

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Fifty-Second Meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, August 6th, 2024, from 7:04 p.m. – 9:24 p.m.
Meeting held virtually via GoToWebinar

MEETING MINUTES

Regular Participants:

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

*Voting Member

Other Named Attendees:

Royce Bassarab, HNTB (Online Moderator)

Brett Healy, ADCI (Meeting Minute Taker)

Ben Thielen, FAA

Christopher Stocking, FAA

Adam Searcy, FAA

Tony Yushinsky, FAA

Jim Allerdice, Vianair Consulting

1. INTRODUCTION AND ROLL CALL

Roll Call and Introduction:

The meeting commenced at 7:04 p.m. with a welcome from Mr. Bruce Rineer, MAA. The Roundtable Chair, Mr. Howard Johnson, conducted roll call and quorum was met.

As the meeting was conducted both in person and virtually, Mr. Rineer reminded participants that the meeting was being recorded and provided a safety briefing for the in-person attendees. He told virtual attendees to use the chat box to ask questions and said that questions would be addressed during the public comment period. For technical difficulties, he reminded attendees to log off and on to fix the issue and to only use one browser.

Approve Agenda:

Mr. Jesse Chancellor requested to rearrange the agenda prior to its approval, explaining that Mr. Jim Allerdice from Vianair was on the call to discuss the procedure changes as part of the Technical Committee update but could not remain on the call past 8 p.m. Mr. Chancellor asked if the Technical Committee update could be moved to earlier in the agenda.

Mr. Johnson asked for a motion to approve the agenda with the Technical Committee update occurring before the MAA/FAA update. Mr. Drew Roth motioned to approve the modified agenda; Mr. Chancellor seconded. All voted in favor and the motion passed.

Review and Approve June 28th Meeting Minutes:

Mr. Johnson asked for a motion to approve the June 28th, 2024, meeting minutes as published. Mr. Daniel Woomer motioned to approve, and Mr. Roth seconded. All voted in favor and the motion passed.

2. VIANAIR UPDATE

Mr. Chancellor introduced Mr. Allerdice of Vianair Consulting to the Roundtable since not all members were familiar with the Roundtable's work with Vianair. He stated that the Roundtable has been working with Vianair for about two and a half years and together have developed a "really fine [BWI airport noise] working model". Mr. Chancellor said that the model is a key tool in conducting pre- and post-[procedure] implementation aircraft noise analysis of the airspace. He stated that the Vianair model is the only model that covers the entirety of the overflowed communities in detail and in both east and west flow and emphasized that the model uses the metric of number of events above 55 dB (NA55) instead of the standard metric of day-night average sound level (DNL). Mr. Chancellor said that the use

of NA55 as a metric is critical since people experience noise as events based on operational flow, not as averages.

Mr. Chancellor stated that Howard and Anne Arundel Counties have helped fund this work, saying it has been a great partnership. He commented that several Roundtable members had questions regarding the project, including the status of contract renewal, the number of reports still pending, and the status of presentations on the work. He noted that these questions are necessary to prepare for the real work of comparing the pre- and post-implementation flight paths at BWI to determine if the FAA's published procedure changes have the intended effect. Mr. Chancellor said that Mr. Allerdice will give the Vianair update and give them a timetable for when they can start analyzing the procedure changes.

Mr. Allerdice stated that Vianair's contract has been renewed but that a few items, such as billing, are still outstanding. He said that Vianair has all the data for the monthly reports through July 2024 and the maps for that period will be available at the end of August 2024. He pointed out that the procedure changes were implemented on July 11 and thus the July report will not have a full month of the new operations. Mr. Allerdice said that because of this, the first pre- and post-implementation comparisons will be conducted with August data to provide the most accurate information.

Mr. Allerdice said he would be interested to hear the FAA's update on the implementation, specifically if they have had problems or issues with implementation or airline participation. He stated that it is important to have full participation by all airlines on all procedures before an accurate comparison can be made. He then said that with a full month of data in August, Vianair will compare the pre- and post-implementation noise levels to see if the differences are as expected.

Mr. Allerdice said that Vianair is working on a new method to predict the noise level changes; this method will also be informative related to a "data-to-data" versus "data-to-simulation" comparison. He explained that these comparisons commonly use noise measurements and simulated data but that this specific comparison will use data collected in 2023 prior to implementation and data collected in 2024 after implementation; hence, the moniker "data-to-data." Mr. Allerdice said that Vianair will identify representative days or months with similar traffic volume to provide as close a comparison as possible.

Mr. Allerdice asked the Technical Committee for input on the comparisons, asking if they would like to compare specific months, a specified number of months before and after the changes, or some other method. He said that if the Technical Committee did not have a preference, Vianair would look for months with similar traffic volumes and compare those. He then reminded the Roundtable that Vianair has data through July 2024 and will deliver reports through July by the end of August.

Mr. Scott Phillips mentioned that aircraft speed differences make a huge difference in noise and asked Vianair to evaluate that when doing their comparisons.

Mr. Johnson asked Mr. Allerdice what month the contract with Vianair starts and ends. Mr. Allerdice said that the contract started in April 2024 and ends March 2025.

Mr. Chancellor emphasized the ability to compare data to data, saying that this makes the model important to the Roundtable. He said that the Roundtable wants a comprehensive and good faith partnership with the MAA and the FAA and wants them to seriously consider Vianair's model, saying that acceptance and use of the data in the Vianair reports would help facilitate the partnership. He emphasized that he personally could not make a decision about any flight changes without accounting

for this model and its real-world data-to-data comparison instead of the typical data-to-simulation comparison. Mr. Chancellor stated that the Roundtable would likely rely heavily on this model and encouraged the MAA and FAA to consider it even though it is not part of national policy requirements. He emphasized that the Roundtable plans to use the NA55 metric and that for the FAA and MAA to work effectively with the Roundtable, they will need to regard this model seriously.

Mr. Roth complimented Mr. Allerdice's idea of finding comparable periods between the two datasets, saying the larger periods of comparable data the better. Mr. Roth also suggested looking at different decibel levels for the number above metrics, saying that by reporting on NA55, the impact of the number of events above higher decibel levels is lost. Mr. Allerdice said that data are available for the number of events above 55, 65, and 75 dB. Mr. Roth said he remembers seeing contours of number of events above for different decibel levels and thought they were very useful.

3. MAA AND FAA UPDATES

Mr. Johnson asked Mr. Rineer if the MAA had an update. Mr. Rineer replied there was no update from the MAA.

Mr. Ben Thielen from the FAA provided an update on the new procedures, saying they have been in use since July 11 and that all airlines have been flying the new procedures. Mr. Johnson asked if he had any information regarding the consistency of the airlines flying the new procedures. Mr. Thielen replied that the FAA received the Roundtable's request last week but the FAA requires at least 30 days to review and analyze any data. He said that the summer is a busy time for the FAA but that the request has been forwarded to his air traffic colleagues. Mr. Johnson asked when the FAA expects to have information about procedure use and flight tracks. Mr. Thielen responded that he would follow up with a date and stated that his air traffic colleagues asserted that the MAA and their contractors should have a role in answering some of the questions on procedure utilization.

Mr. Roth asked if it was possible or common that airlines might not follow new procedures once they are published. Mr. Thielen stated that it would not be typical and that, to his knowledge, all air carriers have been utilizing the new procedures and the procedures have been working as intended. Mr. Allerdice clarified that once the new procedures are published, the old procedures are deleted from the database and pilots do not have the option to fly old procedures. He stated that his earlier question regarding airline compliance with new procedures was related to updated procedures at DCA, where at least one airline was not capable of flying the new procedures due to internal operational issues that required additional training. He said that he was wondering if any similar issues were evident at BWI and that he was not suggesting that airlines could choose which procedures to fly.

Mr. Chancellor stated that some residents have been tracking the utilization of the new procedures themselves. He said that the residents are using publicly available information, which seems to be relatively accurate with respect to flight paths, and that the consensus among these residents is that commercial airlines are compliant with the procedures, but cargo carriers deviate from them more. He said that this may or may not be an accurate assessment and did not want to claim that as a factual statement, but instead wanted to request that the FAA specifically investigate this to confirm that all commercial carriers are adhering to procedures unless directed otherwise by air traffic control (ATC). Mr. Thielen said he would relay the request to his ATC colleagues and noted that aircraft characteristics lead to differences in performance that could affect procedure adherence. Mr. Johnson asked for a

response from the FAA by the end of next week. Mr. Thielen said he would do his best and would contact his ATC colleagues regarding a date after tonight's meeting.

Mr. Johnson then stated the MAA cannot provide data to the Roundtable if they do not receive it from the FAA. He continued, saying that when asked to provide data, the FAA's response is the MAA should provide this information, which results in a stalemate. Mr. Chancellor agreed, noting the MAA and the FAA need to coordinate to answer these questions, and the onus for coordination should be on the two agencies, not the Roundtable. Mr. Chancellor asked for a commitment from the FAA and the MAA to coordinate on answering these questions. Mr. Rineer stated the "Dot 41" review process requires 180 days (6 months) post-implementation to do a review of the flight tracks, saying the MAA is following the FAA on this process. Mr. Rineer said if the FAA provides an analysis sooner or outside of the normal process, the MAA will look at what was analyzed, but otherwise the process requires six months post-implementation.

Mr. Chancellor recalled Mr. Thielen's statement that the FAA said the airport's contractors should assist in answering the questions. Mr. Chancellor said he would like to know which questions can and should be answered outside the Dot 41 process and which questions cannot. He again asked if the MAA and the FAA could coordinate a response regarding which questions can be addressed when. Mr. Chris Stocking asked Mr. Chancellor to repeat the request. Mr. Chancellor summarized, saying that the Roundtable's leadership sent several questions to the FAA and the FAA responded to several of these questions by saying the MAA's contractors should address the questions. Mr. Chancellor said the issue is whether the FAA and the MAA can both review the questions and provide comprehensive, coordinated responses to them.

Mr. Stocking then addressed the FAA's procedure implementation monitoring process. He stated that the data availability lags approximately 90 days behind the actual date, so yesterday's data would not be available until 90 days later. He stated the FAA does not review performance on a day-by-day basis; instead, in the first 60 days they are concerned with procedure performance, pilot deviations, procedure issues, and various other reports. He said after 180 days, they will write up a report and submit it to their leadership. Mr. Stocking said that if the Roundtable has specific questions, they should submit them to Mr. Thielen, who will then forward the questions to him. He concluded by saying he will do his best to get answers with the data available and reiterated that the most complete answers will be available 90 days after the date of interest.

Mr. Thielen added that most of the departures operate in south flow this time of year but will likely shift because of seasonal weather variability. He stated that this may result in needing additional time to collect data to identify the full effects and perform the full analysis. Mr. Johnson stated he asked the FAA to provide a map of the final departure procedures as published in July 2024. Mr. Thielen said he will relay the request to his ATC colleagues.

4. MAC UPDATE

Mr. Chancellor, a member of the Maryland Aviation Commission (MAC), presented an update on the MAC's most recent meeting. Mr. Chancellor started by stating that although he is on the MAC, his presentation is as a concerned public citizen and all the information he is presenting is public information. He said his intent for this presentation is to highlight some issues that may not be apparent

to citizens not following the issues discussed at the MAC. He encouraged everyone to review the MAC's website, specifically the meeting videos and schedule.

Mr. Chancellor said that every complex organization like the MAA has opaque and unclear procedures and processes. He went on, saying the commission makes decisions about airport infrastructure projects, but Ms. Mary Reese, a former Roundtable member and current MAC commissioner, and other newer commissioners had challenges understanding the process by which projects go from ideas to completion, and where in this process the public has input. Mr. Chancellor said at the June MAC meeting, the MAA staff provided a presentation explaining the process; the presentation can be found in the meeting recording on the MAC website. He said Ms. Reese's main concern is how a project comes before the commission for a vote and where does real public engagement occur in the decision process. Mr. Chancellor stated a publicly owned airport should engage in significant public outreach.

Mr. Chancellor showed a diagram of the planning and development process provided by the MAA. He said the diagram represents the lifecycle of all large physical projects at the airport. Mr. Chancellor called out the red lines indicating the MAC's engagement at the beginning and end of a project. He indicated purple ovals on the diagram representing public engagement points and orange triangles showing FAA review and approval requirements and pointed out blue squares representing a project's phases.

Mr. Chancellor then explained a typical project development process, whereby the airport starts with a Master Plan, moves to the Airport Layout plan (ALP), then goes through the National Environmental Policy Act (NEPA) process, and continues through the project phases identified in the blue boxes. He said this process is the ideal way to introduce and move projects through the MAA. Mr. Chancellor elaborated on the process, saying most projects start with and are identified in the Master Plan, the airport's long-term vision that covers 20 to 30 years and identifies what needs to occur to help the airport grow and continue to serve the public. He stated that BWI's last Master Plan was developed around 2011, saying he would discuss that later. Mr. Chancellor said that the Master Plan then leads to the ALP, which is the zoning land use map for the airport and said the FAA approves both the Master Plan and the ALP. Mr. Chancellor then noted the NEPA process follows the approval of the ALP and pointed out that the only two places for public engagement at this point in the process are during the Master Plan development and/or the NEPA process.

Mr. Chancellor then directed attention to the blue boxes representing sources for projects not specified or anticipated in the Master Plan. He noted these projects include building and asset management and rehabilitation, pavement management, project requests from tenants, and updates required due to changes to standards or modernization. Mr. Chancellor commented that asset management, pavement management and standards/modernization projects contribute to safety and normal operation, and for those reasons should be able to bypass the Master Plan. He noted tenant projects, however, captured the MAC's attention since they are also able to bypass the Master Plan. Mr. Chancellor remarked Mr. Ricky Smith, CEO of the MAA, had told the MAC BWI has not been operating according to its Master Plan "for some time." Mr. Chancellor said as a result, most BWI airport projects bypass the Master Plan and thereby skip public engagement touchpoint, with the only place for public engagement being the NEPA (environmental review) process. Mr. Chancellor opined the NEPA process has not proved an effective place for impactful public engagement resulting in real change and he would not expect communities to be at the table expressing their concerns and ideas at that late stage.

Mr. Chancellor said his concern is the development of a new Master Plan, saying that, per Mr. Smith, it is currently in the scoping process; the full development cycle will likely take about two years. He said the Mr. Smith has stated that the MAA is committed to significant and meaningful community and public engagement as part of the next Master Plan, commenting that this statement aligns with the Governor's vision for airport planning. Mr. Chancellor suggested the MAA needs to work with the counties, specifically Anne Arundel and Howard Counties, to ensure the airport initiates and sustains meaningful, significant engagement with the communities regarding the airport's benefits and the plans for its growth to bring balance between the airport's and communities' needs. He asserted that the State needs the airport, but the airport needs to be a good neighbor to the community.

Mr. Chancellor also said that although the ALP does not require public input, he believes since many projects result from this document, the Roundtable should work with its county partners to encourage the MAA to include public engagement in developing the ALP, even if the FAA does not require it. He said experience has shown what happens on the ground determines what happens in the air. He continued, saying the airspace is designed based on what the airport does, and if more operations are added, airspace will need to be adjusted. Mr. Chancellor asserted citizens should be engaged with what happens with the airport while also recognizing the airport's economic importance to the state. He also added he thinks the airport's Master Plan would be "politically dead on arrival" unless sufficient community engagement occurs and said he believes Mr. Smith is aware of this. Mr. Chancellor reiterated early engagement with the leadership at the MAA regarding how this community involvement will occur is extremely important before moving into the development of the Master Plan. He concluded by saying that the SB-162 legislation enlarged the communities' involvement in and the focus of the MAC has also brought more transparency into its meetings. Mr. Chancellor said once the MAC identifies actions that implement the spirit of that legislation, he will do a presentation about the SB-162 requirements and how the MAC is meeting them, which he would do as a MAC commissioner and not as a Roundtable member.

Mr. Johnson thanked Mr. Chancellor for keeping the Roundtable members informed of the MAC's actions and remarked the new legislation has increased overall transparency and insight into the commission. Mr. Johnson also thanked Mr. Rineer and the MAA for publishing a notice on the MAA website when the procedure changes went into effect.

5. COMMITTEE REPORTS

Technical Committee:

Mr. Johnson asked for an update on the presentation to Anne Arundel County. Mr. Chancellor said that he only recently received some information from Vianair and so did not have a final presentation completed but expected to complete it within two weeks.

Mr. Johnson noted that the timeline for Vianair's reports had already been discussed. He then asked about future funding for Vianair, asking if the work should continue to be funded by the Roundtable via Anne Arundel and Howard Counties or if the Roundtable should consider requesting State or even Federal funding. Mr. Woomer said that he spoke to Senator Beidle on several issues, including funding for Vianair. Mr. Woomer said the Senator recommended funding should remain at the county/local level because the State already has a significant deficit this year and funding for new projects is unlikely. Mr. Woomer continued, saying the counties have more budgetary flexibility, and the Senator thinks the

project would likely be accepted as part of the budget for either county. Mr. Chancellor pointed out one of the Roundtable members, Ms. Debra Jung, is the chair of the Howard County Council, which could help in getting the project funded.

Mr. Johnson asked how soon they should start the process for requesting funding. Mr. Woomer said they will need to present an update to the counties about the project and the Roundtable's role in it. He noted the Anne Arundel County Council only approves the county's budget and cannot add items to it, so the request would need to go through the County Executive. He went on, saying the Roundtable can at least provide the council with some information on the request.

Mr. Johnson asked Mr. Roth when the best time would be to engage with the counties on the budget; Mr. Roth suggested asking Roundtable member Ms. Debbie MacDonald. Mr. Woomer said he believes the best time would be August or September since legislation can be pre-filed during that time and that he would find out the exact timeline before the next meeting. Mr. Chancellor commented that the Roundtable has had a good partnership with both counties, their executives, and their councils. He stated the counties should not have to bear the cost of the Vianair work but appreciates that they do since it resulted in the availability of the Vianair model. Mr. Chancellor said right now, the project simply needs to be funded, but the long-term goal is to move its funding to the state level if possible.

Legislative Committee:

Mr. Johnson asked to discuss an initiative to write letters to support legislation regarding research on particulate matter in areas under arrival and departure flight paths, saying it arose from Section 791 of the FAA reauthorization bill. He said he wanted to discuss whether the letters should be written, to whom they should be addressed, and what they should say to convince the State to support research regarding ultrafine particulate matter under flight paths. Mr. Woomer commented that approval for this research would be difficult due to the budgetary issues he mentioned earlier, and said he thinks that if the Roundtable tried to garner support for this study now, funding it might also fall to the counties. He noted funding for a first year of work would likely be less than additional years.

Mr. Woomer said that he thinks that the first step of the study should review all available research and data on particulate matter. He continued, saying that this review will provide sufficient background information so that a comprehensive study and next steps can be proposed. Mr. Woomer said having this background and comprehensive study proposal provides a better position to discuss potential funding sources.

Mr. Thielen noted that Section 791 of the reauthorization bill requires the administrator to partner with the National Research Council to study ultra-fine particulate matter and volunteered to send the relevant section to Mr. Rineer for distribution to the Roundtable. Mr. Rineer asked Mr. Thielen if he would recommend a representative from the FAA-funded Aviation Sustainability Center (ASCENT) program speak to the Roundtable. Mr. Thielen said he would talk to his colleagues for a recommendation. He also responded to a question on sustainable fuels posed in a previous meeting, saying he had confirmed with his colleagues sustainable fuels reduce both emissions and particulate matter from the engines. Mr. Thielen noted the FAA has an ambitious goal for the use of sustainable aviation fuels of one billion gallons by 2030.

Mr. Chancellor asked if the reauthorization bill includes funding or approaches for local studies. He said he supports federal studies but commented the Roundtable's concerns are local and they would like to understand the local issues. Mr. Thielen said he was not sure and he would send information from relevant sections of the bill, remarking that Section 791 addresses large-hub airports. Mr. Chancellor then said this may be relevant to the Roundtable and BWI.

Mr. Roth stated he thinks the field of and the science behind noise measurement and monitoring is more mature and well understood than those of particulate matter and said more noise policies exist compared to those regarding particulate matter. Mr. Phillips commented that measuring ultrafine particulates is more difficult than measuring noise. He referred to a study conducted at Los Angeles International Airport (LAX) where researchers mounted a detector on a vehicle and drove it around to collect sufficient particulate matter data, saying the results were not very precise. He also noted it is unclear which of the component products of emissions are the most important.

Mr. Thielen said the FAA had already published a rule on particulate matter this year and said he can follow up with the Roundtable regarding its specifics. He referenced a press release from April in which the FAA finalized a rule to reduce particulate matter from aircraft engines. He read the press release to the group, saying that maximum nonvolatile particulate matter emissions limits for U.S. civil aircraft engines align with the Environmental Protection Agency's (EPA) and the International Civil Aviation Organization's (ICAO) standards. Mr. Roth asked if Mr. Thielen could send the report to the Roundtable, and Mr. Thielen said he would send a link to the rule but he was not sure if there was a report. Mr. Johnson asked if the FAA has done any other reports on the subject; Mr. Thielen said he would investigate and get back to the group. Mr. Johnson concluded the discussion, saying that the Roundtable needs more information about the problem and potential solutions before identifying future actions.

Mr. Johnson stated the last item for the Legislative Committee was the development of correspondence to the counties about supporting Vianair's contract renewal. Mr. Johnson said, based on the earlier discussion, the Legislative Committee will identify the best time to submit this request to the counties' administrations and they will try to accomplish this before the next Roundtable meeting.

Communication Committee:

Mr. Johnson reminded the Roundtable of the Aviation Impacted Communities Alliance (AICA), which occasionally reaches out to the Roundtable via Mr. Chancellor. He stated the group includes roundtables and communities nationwide and it does research and investigations in areas the Roundtable has interest. Mr. Johnson said at times the AICA requests the Roundtable's vote or support for some of their work, commenting sometimes the deadlines for these requests do not allow for the full Roundtable to discuss whether they should support the requests. He specifically referenced the Roundtable's decision to support the AICA's comments on a Federal Register notice regarding a NASA noise investigation without involving the entire Roundtable, as discussed at the July 2024 meeting. Mr. Johnson summarized that discussion, saying the committee chairs discussed the response and decided to support the AICA's position. He continued, describing how the chairs wrote a response letter and presented it to the Roundtable at the July meeting, where the Roundtable approved the support letter after it had been sent to the AICA.

Mr. Chancellor reminded the group the Roundtable, as a publicly funded entity, is subject to rules and requirements regarding meeting notification and public accessibility, and because of this, the meeting

cycle does not allow for the group to meet and discuss the issues within the short response time needed to respond to requests like those from the AICA. He stated the Roundtable does agree with the AICA's positions and in the past has said that they will support AICA's positions, but in many cases cannot do so until after response deadlines have passed. This delay in providing support does not provide effective support to the AICA. Mr. Chancellor continued, saying he and Mr. Johnson discussed a process that would allow the Roundtable to respond more quickly to these types of requests, and proposed a resolution for the development of a new committee, the Executive Committee, consisting of the Roundtable Chair, the Co-Chair, and the committee chairs. He stated the sole purpose of this committee would be to review and respond to AICA requests as a representative of the Roundtable as a whole. Mr. Chancellor stated the Roundtable would have to agree on criteria that would have to be met to allow the Executive Committee to be delegated the authority to respond and sign on behalf of the Roundtable. He said one of these criteria should be the requests for AICA support align with the Roundtable's primary directive of reversion to pre-NextGen operations at BWI.

Mr. Chancellor went on to say this proposed resolution would grant the Roundtable's signatory authority to the Executive Committee to respond to AICA requests in keeping with the Roundtable's aims and primary directives and resolutions. He emphasized the Executive Committee would not exist for any other reason and would not have any other powers beyond this defined goal. Mr. Chancellor added that the resolution requires, following any response, the Executive Committee must present any responses and the reasoning behind them at the next Roundtable meeting, saying discussion on the Executive Committee's action(s) would be encouraged at the next Roundtable meeting.

Mr. Johnson asked for a motion to accept Mr. Chancellor's resolution as presented. Mr. Woomer motioned to accept the resolution. Mr. Roth asked for clarification on what the resolution covered; Mr. Johnson clarified it was to set up the Executive Committee as Mr. Chancellor described. Mr. Paul Verchinski seconded the motion. All voted in favor and the motion passed. Mr. Johnson thanked Mr. Chancellor for the effort on the resolution and reiterated that this committee will help the Roundtable respond to future AICA initiatives of interest.

6. PUBLIC COMMENT

Mr. Chancellor commented the Roundtable has received complaints about the audio in the meetings and wanted to request that the MAA consider adding audio equipment and support. Mr. Rineer stated a request for additional/updated audio equipment has been submitted and is pending. Mr. Chancellor offered to help if possible. Mr. Rineer said he thought this request for improved audio equipment is included as part of the MAA's IT Master Plan.

Mr. Johnson moved on to public comment, mentioning commentors should keep comments to two minutes.

Ms. Elizabeth Cowles:

Ms. Elizabeth Cowles thanked the Roundtable for all the presentations and information discussed tonight and agreed with Mr. Chancellor regarding the need for greater public involvement with the Master Plan. She said where she lives, aircraft noise has been constant over the course of this meeting and that the effects of noise, particulate matter, and pollution on her family are a big stressor.

Ms. Cowles stated the recent flight path changes have not been effective in alleviating her noise-related stress. She said she lives in Montgomery County, 27 miles due west of the airport, and noise levels are particularly bad at this time of day. She stated she does not know how much more traffic can be accommodated in the system and said aircraft noise has permeated her life. Ms. Cowles reported aircraft routing changes did not have the noise alleviating effect she thought they would.

Mr. Roth asked her if she was in Sunshine or Brookeville, which she confirmed. She was then asked if she was located under arrival flight paths or departures; the group confirmed she would be under a departure flight path. Ms. Cowles stated the traffic that shifted was not moved far enough to make a noticeable difference and had thought 20 to 30 percent of the traffic would move farther north.

Mr. Andrew Martingale:

Mr. Andrew Martingale thanked the Roundtable for the references and information, saying he knows this is a complex issue. He stated he lives near Hanover and Elkridge, and with the changes, there has been a marginal noise improvement when the airport is in west flow, but departures from Runway 33L have become worse. He asserted right now the noise level “flat out sucks.” Mr. Martingale said he appreciates the intent to change flight paths over Columbia and to the west, but in his estimation, nothing has been done to improve the noise level in Elkridge and Hanover. He said he appreciates all the efforts thus far but emphasized that he wants to ensure something is being done to reduce noise levels for the residents in these areas.

Mr. Roth asked which departure flow he meant. Mr. Martingale stated it was both east and west flow departures from Runway 33L. Mr. Roth further inquired if he meant the general aviation (GA) departures, which Mr. Martingale confirmed. Mr. Martingale added, larger commercial jets also operate off this runway and he observed approximately 100 to 200 operations directly over his house during a 4-hour period in the middle of the day. Mr. Roth commented he believes the airport typically uses Runway 33L for commercial traffic when another runway is closed. Mr. Martingale reiterated he appreciates everyone’s efforts but he wanted to make sure the noise issues in his area are addressed.

Mr. Roth asked Mr. Martingale about west flow departures in his area. Mr. Martingale stated he has experienced a marginal improvement but asserted this adjustment likely caused someone else’s experience to worsen.

Mr. Phillips asked Mr. Martingale if he lived in his current residence prior to the NextGen implementation, and if he noticed a difference in noise following the implementation. Mr. Martingale said he has retired since then, and now he is home more often, the noise is more noticeable. He emphasized he wants to help spur action to improve noise levels in the Elkridge-Hanover area, asking what the next steps are for improving things in his area.

Mr. Phillips inquired if the frequency or altitudes of the flights had specific impacts on the noise levels in his area; Mr. Martingale said since NextGen was implemented, he noticed the number of flights has been increasing and the time between them has been shorter. He also said he has submitted several noise complaints. Mr. Phillips asked him how he submitted them, and Mr. Martingale said he used the MAA’s website.

Mr. Chancellor sympathized, saying he lives in a similar area. Mr. Martingale invited anyone present to visit his home to hear the noise levels themselves. Mr. Chancellor said he knows that submitting noise

reports feels futile but stressed people need to do so since this is the only metric the airport has with respect to this issue. Mr. Phillips suggested Mr. Martingale use the website AirNoise.io/WebTracker to submit reports. Mr. Johnson thanked Mr. Martingale for his continued patience, saying he too lives in Elkridge and completely understands his situation.

Mr. Jimmy Pleasant:

Mr. Jimmy Pleasant said since the flightpath changes were implemented, departures have been flying over his house seven days a week from every runway. He stated the planes flying over Mr. Martingale's house are still reaching 75 decibels (dB). He continued, saying Runway 28 departures used to overfly his house but now are about 10 degrees offset. Mr. Pleasant said he thinks it is too early to tell what the noise levels will be since the aircraft are flying with reduced thrust levels and does not believe the reduced thrust levels will continue.

Mr. Pleasant stated the three flight paths are essentially the same and they are only separated by a block or two, resulting in "one constant flow of noise." He asserted he measured noise levels himself, saying he still measured one overflight at 77 dB, which he commented was a reduction of about 5 dB. He added the aircraft are "just flying all over the place," stating they are off course to the north of the intended flight path. Mr. Pleasant stated noise reduction requires more than moving a flight path, comparing the changes to switching lanes on I-95.

He continued, saying that Runway 15R departures were making a wide right turn heading towards Columbia but are slowly tightening the turn back to the old flight path. Mr. Pleasant said now he cannot differentiate between the Runway 15R and Runway 28 departures, stating they now generate approximately the same noise levels. He expressed concern about the arrivals, saying that turning sooner will cause even more noise in the Elkridge area. He went on, asserting aircraft should be lining up with the runway at 10 miles from the runway. He stated many flights cannot line up with the runway because they are trying to make turns too close to the runway, claiming lining up with the runway will be a major issue and will cause accidents.

Mr. Pleasant claimed the new FOXHL procedure is no different from the TERPZ7 procedure. Mr. Roth asked Mr. Pleasant if he was on Woodcrest Avenue, to which Mr. Pleasant replied yes. He went on, saying the flights are off course and stated aircraft are allowed to be 10 degrees off course. Mr. Pleasant claimed that 10 miles from the airport, noise measurements still register Lmax values of 70 to 75 dBs. He also said high humidity levels in the summer result in sound not traveling as fast or far, noting the noise will get worse with cold weather. Mr. Johnson thanked Mr. Pleasant for his comments and assured him the Roundtable will keep trying to get relief. Mr. Johnson reiterated to the Roundtable and the members of the public to keep submitting the complaints on WebTracker and Airnoise.io.

Ms. Tracy Taebor:

Ms. Tracy Taebor said she spoke with Mr. Roth earlier in the week and said she agrees with what everyone has said. She said she has been studying pre- and post-implementation operations for both east and west flows and has developed her own maps. Ms. Taebor said she lives in the Kendall Ridge area off Stone River Parkway and claimed the flight path has only moved a tiny amount post-implementation. She stated on west flow days, the flight tracks are now located approximately a quarter mile in front [of her house] instead of being a quarter mile behind [it], and said, given the altitudes, this

change results in essentially no difference in noise levels. Ms. Taebor said after the changes, the departures now directly overfly her house; prior to implementation, they were farther north so she did not hear them. She stated east flow operations now fly where west flow traffic used to fly, saying she could show the group her maps. Ms. Taebor agreed the altitudes are higher but commented the difference is small. She said she does not hear the arrivals.

Ms. Taebor suggested the FAA should be challenged to disperse at least some of the flights so people's exposure is more distributed, saying they should use technology to reduce the impact to those on the ground. Mr. Chancellor said the concept is "pre-NextGen" and stated since its inception the Roundtable has been trying to return BWI flight paths to those flown prior to the NextGen implementation. He stated the Roundtable wants to return to dispersed flight paths beyond the airport, saying not much can be affected near the airport, and the Roundtable has tried to recreate pre-NextGen procedures for implementation. Mr. Chancellor admitted these procedures are a small change to reduce noise levels but said he believes procedure changes are not the solution since they only provide small benefits.

Mr. Chancellor stated the Roundtable is working to understand whether the recent changes provided the intended effects, and if so, they would continue to work towards additional incremental changes. He agreed that Ms. Taebor was correct regarding the need for dispersion, but noted when procedural changes are proposed, airlines then raise concerns regarding fuel burn, performance, and other issues.

Mr. Martindale noted the FAA appears to work more for the interests of the airlines than that of the citizens. He said he appreciates everyone wants to have a safe and effective transportation system. However, he wondered when would concerns about the health and safety of the citizens on the ground overrule the interests and operating costs of the air carriers.

Mr. Graham Corby:

Mr. Graham Corby thanked everyone on the Roundtable for the discussion and said his problem is specific and does not involve noise from airborne aircraft. He said he lives in Linthicum about 1.25 miles from the runway and his problem is the noise from aircraft engine runups. Mr. Corby said he has experienced a high number of engine run-ups in what normally would be considered quiet hours at night (11 p.m. to 5 a.m.). He stated he has submitted complaints to the MAA and the FAA about the noise and has often received responses saying an engine runup was not listed on the schedule for the date and time in question. Mr. Corby said these responses perplexed him since the responses implied unscheduled run-ups may be occurring.

Mr. Corby said the noise he experiences is a low drone lasting between five and ten minutes and asked what was being done to eliminate unscheduled ground noise. Mr. Rineer said the MAA does not generally have many runups scheduled, but the airport policy is any engine runups must be pre-scheduled. Mr. Rineer stated he believes what Mr. Corby hears are taxiing aircraft. Mr. Johnson wondered if the noise was related to late-night cargo operations. Mr. Roth asked Mr. Rineer if aircraft were taxiing to cargo warehouses. Mr. Rineer replied cargo operations occur from the old cargo area. Mr. Roth then asked if [cargo] operations sometimes go to the east side of the terminal; Mr. Rineer asked Mr. Roth if he meant the area near Concourse F. Mr. Rineer also pointed out taxiing aircraft could be late-night international flights.

Mr. Rineer reiterated BWI does not have many engine run-ups overall and run-ups therefore cannot be the cause of Mr. Corby's noise issue. He said the MAA communicates with aircraft operators and is notified whenever a run-up occurs, stating the MAA monitors these events regularly. He concluded by saying he believes Mr. Corby's noise issue is real, but that it is not due to engine run-ups.

Mr. Roth posed a theory cargo operations occur on the east side of the airport between the GA runway and the main terminal area. Mr. Rineer noted UPS and FedEx cargo areas are located in this area and that Amazon is in the midfield cargo area. Mr. Roth asked Mr. Rineer if those cargo aircraft taxi under their own power to and from that location, which Mr. Rineer confirmed, saying they do taxi to that area and are not towed.

Mr. Roth asked Mr. Corby if the noise he heard could be due to taxiing cargo aircraft. Mr. Corby said that it could be possible and he is certain it is not jet overflights since he knows what those sound like. He stated regardless of the cause, the noise is still extremely disruptive and asked how those operations were allowed to happen during so-called quiet hours of the night. Mr. Rineer responded that BWI does not have quiet hours.

Mr. Chancellor commented the lack of quiet hours is the issue. Mr. Rineer pointed out the FAA and federal regulations state quiet hours cannot be mandated at airports. Mr. Chancellor stated currently, a sleep study is being conducted with respect to aircraft noise, saying if its results are similar to other such sleep studies, it would likely show nighttime noise results in physical, deadly harm to people's health. He stated it remains to be seen if the FAA will act on those results. He noted people use nighttime to rest and recharge, asserting for that reason, it is important to protect nighttime quiet. Mr. Chancellor directed Mr. Corby to review Vianair's reports on the MAA's website, which track the number of daytime and nighttime operations. He stated it is important to monitor increases or changes in nighttime traffic and these reports enable a better understanding of nighttime noise impacts. He continued, at a minimum, nighttime traffic should not be allowed to increase. Mr. Chancellor believes the Roundtable does not have the tools to fix the problem and it is a federal and/or airport issue.

Mr. Rineer responded that the MAA does not have control over the problem, but they do monitor it. He also stated the cargo facility in question supports the largest and heaviest aircraft operating at BWI and those aircraft do generate significant noise from taxi operations.

Mr. Woomer asked if Mr. Corby lived near Forest View Road. Mr. Corby said he lives on West Maple, and Mr. Woomer replied he also lives in that area. Mr. Chancellor said he sympathizes with the lack of sleep and recommended Mr. Corby stay engaged with the Roundtable. He said this has been an eight-year process and observed changes require time and a lot of patience.

Mr. Philips asked why some airports are allowed to have quiet hours at night. Mr. Rineer replied those airports had quiet hours in place prior to the passage of the current legislation (the Airport Noise and Capacity Act [ANCA], enacted in 1990) and those hours were grandfathered in. Mr. Rineer commented Burbank Airport was the only airport he knew of with such restrictions and said he believes if an airport with those restrictions were to change anything, those grandfathered restrictions would be lost. Mr. Rineer stated this is why those airports keep older restrictions in place, saying it is very challenging to get these restrictions placed and noting airports such as LAX had attempted to qualify for quiet hours but failed.

Mr. Thielen said for many airports, listed quiet hours are voluntary or recommended practices and are not required. Mr. Rineer said if an airport qualified under CFR Part 161 then required quiet hours could be implemented but noted no airports have gotten their Part 161 approved by the FAA yet. He said bigger airports with more money than BWI have tried to get quiet hours via Part 161 but to no avail. Mr. Rineer said he thinks ANCA states an airport cannot limit traffic at the airport, or it will lose its federal grant assurances. Mr. Phillips remarked continual operation is built into the system. Mr. Rineer agreed, replying it relates to the importance of airlines and air commerce.

Mr. Roth asked about the use of tugs to move aircraft on the ground. Mr. Rineer confirmed certain planes are pushed back via tugs instead of doing so under their own engine power. He stated those aircraft push back via tugs and are then disconnected from the aircraft. Mr. Roth asked Mr. Rineer if the cargo jets could be towed at nighttime instead of taxiing under their own power. Mr. Rineer said there is likely a solution and he would consult with Mr. Paul Shank to discuss potential and/or planned solutions. Mr. Rineer said he does not have an immediate answer and is unfamiliar with previously discussed and potential mitigations such as sound barriers.

Ms. Laura Donovan:

Ms. Laura Donovan asked if the FAA was still on the call. Mr. Thielen confirmed he was still present. Ms. Donovan asked about three Southwest aircraft recently discussed on the news that “called out”. She said they were flying very low “way before the airports.” She said two other people from other neighborhoods have also observed flight traffic operating at lower altitudes, saying she too thinks flight altitudes seem to be decreasing. Ms. Donovan asked the FAA to explain why this was occurring.

Mr. Thielen said he was not familiar with the three flights in question but he could give her the contact information for the Baltimore Flight Standards Office (FSDO). Mr. Thielen said that if she believes the planes were flying too low and in an unsafe manner, she can contact the FSDO and they will investigate it. Ms. Donovan asked what the consequences for something like this would be. Mr. Thielen said he did not want to speak to that as he did not know what the consequences would be.

Ms. Donovan requested, in the later stages of the Roundtable meetings, the MAA consider displaying a flight tracking map or service on the screen instead of the agenda. She stated later in the meeting, people are not really paying attention to the agenda, and asked for support from anyone who might also like to see this information in place of the agenda.

Ms. Donovan said she had heard United will not be flying the Max 8 aircraft for a year, which could affect the sound tests or other things.

Ms. Donovan also requested the Roundtable meetings dedicate more time to the noise levels and issues in the neighborhoods surrounding the airport. She said she has a problem, like Mr. Corby’s, estimating she has woken up at least once an hour for the past three weeks due to aircraft noise, and said it should be discussed at some point.

She concluded by asking how the Roundtable could achieve more autonomy so they are not beholden to the MAA and can address issues affecting the communities but are not predicated on receiving information from the FAA or the MAA. She pointed to the Chesapeake Bay organization, saying how they receive state and federal grants and would like to know how they got to that point.

Mr. Ben Goldberg:

Mr. Ben Goldberg thanked everyone for all their efforts. He said last year he purchased his current residence, a farm in Clarksville, intending to start a business with the farm as a peaceful event venue. However, he stated because of the noise levels, he cannot provide the desired experience. Mr. Goldberg stated he was excited about the July changes to the flight paths but said the new procedures did not change the noise levels much. He asked if the changes were really intended to address noise, saying he thought the implementation of two parallel flight paths would increase operational efficiency in the airspace.

Mr. Goldberg said this was his first time at a Roundtable meeting, and he primarily wanted to see what the community could do to effect more change. He said it was good to hear complaints do get noticed and he would continue to submit complaints and encourage others to do so. Mr. Rineer reiterated the noise complaints are not ignored and Ms. Karen Harrell, Mr. Royce Bassarab, and he are doing their best to review these complaints. Mr. Rineer said responses are not immediate and pointed out effecting change takes time, saying the Roundtable has been working on this for seven [SIC] years.

Mr. Roth asked where Mr. Goldberg's farm was in Clarksville. Mr. Goldberg replied he was on Highland Road. Mr. Roth asked if he was by Brighton Dam Road, which Mr. Goldberg confirmed. Mr. Roth then asked Mr. Goldberg if he is most affected by departures, which Mr. Goldberg said he was, saying the arrivals do not bother him as much because of lower power levels and greater variation in direction. He stated the constant drone of departures flying the exact path at short intervals is really bothersome, saying the noise issue is the one thing making him want to give up his dream of the farm. Mr. Phillips sympathized with Mr. Goldberg, saying he hopes the Roundtable can help the situation. He observed many local parks are in similar situations where they were peaceful plots of land but now are not due to aircraft noise.

Ms. Ellen Moss:

Ms. Ellen Moss commented about the regulations regarding particulate matter. She wanted to know if a conflict of interest existed if the FAA both develops and executes the legislation related to particulate matter. Mr. Woomer clarified that the FAA follows regulations and guidelines from the EPA and ICAO, but he agreed he sees how a potential conflict of interest might exist. Mr. Phillips said research relating to particulate matter is still in its infancy.

Mr. Michael Barr:

Mr. Michael Barr said he has developed some statistics relating to pre- and post-implementation of the new procedures and observed no substantial changes were evident. Mr. Barr said previously, aircraft flew all around him and that nothing had changed. He asserted the aircraft are still flying the same paths as before and noted this is mostly Southwest flights.

Mr. Roth asked Mr. Barr where he lives. Mr. Barr said he lives about a mile east of Arundel Mills. He said aircraft used to overfly Danza Park and would make a sharp right turn over his house approximately 15 miles from the airport. Mr. Roth asked if he was affected by the east flow departures and Mr. Barr said he was.

Mr. Barr reiterated nothing has really changed, saying the flight path had moved by maybe a kilometer in either direction. Mr. Barr said he took some snaps from the website Flightradar24.com and stated he still had flights to the right, the left, and overhead. He stated again nothing has changed, commenting as recently as this morning, he experienced two aircraft flying on the old flight paths at 5:32 am and 5:34 am. He said the FAA can say they made changes, but the changes are so miniscule they have not been worth it.

Mr. Barr also asked about the MAA's efforts to notify the public of the procedure changes, saying he wanted to know what the MAA has done to inform the community. He asserted he does not receive any information from the MAA. He stated 35 years ago, the airport distributed paper flyers to everyone's address and emphasized now he does not see any notifications or communications from the MAA.

Mr. Rineer stated the MAA sends a newsletter out every week to its subscribers. Mr. Barr stated 95 percent of citizens are not aware of the Roundtable meetings and the only way to reach everyone would be to send paper mailings. Mr. Rineer replied it would be unrealistic to do that; Mr. Barr suggested hiring college or high school students to distribute them, saying that would also contribute to employment.

Ms. Donovan stated she did not have internet service and noted others may not either. Ms. Taebor stated she found out about the Roundtable meeting via a friend and had not heard about it previously.

Mr. Phillips suggested using a QR code to quickly and easily distribute information about the Roundtable and noise information. Mr. Woomer said that when the Vianair reports are released, the Technical Committee makes it a point to immediately post them to all media platforms they belong to, as well as providing links for quick and easy access. He suggested that Roundtable members provide those links to their community and homeowner's association websites. Mr. Barr commented he does not have a homeowner's association and stated regardless of what and how many media sources are involved, some people will inevitably remain unaware of the issues and organizations. He repeated 35 years ago, everyone received paper flyers and said he thought this was the best way to reach everyone. He concluded, saying that the lowest common denominator is needed to reach all affected parties.

7. PLANNING FOR NEXT MEETING

Mr. Johnson asked Mr. Chancellor if a meeting in September was necessary. Mr. Chancellor said he and Ms. MacDonald had discussed the possibility of the Communications Committee sending out information about the Vianair model to a wider audience. He said the Communications Committee had sent out a description of the model and the Roundtable's intent to review and monitor its effectiveness to the Roundtable's contact list ahead of the July changes. He emphasized this email was only to the Roundtable's contact list, but that the Communications committee wanted to also send out a similar announcement to a wider audience, including local, state, and federal elected officials, the press, and the FAA. Mr. Chancellor noted they had not received approval from the Roundtable and wanted to raise the opportunity to further discuss such a distribution.

He continued, saying the Technical Committee believes the Vianair model has the potential to be a national model and while it is not perfect it is continually improving. The Technical Committee wants to share the model with the public at large, and with the arrival changes planned for September, they want people to know this model is a key component in monitoring the effects of the changed arrival and departure procedures. Mr. Chancellor said this email to the larger group has not been sent since Ms.

MacDonald has not gotten approval from the Roundtable to do so, and concluded by saying that this issue would be the only item to discuss in September.

Mr. Roth asked for clarification on who needed to approve that email; Mr. Chancellor stated approval was needed from the voting members of the Roundtable. Mr. Roth asked if the Vianair report should be distributed by the Roundtable or if it could be sent out by the county sponsor. Mr. Chancellor said the last time the county helped with communications some bureaucratic processes were required so it would be better to send it out via the Roundtable.

Mr. Roth reiterated Mr. Chancellor wanted to have an agenda item regarding permission to distribute information about the Vianair model at the next meeting. Mr. Chancellor confirmed, saying that it specifically would be for the distribution to a large national audience. Mr. Roth said he would like to hear public comments regarding the arrival changes at the September meeting and thus would prefer a meeting in late September.

The meeting was suggested for Wednesday, September 25. Mr. Rineer confirmed date would work for the MAA and asked Mr. Johnson to confirm that the meeting would be held as a hybrid meeting. Mr. Johnson confirmed. Mr. Rineer also noted he wanted to attempt to adhere to the FAA's 30-day lead time request for information and reports so the group is more likely to get the desired results from the FAA at future meetings.

Mr. Rineer asked Mr. Thielen to confirm he agreed with the meeting date and request, repeating the meeting was planned for September 25 and the Roundtable was requesting briefings on both the new arrival and departure procedures. Mr. Thielen said the arrivals will not be published until September 5, which would not allow for the 30-day window, so he did not know if that will be feasible. He said he would ask his colleagues if it would be possible. Mr. Thielen also said he has a conflict on September 25, but that September 24 would work. The group confirmed the next meeting would occur on Tuesday, September 24.

Mr. Thielen stated he sent information about the particulate study to Mr. Rineer, and he could provide information for the Baltimore FSDO. Mr. Rineer said he would forward any information received from Mr. Thielen to Mr. Johnson for distribution to the Roundtable.

8. MEETING CLOSEOUT

Mr. Woomer made a motion to adjourn the Roundtable meeting. Mr. Phillips seconded. All were in favor and the motion passed. The meeting was adjourned at 9:23 p.m.