

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

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

Tuesday, September 24<sup>th</sup>, 2024, from 7:03 p.m. – 9:34 p.m.  
Meeting held virtually via GoToWebinar

**MEETING MINUTES**

Regular Participants:

<b>Roundtable Member</b>	<b>District/Organization</b>	<b>Attended</b>	<b>Roundtable Member</b>	<b>District/Organization</b>	<b>Attended</b>
Suzzie Schuyler*	District 1 Anne Arundel County Council		Sam Snead*	Office of Anne Arundel County Executive Stuart Pittman	
Debra Jung*	District 4, Howard County Council	<b>X</b>	Clarence Dickenson III*	Office of Howard County Executive Calvin Ball	
Debbie Macdonald*	District 9	<b>X ONLINE</b>	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	
Jesse Chancellor*	District 9	<b>X ONLINE</b>	Brent Girard	Office of Senator Chris Van Hollen	
Howard Johnson <b>Chair*</b>	District 12	<b>X</b>	Stephen Jones	FAA Regional Deputy Administrator	
Drew Roth*	District 12	<b>X</b>	Paul Shank, Chief Engineer	MAA	<b>X</b>
Scott Phillips*	District 13		Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MAA	<b>X</b>
Paul Verchinski*	Alternate District 13	<b>X ONLINE</b>	Bruce Rineer	MAA	<b>X</b>
Evan Reese*	District 30		Karen Harrell	MAA	<b>X</b>
Will Pierson*	District 32		Kevin Clarke	MAA	
Daniel Woomeer* <b>Co-Chair*</b>	District 32	<b>X</b>	Greg Voos	Mid Atlantic Regional Representative, NBAA	<b>X</b>
Dan Klosterman*	District 32	<b>X ONLINE</b>	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*	District 33		Trey Turner	Commercial Carriers Rep.	
Libby Lewandowski*	District 33				

\*Voting Member

Other Named Attendees:

Ben Thielen, Community Engagement Specialist, FAA Eastern Region

Royce Bassarab, HNTB (Online Moderator)

Brett Healy, ADCI (Meeting Minute Taker)

**Introduction and Roll Call**

Introduction:

The meeting commenced at 7:03 p.m. with a general briefing delivered by Mr. Bruce Rineer, MAA. Mr. Rineer stated the meeting was being held in-person and online and reminded participants the meeting is being recorded. He stated in-person attendees who would like to make a public comment should have signed up on the public comment sheet and asked virtual attendees to submit questions via the chat box or to raise their hand in GoToWebinar application. Mr. Rineer noted all questions and comments will be addressed during the public comment period. He said participants should log out and log back in to address any issues, as well as recommending online participants only have one browser open. Mr. Rineer concluded by providing a safety briefing to the in-person attendees.

Roll Call:

The Roundtable Chair, Mr. Howard Johnson, conducted roll call and quorum was met.

Approve Agenda:

Mr. Johnson asked for a motion to approve the agenda. Mr. Daniel Woomer motioned to approve the meeting agenda; Mr. Drew Roth seconded. All voted in favor and the motion passed.

Review and Approve August 8<sup>th</sup> Meeting Minutes:

Ms. Johnson asked for a motion to approve the August 8, 2024, meeting minutes. Mr. Roth motioned to approve; Mr. Woomer seconded. All voted in favor and the motion passed.

**1. MAA Update**

Mr. Johnson asked Mr. Paul Shank for an outline of what to expect from the FAA reporting. Mr. Shank stated the MAA provided press releases on the revised Performance Based Navigation (PBN) arrival procedures, which were published on September 5, 2024, and Mr. Shank went on to say the press releases were also posted on the MAA's website. Mr. Shank then addressed the question about when the FAA will provide feedback on how the new procedures are working. He said the FAA's formal process that guides the FAA's post-procedure implementation data gathering, known as the "Dot 41 process", allows for six months of data collection after procedure implementation; following this time period, the FAA has 45 days to complete a report. Mr. Shank reported the MAA was told by the FAA the earliest the report will likely be completed will be towards the end of April 2025. He commented he hoped the FAA will provide a presentation on their findings. Mr. Shank also said the Roundtable's Technical Committee would review the report and provide a briefing to the Roundtable.

Mr. Shank concluded by saying that once the Dot 41 process is complete, the MAA would undergo a Part 150 update. He explained a Part 150 update would include noise studies, modeling, mitigation

recommendations, and alternatives. Mr. Shank said the MAA would pursue an FAA grant to complete the Part 150 update following receipt of the noise report and data from the FAA in April. Mr. Shank continued stating the MAA intends to provide a report to the Roundtable on the scope of the Part 150 update.

Mr. Roth asked if the MAA would start the next round of modeling at the end of April immediately after the post-implementation report is released. Mr. Shank said no, explaining that understanding the FAA's report is required to develop the scope of the Part 150 update. Mr. Shank noted both the MAA and FAA are very reluctant to develop a scope on hypotheticals or predictive models. Mr. Shank said since the MAA will be pursuing an FAA grant, the FAA will closely review the scope of the project. He said the Part 150 process would result in recommendations for changes and mitigations and will also identify additional properties eligible for noise mitigation. Mr. Shank explained it is important to follow the Part 150 process because it allows for Federal funding of potential mitigations for properties identified in the Part 150 study.

Mr. Roth asked what would happen, hypothetically, if the FAA's report showed no additional work is needed, and wondered when the Roundtable would receive this notification. Mr. Shank said he could not answer Mr. Roth's question right now, stating the MAA is working with the FAA and is subject to their (the FAA's) timeline. Mr. Roth clarified his concern is in this hypothetical situation where the MAA and the FAA claim the procedures do not need any modifications, a Part 150 update would not be performed. Mr. Shank said by law, the MAA must do a Part 150 update every five years and thus would initiate a Part 150 update in 2025 at the latest. Mr. Roth asserted he does not believe the MAA needs to wait until 2025 to initiate a Part 150 update. Mr. Shank disagreed, saying it would be possible the MAA could decide to wait to initiate the Part 150 update but he (Mr. Shank) would not be able to make such an assessment until he has adequate data.

Mr. Shank continued, saying, undergoing the Part 150 process is important because it gathers feedback from directly affected communities. Mr. Roth asked what would influence the MAA's decision to not do a Part 150 update until 2025. Mr. Shank strongly emphasized he would not begin the Part 150 process until he had data from the new procedures, saying he wanted to review data and not just modeling results. Mr. Ben Thielen from the FAA stated Section 786 of the FAA Reauthorization Act of 2024 requires the FAA provide a briefing on Part 150 to Congress, and offered to provide the status of this briefing to the Roundtable. He posted the text of the referenced section in the meeting chat. Mr. Shank stated he is bound by Maryland state law to do this update, and the FAA is also on record requesting the MAA undergo a Part 150 update. Mr. Roth asked Mr. Shank to confirm the MAA would start the Part 150 process following the receipt of the FAA's report, which Mr. Shank confirmed.

Ms. Debra Jung said, last week, Mr. Shank and Mr. Ricky Smith, CEO, attended a meeting at which it was stated the MDOT does not have much funding this year. Ms. Jung stated she asked Mr. Smith to continue to press the FAA to make real changes to the highway in the sky, saying she informed him (Mr. Smith) that people in Columbia, where she lives, believe aircraft noise has become worse. Ms. Jung stated she wanted to inform the group she delivered this message personally to Mr. Smith and the Secretary of the MDOT.

Ms. Jung then asked Mr. Shank to explain what a Part 150 study is and what its outcomes are so members of the public could better understand these discussions. Mr. Shank explained a Part 150 study

identifies homes that are eligible for noise mitigation and said it could create the opportunity for possible modification of departure and arrival routes. He stated the key pieces of a Part 150 study are noise modeling and noise data collection. Mr. Shank said as part of the data collection, the FAA would provide data on all arrivals and departures over a six-month study period, which would then be used in the Part 150 noise analysis and noise contours. He said the Part 150 study and the associated data provide quantitative evidence of constituents' qualitative statements that aircraft noise levels have become worse over time.

Ms. Jung also asked Mr. Shank to explain the Dot 41 process to the Roundtable. Mr. Shank said the MAA's and Roundtable's pursuit of implementing airspace changes have followed the FAA's formal process to implement PBN procedures as defined in FAA Joint Order 7100.41A, known informally as the "Dot 41 process". Mr. Shank noted the Roundtable's Technical Committee, along with the MAA's technical consultants and members of the airline industry familiar with this process, worked with the MAA on this. He continued, saying the Dot 41 is a formal process that sets out how to develop PBN procedures and one of the last parts of this process is an evaluation of the implemented changes. Mr. Shank asserted the data collected will help the MAA and other stakeholders know how the changes have affected noise levels, and he is looking forward to the results. Mr. Shank said he hopes the FAA will present the findings to the Roundtable but for now, they need time to collect and analyze the data.

Ms. Jung agreed with Mr. Shank, saying more than a few months of data are needed to determine how the procedures are working. Mr. Shank commented he thought the FAA could provide a report sooner, but the MAA's technical advisors told him additional data would be required. Mr. Shank also said he had been unaware of the 45-day allowance to prepare a report as part of the Dot 41 process. Mr. Shank stated the MAA has been privileged to have been invited by the FAA to participate in the Dot 41 process and hopes the MAA can continue this partnership with the FAA.

Ms. Jung said the Part 150 study scares her a bit since its purpose is to determine whether the contours should be redrawn, saying the results of this study will define whether a residence is eligible for soundproofing funding. She asked Mr. Shank if he knew how much money is available for soundproofing; Mr. Shank said that \$80 million was provided for mitigation for 750 homes and 4 schools since the program's inception. Ms. Jung said those numbers scare her, as the number of homes is relatively low compared to the money available. She stated that about 100,000 people reside in Columbia alone and they are all affected by the noise, exclaiming it is impossible for the federal government to provide enough funding to mitigate all affected people.

Mr. Shank stated the FAA wants BWI's Part 150 updated because although the MAA is completing mitigations from the current Part 150, they want to prepare for any changes to the contours. He said he appreciates Ms. Jung's concerns about funding. Mr. Shank stated concerns like hers are why the FAA conducted the national noise annoyance survey and national noise policy survey, and are in the process of reviewing the 65 DNL as the metric and threshold for mitigation eligibility. Mr. Shank emphasized the importance of policy, saying the policies define the metrics and thresholds for eligibility for mitigation funds. Ms. Jung noted again she thought, given the money required per household, mitigation for the entire affected region would be untenable.

Mr. Johnson asked if the Dot 41 process affects the DNL threshold and what level of DNL qualifies a residence for mitigation. Mr. Shank said that eligible buildings within the 65 dB DNL or greater contour

qualify and noted there is a list of such eligible property types. Mr. Shank further commented that he thought 700 homes is a significant number, and said multi-family homes will be included in the next phase. He reminded the group that 412 complainants submitted noise complaints over the past seven years, while 700-plus homes have been mitigated as part of the Part 150 process. He said part of the problem is the complainants reside outside of the eligible contour, and this is one of the reasons why the FAA initiated the noise policy survey.

Ms. Jung stated she believes mitigation will never fully solve the problem, and the only way to do so is to have the aircraft fly higher and increase the dispersion. She addressed the FAA directly, saying they cannot spend enough money to help all the people who are affected by the noise level in this area. Ms. Jung implored the FAA to stop the noise that is causing harm to the general population. She thanked Mr. Shank for his efforts and explained she was not trying to disparage what he has done or downplay his efforts to resolve the noise issue while abiding by the FAA rules. Ms. Jung said this is why she requested the Secretary of MDOT to pressure the FAA to make meaningful changes and provide relief to the citizens.

Mr. Shank pointed out the Roundtable did approve the new procedures, saying the Roundtable and the MAA were involved in developing the procedures in concert with the FAA from the beginning. He said the FAA, with input from the MAA and the Roundtable, followed a process to create the new procedures, while lengthily, notionally relocated the traffic to where it was approximately located prior to the advent of NextGen and PBN procedures. He asserted the MAA believes the new procedures meet the intention to relocate traffic to pre-NextGen flight paths. Mr. Shank reassured the Roundtable their feedback will be included, and data to validate residents' experiences will be collected. He further suggested it could be possible to put noise monitors on properties for additional data, which was well received by all in attendance and online.

Ms. Jung interjected she has received many emails from her constituents about the procedures. Ms. Jung stated she had been telling people they would notice a change with the release of the new procedures in July and September. However, she read an excerpt from a response to one of her emails that asked what had changed with the new procedures, and stated the frequency of operations had not changed and at times seemed to be worse. Mr. Shank asked if the person had filed a noise complaint with the MAA, and Ms. Jung said probably not, quipping her constituents file noise complaints with Deb Jung, county councilmember. Mr. Shank responded it was important for people to file complaints so he has accurate data. He reminded the group there are multiple options to file a complaint and said the value to the public is the complaints are cumulative. He said the complaint system allows the MAA to understand where the complaints are located geographically, as well as the volume of complaints in each area. Mr. Shank stated the MAA and the FAA look at the airspace and the complaint locations, and volumes, and reiterated decisions must be data-driven and he needs numbers to properly analyze the situation.

Mr. Shank asserted the MAA and FAA had invested a lot of resources to develop a solutions palatable to all stakeholders. He asked for the Roundtable's patience and to give the MAA and FAA time to collect and analyze the data. He reminded the group the FAA allowed the MAA to be involved in developing the procedures, and said they were fortunate to work with the FAA as partners. Mr. Shank also reminded all in attendance and online, the FAA specifically asked the MAA to form the Roundtable and to facilitate

this partnership. He went on to say the MAA has the technical resources to develop solutions but the FAA controls the airspace and has the ultimate decision-making authority over it. He acknowledged Ms. Jung and other Roundtable members are elected or appointed by elected officials and therefore have constituents to answer to, and Mr. Shank reinforced the MAA also wants to improve the situation, referring to their corporate motto “Be Better”. Mr. Shank stated he has mapped out a process similar to the FAA’s Part 150 and Dot 41 processes but said he would not move forward with it until the FAA’s data and results are available.

Mr. Roth mentioned a few years ago, he and Mr. Howard Johnson were on a citizens’ advisory council together and said he (Mr. Roth) thought that was during the last Part 150 update. Mr. Shank said that was during the Airport Noise Zone (ANZ) update, which is used for land use zoning and new construction permits, not the FAA Part 150. Mr. Shank said nothing associated with the ANZ is federally funded, not even the study, whereas the Part 150 study and its mitigations are. Mr. Roth said it was his understanding the results of the noise abatement study associated with the advisory council he participated in produced noise contours included the 65 DNL contour, which defines eligibility for mitigation. Mr. Shank stated the Part 150 process, not the ANZ, defines properties eligible for mitigation. He explained the State of Maryland instituted a noise program before the FAA Part 150 concept even existed. Mr. Shank said once the FAA created the Part 150 noise abatement program, it and the Maryland process have run in parallel, leading to confusion. Mr. Shank asserted the two processes should be combined since they both include land use planning, saying then the mitigations currently identified under the ANZ would then be eligible for federal funding.

Mr. Roth said he was able to find the ANZ contours on the MAA’s website and asked if the Part 150 and ANZ result in different sets of contours. Mr. Shank replied the contours are different, and Mr. Roth asked where he could find the Part 150 contours. Mr. Rineer said the Part 150 contours are also on the MAA’s website alongside the ANZ contours. Mr. Roth asked again if the two contour sets are different. Mr. Rineer explained the two contour sets are slightly different as the Part 150 study produces contours for one year and five years in the future, while the ANZ study produces contours for one year, five years, and ten years in the future. He noted the ten-year contours are the largest and include the proposed parallel runway. Mr. Roth pressed further, asking for confirmation the Part 150 study does not include proposed runways. Mr. Shank said if a runway were to be completed within the five-year period for the Part 150 study, it would be included in the study plan and the MAA has not identified a proposed runway in the five-year period. He stated the Part 150 scoping effort defines the purpose and need of the study and includes features such as additional runways.

Mr. Roth repeated back the upcoming Part 150 would not include hypothetical runways and it would be based on current noise as measured and modeled, which Mr. Shank confirmed, saying it would be done according to the FAA’s criteria. He also noted the Part 150 process includes public participation. Mr. Roth then reiterated the Part 150 process could result in an updated 65 DNL contour, asking whether anything in the process would change eligibility for federally funded mitigations. Mr. Shank said under present rules, nothing would change. Mr. Roth stated to the group the Part 150 study would not provide any benefit to those outside the 65 DNL contour and they need to work on changing the noise policy. Ms. Jung emphatically agreed. Mr. Roth stated he wanted to make sure everyone was aware of this, saying the 65 DNL contour did not extend to Columbia now and would not be likely to change.

Mr. Shank offered to set up portable noise monitors for any interested people. Mr. Rineer said anyone interested could complete an online application through the MAA's website and Ms. Karen Harrell would process the application. He noted one monitoring unit was broken but two more units are available, though there is a waitlist. Mr. Rineer said the reports for all portable noise monitors are available on the MAA's website so people can see what monitoring efforts have been done in their area. Mr. Shank asked those attending in person and interested in monitoring to talk to Ms. Harrell after this Roundtable meeting.

Mr. Chancellor agreed with Ms. Jung and Mr. Roth, saying he was happy the MAA will be doing the Part 150, study and he hoped the MAA and the FAA would make community engagement a robust part of this Part 150 update. He said he thinks the Roundtable's aims and goals do not align with those used in the Part 150 process, saying the Part 150 study uses the "outdated approach" of using DNL for noise measurement. Mr. Chancellor said he understood DNL was the only approach officially allowed by the FAA but noted the Roundtable had other approaches.

Ms. Jung interjected, requesting Mr. Chancellor explain DNL to those not familiar with the term. Mr. Chancellor explained DNL, or Day-Night Average Noise Level, provides a value for annual average noise based on a 24-hour period, with some extra weighting for nighttime flights. He said this becomes an average noise value for the noise generated by all flights. Mr. Chancellor stated, as an average citizen, he is reluctant to assert this is the correct definition and requested the FAA or the MAA speak up with any corrections. No corrections were forthcoming.

Mr. Chancellor then continued with his point, saying the Part 150 study will use DNL and the noise contours developed in the study to develop a comparison between pre- and post-procedure implementation. He said this comparison is good but the resulting representation would only provide an inadequate partial picture of the situation. He said, to his understanding, the Part 150 study would not break out east and west flows, and asked the MAA to correct him if his understanding is incorrect. Mr. Shank replied he thought the FAA could separate the east and west flows, saying while the FAA will do the analysis, the MAA will review it, and they (the MAA) have historically reported east and west flows in their reports.

Mr. Roth noted east and west flows are not separated in the noise contours, and Mr. Shank replied they factor into the contours. Mr. Roth replied the contours cumulatively average the noise impacts with the quiet times for each flow. Mr. Shank confirmed this, saying the contours show the combined noise and a location may be affected by noise in both flows, so the cumulative impacts are of interest. Mr. Roth and Mr. Chancellor emphatically disagreed, saying the Roundtable and citizens are more interested in the separate noise impacts for each flow. Mr. Roth stated using cumulative DNL obscures the ability to understand where the noise is coming from, making it difficult to identify appropriate changes. He said this is one reason why, in the Vianair work, east and west flow are analyzed separately, and said the results have been insightful. Mr. Roth suggested the Technical Committee meet with the MAA to discuss the Vianair work prior to scoping the Part 150 study.

Mr. Chancellor stated he agrees with Mr. Roth, saying he wants to make sure the data collected by the MAA and the FAA are as useful as possible for the Roundtable's goal of improving the lives of those affected by the noise resulting from NextGen and the related PBN procedure changes. He asserted the efforts should not be wasted by only providing relief for a small area around the airport. He said while

this is important and those residents deserve relief, people 20 or 30 miles from the airport also deserve relief. Mr. Chancellor said the Roundtable would like to ensure the data collected for the Part 150 study is customizable and expandable to allow broader decision-making for all parties. He stated he hates the idea a six-month process would result in a standard federal report does not provide enough information to result in real change for the affected residents, saying the MAA, the FAA, and the Roundtable should work together to ensure the data collected can be used to learn from it and to make relevant, useful decisions. Mr. Chancellor noted the Roundtable has the Vianair data and suggested all groups should use it to make decisions regarding flight paths.

Mr. Shank reminded the group the Vianair cannot be used to justify home sound mitigation. He suggested the use or inclusion of east and west flows be referred to the Roundtable's Technical Committee. Mr. Chancellor responded the Technical Committee has been addressing through the inclusion of east and west flows in the Vianair reports, and said he is certain the MAA and FAA can do similar analyses. He continued, saying such results could be used in addition to DNL since they better represent the lived noise experience. Mr. Chancellor emphasized the FAA, the MAA, and members of the Roundtable should expediently look at the data planned to be collected to identify gaps in the data, rather than waiting for the FAA's report, which may be of marginal use.

Mr. Shank asked if Mr. Chancellor expects the April report will be marginally useful. Mr. Chancellor said, given his experience over the past six years, if the report follows the processes used to design NextGen procedures, it will use DNL metrics the Roundtable believes are outdated. He reiterated all stakeholders should work as partners to identify the scope, breath, and accuracy, of the data to be collected. So, the decision-making needs, and to design the data collection to meet these needs, rather than adhering to inadequate bureaucratic formulations and functions. Mr. Roth elaborated on Mr. Chancellor's points, saying cumulative noise provides the 65 DNL contour, but this contour does not represent the true impact of noise. He said evaluating east flow and west flow separately allows a more accurate representation of what people experience, rather than averaging the noise with quiet times. Mr. Roth said given current policy, information does not affect mitigations, but if flight path changes are proposed, the data helps identify problematic areas during different operational flows. He noted this information was missing from the analysis resulted in the most recent procedures, saying there was no way of identifying which type of operations or flow the noise resulted from and thus it was very difficult to implement effective changes. Mr. Roth reiterated he agreed with Mr. Chancellor, repeating these items are worth discussing prior to starting the data collection and review process.

Mr. Rineer showed the group how to access the portable noise monitoring reports online and how to request portable monitoring from the MAA. He stated actual addresses of the monitored sites are redacted but are listed by street name and year. Mr. Thielen stated the noise monitors are helpful, saying complainants often use noise monitoring phone apps, which can be unreliable and inaccurate. Mr. Thielen said the monitors provide more rigorous data and isolate noise of interest from background noise. Mr. Chancellor agreed the monitors are more accurate but the FAA told the Roundtable that data from the monitors do not factor into policy or airspace design. He said they were told the monitors provide data to the MAA, which help identify mitigations at a local level. Mr. Chancellor said, per the FAA's rules, modeled data, not collected data, are used to anticipate noise and pollution, and to design flight paths, stating he (Mr. Chancellor) does not want the public to think real collected data is used in the analyses. He stated noise complaints are the main metric the airport collects to understand the

extent of the problem. Mr. Roth suggested noise complaints would be much more valuable if they could be categorized by the flow that was in effect when the complaint was made, as well as atypical flow concerns.

Mr. Chancellor then asked the FAA, the MAA, and Southwest and other industry partners, to meet as a team in the next 45 to 60 days to review goals, data collection, data customization, and reports to support the study. He said this was his personal suggestion; Mr. Johnson asked if this was a formal motion. Mr. Chancellor said the mentioned parties were on the phone and asked if they could simply respond to the request.

Mr. Shank said the MAA has done numerous presentations include east and west flows but said he would commit to modeling east and west flows as well. He stated he thought modeling had been done but noted what the MAA did was model the routes and flight paths and compared them to noise complaints. He continued, saying none of the 412 complainants are within the 65 DNL contour, so Mr. Roth's comment these complainants would not receive relief cannot yet be validated. Mr. Shank said the procedure changes raised altitudes and relocated flight paths, which should be considered improvements. Mr. Roth commented his point is he would like to know which flows were improved, which is where the east and west flow analyses come in.

Mr. Roth commented when the MAA and the Roundtable developed the flight paths, they had some good hands-on meetings. He said they need to have a meeting like to discuss analyses for the different flows and said the Technical Committee has been working on this with Vianair, noting they identified subtleties associated with the flow analyses they would like to discuss with the MAA. Mr. Shank stated the MAA would continue to work with the Technical Committee, including the airlines and the MAA's consultants. Mr. Roth agreed the airlines should be included since their expertise is not part of the discussions with Vianair. Mr. Thielen concurred, saying airlines' input is crucial since their fleet makeup determines the feasibility of the proposed procedures.

Mr. Shank said the MAA includes the airlines on their Technical Committee, and the FAA also included the airlines in their PBN Working Group meetings. He said the FAA must design systems and procedures accommodate several aircraft types and systems, and commented the MAA also has to account for this, since noise modeling accounts for aircraft and engine types. Mr. Shank noted the MAA and FAA have a lot more data available to them than Vianair does. Mr. Thielen observed BWI has a fairly uniform fleet compared to airports like JFK.

Mr. Shank reminded the Roundtable nighttime operations are weighted by a factor of 10 in DNL calculations, which he said is significant in the modeling. He also recognized the Roundtable's stance DNL is an "antiquated" metric for noise modeling, reporting, and policymaking. Ms. Jung interjected it should not be used. Mr. Shank replied it is being used, since the policy using it has not been changed yet. Ms. Jung requested Mr. Thielen's input on whether the 65 DNL metric would be retained. Mr. Thielen said he could not change the policy himself, but said the FAA is reviewing the inputs received during the Noise Policy Review suggestion and comments period.

Mr. Paul Verchinski asserted the 65 DNL metric is "beyond antiquated", saying it was introduced in 1971. He observed it is now 2024 and said the number of airport operations has vastly increased and the way they operate has significantly changed. Mr. Verchinski said these factors have exacerbated noise for

everyone. Mr. Roth suggested since 65 DNL is the federally mandated threshold for mitigations, other metrics could be used to supplement DNL and to answer different questions regarding effectiveness of mitigations. He recommended the addition of the Number Above 65 dB (NA65) metric and other metrics to enable insight into additional questions. Mr. Roth said in the work with Vianair, they have looked at other metrics and the insights they provide and said he believes the NA metrics will be useful in determining effects of the procedure changes.

Mr. Johnson summarized the discussion, saying the Roundtable requests a meeting, or series of meetings, with the FAA, the MAA, the industry (airlines), the Roundtable, and any additional relevant parties to discuss what data, and how the data, will be collected by the FAA, and how the data and reports will be presented. Mr. Chancellor agreed, saying he would have preferred to avoid a formal request since all parties were present at tonight's meeting. However, Mr. Chancellor said he sensed a reluctance to discuss informally. So Mr. Chancellor made a motion the Roundtable formally request a meeting, or series of meetings, with the FAA, the MAA, and industry (the airlines) to review and agree on the types of data collected, and the resulting content of the tables, presentations, and report produced, to complete the Part 150 update, and to provide useful and actionable information to enable the Roundtable's continued engagement with the FAA regarding the mitigation of NextGen's effects. He said he recommended this meeting occur as soon as possible; no later than 60 days from this date. Ms. Jung seconded the motion. All were in favor and the motion passed.

Mr. Shank said he agrees with the motion and likes the idea. He stated the MAA has also reported on other measures for the Part 150 update but not for the ANZ, and said the MAA's focus on DNL is because it is the only metric the FAA considers. Mr. Shank stated looking at different metrics might provide different data, and said the MAA has the ability and would do so. Mr. Johnson said he would add an action item to the next agenda to schedule the requested meeting with the FAA and the MAA.

Mr. Roth recommended the group start by defining the questions and then find data to answer the questions. He said he thought the questions should include: 1) what is the lived experience of the affected residents, and 2) how to decide on the most impactful flight path changes. Mr. Shank said he expected several challenges with this and suggested this discussion be conducted in the technical meetings.

Mr. Johnson then asked the MAA to review their data on the BWI ground noise sources discussed at the August Roundtable meeting. Mr. Rineer provided a presentation to the Roundtable saying he investigated the noise from the north cargo area that may be affecting Linthicum. He noted initially the noise was thought to be due to engine runups but told the group runups occur infrequently, and only in designated areas. Mr. Rineer stated the causes of nighttime noise are aircraft taxi operations, the start of takeoff roll, and the use of reverse thrusters.

Mr. Rineer said he spoke with Airport Operations about runup frequency, the tenant directives regulate ground activity, and other sources of ground noise. He showed the tenant directive for noise abatement, which says all engine runups must be scheduled and approved by Airport Operations, are only allowed at a hold block on Runway 33L, and are limited to a duration of 60 seconds or less. Mr. Rineer noted runups had been allowed at a hold block on Runway 10 but said location had been disallowed due to construction. He also stated runups must occur with the aircraft oriented between 140 and 160 degrees.

Ms. Jung asked Mr. Rineer to explain what an engine runup is. Mr. Rineer said an engine runup is a maintenance test where the engine is run up to and at full power for a period of time to check its operation. He repeated BWI has a rule runups may only last 60 seconds or less. He said he asked Airport Operations when the last engine runup occurred at BWI, and they said none have occurred this year.

Mr. Rineer showed a map of the airport and pointed out the defunct Runway 10 hold block, saying it is no longer available since the new Southwest maintenance facility is there. He also pointed out the Runway 33L hold block and demonstrated the orientations required for runups (140 to 160 degrees). Mr. Rineer then showed a map of the north cargo area and said the sound likely originates here. He stated UPS operates an L1011, and Omni Air and Atlas Air operate 747s and 777s, out of this ramp. Mr. Rineer showed the taxi routes from the cargo apron, which under certain conditions results in noise directed at Linthicum. He also noted aircraft taking off or using reverse thrust on Runway 15L/33R could be contributing to the noise.

Mr. Roth observed L1011 and 747 aircraft are older and louder than more modern aircraft, and Mr. Rineer stated they are still considered Stage 3 aircraft. Mr. Shank stated no cargo jets depart from Runway 15L and the departures from runway are primarily business jets.

Mr. Shank asked for the number, location, and time of day of the ground noise complaints, and for the operations correlated with those complaints. Mr. Rineer said not many such complaints are received, and this analysis was done to address a specific comment made at the September meeting. Mr. Woomer said most of the events he learned about occur late at night, so people would not necessarily file a complaint right away. He stated he does not live immediately close to the airport (about 2 miles away) but still had been woken up by this noise. Mr. Shank reiterated he needs noise complaint data to understand the potential causes of the noise.

Mr. Johnson then asked what mitigations could be employed to reduce ground noise from the cargo area. Mr. Shank reemphasized before the MAA can address the noise sources, they need to know the complainants' locations. He stated Mr. Rineer, in his presentation, offered several potential sources for the noise in Linthicum. Mr. Shank reiterated the importance of using the noise complaint systems, saying all complaints are reviewed and addressed. He said the complaint data is the only way the airport can map and study the noise, since otherwise the MAA is unable to identify potential mitigations. Mr. Shank said the first step would be to get approval regarding data collection and wondered whether noise would be less for departures on Runway 28 instead of Runway 15L.

Mr. Rineer referred to the earlier discussion of the Part 150 update, saying the process includes a review of the airport's noise control measures. He stated the FAA reviews and either approves or disapproves them, commenting these suggestions could be included in the Part 150 update for the FAA's review. Mr. Roth said he appreciates the discussion, saying these are topics the Roundtable needs to consider.

Mr. Brett Healy provided some additional information regarding the speaker who had complained about ground noise. He said the complainant was Mr. Graham Corby, who lives on West Maple. Mr. Woomer said he is familiar with the location and identified it on the map, saying it was roughly aligned with Runway 15L. Mr. Shank said he wished he had more data and suggested the aircraft orientation could be the issue. He appreciated Mr. Healy's information but said he would still need more information.

Mr. Woomer asked Mr. Rineer for a copy of the slides so he could provide it to his community's homeowner's association. Mr. Rineer asked if Mr. Woomer was still part of Linthicum-Shipley Improvement Association, saying he has been in touch with them about providing a presentation to them soon.

Mr. Shank said it would be wise to proactively engage with the affected communities, saying the MAA has offered to come to talk with any interested communities. He said he plans to start reengagement so communities other than those represented on the Roundtable are included. Mr. Shank noted this, plus the engagement required by the Part 150 update, would provide insight into the noise problem from several perspectives. He said geography plays a role in perspective and one person's concern may not be an issue to another. He sympathizes with the affected residents, saying he lives 25 miles from the airport under the Runway 10 approach and one of his neighbors was one of the complainants.

## **2. FAA Update**

Mr. Johnson asked if Mr. Thielen had any additional information to provide to the Roundtable. Mr. Thielen said following last meeting's discussion on particulate matter, he spoke with a colleague in the Office of Environment and Energy who is willing to present to the Roundtable at the next meeting. Mr. Thielen also said though it does not directly address engine run-ups, however, air carriers and other stakeholders are studying single-engine taxi-outs as a means of reducing fuel use and noise.

Mr. Johnson asked Mr. Thielen about scheduling a presentation of the Dot 41 results in April 2025. Mr. Thielen said his air traffic control colleagues were unable to attend this meeting, but he would relay the request and the date to them.

Mr. Thielen also said he provided the FAA Advisory Circular for soundproofing as a link in the chat and to Mr. Rineer and Mr. Chancellor for any of those who are interested.

## **3. MAC Update**

The Maryland Aviation Commission had not met since the August Roundtable meeting, so Mr. Chancellor had no MAC update.

## **4. Committee Reports**

Mr. Johnson then moved on to the Roundtable Committee updates.

### Technical Committee:

Mr. Johnson said he spoke with Mr. Woomer, who said there has been no progress on the presentation to Anne Arundel County Council. Mr. Woomer commented he has not had time to work on it yet.

Mr. Johnson said the Technical Committee has talked with Vianair about comparing the fourth quarter of 2024 to the fourth quarter of 2023. He said the Technical Committee and Vianair plan to meet soon to discuss the how to present the data and the desired report content, saying they will suggest this meeting happen prior to the first Vianair report in 2025. Mr. Johnson said three to four months of data would be needed to provide adequate reporting.

Mr. Johnson also commented BWI has been in an east flow pattern for about 78 percent of the time over the last few weeks or months. Mr. Rineer said on average, the airport generally uses west flow 70 percent of the time and east flow 30 percent of the time. He said in August and September, the flows were split approximately evenly, but in September alone, east flow has been used 67 percent of the time to date, which is heavier than usual. Mr. Roth asked if this was due to the weather, which Mr. Rineer confirmed. Mr. Johnson commented runway closures also affected the flows. Mr. Rineer said nighttime survey work closed Runway 10/28, and said though it had a minimal affect on operations, it did impact areas not usually exposed to aircraft noise. Mr. Johnson labelled this last month as an anomaly; Mr. Rineer agreed, saying it could make comparisons and other analyses challenging.

#### Legislative Committee:

Mr. Johnson asked for an update on the Vianair funding beyond 2025. Ms. Jung asked Mr. Chancellor if he had asked the Howard County Office of Transportation about funding Vianair in the future. Mr. Chancellor said he had not a chance to have the conversation but he had mentioned it and the effort is ongoing. Mr. Roth remarked Ms. Jung had asked for state funding for Vianair at the MDOT meeting last week. Ms. Jung agreed, saying she asks for pressure on the FAA and for Vianair funding at meeting every year. She said she will also reach out regarding state funds for Vianair. Ms. Jung then asked if anyone had heard from Mr. Sam Snead. She added someone from a Maryland state senator's office called to ask how much money would be required to fund the Vianair contract and the contract could become funded by the state. Mr. Johnson asked her if she needed a letter from the Roundtable encouraging state funding for Vianair; Ms. Jung said she would but not yet.

#### Communication Committee:

Mr. Johnson said Mr. Verchinski and he presented the recent procedure changes to the Oakland Mills board. He said the board appreciated the presentation and invited them back when more information became available. Mr. Johnson noted he stressed the importance of submitting noise complaints to the board. He reiterated that, as Mr. Shank noted, it is important to understand who is affected. Mr. Johnson said data shows where people are affected but does not capture who they are.

Mr. Johnson said the Aviation-Impacted Communities Alliance (AICA) requested the Roundtable's support for a letter campaign from state representatives. He said the Roundtable sent a request to Maryland's representatives asking them to sign a letter to the FAA and the Secretary of Transportation Mr. Pete Buttigieg to ask the FAA define the term "airport adjacent" to include areas up to 20 miles from an airport and thus remove ambiguity regarding the FAA reauthorization. Mr. Johnson said 40 representatives agreed to sign the letter, saying Congressman Tom Scozzi (Long Island, NY) initiated this action.

Mr. Thielen mentioned the Aircraft Noise Advisory Committee, saying additional information regarding this will be available on the FAA's website in the next few weeks. He said the FAA is mindful of the Congressional deadline for it and commented a House Transportation and Infrastructure hearing occurred today in which the Administrator was asked about participation in the committee.

## **5. Public Comment**

Mr. Johnson moved to public comment, requesting commentors keep to the two-minute timeline.

Mr. Mark Peterson:

Mr. Mark Peterson commented on the size of the July 11, 2024 PBN map on the MAA website, saying it is approximately 3 inches by  $2\frac{7}{8}$  inches and is not hyperlinked to a larger map. He noted he has been unable to find a larger version on the website and said due to its importance, it should be available as a larger version.

Mr. Peterson also stated he had reviewed minutes from the MAC meeting where the Master Plan was discussed. He said he thought there was a misconception regarding the Master Plan since the minutes included discussions about moving items on basemaps. He stated a Master Plan should examine how projects fit together and the relationships between them, rather than trying to fit preconceived projects into existing space. Mr. Peterson continued, saying he has been unable to find information on the Master Plan and, said the Master Plan should be addressed correctly rather than being used as justification for a “preconceived solution”.

Ms. Patricia Warnken:

Ms. Patricia Warnken said several of her questions had been addressed already and her partner Mr. Warnken agreed, thanking the Roundtable for their work. Ms. Warnken said she was particularly interested in portable noise monitors as an option. Ms. Jung asked where they live; Ms. Warnken said they live in Severn and the noise is unbelievable. Ms. Jung asked if the recent PBN changes have helped, but they said the changes have not. Mr. Rineer noted the Warnkens would be heavily affected by east flow traffic.

Mr. Warnken said they have lived in their house for 28 years and this year has been the worst year for noise. Several others in the room agreed, confirming they too live in Severn. Mr. Warnken said the noise makes it impossible to be outside, and Ms. Warnken said the noise is constant. She commented she did not know precisely when the noise levels changed but it did so abruptly, going from occasional flights to 100 departures between 6 a.m. and 7 a.m. Mr. Warnken said when they first moved in, the planes took off at a steeper angle, but now they seem to do so more shallowly. He said he believes this is to save fuel but rhetorically asked about the effects to those living below. Ms. Jung said there is limited evidence of the fuel savings, and Ms. Warnken said they are losing property value while airlines save on fuel costs. Ms. Jung added people’s lives are also being affected.

Mr. Warnken said they have lived in their neighborhood for 28 years and they like their community, but the noise level is miserable. Ms. Jung commiserated, saying she has lived in Howard County for 37 years. Mr. Warnken said he and Ms. Warnken attended tonight’s meeting because they want to engage with and help with the Roundtable. Mr. Roth and Ms. Jung asked for their state legislative district or if they knew who their delegates were, but Mr. Warnken said he did not. Ms. Jung said the delegates are responsible for appointing Roundtable members. Ms. Warnken said they would find out.

Mr. Jimmy Pleasant:

Mr. Jimmy Pleasant said years ago when several noise complaints occurred in one area, the MAA would “flood area” with portable noise monitors to know the sound exposure levels for each operation over the houses. He claimed now the MAA hides information in the 65 DNL metric and stated individual noise events are what disturb people.

Mr. Pleasant continued, saying the FAA should not be blamed for all the issues since the airport signed off on and accepted the procedure changes. He stated the MAA let the statute of limitations run out on the Howard County lawsuit. He also asserted the airport is pushing for more operations and they allowed the state to build the cargo facility, which resulted in more flights. Mr. Pleasant then asserted the FAA claimed it did not know the cargo facility resulted in more flight operations. He said the 300 flights now are bad and asked how people would react to more.

Mr. Pleasant stated the Master Plan calls for more and bigger aircraft, leading to lower altitudes over people's houses. He also said a new maintenance hangar is being built and while is under construction, aircraft maintenance is being done outside, which results in additional ground noise. He asked if the concerns about nighttime ground noise discussed at the August meeting were related to this. He also mentioned the use of reverse thrust, saying some airport authorities ban reverse thrust and fine airlines for violating the bans.

Mr. Woomer addressed the members of the public and acknowledged for many attendees, this may be their first exposure to noise and its terminology. He explained the DNL metric has been used since 1971. He said recently, the FAA initiated a Noise Policy Review to investigate the continued use of DNL as a metric for noise-related policy, or to replace or add additional noise measures. The Roundtable and other community groups submitted lengthy comments on the use of DNL as a metric, but not the only metric, suggesting additional noise measures and metrics for policymaking. He said a copy of the Roundtable's comments is available on the MAA's website and suggested attendees who are interested take time to review it.

Ms. Tara Koch:

Ms. Koch said this was her first meeting and wanted to thank everyone for their contributions. She said she found the meeting extremely productive and many of the speakers articulated her reason for attending: she does not reside in the 65 DNL area but is affected by the noise. Ms. Koch stated on a recent morning while packing her child's lunch, she counted over 15 flights, saying the traffic is like all day. She said she works from home and is exposed to airplane noise for 18 hours a day. Ms. Koch said, when outside, she and her husband are unable to hear their daughter's voice over the airplane noise, so she cannot go outside anymore.

Mr. Roth asked if she lived in Severn, and Ms. Koch said she lives in the Coldwater Reserve neighborhood. Ms. Koch said the FAA's website mentions they are accountable to the public but said while she appreciates the science and testing the FAA has done, she said they are impacting the public's lives. Ms. Koch said she intentionally paid a premium to purchase a home adjacent to a nature preserve but has lost the benefits of outdoor living due to the airplane noise. She said these activities facilitate quality time and enjoyment are key parts of life, but the noise has made life miserable.

Ms. Koch said she reached the same conclusion as the Roundtable, the flight paths need to be at higher altitudes, and stated the fuel savings are not worth the health impacts to those on the ground. She said she knows the FAA has a responsibility for safety in the air but the health and safety of all those on the ground are already being affected. Ms. Koch said these problems go beyond air safety and reiterated the current situation is not okay. She again thanked the Roundtable for their dedication and for speaking up, saying noise is a big problem affects many lives. She stated she is concerned the data collected will not

validate her experience and so offered to allow someone sit with her during the workday to understand what she experiences every day.

Mr. Christopher W. Gillmore:

Mr. Gillmore said he also lives in Coldwater Reserve. He stated over 2,100 flights overfly the neighborhood each week, commenting one of the navigation points is located directly over the neighborhood. Mr. Gillmore opined the FAA could have located the turn point over the dump a mile away from the neighborhood, saying instead the residents experience traffic from 4 a.m. to 2 a.m. He said he only gets two to three hours of sleep, waking at 5 a.m. and being unable to sleep until 1 a.m. Mr. Gillmore said he cannot go outside for five minutes of peace because aircraft fly over so frequently, less than 5 minutes apart. He said not only do the planes fly overhead, but they are also turning over the navigation point over the neighborhood.

Mr. Gillmore commented it was likely half of the virtual attendees were Coldwater Reserve residents and said this problem needs to be addressed before all the residents want to sell their houses.

Mr. Rineer repeated east flow usage has been unexpectedly high in the past few months, saying as flow usage returns to normal patterns, the noise level should return to a bearable level. He clarified in east flow, aircraft take off and turn east, then west, before heading south. Mr. Rineer said generally, BWI operates in east flow about 30 percent of the time, distributed throughout the year, but the airport has been in east flow for 67 percent of the month to date, so the noise seems constant. He reminded everyone weather and the wind dictate the flow direction, saying the MAA cannot control the weather.

Mr. Gillmore stated he has lived in Coldwater Reserve for 10 years and has never experienced noise like this. Mr. Rineer said he did not want to diminish Mr. Gillmore's concerns and said periodic heavier than normal usage of one flow direction is not unexpected and noise increases as a result. Mr. Gillmore suggested if the navigation point were moved about a mile southeast so it is over the dump or a nearby preserve, his neighborhood and the one adjacent would be much happier. Mr. Rineer said the MAA had modeled a navigation point over the dump, but the modeling showed greater noise impacts to the communities would be affected than the noise impacts now. Mr. Shank said the noise effects are not limited to the areas directly below the flight paths and said noise propagation affects a larger area. He noted the MAA did discuss extending the departure segment prior to the turn, advocating for this change, but doing so would increase the fuel needs thus the industry and the FAA pushed back. He also reminded the group the FAA promised to notionally return flight paths to approximately where they were prior to NextGen, which is what happened over Coldwater Reserve.

Mr. Shank also mentioned aircraft climb-out altitudes are related to temperature, saying higher temperatures result in lower climb rates and this may be one cause of the lower altitudes mentioned.

Ms. Jung stated the lower altitudes were an intentional part of NextGen, as was the "highway in the sky" flight concentration. She exclaimed the flights were still concentrated and are not dispersed. Mr. Shank said NextGen placed flight paths where the FAA thought was best, which resulted in skyrocketing complaints. He continued, saying then the FAA said it would try to return flight operations to the original locations, but agreed with Ms. Jung the concentration of flights still results in a highway. Mr. Shank stated the FAA has always maintained they would not return to dispersion as it was prior to the inception of NextGen.

Mr. Roth asked when the homes were built at Coldwater Reserve; Mr. Gillmore told him 12 years ago. Mr. Warnken said he has lived nearby, off Quarterfield Road, for 28 years and the noise was never this high before. Mr. Shank asked if Mr. Warnken had filed noise complaints, which Mr. Warnken had, and said he received a response from Ms. Karen Harrell and complimented her for her responsiveness. Mr. Shank said the MAA now has Mr. Warnken's data and can investigate the circumstances of the complaint. Mr. Shank also noted the MAA had briefed the Severn Improvement Association at a community meeting.

Ms. Priscilla Baek:

Ms. Baek said she is a new resident of Coldwater Reserve. She said prior to purchasing the house, she asked several long-term homeowners about the noise levels, who said they experienced a few flights per day but the noise level was not loud. She said she even spent a night in the community and had no problems. Ms. Baek wondered what had changed so suddenly and recently, saying the number of flights increased from a few per day to about 300 per day. She teared up, saying her children do not sleep well and she hears flights at all hours of the night, which is "completely disruptive". She said if it were only the adults, the situation would not be as challenging and stated not sleeping makes people go "completely insane".

Ms. Baek stated the noise is affecting her family's lives "so completely" it is not okay to have to wait six months to get data to find solutions to this problem. She implored the group to look for solutions to mitigate the situation in any way and said she does not know the health effects of the aircraft operations might be. Ms. Jung jumped in, saying the health effects are severe and told Ms. Baek the Roundtable had a study on the health effects posted on the MAA's website. She stated the report estimated the health effects, in particular heart issues, to cost a billion dollars over 30 years.

Ms. Baek said she is unclear why, if the flow depends on the weather, the neighbors have said noise levels have changed for the worse compared to the past 12 years. She asked what changed the traffic levels so much and said she wants answers to that. She said she understands other neighborhoods are or would be affected but asserted the Coldwater Reserve residents are disproportionately impacted, commenting residents in 30 to 50 homes have said they cannot live there anymore.

Mr. Roth observed the airport has had several runway closures recently and asked if results in more traffic departing in east flow. Ms. Baek said the runway closures are scheduled between 10 p.m. and 6 a.m., but the noise occurs all day. Mr. Shank thanked Ms. Baek for bothering to look up the closure information, saying such information sometimes explains why the noise levels have changed. He also noted the MAA has been working with the Roundtable for over six [sic] years and has east/west flow data for period, saying he intends to use the data to determine why the Coldwater Reserve residents said noise levels have recently changed significantly. He emphasized such an analysis is possible because the MAA has access to the data.

Mr. Roth asked for clarity on runway closures, noting sometimes the runway closures extend into the next day. He said he understands when Runway 10/28 is closed, departures from Runway 15L/33R increase, increasing traffic flying over Coldwater Reserve. Mr. Warnken asked if any of the runway maintenance could be distributed somehow to reduce the number of flights, saying the amount of traffic is crazy. Mr. Roth opined three factors are in play with this situation: the recent departure

changes took effect in July 2024 included modifications caused aircraft to turn directly over Coldwater Reserve, the recent “bizarrely anomalous high” usage of east flow, and runway closures. He mused it is possible these three factors together have led to the current noise situation.

Ms. Baek said even if the runway closures are resolved, the noise levels are still too high. She stated she has tried multiple white noise machines and earplugs, but the noise still wakes her family. Mr. Shank empathized with Ms. Baek.

Ms. Laura Donovan:

Ms. Laura Donovan asked for clarification regarding a statement made at a meeting within the past year. She said the general point of the statement was those within a quarter mile of the airport would probably not receive any relief from the procedure changes. She asked if meant if noise levels would get worse, specifically asking Mr. Thielen for a guarantee they would not. Mr. Thielen said he has only been involved with the Roundtable since June and does not recall a guarantee to effect, but he would follow up with his colleagues. Mr. Shank also said the MAA would review the minutes for this information.

## **6. Closing Remarks**

Ms. Jung thanked all attendees and said her heart goes out to all of them. She said she empathizes with everyone, as she too has been dealing with the ongoing noise. Ms. Jung stated this problem is just ridiculous, commenting she has lived in her house for 37 years and had no noise issues prior to the NextGen implementation. She asserted the noise has been bane of her existence and she has been on the Roundtable for six years, ever since she was elected as a county representative, because she feels so strongly about the noise problem. She reiterated she is so sorry everyone must deal with the noise and pledged the Roundtable would continue to do everything they can to change the situation. Ms. Jung emphasized the Roundtable members have worked hard to change this issue and will not give up. Multiple members of the public expressed appreciation for the Roundtable and its efforts.

Ms. Baek asked if any Congressional representatives have lent any support. Ms. Jung said they have not been very responsive despite their having the most direct leverage on the FAA and Secretary of Transportation Pete Buttigieg. She noted their current Congressman is Representative John Sarbanes, who will leave office in November, and Ms. Sarah Elfreth is running as a Democrat for the new district for Howard and Anne Arundel Counties. Ms. Jung said the Roundtable needs to engage Ms. Elfreth right now, since there is a strong likelihood she will be elected.

Mr. Johnson noted Congress has a Quiet Skies coalition, although it is not a large group. Ms. Jung said she hopes their new Congressperson would join coalition. She continued to identify other representatives the Roundtable needs to talk with, saying Senator Van Hollen has been helpful to Montgomery County’s community group but not as involved with the Roundtable. Ms. Jung noted Senator Cardin is retiring, with Mr. Larry Hogan and Ms. Angela Alsobrooks running for his seat. She asserted the Roundtable needs to meet with the elected representatives as soon as possible to help them understand the importance of these issues. Mr. Roth stated Mr. Chancellor has previously facilitated the majority of the Roundtable’s outreach to other community groups.

Ms. Baek asked if similar procedures were being implemented at other airports, saying she was in Philadelphia recently and the aircraft there went “straight up”, which is not how they operate near her

house. Mr. Shank said nearly every airport in the country has experienced pushback on NextGen. He stated Philadelphia does not have the level of airspace challenges BWI does. Mr. Roth explained BWI's proximity to Washington and the presence of military airfields result in a challenging airspace required to deconflict multiple traffic streams, which is why the arrival and departure paths can appear "wacky" and BWI's procedures are particularly confusing.

Mr. Thielen mentioned other factors, such as weather, runway construction, and other airports, can constrain or dictate runway usage. Ms. Jung commented the local airspace has always been busy due to the other airports, but up until recently, the traffic and airspace had been manageable. She asserted Mr. Thielen's reasons do not constitute a legitimate excuse from the FAA for the increase in noise. Mr. Warnken asked about financial motivations for BWI and other airports, asking if this was about greed versus health. He wanted to know why the public should sacrifice their health over money.

Mr. Rineer intervened, stating the meeting has run over time and requested anyone online who had further questions should enter them in the chat box and he, Ms. Harrell, or Mr. Royce Bassarab would follow up with answers.

Mr. Shank returned to Mr. Warnken's point on financial motivation, saying the airport provides roughly 107,000 jobs, generates over 11 billion dollars in economic activity, and 800 million dollars in taxes each year. He stated immediate neighbors of the airport are absolutely impacted and is why these meetings are held, to determine how to improve the situation. He acknowledged Ms. Jung's point the ultimate goal of the Roundtable is relocation of the flight paths to their pre-NextGen locations, but said the group has been unable to achieve it. He said public perception in some areas is the situation has not improved, and he apologized for but repeated sufficient data was required to make defensible decisions. Mr. Shank emphasized the data must include both quantitative and qualitative information, and data can be used to affect decisions and policies.

Mr. Shank said the MAA would continue to work on this problem, saying he recognizes the schedule may not be fast enough for many people but reasserted the MAA is following the proper processes for this. He applauded the Roundtable's dedication and patience, saying he thinks this Roundtable is a national model for other community groups.

Mr. Shank assured the group the MAA's involvement in addressing the noise issues is not finished, noting Roundtable members had previously stated this is only the first step towards improvement. He said they would continue to ask and try to answer the question of what more can be done. Mr. Shank emphasized residents are not just dots on the map; they are human beings and families. He said the MAA has and continues to support this effort and they have the FAA's support but again underlined the importance of adhering to the required processes.

Mr. Shank continued by marveling the FAA included the MAA in the Dot 41 process, which the MAA then was able to share with the Roundtable. He stated the MAA has consultants with the expertise to do similar analyses as the FAA, which provides a means for the MAA and the FAA to mutually "check each other's math." He reminded the all in attendance and online the Roundtable brought ideas to the MAA and by extension, the FAA, and the FAA provided input on feasibility and modifications in a collaborative process. Mr. Shank reiterated the process takes time and the citizens matter.

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

Mr. Johnson thanked Mr. Shank for attending the meeting. He then said the next meeting would likely be in January, suggesting Tuesday, January 21 at 7:00 pm. No objections were made to this date.

**8. Meeting Closeout**

Mr. Woomer motioned to adjourn the Roundtable meeting. Mr. Roth seconded. All were in favor and the motion passed. The meeting was adjourned at 9:34 p.m.