

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Seventh meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, September 19, 2017, 7:00 PM – 9:30 PM

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

MEETING MINUTES

PARTICIPANTS

| Roundtable Member | District / Organization | Attended | Roundtable Member | District / Organization | Attended |
|---------------------------------|---|----------|-------------------|--|----------|
| Lance Brasher, Chair * | District 33 | | Kyle Evans | Alternate for Greg Voos, NBAA | ✓ |
| Christopher Yates, Vice Chair * | District 9 | ✓ | Greg Voos | NBAA | |
| Mary Reese* | District 30 | | Linda Curry | Alternate for Erica Wilemon, District 33 | ✓ |
| Evan Reese | Alternate for District 30 | ✓ | Richard Campbell | Alternate for District 32 | |
| Gary Smith* | County Councilman Jon Weinstein | | Steve Alterman | CAA | |
| Jesse Chancellor* | District 9 | ✓ | David Richardson | Southwest Airlines | ✓ |
| Erica Wilemon* | District 33 | | Robert Owens | FAA, Capital District Office | ✓ |
| Rusty Toler* | District 13 | | John Belk | FAA | phone |
| Ellen Moss* | County Councilman John Grasso | ✓ | Scott Proudfoot | FAA, BWI Marshall Tower | |
| Paul Verchinski* | District 13 | ✓ | Bennie Hutto | FAA, Potomac Consolidation TRACON | |
| Dan Klosterman* | District 32 | ✓ | Bryan Sheppard* | Baltimore County Executive Kevin Kamenetz | ✓ |
| Marcus Parker | Alternate for Dan Klosterman, District 32 | | David Lee* | Howard County Executive Allan Kittleman | ✓ |
| David Scheffenacker, Jr. * | District 32 | | Pat Daly, Jr. * | Anne Arundel County Executive Steven Schuh | |
| Howard Johnson* | District 12 | ✓ | Raymond Robbins | Alternate for Pat Daly, Jr. | ✓ |
| Paul Harrell* | District 32 | ✓ | Grace Fielhauer | Alternate for Howard County Executive | |
| Drew Roth | District 12 | ✓ | Brent Girard | Office of Senator Van Hollen | |
| Paul Shank | MAA | ✓ | Ellen Sample | MAA | ✓ |

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|----------------------|--|---|--|--|--|
| Ricky D. Smith, Sr., | Executive Director, Maryland Aviation Administration | ✓ | | | |
|----------------------|--|---|--|--|--|

***Voting Members**

Contractor support

Kurt Hellauer, HMMH
 David Crandall, HMMH
 A.J. Durham, Straughan
 Christine Wysocki, Straughan
 Chimere Lesane-Matthews, Straughan

MEETING MATERIALS

Participants received the following materials in advance:

- Draft Meeting Minutes from August 22, 2017

Handouts at meeting:

- September 19th, 2017 Meeting Agenda
- Draft Meeting Minutes from August 22th, 2017
- Governor Hogan’s letter to Attorney General Frosh, dated September 12, 2017
- DC Metroplex BWI Community Roundtable letter to FAA Administrator Huerta, dated September 8, 2017
- Agenda/Notes from September 13, 2017 meeting with Sean Powell from Governor Hogan’s Office
- Action Items Spreadsheet

Displayed at meeting:

- Aircraft Fleet Noise Comparisons – David Crandall’s Presentation

1. Introductions

Mr. Chris Yates (Vice Chair) welcomed attendees and began the meeting.

Review of Roundtable Events to Date

Ms. Ray of FAA is retiring. Roundtable members visited Governor’s staff on September 13, 2017.

Review and approve June 20, 2017 meeting minutes.

Move to table Mr. Paul Verchinski; seconded by Mr. Evan Reese; approved by voice vote.

Review and approve agenda for tonight’s meeting

Move to approve by Mr. Jesse Chancellor; Mr. Verchinski seconded.

Review and approve August 22, 2017 meeting minutes.

The version of the minutes presented at the meeting is the same as was distributed by Mr. Lance Brasher via email on Sunday, September 17th. Mr. Verchinski motioned to approve; Mr. Reese seconded. Approved by voice vote.

2. Discussion of aircraft mix (follow up from July 18, 2017 meeting)

The Roundtable decided to reorder the Agenda sequence to allow for the delayed arrival of Mr. Owens, presenting on behalf of FAA.

Mr. Crandall's presentation, Aircraft Fleet Noise Comparisons, is an extension of Ms. Mary Ellen Eagan's presentation at the July meeting. The presentation presents the noise footprints (in terms of the Sound Exposure Level (SEL) metric) associated with different aircraft design series and types (families) during an arrival and a departure, including: Boeing 737 family, Airbus 319/320/321 family, Boeing (McDonnell-Douglas MD-80/90), and a variety of smaller, regional aircraft types. Within each family, specific models have evolved, resulting in fleet mix changes over time both among and within the families.

The Boeing 737 aircraft design series continues to evolve; their newest model (B737-8Max) could be at BWI in the coming weeks/months. Like the Boeing 737 design series, Airbus A319/320 are also narrow body aircraft used by mainline scheduled air carriers. At BWI, operations by Boeing aircraft outnumber those by Airbus by about 4 or 5 to 1. Additional information was shared for different, less frequently used families/models of aircraft. Wingspans and lengths within the same family of aircraft can vary by about 20-25 percent due to their differences in number of seats and intended range.

Sound exposure level (SEL), a noise metric, takes into consideration loudness and duration of a single noise event. Mr. Crandall showed figures depicting sound exposure levels for different aircraft families related to departures and approaches; retirement dates for various models; and which are most common at BWI.

Mr. David Richardson mentioned how a newer model, the new Boeing 737-8 Max, is anticipated to be 40% quieter, in comparison with the model it is replacing. Mr. Reese explained that the new Max is a larger aircraft with more thrust compared to other 737 variants and therefore, would possibly be louder than the model it is replacing.

The figures showed arrival and landing noise footprints in SEL contours up to the 80dB level. Mr. Paul Harrell asked how large of an area would be displayed if the figure depicted noise down to 65dB. Mr. Reese asked about the noise as compared to Occupational Safety and Health Administration (OSHA) standards. Mr. Crandall clarified that OSHA metrics are not directly comparable. There are multiple ways of measuring noise that are described as decibels, and SEL is only one measurement. Mr. Reese wants to see a better comparison or relation between what this noise would sound like and other volumes of noise people may be more familiar with experiencing.

Ms. Linda Curry and Mr. Paul Harrell requested clarification on the presentation graphics and what they depict. Ms. Curry wants to see figures representative of RWY 33L arrivals. Mr. Harrell wants to understand applicability and how this relates to the Roundtable and community members' experiences.

Mr. Crandall stated McDonnell-Douglas models with engines in the tail are being phased out by the major airlines.

Deliverables:

- Evan Reese: provide comparable metric presented in terms used by OSHA
- Linda Curry (footprints reflecting “hold downs” as actually occur under 33L)
- Paul Harrell wants to be given this information in a way that relates to the Roundtable

3. FAA report on nearer term efforts and related discussion

Mr. Owens of FAA, the Assistant District Manager of Operations for the Capital District, addressed the group.

At the July 18th Roundtable meeting, FAA committed to exploring different potential options that may be available to provide relief in the short term for the noise issues being experienced. Options are being explored in tandem between the Operational Team and the PBN Working Group (sometimes referred to as the .41 or “Dot 41” Working Group for the name of the FAA Order that governs this process, Federal Aviation Administration Order (FAAO) 7100.41 *Performance Based Navigation Implementation Process*). The PBN Working Group is providing notional flight procedures, and the Operational Team, run by Mr. Owens, is providing near-term operational solutions that may not involve not involving changes to charted procedures although might offer interim relief.

Three ideas that were presented as possible operational changes:

- Vectoring aircraft on departure from Runway 28
- Vectoring arrivals from south from RAVNN fix
- Having aircraft maintain higher altitude for longer times, specifically outside of 10 DME

Subsequent to that, a few letters were sent to FAA—to Mr. Owens, to the Administrator of FAA, and others. FAA is reviewing these letters and the information and requests made, so a coordinated, formal response can be sent from the Administrator’s office. The Administrator will be the one to bring the responses together; this will be an ultimate response that responds to all of the Roundtable’s requests.

Since the July 18th meeting, the FAA formed a collaborative team/work group of operational Subject Matter Experts comprised of people from BWI Tower and Potomac TRACON. The group’s charge is to explore and determine feasibility, operability, and fly-ability of the requests made.

There’s a potential safety trade-off when reverting back from communication techniques involving automation; automation provides fewer pilot hear-back/read-back errors of clearances issued by air traffic controllers. An increase in communication workload among controllers and pilots introduces additional systemic risk that was previously alleviated by automation. Automation provides a certain amount of predictability. When you add a human into the equation; there’s a potential of various errors. This can impact safety.

Mr. Reese asked for the percentage increase in risk for switching away from automation (i.e., going back to vectoring), in relation to the national airspace structure. Mr. Owens said they would have to go through the safety-risk management process to determine this information. Mr. Reese said this risk mitigation is not consequential. You can provide route clearance and published instructions, but the controller is still talking to that pilot in Class B airspace.

Mr. Reese stated that all the problems caused by NextGen can be corrected by NextGen. How do we use NextGen to fix the problems (i.e., increase vectoring, increase dispersion, etc.)?

Mr. Owens stated that it is a more long-term solution, and not something the operational team could address. He stressed the importance of changes needing to be sustainable over the long-term.

Mr. Owens reiterated that vectoring aircraft as a potential solution was not off the table; however, increasing vectoring may take extensive study to determine potential impacts and risks before implementation. The FAA must also must assure the solutions are operational sustainable. Once ideas are vetted, Mr. Owens' group would reach out to the PBN Working Group, and continue to move forward.

Mr. Reese stated that what Mr. Owens was really saying is there are no short-term operational fix and no way to offer immediate relief. Mr. Owens clarified that short-term solutions would not be available as quickly as originally envisioned. Mr. Verchinski quoted Mr. Owens previously saying the process could take up to 3 months. Mr. Owens clarified he meant the process should take 90 days, once ideas have been vetted, risks had been assessed, and a decision had been made to commit to that course of action.

Mr. Jesse Chancellor expressed his frustration with FAA and stated that this process feels arbitrary, capricious, and unscientific. He stated the community wants real data points to show why you can and cannot take certain steps toward relief—Instead of saying, “We can’t do it because of x,” what they should be saying is, “Here’s what we can do because of y.”

Ms. Curry said the safety issue is always the fall back for why things cannot be done. As Mr. Reese pointed out, the increased risk associated with implementation of vectoring is a very small percentage.

Mr. Reese acknowledged the effort from Mr. Owens and his team, and asked for a name of an FAA staff member who needs to attend this Roundtable, now that Ms. Lynn Ray is retiring. Mr. Owens stated that the appropriate level of people is already engaged in the process. He didn't offer a name or office that should be involved or contacted, though noted the Roundtable does have the ear of the FAA Administrator.

Mr. Roth explained that the Roundtable believed the 90-day clock (for the implementation of operational changes) had already begun, yet this is not the case. Mr. Roth stated that the Roundtable needs someone from FAA who can commit to a specific timeframe and outcome. Mr. Owens apologized for the miscommunication and stated that he understands the frustration due to the slow pace.

Mr. Reese and Mr. Scheffenacker expressed frustration with the sluggishness and unreliability of the current process, respectively. Mr. Scheffenacker does not want the Roundtable to make decisions on how planes fly; the Roundtable wants the planes to fly the way they were previously approved to fly, pre-NextGen. Mr. Scheffenacker suggested the Roundtable seek other avenues to advocate for this change, including suing the FAA. Other Roundtable members agreed that other things could be done, but believe the Roundtable should continue with the FAA Roundtable process as well.

Mr. Roth suggested that FAA needs to follow a schedule. He encouraged Mr. Owens to go back to FAA senior leadership and let them know a lack of timeline is unacceptable and that leadership needs to commit to a timeline.

Mr. Reese and Mr. Roth requested a copy of the PBN Working Group Scope statement. Mr. Reese stated that he was hopeful that Mr. Owens would be presenting potential procedural solutions in November. Mr. Owens stated that November is one benchmark to which FAA Operations Team committed; his group is still on pace.

Mr. Reese requested a copy of the minutes of PBN Working Group Scope meeting. Mr. Owens committed to follow up on copy of the minutes of the Scope meeting.

Mr. Paul Verchinski asked for the identity of Ms. Ray's replacement. Mr. Owens offered the name of Jodi McCarthy, Deputy Vice President, Air Traffic Organization, Mission Support Services and the FAA

Regional Administrator in New York. He agreed that sending a formal invitation to both of these staff members would be acceptable.

Mr. Scheffenacker suggested members of the Roundtable arrange additional meetings on the side, to cultivate consensus.

Mr. Reese stated that the Roundtable should be discussing other avenues to achieve desired outcomes; but having been through processes like this, he sees actions are being taken. For example, FAA convening the PBN Working Group, is a step in the right direction; FAA initiated that process. He noted the absence of a vehicle for accountability, and how FAA may be as frustrated as the Roundtable is about this.

Mr. Owens stated that one of the biggest steps forward is that the facilities (Potomac Consolidated TRACON and BWI Air Traffic Control Tower) do not in fact need a waiver for vectoring the aircraft as was previously assumed. They already have that ability. It was a misstatement by Mr. Owen; the waiver was not to vector but rather the waiver was so FAA could send via automation the instruction to pilots so they knew they would be receiving vectors. What FAA found out is that sort of waiver would not be supported. Now Mr. Owens' group is looking at a way to implement this that can be long-term and sustainable.

Mr. Chancellor stated that the Roundtable would know whether FAA has heard them when they come in November with solutions. Mr. Chancellor is concerned the solutions will be devoid of data and the Roundtable will have this new scheme and be asked to approve it, almost without any data. Mr. Chancellor reiterated his request for MAA and their consultants to be technical experts for the Roundtable, to help the Roundtable process the data.

Ms. Kimberly Pruiam, from Councilman Ball's office (Howard County Council), asked if FAA had responded to issues with NextGen, in relation to compliance with the MAA-prepared and FAA-approved Noise Abatement Plan. She stated that MAA sent a letter to FAA in November 2015 in reference to NextGen impacts being incompatible to the Noise Abatement Plan. No one was aware of any response from FAA to the letter she referenced. Mr. Owens stated that he would work with Mr. Shank and follow up to locate a response.

Deliverables:

- Name of person with decision-making authority to commit to a timeline and outcome
- Scope letter for .41 process (Mr. Belk agreed to provide this to MAA to share with the Roundtable)
- Scope meeting minutes
- Date FAA Regional Administrator will attend a Roundtable meeting
- Response to MAA's 2015 request to FAA on Noise Abatement Plan compatibility (Mr. Owens agreed to help Mr. Shank)

4. FAA report on PBN Implementation Working Group scope, first meeting results, and next steps related to discussion

John Belk of FAA (by phone) began by sharing what the PBN Implementation Working Group accomplished to date:

- Tech exchange meeting on 8/10/17; some Roundtable members participated (Mr. Reese and Mr. Harrell). FAA representatives (management/NATCA rep), including PBN Co-Leads, shared some of the upcoming work they would be doing.
- The next meeting included representatives from FAA/ATO Potomac TRACON, FAA Aviation Safety (AVS), and other specialists from the FAA lines of business. Mr. Belk and Mr. Benny Hutto briefed the group on the presentation we provided to the Roundtable on 6/20. Mr. Belk and Mr. Hutto shared with the group the areas where FAA may be able to make revisions, ways to return to pre-NextGen or better. Departures and arrivals to 33L were discussed. It was a 2-day meeting, and a good dialogue to bring us to the next week where the whole working group met for 3 days.
- At the 3-day meeting, attendees included MAA representatives, Air Traffic Control Towers, Potomac TRACON, and others who work at higher altitudes. There were about 30 air traffic controllers involved in the discussion. DCA and Baltimore work done by same group of individuals; Dulles work done by breakout group. Mr. Belk reiterated that the working group was briefed on the concerns and desired outcomes of the Roundtable. The group got through a lot of discussion about TERPZ departure and impact on areas underneath. They used a topographical map to locate houses under the procedures/paths, doing their best to build procedures that avoid communities.

Additional meetings are scheduled: next week in Virginia and another on October 17th. PBN Co-Leads will tentatively brief Roundtable in November (Nov 14th was potentially mentioned but this may need to rescheduled). There was nothing kept from this working group, with respect to limiting them to certain design techniques. They had the full toolbox.

Mr. Reese asked again to see the Scope. Mr. Belk said he took a note on that, and will send that to our MAA colleagues to share with the Roundtable.

Mr. Reese asked Mr. Belk if the letter the Roundtable sent to Administrator Huerta could be given to the PBN Co-Leads. Mr. Belk replied that this has been done, and they already discussed the content at length. The Administrator's staff is working on a response. Mr. Belk stated that Ms. Ray met on Friday with the FAA COO and Administrator, specifically on the Baltimore Roundtable and the activities related to what FAA can do, in response to the Roundtable's concerns. Ms. Ray briefed the Administrator, and he has your letter. Lastly, Mr. Belk added his personal assurance that Mr. Owens is working as hard as he can on the Roundtable's issues.

5. Discussion regarding Roundtable technical support

Mr. Yates took a moment to thank Ms. Ann Hollander from *Montgomery County Quiet Skies* for her attendance.

Mr. Reese asked about the Roundtable's options for obtaining a technical advisor. Mr. Shank stated that MAA and its consultants serve as the technical advisors of the Roundtable, as non-voting members. He pledged to advise the Roundtable on MAA's opinion of the process, offer criticism where necessary, and provide support where possible. Mr. Shank stated that attending the PBN Working Groups, where the process is being developed, is one of the benefits that MAA and its consultants provide. If they see something, based on our understanding of the Roundtable's requests, they can speak up on the Roundtable's behalf. So far, Mr. Shank believes the Working Group has an understanding of the

Roundtable's expectations. MAA is watching this process as it unfolds, and when it comes time for FAA to present to the Roundtable, MAA will be available to provide commentary.

Mr. Chancellor asked about the components of FAA's future presentation, and how MAA would support the Roundtable. He also noted the lack of background information made available to the Roundtable from the onset. He asked that MAA come together, assess FAA's notional design(s), think about what is needed for a defensible decision, and provide this information to the Roundtable with the highest quality of professionalism possible.

Mr. Shank reiterated that MAA and consultants will be in same room as the working group, and will evaluate and comment. MAA will also send questions and comments of the Roundtable to FAA. Ms. Ellen Sample of MAA stated that a presentation was prepared previously, with some basic background data available. This presentation was bumped due to meeting lengths. The basic data presentation is available on the Roundtable website. Mr. Shank advised that it be presented to the group in October.

6. Discussion regarding Roundtable committees and reports

Mr. Yates introduced topic and Mr. Chancellor explained the three committees approved by the Roundtable:

- Legislator outreach committee (Ms. Mary Reese, Mr. Verchinski, and Mr. Gary Smith);
- Public relations (Ms. Curry, Mr. Chancellor);
- Technical liaison (Mr. Harrell, Mr. Reese, Mr. Marcus Parker, Mr. Chancellor).

Committees are still open for voting members. Non-voting members can still join, though Mr. Brasher needs to determine the extent to which non-voting members will be involved. The committees are also open to the community as advisors. An email has been sent to voting members with a link for signing up. Mr. Chancellor will make sign-up sheets for community advisors, who will not be at every meeting, but will be involved for certain decisions. Mr. Chancellor would like the meetings to get started soon and possibly present at the Roundtable's October meeting.

Mr. Yates stated many people in the community are not aware of the Roundtable's effort. He put together a briefing to provide an overview to the communities, noting what the group is doing, where we are, and what they can expect. He offered to add himself to whatever committee outreach falls into.

Mr. Verchinski spoke about the webpage for Roundtable data. The website has been set up since June to tell people the Roundtable's story and what is going on with the Roundtable. A couple of meetings by telephone and through email have taken place with limited success. At this point, the Roundtable would like a schedule from Karen Harrell of when the outstanding items for the webpage can be completed. Mr. Verchinski would like FAQ's/issues page and is hopeful MAA will provide continued support. Mr. Shank stated that MAA would get with Karen and circle back this week, to make sure we know where we are on outstanding items.

Mr. Yates asked for input on how review and dissemination of meeting minutes can be sped up. He discussed the process the meeting minutes go through before approval. He stated he is testing the waters on getting them out sooner, for a better chance of prompt review by the Roundtable.

Mr. Yates also discussed the Action Items list with 55 actions. Currently, few requests have been answered. The Action Items are separated into three tiers, chosen based on priority level. Items will be moved up as those above are accomplished. There is also a completed list of items already accomplished. We also need to add reference how these were accomplished. Mr. Yates requested the Roundtable's input on how to address tracking of accomplishments.

7. Public Comment

Mr. Jimmy Pleasant: Mr. Pleasant questioned why changes made to departures on Runway 28 did not require an environmental study. He also questioned why, if wind is a factor, DCA seems to have flights leaving from runways both north and south.

Mr. Shank explained that departures are controlled by the FAA control tower, and winds are a determining factor. Also, DCA has a different fleet mix and different runway lengths than BWI. He asked Mr. Pleasant to provide specific date and time data, so MAA can find out why a particular runway was the active runway and provide a response at the next meeting. Mr. Reese said that the Roundtable has been discussing the mix of runways on west vs east flow.

Mr. Pleasant said the previous EA completed for the Metroplex procedures stated there would be no changes under 3,000 feet, but he has observed many flights in the summer coming in below 3,000 feet. He has observed over 200 flights a day from Runway 28.

Mr. Shank stated that MAA commented in a letter to FAA about this issue. Mr. Shank said he would like to get an answer to the changes that occurred after the EA and the changes implemented in 2014.

Mr. Roth let Mr. Pleasant know the Roundtable understood his concerns and that he is correct: the path off Runway 28 is not authorized under any EA. Mr. Roth said he has been researching this question for 2 years. He also stated that Phoenix just won a suit against FAA. One of the prevailing claims was that in Phoenix, the FAA did not complete an EA, and instead issued a categorical exclusion.

Mr. Mark Peterson: Mr. Peterson strongly suggested that now was the time to sue FAA over NextGen changes. He believes the state, counties, and other Metroplexes need to sue now.

Ms. Kim Gust from the Mago Vista Community Association in Arnold: Her community has been continually bombarded with low-flying jets. Nothing the community has done has gotten attention. She talked to Mr. Brian Lehman of Potomac TRACON; everyone comes back and says there is not much of a difference between NextGen and previous patterns. The difference is the altitude. Planes are coming in between 1,800 and 2,200 feet. Her community is 10+ nautical miles from BWI. Mr. Lehman verified NextGen does have planes flying in at lower altitudes, with descents beginning farther out. Somebody is telling the pilots to fly at those lower altitudes. FAA keeps passing the buck to the pilots. The Roundtable has a responsibility to get on the bandwagon and help Governor Hogan force Frush to file suit with FAA. She started a petition, and plans to give signatures to the State's Attorney General.

Mr. Reese stated that he would sign the petition. Mr. David Lee, from Howard County Executive Kittleman's office, stated he is sending a letter to the Attorney General to file suit. Discussion in the audience occurred on how long lawsuits take, restraining orders, and the potential to join with other jurisdictions for joint lawsuits.

Richard Wissing: Mr. Wissing thanked the Roundtable for their service. Mr. Wissing suggested an additional goal for the Roundtable: Return the noise levels inside people's homes to pre-NextGen levels with noise remediation techniques (e.g., sound resistant windows, doors, and insulation). His plan included a three-step approach:

- Determine the cost of assessment and remediation
- Mass media usage to inform the public they may be eligible for noise abatement
- Town hall meetings with elected officials to discuss funding; possibly require funds from airlines

He's already priced windows for his own home (at a cost of \$35,000). This approach could get more citizens and elected officials involved, and having an estimate of monetary damages caused to homeowners would be helpful in a lawsuit. Also, if airlines become susceptible to cost of noise, perhaps they would join in and put pressure on FAA to correct the noise problem. This approach could be conducted concurrently, independently from Roundtable. This would complement existing approaches.

Mr. Chancellor asked for a copy of Mr. Wissing's notes and Mr. Wissing agreed to provide them.

8. Review Action Items and Adjourn

Mr. Yates extended thanks to public attendees and Roundtable members for attendance and contributions. Meeting adjourned at 9:30 pm.