

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP

PUBLIC MEETING

Second meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, April 18th, 2017

MAA Offices  
991 Corporate Boulevard  
Linthicum MD 21090  
Assembly Rooms A/B

7:00 PM - 10:30 PM

**MEETING MINUTES**

**(approved at the May 16, 2017 Roundtable meeting)**

PARTICIPANTS

Lance Brasher, elected Chair*	Christopher Yates, elected Vice Chair*
Mary Reese* (District 30, added this meeting)	Gary Smith*
Erica Wilemon*	Jesse Chancellor*
Rusty Toler*	Paul Verchinski*
Bennie Hutto, FAA	Elizabeth "Lynn" Ray, FAA
Robert Owens, FAA	Steve Alterman, CAA (absent)
Greg Voos, NBAA	David Richardson, Southwest
Dan Klosterman*	Paul Harrell*
David Lee*	Drew Roth*
Howard Johnson*	David Scheffenacker, Jr.*
Bryan Sheppard*	Ramond Robinson (attended for Mr. Daly)
Patrick Daly, Jr. (absent)*	

Paul Shank, MAA  
Ellen Sample, MAA  
David Crandall, HMMH  
Katherine Preston, HMMH  
Mary Ellen Eagan, HMMH  
Christine Wysocki, Straughan  
Alverna "A.J." Durham, Straughan

\*Voting Members

## MEETING MATERIALS (APPENDED)

The following materials were sent to participants in advance:

- April 18, 2017 Meeting Agenda
- Draft Roundtable Charter Document – mark-up of changes made and approved March 21, 2017
- Draft Meeting Minutes from March 21, 2017
- Letter from BWI to FAA Re: Roundtable Resolution to Revert to Pre-DC Metroplex/NextGen Procedures

Displayed at meeting:

Letter from Maryland federal delegation supporting Roundtable Resolution to Revert to Pre-DC Metroplex/NextGen Procedures

FAA presentation

### **Introductions**

Mr. Shank made administrative announcements and welcomed the members to the second meeting. Mr. Brasher (Chair) also welcomed and thanked attendees for their attendance.

### **Review of March 21<sup>st</sup> Minutes and Charter**

Mr. Verchinski made the motion to approve the March 21<sup>st</sup> meeting minutes. Mr. Smith seconded. Minutes from the last meeting were approved.

The Chair reviewed changes made to the Charter at the last meeting. Although the Roundtable approved the charter at the last meeting, the charter distributed was the complete written version. Mr. Verchinski made a motion to approve updates and Mr. Chancellor seconded. The Charter was approved.

### **Consideration of Charter Modification**

The Chair described the proposed amendment to the Charter to add a member from District 30. Mr. Chancellor made motion to approve the proposed change to the Charter and add a Roundtable member, Ms. Mary Reese, from District 30. Mr. Verchinski seconded. The Roundtable unanimously approved the proposed amendment to the Charter, and Ms. Reese officially took her position at the table.

### **Support from Senator Van Hollen's Office**

Mr. Brent Girard from U.S. Senator Van Hollen's Office expressed the Maryland Congressional Delegation's support for the Roundtable's Resolution to Revert to Pre-DC Metroplex/NextGen Procedures. The Delegation sent a letter to FAA supporting this resolution and will inform the Roundtable members when a response is received.

### **Public Comment**

Attendees in the audience were given the opportunity to voice their concerns and offer their views. The Chair requested that they provided their name and the location of their community. The following statements came from residents:

Kimberly Gust of Arnold. While she is not in the vicinity of the airport, the airspace changes have negatively impacted her quality of life. Planes are flying over her property at early hours of the morning and in close succession to one another. She does not consider the details in the newspaper articles or meeting minutes to accurately reflect the impacts to communities as far away as hers. She believes

returning planes begin their descent too far from the airport, treating the Magothy River like “an interstate highway for Boeings.”

Doug Brown of Crownsville (Herald Harbor). He does not believe the flight path changes are saving fuel, since planes still fly over the communities in arcs, make many turns, and not in straight lines. He suggested increasing the altitude of overhead flights, ceasing U-turns over the Severn River, and moving the preferred flight path over I-97. While the occurrence of planes flying overhead is not constant, the abnormally low planes and regular U-turns are an issue.

Suzzie Schuyler of Linthicum, President, Linthicum-Shipley Improvement Association. There are two main problems: 1) low-flying planes cause jet fuel sheens across water ways and pools, and 2) low flights are causing old trees to be taken down because the airport says that they are obstructions. The noise levels have gotten worse, and we suggest noise walls to replace the natural buffers we’ve already lost. Upon being questioned, Ms. Sample and Mr. Shank of MAA both confirmed no work is being done at BWI that would cause a change to traffic patterns.

Laura Donovan of Ferndale/Linthicum. She has a problem with helicopters flying around her property. The noise is not as much of an issue as the pressure produced. She suggested a homeowners’ bill of rights to protect homes and properties. She mentioned the impact of nail pops in her home. She strongly supports reverting back to old flight paths.

Mark Peterson of Meadowridge Landing in Elkridge. His subdivision of 300 homes is not shown on the maps of affected communities, even though flights come over his home late at night and early morning. He witnessed flights as late as 1 a.m. in the morning and as early as 5 a.m. in the morning. Planes typically fly overhead within minutes of one another; “the constant noise never stops.” He believes it is now impossible to live in or sell his home. He mentioned the repercussions that would likely occur if he, a private citizen, were to make the same type of disturbance. His community has more restrictive noise ordinances than the noise from the aircraft. He experienced 22 years without bothersome noise; NextGen caused the problem and he would like planes to revert to former flight paths.

Jimmy Pleasant of Ellicott City. In April of 2016, planes were rerouted after a noise study done about a half-mile from his house. Individual run over levels were hitting between 70-90 decibels. He counted over 200 planes over his house the day following Thanksgiving. One day he counted 8 planes, full throttle, in ten minutes, and believes it would be impossible to sell his home. His concern extends to public health impacts from the low-flying planes. He suggested a solution could be to stop flying over populated areas. This could be done by having the government buy everyone’s home, clear the land, and turn it into woods. Another solution for BWI would be to move the Southwest hub. He has been in his home for 18 years, and the noise was never as bad as it is now.

TJ Wieber of Millersville. He thanked the Roundtable for their assistance and support. He’s been in his home for 17 years; since 2015, he’s witnessed planes coming in much more frequently (late at night, up until 1 a.m.; early in the morning, beginning at 6 a.m.; every few minutes in succession) and much lower. There are cracks in the ceiling and drywall since the changes took place, which impacts the value of his home. He can hear the planes over his lawnmower. He suggested planes be directed to fly at higher altitudes, around 1,000 feet higher.

Mr. Brasher asked MAA and HMMH staff to plot the locations of those who commented, in time for the next Roundtable meeting, so members can see where these residents live. Mr. Brasher reviewed the Roundtable resolution as passed in the first meeting for FAA to revert back to the status quo prior to NextGen changes, and introduced the FAA speakers. Mr. Brasher also welcomed Ms. Ashley Meyer from Congressman Ruppertsberger’s office who attended the meeting.

## FAA Presentation

Ms. Elizabeth “Lynn” Ray discussed FAA’s goals for the presentation and stated that this discussion is an opportunity for FAA to look at the old flight paths, look at the changes that were made, understand what the communities mean when they say they want to revert back to the old (pre-NextGen) paths, so the FAA can come up with a technical solution that can come as close as possible to the attributes of the old paths that worked for the community.

Ms. Ray reviewed FAA’s process for engaging with Roundtables, as well as addressed the Roundtable’s resolution. There was discussion from several members of the Roundtable and attendees about the Roundtable’s desire to immediately revert to old procedures, and FAA’s statement that it is not possible to revert back because those procedures do not exist anymore. The Roundtable did not accept this answer and asked for a detailed written explanation from FAA as to why they cannot revert to prior flight paths. Several Roundtable members repeatedly stated that it is not the community’s responsibility to fix the problem and requested FAA do so. Ms. Ray noted that the FAA Administrator committed to reviewing all resolutions from the Roundtable and consider if implementation is possible. FAA stated that the old procedures cannot be loaded into an airplane’s system and thus cannot be implemented immediately; there are many different components of the changes that were made and the resolution asks for the reversal of each.

Performance Based Navigation (PBN) began in Baltimore in 1999. PBN allows for a certain amount of precision, which concentrates tracks, and allows flights to be moved to less populated areas. The accuracy of PBN has significant safety benefits as well; fuel savings are not the only benefits. Optimized profile descents save both fuel and emissions (through increased accuracy), lower noise, reduce complexities/mistakes, and allow for better terrain and obstacle clearance. Implementation of NextGen allowed for satellite capabilities, which are used to order airspace. Navigation procedures at the heart of Metroplex and NextGen are coded for an airplane to put in its computer and fly. Older flight procedures no longer exist. Metroplex started in 2011, taking 4 to 5 years to develop procedures and implement them. Ms. Ray noted that amendments are unlikely to take as long.

Ms. Ray stated that the procedures were not designed to lower altitudes, so FAA will need to look at the data to better understand what is happening and why residents are experiencing low-flying planes. Ms. Ray expressed her interest in determining long- and short-term solutions, and stressed the importance of having the right people around the table for this discussion.

Mr. Scheffenacker noted that FAA is the expert and should fix the problem they created, rather than expecting the community to do so. The FAA should be able to figure out how to put the system back to the way it was. Another suggestion Mr. Sheffenacker made is for FAA to compensate people for lost home values as a result of NextGen, based off of property values prior to NextGen’s implementation. The Roundtable feels that FAA violated the community’s due process. He warned that this back-and-forth felt like a waste of the communities’ time; we cannot be expected to navigate flight paths and gain enough technical know-how to make such a decision—this is FAA’s specialty.

Ms. Ray clarified that the FAA will do the technical work, as guided by the opinions and suggestions put forth by the communities at the Roundtable. Ms. Ray reiterated that FAA simply cannot put things back to the way they were, and this Roundtable is the best path to a worthy solution/set of solutions. FAA plans to approach the issue by showing attendees where flights traveled prior to Metroplex NextGen, with the goal of getting the community’s input on the characteristics that will provide some relief. The hope is that FAA can design better procedures than the original.

Mr. Brasher expressed concern that the FAA expects the community to direct FAA where to put aircraft. The FAA needs to figure out ways to achieve the characteristics of the old flight paths.

County Council Chair and Councilman Jon Weinstein of Howard County stated that the Howard County Delegation gave the FAA this type of information in the past, almost a year ago (July 12, 2016). He voiced concern that no changes have been made to date. He felt as if the whole process was starting over again, as the same things are being asked for now that were shared previously. Carmine Gallo of FAA should have enough information to begin an analysis.

Ms. Ray explained that the FAA is considering prior input and data provided as part of this process. She reiterated the importance of the Roundtable as the best way to engage with FAA.

Mr. Chancellor noted that other communities around the country have experienced the Metroplex Program, including PBN, and have similar concerns to ours with the impacts, that perhaps the PBN part of the Metroplex Program is a system that is incompatible with residential areas and that the FAA should be looking to redesign the entire national Metroplex program as a result.

Ms. Ray mentioned many efforts underway to engage with communities around the country, and noted that most new procedures work, with a very small number causing problems. The FAA has changed their practices in the past 1-2 years, working to engage earlier with communities before changes are made.

Mr. Toler asked if FAA had a requirement to have a formal community advisory body or engage with communities in advance of the development of the new designs. Ms. Ray confirmed that there are no regulatory requirement to have a community advisory body in advance of making airspace changes, although as part of meeting our NEPA requirements the FAA does post the Environmental Assessment (EA) online, publish public notice, and have public comment period. Asked by Mr. Chancellor what alternatives to the current MetroPlex program at BWI were analyzed, reviewed and rejected. Ms. Ray said the EA has all the pertinent data and that it should still be available online.

Mr. Roth and Mr. Brasher noted that the published environmental review does not describe the changes or impacts, as they are being experienced now; it only states that there are no significant impacts under 3,000 feet. Ms. Ray noted that significant impact is a specifically defined legal term in FAA environmental orders and does not mean there were no impacts. She stated that FAA now stresses the formation of a group like the Roundtable, to allow for a place to talk about changes. She said there are good reasons down the road for this group to exist. Ms. Ray described the reasons FAA undertakes airspace changes, taking into account safety and capacity, and what is happening in other airspace around Dulles, Reagan, and New York. She used Southern California as an example, where there have been close to 150 outreach meetings. Prior to making any changes, more public interfacing and airport involvement are instigated by FAA now.

Mr. Roth clarified that the Roundtable resolution requests that FAA start from a point before the implementation of Metroplex, and then begin the engagement and design process from the beginning.

As part of this Roundtable process, Ms. Ray stated that FAA will look at individual procedures to see what changes are possible to alleviate concerns. However, FAA cannot go back to old procedures because everything else has changed in the airspace. PBN orders the airspace, structures it, and allows arrivals and departures to come in separate from each other. We are going to be able to adjust individual procedures. There may also be other things we can do to lessen the impact through air traffic control.

An attendee asked for clarification on whom within FAA makes decisions on how to make changes, and Ms. Ray noted that the FAA's presentation will address that. She mentioned that the work is done by teams of controllers/procedure designers who must follow certain steps. Mr. Owens reiterated that it is not possible to revert back to the old procedures, and that FAA and the Roundtable need to work together to come up with a new solution.

The Roundtable members discussed past efforts to communicate with FAA since the implementation of the Metroplex, and FAA responded that this Roundtable is the best opportunity to determine potential solutions. A partnership with FAA and the Roundtable is necessary to move forward.

Mr. Brasher reiterated that the community does not want discrete new solutions, they want the airplanes to fly where they used to fly; peaceful enjoyment at one's home is a fundamental property right. Ms. Ray stated that the FAA does not know what characteristics/aspects of the old system the community wants to replicate, and that is the purpose of this Roundtable. Solutions may also be things other than procedures; there might be other things that FAA can do to help. Ms. Ray recommended attendees consider other community members that may want to join in on this conversation, so proper representation is assured.

Ms. Ray presented a summary of the discussion at the September and October 2016 public meetings, and identified the common themes, problems, and concerns of the community members. The FAA categorized the comments they received to better address them, and will provide a summary of the comments once personal information is removed. Ms. Ray summarized the contents of the comments received at the fall 2016 public meetings, and then summarized FAA actions since the October 27, 2016 meeting.

FAA has set a tentative date of 11/8/2018 to publish procedures to amend TERPZ SID (standard instrument departure) procedures, specifically to address concerns with departure routes from Runway 15R and 28. Ms. Ray stated that FAA will try to speed up the formal process for changing the procedure, but this is the standard time frame.

Mr. Verchinski requested information from FAA on the results of the Metroplex post-implementation monitoring and evaluation phase. Ms. Ray stated that she would provide available information to the Roundtable, most likely in the form of a report.

Ms. Ray turned over the presentation to Mr. Bennie Hutto of FAA to discuss flight tracks and changes that have been made to procedures so far, using the example of a change to a departure procedure from Runway 15R to increase altitude more quickly to minimize noise.

Mr. Hutto presented slides of procedures prior to implementation and post-implementation of Metroplex, and discussed and displayed slides of changes FAA already made. Ms. Sample from MAA confirmed that there have not been the same number of complaints since this tweak was put into place. Mr. Hutto made a clarification for the Roundtable to consider what they mean specifically by "reverting back" to old flight paths, for example within a certain distance from the airport or farther out. There is a consideration for lateral spacing as well as altitude data.

Roundtable members requested additional data from the FAA and MAA on flight altitude for existing procedures as well as prior procedures, as there was some disagreement over the accuracy of the data FAA displayed at the meeting. Mr. Hutto also described other factors that may impact noise, like weather, but FAA's data shows altitude to be almost the same; therefore, this is one of the issues that must be examined more closely by FAA, in order to see what is creating more problems for community members now.

Mr. Shank addressed an attendee's question as to why aircraft can't be moved without considering impacts to other procedures so there isn't a conflict. Dispersion needs to be examined.

Mr. Hutto then reviewed data from departures of Runway 28 prior to, mid-way, and post Metroplex implementation. Mr. Roth asked the FAA to show data for a turn towards Hanover and Elkridge, which produced a noise impact that brought a new residential development and a school into the DNL 65 dB contour; he wants this turn to be removed. This will need to be discussed with the Tower. Mr. Roth also

asked if the 10 degrees of separation is a new rule, and Mr. Hutto replied affirmatively and noted that noise abatement is voluntary for them.

Mr. Roth asked the FAA if air traffic controllers can wait until planes are further from the airport to make the turn, which Mr. Hutto replied that can be one of the suggestions FAA looks into. He suggested to increase altitude more quickly, and to move the center track for the Runway 28 departures back to where they were prior to implementation.

Mr. Chancellor stated that the concentration of airplanes and lower altitudes are the real problems and that the area he represents in Western Howard County is strongly impacted by continuous Runway 28 departures and also arrivals on other runways. Action needs to occur quickly, without inundating us with technical jargon, because of the human suffering involved.

Mr. Hutto explained how dispersion occurred under the old procedures because humans (air traffic control and pilots) were responsible for inputting aircraft instructions, versus under PBN where routes are already loaded into aircraft navigation systems prior to take-off. Trying to recreate the same type of dispersion that occurred before might create some safety concerns, as the planes are mainly controlled by computers.

Additional discussion took place about how FAA was able to make changes without a public input process. FAA's responded that public and community engagement was not required at the time, but they are changing their processes to include more robust engagement.

Mr. Hutto then reviewed arrival procedures into Runway 33L and compared pre-Metroplex procedures to post implementation. There were some questions and discussion about why FAA made the decision to put an aircraft path in a new route over Crownsville. Mr. Hutto asserted that the waypoint in question was already there. Under questioning from Mr. Brasher, Mr. Hutto stated that this "new" route may not be essential and it appears that air traffic controllers are spacing the aircraft coming in from multiple directions and directing them where to fly. Ms. Ray described the difference between aircraft making a visual approach versus visual flight rules.

Members of the Roundtable asked again why planes are flying at such low altitudes so far out from the airport, and asked FAA to look at this issue. An attendee, Austin Holley, described low flying aircraft over his house and that his young son could tell the planes were flying closer. He showed on the map projected from the PowerPoint slide the general location of where his house is located. Ms. Ray agreed to look at this issue. Mr. Hutto explained that all the traffic is designed to stay above Class Bravo<sup>1</sup> to protect aircraft at lower altitudes flight via Visual Flight Rules (VFR). Prompted by Mr. Owens, Mr. Hutto described how the meeting with FAA technical staff will occur, in order to review this information and determine feasibility.

Mr. Chancellor urged the FAA to consider dispersion until planes pass densely populated areas. Ms. Reese shared the example of Navy flights introducing deviation into their procedures for aircraft that combined precise autopilot and GPS systems. Due to the precision of such systems, the same small areas on aircraft carrier decks were becoming worn prematurely by the planes' tailhooks due to the precision and accuracy of this type of navigation. A similar effect of this constant barrage is being felt by

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<sup>1</sup> A descriptions of the different types of airspace classifications is available from FAA at [http://aspmhelp.faa.gov/index.php/Airspace\\_Classification](http://aspmhelp.faa.gov/index.php/Airspace_Classification)  
FAA has illustrations of Class B airspace at [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/vfr\\_class\\_b/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr_class_b/) The Class B airspace is shown on the graphic labeled "Washington Tri-Area"

citizens under NextGen's highways in the sky. Mr. Hutto assured that some deviation can be built in, and they will look at this possibility.

Pointing at the maps from the presentation illustrating pre- and post- DC Metroplex flight paths, Mr. Brasher stated that a main change the group wants in order to revert back is obvious. Mr. Hutto responded and said that data will be shared at the next meeting or the one after it, showing what could possibly be done to reduce the impacts.

Mr. Hutto discussed the leeway allowed to planes while flying. They must stay within a particular area along a center track and a particular altitude for the approach procedure. However, if the plane is cleared for a visual approach, they can descend at the pilots' discretion. Mr. Roth determined that an optimal profile decent sounds wildly different; he thinks planes should be flying higher and descending at a greater rate. To increase clarity, Mr. Hutto said he will add procedures on mapping.

Mr. Brasher stated that he does not believe the EA looked at the impacts of moving aircraft to a lower altitude. He was unable to find the data or how this might have been studied. Ms. Ray confirmed that FAA will look into why planes are flying so low, so far out. She said it is likely discussions will need to also occur with the industry. Mr. Hutto stated that the final approach course had not been changed.

Ms. Wilemon reiterated the some resident's suggestion to shift traffic over the I-97 corridor; she points to Houston as an example of a sharp turn being implemented, in an effort to avoid residences. Mr. Hutto agreed to look at the potential for the use of the I-97 corridor. This request has not been formally requested of the FAA by the Roundtable.

Ms. Reese asked about air pollution emissions or exhaust impacts to communities from low flying planes. Mr. Hutto did not have an answer.

An attendee made the suggestion to change the procedures or routes to provide relief during later evening and early morning (11 p.m. – 6 a.m.), also utilizing the I-97 corridor. Ms. Ray explained that if an aircraft is flying an Instrument Landing System (ILS) approach, they cannot go lower than a certain altitude because that is set by flight standards. If it's a visual approach, they might be able to fly at a lower altitude. This data is something FAA will have to examine. Mr. Hutto supported this by statement by saying the ILS approach cannot be moved, but FAA could potentially move other procedures left or right by a mile or more and look at different types of approaches.

Roundtable members requested that the next time FAA presents flight track data that show both arrivals and departures on the same slides, as well as show communities further out (at least 20 miles) to provide a complete picture. It would also be helpful to show a longer time frame (averages over a year or two), as well as a comparison of tracks flown via visual versus instrument approaches. Graphics that show altitude profiles would also be very useful. More data collection needs to occur. Ms. Ray suggested an additional review of a Required Navigational Procedure (RNP) instrument approach that could be potentially flown by airlines, such as Southwest, as aircraft on such approaches may be able to be guided to fly over the interstate (unless prohibited by weather). Mr. Roth noted that it is not obvious that pilots are following established procedures. Mr. Chancellor requested data be provided on where departure "highways" intersect with arrival "highways" because it is at these busy intersections where some residents experience noise from around 250 planes per day on some days, which is a magnification of their distress above what would be the case from having only departures or arrivals over their homes. Mr. Shank stated that this was something that has never been considered by the FAA to his knowledge and that it needs to be reviewed.

Mr. Owens observed that the Roundtable discussion has provided a number of good suggestions that FAA can look at to make changes. The Roundtable and FAA now have a process to identify suggestions

FAA can examine and implement. There may be things the FAA's Air Traffic Organization (ATO) can do in the very near future without designing entirely new procedures. The FAA reiterated that the agency needs the community's help in prioritizing.

Ms. Ray stated that FAA's goal is to come back to the Roundtable with a list of things the agency can do in the short-term (items to be addressed within 3-4 months) such as sequencing, location of turns, or departures, restrictions on altitude for visual approach, etc., as well as list of things to look at in the long-term time frame. Mr. Chancellor requested a formal response, with detailed technical information and descriptions, for why the Roundtable's first directive cannot be undertaken immediately (reverting back to pre-NextGen procedures). Mr. Brasher confirmed the need for this response. Ms. Ray stated that the FAA is not saying that a new set of procedures cannot be created that incorporate many or most of the features of the status quo ante system. She reiterated that the old procedures no longer exist and that is what she meant by stating that the FAA cannot revert "immediately". She believes FAA is prepared to offer a formal response that shows their intended course of action.

Mr. Roth sought clarification from Ms. Ray of a statement she made that could have been interpreted to imply that FAA may be seeking recommendations from other community representatives outside of the Roundtable. Ms. Ray clarified that they are undertaking a broad outreach effort, which is not an attempt to delay investigation and implementation of changes, but rather designed to avoid making changes to procedures that might be unacceptable to the larger community. Mr. Roth stated that the Roundtable is representative of the larger community and that there are no other appropriate representatives. Ms. Ray stated that to the extent that is true, and that the FAA has been informed by the MAA that it is, then the FAA would work through the Roundtable process on changes to the Metroplex Program. Ms. Ray then acknowledged that there will be some sort of formal environmental process FAA will need to go through for future changes, and it is likely workshops will be scheduled as a result.

#### **MAA Update on Noise Monitoring**

Mr. Brasher postponed discussion on this topic to a future meeting due to time constraints.

#### **Discussion on Liaison with DCA Community Roundtable**

Mr. Brasher asked for a Roundtable member to volunteer to attend the DCA Roundtable coming up on April 27<sup>th</sup> to coordinate. He asked volunteers to email him, if they plan to attend.

#### **Additional Public Comment**

An attendee remarked that the MAA noise monitoring system is not working, and has asked why the airport has not fixed the system. Mr. Shank stated the airport has obtained funding for a new system and has hired a consultant to perform the work starting in the summer of 2017. The MAA would like the system to monitor noise and altitude, and also have an online public component for increased transparency.

#### **Meeting Closing Remarks**

Mr. Brasher confirmed the next meeting of the Roundtable is scheduled on May 16<sup>th</sup> from 7-10 pm.