minutes long unless Mr. Shank attends, since he usually provides substantial updates. Mr. Woomer said he might consider the Vice Chair position.

Mr. Rineer proposed April 30, 2024, for 30 minutes for the election meeting. Mr. Chancellor and Ms. MacDonald both said the meeting should be virtual, and that it should also be public. Ms. MacDonald said it can be put on the website, but she does not expect that many people will watch since it is just an election. She also asked to schedule it for an hour.

Mr. Rineer asked about the next meeting after the election and Ms. MacDonald suggested June. Mr. Roth joked that that would be the new Chair's job. Mr. Rineer said he was asking so that they can plan around the building renovations. Ms. MacDonald said that she thought a June meeting could be either in-person or virtual if the renovations are complete, but Mr. Rineer said he expects the building will still be under construction so it will have to be virtual. Ms. MacDonald said she assumes construction will be delayed and they should plan for a virtual meeting, suggesting Tuesday, June 25, 2024. She reminded the group that the flight procedure changes will be imminent at that point. Ms. MacDonald confirmed that June 25 will be the tentative date for the next full Roundtable meeting, subject to the approval of

the new Chair. Mr. Rineer confirmed that he will schedule an hourlong election meeting on April 30 and a full meeting for June 25. Ms. MacDonald confirmed that was correct.

#### **8. Meeting Closeout**

Mr. Woomer made a motion to adjourn the Roundtable meeting. Mr. Pierson seconded. All were in favor and the motion passed. The meeting was adjourned at 9:17 p.m.