

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Eleventh meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, January 16, 2018, 7:00 PM – 9:00 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 | ✓ | Ramond Robinson | Alternate for Pat Daly Jr., Office of Anne Arundel County Executive Steven Schuh | ✓ |
| Christopher Yates, Vice Chair* | District 9 | ✓ | David Lee* | Office of Howard County Executive Allan Kittleman | |
| Jesse Chancellor* | District 9 | ✓ | Grace Fielhauer | Alternate for David Lee, Office of Howard County Executive Allan Kittleman | |
| Howard Johnson* | District 12 | ✓ | Bryan Sheppard* | Office of Baltimore County Executive Kevin Kamenetz | ✓ |
| Drew Roth* | District 12 | ✓ | Gary Smith* | County Councilman Jon Weinstein | ✓ |
| Gail Sigel | Alternate for Drew Roth, District 12 | ✓ | Kimberly Prium | Alternate for Gary Smith, County Councilman Jon Weinstein | |
| Paul Verchinski* | District 13 | | Ellen Moss* | County Councilman Jon John Grasso | |
| Rusty Toler* | District 13 | | Brent Girard | Office of Senator Van Hollen | ✓ |
| Mary Reese* | District 30 | ✓ | Paul Shank, Chief Engineer | MAA | ✓ |
| Evan Reese | Alternate for Mary Reese, District 30 | ✓ | Robin Bowie, Director Office of Environmental Services | MAA | ✓ |
| Tim Rath* | District 31 | ✓ | Karen Harrell | MAA | ✓ |
| Paul Harrell* | District 32 | ✓ | Louisa Goldstein, Counsel | MAA | ✓ |
| Richard Campbell | Alternate for Paul Harrell, District 32 | | Trey Hannah | MAA | ✓ |
| Dan Klosterman* | District 32 | ✓ | Jonathan Dean | MAA | ✓ |

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| Roundtable Member | District / Organization | Attended | Roundtable Member | District / Organization | Attended |
|--------------------------|--|----------|-------------------|---|----------|
| Marcus Parker Sr. | Alternate for Dan Klosterman, District 32 | | Greg Voos | NBAA | ✓ |
| David Scheffenacker Jr.* | District 32 | ✓ | Kyle Evans | General Aviation Rep, CP Management LLC | ✓ |
| Erica Wilemon* | District 33 | ✓ | David Richardson | Southwest Airlines | ✓ |
| Linda Curry | Alternate for Erica Wilemon, District 33 | ✓ | | | |
| Pat Daly Jr. * | Office of Anne Arundel County Executive Steven Schuh | | | | |

**Voting Members*

Contractor Support

Mary Ellen Eagan, HMMH
Adam Scholten, HMMH
Royce Bassarab, HNTB

MEETING MATERIALS

Participants received the following materials in advance:

- Meeting Agenda for January 16, 2018
- Final Meeting Minutes from December 5, 2017

Handouts at meeting:

- Meeting Agenda for January 16, 2018
- Final Meeting Minutes from December 5, 2017
- BWI Roundtable Potential Courses of Action
- Sample FAA Reauthorization Act of 2018 Language

1. Introductions

Mr. Lance Brasher (Chair) welcomed attendees and began the meeting.

Member roll call

Mr. Brasher asked members of the Roundtable to introduce themselves and include the legislative district they represented to allow members of the audience to better identify which Representative is associated with their district. Roundtable members introduced themselves to meeting attendees.

Introduction of new roundtable member

Mr. Brasher welcomed new district 31 representative, Tim Rath, to the Roundtable and noted the Roundtable was happy he could attend Tonight's meeting.

Review and approve agenda for tonight's meeting

Mr. Brasher inquired if Roundtable members desired to discuss the agenda for the meeting. Mr. Gary Smith moved to approve the agenda. Mr. Drew Roth seconded the motion. All were in favor. Tonight's meeting agenda is approved.

Review and approve November 7, 2017 meeting minutes

Mr. Brasher discussed the November meeting minutes and noted that although the minutes were circulated at the December meeting, there was a motion for the approval of those minutes to be delayed until tonight's meeting. He inquired if the Roundtable had adequate time to review the minutes and if there was a need for further discussion. Mr. Chris Yates (Vice Chair) moved to approve the November meeting minutes. Mr. Harrell seconded the motion. All were in favor. The November 7 meeting minutes are approved.

Review and approve December 5, 2017 meeting minutes

Mr. Brasher noted the Roundtable minutes for the December 5 meeting have been circulated to the Roundtable for review. He noted he did not intend to approve these minutes at this meeting, and that approval of the minutes would be delayed until the next Roundtable meeting. Approval of the December meeting minutes moved to next month's agenda to provide time for review.

Roundtable election reminder

Mr. Brasher reminded Roundtable members that under the Roundtable charter there are yearly elections for Chair and Vice-Chair. Mr. Yates and Mr. Brasher are taking names of those interested in holding the Chair or Vice-Chair positions, and hope to hold an election for both positions at the February Roundtable meeting.

Summary of Roundtable Communications to date

Mr. Brasher discussed the history of Roundtable communications with the FAA to-date, and potential alternatives for the Roundtable to consider for future action. He presented a list of correspondence between the Roundtable and the FAA to-date. He noted that the Roundtable's first meeting occurred on March 20, 2017 and said that meeting adopted a resolution to have the FAA revert flight paths back to pre-D.C. Metroplex procedures. This resolution was then subsequently followed up by a letter from the Roundtable to the FAA Administrator on March 31, 2017. He noted Ms. Elizabeth Lynn Ray, Vice President of Mission Support Services for the Air Traffic Organization (ATO) in the FAA, responded to the Roundtable's March 31, 2017 letter on May 12, 2017 and explained that the procedures that existed prior to the implementation of the D.C. Metroplex no longer existed and that while the FAA would like to help the Roundtable, reverting to previously published procedures was no longer possible as those procedures no longer exist. He noted this letter was subsequently followed with a meeting between the FAA and the Roundtable on June 20, 2017 where the FAA discussed the potential to move aircraft flight paths for runway 28 and 15R departures to a notional zone within which aircraft flight paths existed prior to the implementation of the D.C. Metroplex but did not discuss altering aircraft flight paths with relation to dispersion, altitudes, or modifying arrival aircraft flight paths.

Mr. Brasher next discussed another meeting between the FAA and the Roundtable on July 18, 2017 where Mr. Robert Owens, Terminal Assistant District Manager, Capital District for the FAA, presented three alternatives to increase aircraft altitudes and dispersion. He noted at that meeting, it became apparent that the main issues of concern to the Roundtable regarding narrow aircraft flight corridors were attributable to how air traffic controllers were no longer vectoring aircraft. In the past air traffic controllers were vectoring aircraft on arrival which created more dispersion, but now aircraft are being cleared to waypoints which concentrates the aircraft flight paths. He discussed that at this meeting, the Roundtable asked Mr. Owens if it would be possible for the FAA to return to vectoring aircraft. Mr. Owens indicated the FAA could go back to vectoring, but approval would need to be granted from higher levels within the administration to do so and would require additional training in order for the procedures to be implemented. Following the July 18 meeting, the Roundtable sent a letter to the FAA recapping the discussions between the FAA and Roundtable on July 25, 2017. Mr. Brasher pointed out no response was received from the FAA with regards to the July 25 letter.

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Following the July 18 meeting, Mr. Brasher was on a conference call with Ms. Ray and Mr. Owens from where Mr. Owens discussed that the FAA would like to go through a less formal process for controllers to change procedures. Instead of formally changing procedures, the FAA would informally educate controllers on the noise issues being faced by the Roundtable and to consider these issues as part of daily operations. Mr. Brasher noted that he believed nothing changed as a result of this conference call, and that around this time the FAA was working to assemble a Performance Based Navigation (PBN) Working Group that would commence work in August 2017 which included a pre-meeting between the MAA and FAA on August 10, 2017. At this meeting, the FAA discussed plans for the Working Group and intent to shift aircraft flight paths for runway 15R and 28 departures to notional zones and that the FAA was aware of issues with aircraft dispersion and altitude but did not have a defined plan on how to address them. Initially, Ms. Ray indicated the Roundtable would have the opportunity to participate in the Working Group, but subsequently denied the Roundtable the opportunity to participate due to constraints on the number of meeting attendees.

Mr. Brasher noted since the Roundtable did not have the opportunity to participate in the Working Group, the Roundtable provided the FAA with a letter detailing the Roundtable's concerns for dissemination to the PBN Working Group on September 8, 2017. On November 21, 2017, Ms. Jodi McCarthy, Ms. Ray's successor at the FAA, responded to the Roundtable's September 8 letter and indicated that the FAA would transparently consider community concerns and propose solutions. This letter followed the November 5, 2017 Roundtable meeting where the FAA presented notional designs developed by the PBN Working Group to address runway 15R and 28 departures. Mr. Brasher noted the designs presented by the FAA at the November 5 Roundtable meeting did not offer solutions regarding aircraft dispersion, arrivals or altitude, and that the FAA's subsequent response on November 21 showed no indication the FAA was committed to helping the Roundtable.

Presentation and discussion of Roundtable potential courses of action

Mr. Brasher presented ten potential courses of action the Roundtable could take to address concerns moving forward. He noted that he hoped this could be a brainstorming session for members and that he wanted to review some courses of action, many of which may or may not be feasible, in order to get Roundtable members thinking on what avenues could allow the Roundtable to affect change. He emphasized the Roundtable can only do so much, and that outside of the Roundtable it is up to each of person on an individual level to determine what additional action should be taken to better specific circumstances. He noted the first potential course of action was to make specific requests to the FAA. He noted that up to this point the FAA has denied the Roundtable's general requests to return aircraft flight paths back to where they existed prior to the implementation of the D.C. Metroplex, and that the Roundtable has not wanted to be in the position of telling the FAA where to shift aircraft flight paths. He noted the Roundtable has maintained the position that aircraft flight paths should revert back to pre D.C Metroplex patterns as those patterns overflowed communities which historically developed under aircraft overflights and were noncontroversial. He explained the Roundtable should think about making specific recommendations to the FAA and PBN Working Group on where or how to shift aircraft flight paths. The response from the Ms. McCarthy of the FAA to the Roundtable on November 21 stated the FAA was willing to consider community requests, and that he is willing to believe Ms. McCarthy that the FAA will consider the Roundtable's requests in good faith should this course of action be pursued further.

Mr. Brasher moved on to present the second potential course of action, obtain greater political support from Maryland's congressional delegation and state representatives including the Governor. He noted the Roundtable is thankful for the support of the Governor and Maryland state representatives in addressing the Roundtable's concerns. While he believes the FAA will move to take action on some of the Roundtable's concerns voluntarily, the Roundtable should consider legislatively compelling the FAA

to take action and perhaps accomplish this through some of the bills that are currently outstanding. He discussed House Resolution 2297 set forth by Representative Bill Shuster, and Senate Bill 1405, put forth by Senator John Thune that serve as good examples of the breadth of items potential legislation could cover. He noted both pieces of legislation included provisions for Next-Gen that extended well beyond simply addressing budgetary concerns and represent potential vehicles for which language could be inserted that would be beneficial to addressing the concerns of the BWI Roundtable and Roundtables across the country. He urged that members should develop proposed legislation and work collaboratively with the Maryland congressional delegation to request the drafted language be added to future legislation involving the FAA. He concluded by reviewing the top contributors to Representative Shuster and Senator Thune's campaigns including Airlines for America (A4A), the National Air Traffic Controllers Association (NATCA), Airline Pilots Association (ALPA), and other groups who are influencing the drafting of legislation through campaign contributions and noted the Roundtable should be mindful of the influence of these groups.

Mr. Brasher then presented the third and fourth potential courses of action, encourage the State of Maryland to compel the FAA to create change as well as monitor the FAA and complain vigorously through existing FAA processes. He noted legal action against the FAA is already under consideration by the State of Maryland, and encouraged everyone to reach out to the Governor and the Attorney General individually to express support for the States ongoing efforts to pressure the FAA to act. He also noted that while the Roundtable is not aware of all FAA rulemaking or procedure changes that may negatively impact members and that are included in the Federal Register or otherwise, the Roundtable and public should engage in existing FAA processes wherever possible to make opinions heard if a rule or procedure change will negative impact their communities.

Mr. Brasher moved on to discuss the fifth and sixth potential courses of action, seeking out support from the airport or MAA and seek airline help. He noted that since the FAA has chosen to impose incremental harm on communities in the region, it begs the question if the harm should be focused on those communities over which flight paths have changed? Or should that harm be shared in another equitable fashion? He noted if the FAA is not going to help the Roundtable that the question should be asked if the MAA or airport could help in relieving some of the burden of flight path changes. He also noted that if the FAA does not help, the Roundtable has not yet reached out to the Airlines to see if there is any way they could help reduce the burden of flight path changes and should consider doing so in the future.

Mr. Brasher next presented the seventh potential Roundtable course of action, pursuing individual claims for inverse condemnation or nuisance. He noted that the seventh, and remaining courses of action discussed in this meeting are dependent on the individual and are actions that would be outside the scope of the Roundtable. He explained as an individual or group, a claim could potentially be brought for inverse condemnation, nuisance, or even intentional tort based on the taking argument as defined in the Fifth Amendment of the Constitution. Although an individual or group could bring a claim based on the taking argument, he explained the law is not necessarily in favor of a successful outcome under this approach due to differences in the statutes of limitations and a lack of clarity if claims similar to this have been successful in the past.

Mr. Brasher moved on to discuss the eighth potential Roundtable course of action, petitioning for lower property taxes due to the adverse impact of aircraft noise. He noted individuals may want to investigate diminished home values for relief on property tax assessments. He questioned what the impact of aircraft flying over homes has on property values, and that there may be studies that indicate this impact is substantial.

Mr. Brasher concluded by presenting the ninth and tenth potential Roundtable courses of action, seeking income tax deductions for aircraft noise and lawful public protests. He explained that it is an

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inconvenience to have aircraft flying over your home, and that if you decide to sell your home, your likely going to have to absorb a loss in order for a buyer to be willing to accept that inconvenience. In closing, he noted that the exposure to aircraft noise that the Roundtable is facing is essentially a civil liberties issue. There is a tyrannical government body imposing harm on communities against their will. The United States has a long history of lawful protest against civil liberties issues, and is something that individuals may want to consider as a potential course of action.

Mr. Drew Roth noted that one potential course of action was missed, which is administrative actions against the EPA. He explained BWI has a draft Environmental Assessment (EA) currently under review for a variety of airport improvements which increase airport capacity which includes a section on aircraft noise. Mr. Paul Shank of the MAA confirmed there is a noise section in the EA, and that a public workshop is scheduled for the EA on January 25, 2017 that has been advertised in the press.

Mr. Roth responded this was interesting, as it is an opportunity for the Roundtable to provide feedback to the EPA. He noted the contours in the noise section of the EA do not align with the current flight paths and instead align with pre-D.C. Metroplex flight paths. He explained this is grounds for coupling the EA with the D.C. Metroplex EA, which should be re-opened, and that both should be combined into a single Environmental Impact Statement (EIS) during which flight paths should revert to pre-Metroplex patterns until the EIS is complete.

2. Updates from PBN Implementation Working Group Regarding Remedial Actions and Issues

Mr. Shank provided an update on the PBN Working Group. He noted another 3-day meeting is scheduled for the first full week of February, with one day reserved for reviewing BWI procedures. He also noted the FAA plans to provide a draft report of their efforts by February 28, 2018. Mr. Adam Scholten of HMMH confirmed the target date of the draft report.

Mr. Shank noted the FAA is expected to build on procedure design changes completed at the December working group meeting and wrap up procedure design efforts. Once complete, he expects the FAA to come and present the final results of the PBN Working Group to the Roundtable.

Mr. Shank explained further that the December PBN Working group meeting mainly focused on runway 15R and 28 departures. He noted MAA expressed the Roundtable's desire that the working group also focus on runway 33 arrivals, but that MAA was informed it was still not considered under the scope of the project. He requested that the MAA and Roundtable refrain from further opposition to the FAA over PBN Working Group activities until after the FAA presents the results to the Roundtable.

Mr. Brasher inquired if there were any changes to procedures from the working group relative to what was previously presented to the Roundtable. Mr. Shank noted the Roundtable has only seen some pieces of what the working group has been working on, and that the proposed solution for runway 33L arrivals was unfortunately removed from the scope of the project despite opposition from the MAA. He noted the scope of the project was based on the FAA's interpretation of the Roundtable's letters.

Mr. Brasher inquired if the FAA ever furnished the Roundtable or MAA with a scope document. Mr. Shank confirmed that a scope document has not been provided. Mr. Brasher noted that based on prior FAA presentations to the Roundtable it is not clear what the FAA is considering as being in or out of scope as arrival flight paths had been discussed.

Mr. Shank explained Ms. Ray stated there were no changes to approaches during Metroplex implementation and that a disconnect between what was believed to have been changed by the Roundtable under Metroplex as it relates to arrivals and what was actually changed by the FAA. Both the Roundtable and MAA were then subsequently able to determine the concentration of flights as it relates to arrivals stemmed from controllers discontinuing the use of vectoring to a particular runway,

such as 33L, and instead relying on clearing aircraft direct to a specific navigational fix such as GRAFE or SPLAT.

Mr. Evan Reese noted that it should be clarified that while approach procedures did not necessarily change as a result of Metroplex, some of the technologies implemented as part of Metroplex enabled aircraft to be cleared direct to fixes more often than was the case in the past. This resulted in a reduction of vectoring by controllers, and Metroplex enabled a change in the implementation of how aircraft are flying approach procedures rather than making changes to the approach procedures themselves. Mr. Shank confirmed this was the case, and noted he is hopeful that at the upcoming February PBN Working Group meeting that enough time has transpired that there may be additional discussions regarding arrival improvements.

Mr. Jesse Chancellor questioned Mr. Shank on what his expectations are from the FAA with regards to the Roundtable when they come back to present the results of the PBN Working Group. Mr. Shank responded he believes the FAA is expecting feedback from the Roundtable on what was accomplished.

Mr. Chancellor inquired what taking feedback would accomplish and if the FAA was expecting the Roundtable to approve or disprove the notional designs. Ms. Mary Reese also inquired as to what would happen if the Roundtable didn't want the FAA to come back and present until they were sure they had developed acceptable solutions. Mr. Shank responded that he felt the FAA got a sampling of what feedback can be expected from the Roundtable at the November meeting. He noted the feedback was rough, and that it drove the FAA to consider additional solutions and be more responsive to the Roundtable's concerns.

Mr. Roth noted he would like to see a presentation the Roundtable can understand. Mr. Shank responded the MAA provided suggestions to the FAA on how to improve presentations to the Roundtable as well as provide assistance in developing graphics for the notional designs and would continue to do so moving forward.

Ms. Linda Curry commented if the PBN Working Group were out of time and funds, what would feedback from the Roundtable accomplish. Mr. Shank responded that the feedback could result in the FAA procuring additional funds that could expand the scope of the working group's activities.

Mr. Roth noted the prior FAA presentation indicated the working group might be developing a solution that could resolve issues with the Runway 28 departures, but the FAA could still make a mistake and it would be good for the Roundtable to have the opportunity to comment.

Ms. Curry inquired as to what would happen if the Roundtable approved the FAA's notional designs. Mr. Shank responded the procedures would then likely move toward being implemented which takes a considerable amount of time.

Mr. Brasher inquired if the FAA does start implementing the notional designs, is the Roundtable prevented from taking any further action for an 18 to 24 month period. He noted he was concerned if the FAA started implementing the procedures, the Roundtable would have no avenue to take action on further changes until implementation was complete. Mr. Shank responded that this was a perspective that has yet to be discussed.

Mr. Shank inquired if any other community roundtables had rejected notional designs presented by the FAA and what the process was after a design was rejected. Ms. Mary Ellen Eagan from HMMH noted she was not sure any roundtables have rejected recommendations from FAA working groups as it relates to proposed procedure designs and was not sure what the process would be once the designs were rejected.

Ms. Reese inquired what if the consideration given to arrivals was for controllers stop clearing aircraft to fixes. Would that not be subject to limitations of the project scope since it is outside the realm of changing a procedure? Based on the Roundtable's visit to Warrenton this appears to be something that could be accomplished through training. Mr. Shank responded by discussing that the FAA's understanding of the scope pertained to Standard Terminal Arrival Routes (STARs) and Standard Instrument Departures (SIDs), and did not include consideration of approach procedures. He noted the MAA informed the FAA multiple times that approach procedures needed to also be considered and that resulted in the development of the notional Required Navigational Performance (RNP) approach to runway 33L that was presented by the FAA to the Roundtable. He also noted that there were other solutions that were not presented to the Roundtable by the FAA that were discussed by the MAA and Industry in the working group.

Mr. Roth inquired if FAA would consider things other than PBN to solve the Roundtables problems if pressured to do so. Mr. Shank responded and inquired further if there is another group other than the PBN group in the FAA who had the ability to change procedures. Mr. David Richardson of Southwest Airlines noted that within the FAA there are people associated with operations, and people associated with procedure designs. They are two separate groups. Mr. Reese agreed, and noted that his understanding based on conversations with the FAA is the design group works to proceduralize flight paths to provide a base margin of safety from within which the operations group can operate.

Ms. Reese inquired if both the operations and design groups were present at the PBN Working Group. Mr. Shank responded both groups attended the meetings. Ms. Reese responded and inquired further as to what balance of attendance occurred at the working group? She indicated she was not happy with the RNP that was presented to the Roundtable, and was informed during her visit to Warrenton that controllers did not think it would solve the Roundtables problems and would perhaps make them worse. She also commented it seems the FAA has moved on and feels the Roundtable is being left behind.

Ms. Reese inquired what the MAA is doing to continue to ensure the FAA is listening to the Roundtable regarding the issues with the approaches and approach fixes. Mr. Shank responded the MAA will be attending the next working group meeting, see what is on the agenda, and take a position based on the agenda moving forward.

Mr. Adam Scholten from HMMH commented that controllers from various areas were present in the working group meetings to represent operations personnel. This included controllers and union representatives from the various areas involved with working traffic associated with BWI. Ms. Reese inquired if there was any mention during the meetings that the controllers had received any of the Roundtables letters. Mr. Scholten responded he did not hear it discussed, but was not sure if they had or had not seen the letters.

Mr. Brasher noted that while the Roundtable had received assurances the letters were sent to the working group, it was established at the November meeting that the letters had not been provided. He then confirmed with Mr. Shank that the FAA is planning to come back to present to the Roundtable and will have a draft report on the notional designs completed at the end of February. Mr. Shank confirmed and noted the MAA will be attending an upcoming working group meeting in February where the FAA will likely complete procedure design work. He also noted he expects to be able to push back against the procedure designs at this meeting if they do not address the MAA's or Roundtables concerns. He also commented that while all the members of the working group may not have seen the Roundtable's letters, he believed FAA leadership, who were sent letters, are aware of the Roundtable's concerns even if the entire working group was not briefed on the letters themselves.

Ms. Reese commented she was shocked about the lack of information the controllers on the working group had regarding the Roundtables concerns. She noted during her trip to Warrenton the controllers for BWI had never seen the Roundtables letter and were asked to provide solutions to problems they were not aware of. She concluded that in her opinion this process has been a failure.

Mr. Brasher inquired how dispersion was discussed during the working group meetings. Mr. Shank responded that the MAA made sure the working group was aware of the Roundtables desire for dispersion. He commented he was thankful the MAA was allowed to participate. In his opinion, the primary goal of the working group was to tweak the procedures to suit the FAA's needs after the implementation of Metroplex. While doing this, the FAA was also listening to community concerns and considering those concerns while modifying procedures.

Mr. Shank discussed the working group further, and elaborated that the MAA was not at the working group to solve the FAA's problems. He noted the MAA commented on solutions as the FAA developed them and if they diverged from the interests of the Roundtable. He explained it was common for the MAA to comment that the Roundtable preferred for aircraft to be vectored and that aircraft should be returned to pre-Metroplex flight paths. He also noted the FAA considered the voluntary noise abatement procedures at BWI during the procedure design process. He concluded by noting that he believes the FAA did run out of time and budget to address the arrivals and that they were removed from the project scope as a result.

Mr. Scholten confirmed he believed the arrivals were removed on account of falling outside the scope of the project, but that the FAA would consider them moving forward as an avenue to obtain additional funds.

Mr. Reese commented that when the working group began, he was hopeful the process would yield results. However, he now believes the Roundtable will be disappointed with the results. He attended the initial project meetings and had the impression the FAA understood the Roundtables concerns and that they would be addressed. After the first presentation, it was clear the FAA did not read the Roundtable's letter or include the Roundtables concerns in the scope of the project.

3. Review of Outstanding Action Items

Vice-Chair Mr. Chris Yates presented and discussed the Roundtable action item tracker. He noted this was the Roundtable's eleventh meeting and that over the course of ten meetings the Roundtable has collected 102 different action items. Of those, there are 19 items which have been classified as top-tier to which the Roundtable would like an answer and will be reviewed at this meeting.

Mr. Yates reviewed the top tier action items and discussed status. Mr. Yates inquired if action item 22, providing the latitude and longitude of approach and departure points and displaying on a map, was something the MAA could provide. Mr. Shank responded and noted the MAA would note this as an action item.

Mr. Yates discussed action item 40, the percentage of flights that were visual versus instrument and the percentage of flights that fly below the target altitude. Mr. Shank responded that analysis has been done on this task by the MAA, but that it is only in draft form. Mr. Shank noted the MAA would note this as an action item and have a presentation available for the next Roundtable meeting.

Mr. Yates next discussed action item 39, providing complaint data with smaller pinpoints to addresses to be more precise. Ms. Robin Bowie of the MAA noted the data was under review by legal and would transmit to the FAA by the next PBN working group meeting.

Mr. Yates moved on to discuss action item 45, timelines overlaid with complaint and runway closure data. Mr. Shank noted the MAA has completed this task and is conducting final review in anticipation of presenting the timeline at the next Roundtable meeting. Ms. Curry inquired as to why it has taken seven months for this item to be provided to the Roundtable given it was requested in July. Mr. Shank noted the item may have been completed in August, but then needed to be reviewed by the MAA, revised, and reviewed again. He noted products do not flow directly from the MAA or consultants to the Roundtable without review to the collective satisfaction of the MAA.

Ms. Curry noted that long delivery times are hindering the Roundtables ability to evaluate analysis and understand what is occurring at BWI. She explained that the MAA should provide status updates on various deliverables to at least give the Roundtable an idea of when items can be expected and not guess as to what the progress is on completing various action items. If this was in the private sector, delivery timelines like this would not be acceptable. Mr. Shank noted he appreciated the criticism, and would keep this in mind moving forward for future Roundtable meetings.

Ms. Erica Wilemon inquired how action items that have been requested for an extended period but not delivered are still relevant. Ms. Curry agreed. Mr. Shank responded and discussed action item 45 as an example. He noted the concern from the Roundtable was that there was a correlation between complaints and scheduled runway closures at BWI. The MAA has this information and is being reviewed. He noted he understands that it is past the date at which it was due, but still believes it is of value to the Roundtable. Ms. Wilemon inquired as to who approves the release of information from the MAA, and why couldn't the Roundtable acquire the data themselves and conduct their own analysis. Mr. Shank responded that prior to the formation of the Roundtable there would have been a Freedom of Information Act (FOIA) process for obtaining this data. He noted that the timeline is with relation to a specific slide, of which individual portions have been presented in the past separately by the MAA.

Mr. Yates moved to review the remaining items in the top tier of the action item tracker. He noted one of the primary reasons for reviewing the tracker was to determine if there are outstanding items that have not been delivered and determine if the Roundtable still would like these items. He then discussed action item 62, a copy of the meeting minutes from the PBN Working Group scoping meeting. Mr. Reese noted this was a meeting held at the MAA between the FAA and MAA to which he and Mr. Harrell attended to which the Roundtable had not yet received and that it may have been rolled in with action item 61.

Mr. Yates then discussed action items 69, 72, and 73 which dealt with requests regarding the MAA website. Ms. Bowie noted that she is stepping in for Ms. Ellen Sample, who recently retired, and is now working these requests. She noted she is still actively working on updating the website.

Mr. Yates concluded by discussing action item 71, which was to reach out to the FAA for contact information of responsible individuals. He noted he has been unable to locate a single point of contact, but has been using Mr. Robert Owens as a single point of FAA contact for the time being. Mr. Shank noted Ms. Elizabeth Lynn Ray's replacement at the FAA was Ms. Jodi McCarthy and that she should be contacted. Mr. Yates noted he did contact Ms. McCarthy and the response back was to include all FAA contacts on Roundtable correspondence.

Mr. Yates noted he would continue updating the action item tracker moving forward and continue to work with the Roundtable to eventually get through the entirety of the document.

Ms. Curry requested before moving on to the next agenda item that the FAA represent areas under notional designs that are the result of the PBN Working Group when they return to present to the Roundtable. She noted this has been asked for repeatedly but nothing has been provided. Mr. Chancellor agreed and responded that the FAA is incapable of providing this, but perhaps the MAA

would be able to provide this data to the Roundtable. He noted the FAA is not familiar with the area associated with runway 15R and 28 departures, but the Roundtable is and needs to see this data to determine if the FAA procedure changes would be satisfactory. Mr. Shank noted that he will take this recommendation to the FAA, and that the FAA will offer to help the MAA depict the procedures as the Roundtable has requested. He explained the MAA has offered this assistance in the past, but the PBN Working Group is an FAA project and the notional designs are an FAA product and it is up to the FAA to accept or reject MAA's assistance.

Deliverables:

- MAA to provide locations of fixes associated with BWI arrivals, departures, and approaches to Roundtable
- MAA to provide complaint data with more precise pinpoints to FAA
- MAA to provide BWI timeline to Roundtable
- MAA to provide presentation of percentage of arrival aircraft flying under IMC/ VMC and percentages below published altitudes

4. Committee Reports

Mr. Brasher asked each of the Roundtable committees if they had any items they would like to report to the Roundtable.

Communications Committee

Ms. Curry noted the Communications Committee has a draft of the Roundtable annual report and has been working with the Technical Committee to supplement relevant sections. She expects to have a draft for the Roundtable to review within the next week.

Legislative Committee

Mr. Smith noted the Legislative Committee is working on testimony to present to the Maryland Senate and delegation committees that will be reviewing the finances of the MAA. He noted the committee is going to make the case that the Roundtable should have the opportunity for two members to speak at the MAA budget or committee hearing. Lastly, he noted that the committee would be reaching out to the communications committee within the next week to help finalize the testimony.

Technical Committee

Mr. Reese noted they are awaiting the report from the FAA regarding the PBN Working Group's activities for evaluation. He then noted he was unable to visit the Potomac Consolidated Terminal Radar Approach Control (TRACON) and opened up comment from other Technical Committee members who did.

Mr. Harrell discussed the Roundtable visit to Potomac TRACON in Warrenton, VA. He described the facility contained controllers who work traffic for airports throughout the region including Richmond, Baltimore, Dulles, and National. He noted during the visit they had the opportunity to speak with Mr. Bryan Lehman, the TRACON airspace and procedures manager, and Mr. Jesse Moyer, the National Air Traffic Controllers Association (NATCA) representative for the BWI area within the TRACON.

Mr. Harrell noted Mr. Moyer discussed the noise issues at BWI and that they have become more sensitive to the noise situation having participated in both Roundtable and PBN Working Group Meetings. He also noted Mr. Moyer indicated that there are things that could be done to better train controllers to take noise sensitivity into account, but that the main priority at the current time is on aircraft safety and efficiency. Mr. Moyer noted staffing has been cut from 15,000 controllers to 10,000

controllers over recent years and have questioned if they would be able to current traffic levels without new automated systems.

Mr. Harrell noted during the visit that he inquired with Mr. Moyer about what expertise was present on the PBN Working Group concerning noise. Mr. Moyer indicated he was not aware there was anyone in the Working Group that had expertise on aircraft noise. Mr. Shank interjected and noted there was environmental representation from the FAA at each of the PBN Working Group meetings either in-person or via telephone.

Mr. Harrell continued and discussed that during the visit visual approaches were discussed. During the visit, controllers indicated in the past pilots would remain at a higher altitude for a longer period before descending to land at the airport. He explained that now, aircraft are descending to lower altitudes at greater distances from the airport in order to fly a stabilized approach. He also noted that controllers indicated that some solutions to mitigate noise at the Working Group were being dropped due to funding or if it fell outside of the Roundtables original request to revert flight paths to historical patterns.

Mr. Brasher asked Mr. Shank to provide some examples of procedure changes that would have reduced noise but were dropped by the Working Group, such as moving aircraft over water. Mr. Shank noted moving aircraft over the water was proposed to the Working Group, but there was a negative reaction to pursuing this procedure by operations, the designers, and industry.

Ms. Reese noted that her understanding of the conversations she had with Mr. Moyer and other controllers at Potomac TRACON was that there is definite interest in fixing the Roundtables noise issues and do so in a way that is different from how aircraft fly today and would accommodate the current aircraft fleet. She noted Mr. Moyer explained most airspace today as it relates to BWI was designed for propeller aircraft that existed over 30 years ago, and if the funding was available from the FAA they could redesign the airspace at BWI and other major airports to accommodate the modern aircraft fleet. She noted the FAA attempted to implement Next-Gen into an old system that should have been re-built to support operations over the next 50 years, and that her impression was that the controllers really cared about the Roundtables issues and wanted to help.

Ms. Curry asked Mr. Harrell about how approach aircraft are flying today with regards to altitude and descending earlier to fly a stabilized approach versus how approach aircraft flew historically at higher altitudes longer. Mr. Harrell responded that his conversations with controllers indicated approach aircraft are flying lower today for longer durations than they were in the past. Ms. Curry responded she was glad that this was confirmed and it was not just their imaginations.

Mr. Brasher noted that prior to moving on to the next item in the agenda; he wanted to further discuss the potential to draft specific legislation to address the Roundtables problems. He noted he would be willing to accept input from other Roundtable members on drafting legislation and would like the MAA to help in this process. Ms. Chancellor noted the Legislative Committee would likely be a great place to draft the legislation. Mr. Brasher responded that there will also need to be technical elements of the legislation, and the legislation will need to address the Roundtables problems. Mr. Brasher also noted he has received inquiries from other Roundtables across the country regarding the BWI Roundtables activities and has been engaging in an ongoing dialogue with them.

Audience member Mr. D.W. Chen inquired if the Roundtable thought the FAA would be open or appreciative of different Roundtables communicating amongst one another. Ms. Curry responded that the FAA has done a good job of disguising the Roundtables by calling them different name such as working groups and forums. Mr. Brasher also responded and said it was difficult to determine and was unsure how much value was added to the Roundtable by speculating.

Mr. Brasher concluded a review of the Committee Reports by requesting the Legislative Committee to help take on the effort of drafting legislation and hoped to have a draft language to circulate to other Roundtable members within the next few days. He noted drafting legislation will help to start a dialogue and could lead to momentum for the BWI Roundtable and other roundtables in helping to address their issues.

5. Public comment

Ms. Carolyn Stanski of Ellicott City thanked the Roundtable for their dedication over the past year. She indicated she would like to make two suggestions to the Roundtable. The first suggestion was to invite the Governor and County Executives to Roundtable meetings. The second suggestion for was the Roundtable to write a summary letter to the FAA with the three prior letters to the FAA attached as it does not appear the FAA has listened to prior correspondence by the Roundtable. Ms. Stanski concluded by noting she spent a large portion of the day attempting to find the contact information for members of the FAA on the PBN Working Group but was unable to do so and would like to contact the FAA to emphasize the problems the public is experiencing with aircraft noise, as it does not appear they understand.

Mr. Richard Wissing of Columbia inquired as to what action congressional representatives from the State of Maryland were taking with regards to the Roundtables concerns. Mr. Brent Girard from the office of Senator Chris Val Hollen responded that there are a number of legislative amendments being proposed. He indicated the Senators office is working with the rest of the MD delegation as well as other offices around the country to provide input on legislation they are crafting. Mr. Wissing inquired how many sponsors were supporting this legislation and if any were from the Maryland delegation. Mr. Girard responded he was unsure of the number of sponsors but would provide an update at a future meeting and noted there were some sponsors from the Maryland delegation as it relates to specific amendments.

Ms. Tawanda Lovett of Oakland Mills inquired if there has been anything done to address property damage with regards to aircraft noise. She noted she has experienced shaking windows as well as cracks in the foundation of and walls of her home due to aircraft noise. Mr. Brasher noted that many people have complained about vibration and fuel residue from aircraft.

Ms. Lovett inquired as to how actual property damage is payed for cases that are the result of aircraft noise. She noted structurally compromising people's homes was not safe. Ms. Curry asked if the mitigation MAA has provided to some communities cover property damage. Mr. Shank responded he was not aware of any instances under the noise mitigation plan where property damage would be covered.

Ms. Lovett noted the issues she is experiencing did not happen before Next-Gen. She noted on Nov 27, 2017 she heard 170 planes in her home. She indicated she has been getting an average of 3 to 4 hours of sleep a night over the last 600 days. She noted she has been addressed at work due to her job performance and does not want to lose her job or home over the constant aircraft noise. She indicated that the aircraft noise she is experience is not a nuisance and is a legitimate is a health concern.

Mr. Chancellor noted that Ms. Lovett is not alone, and the Roundtable has been telling the FAA about the negative effects of aircraft noise and they will not listen.

Mr. Shank asked Ms. Lovett if she had any interior noise monitoring done by the MAA. Ms. Lovett indicated that she had applied for noise mitigation but that there had not been any monitoring done. Ms. Karen Harrell indicated there had been noise monitoring done in the vicinity of Ms. Lovett's

property but not at the property itself. Mr. Shank noted the MAA will share the results of prior noise monitoring with Ms. Lovett and follow up with Ms. Lovett after the meeting.

Mr. Eric Vest of Crownsville noted he resides in the channel of arrival flights where 71% of flights come over my house. He noted he met with Senator Cardin and Congressman Brown about having a town hall meeting in his neighborhood. He indicated based on his meeting he did not feel a sense of urgency to compel greater action. He noted every 60-90 seconds planes are overflying his home today that did not exist when his home was originally purchased. He concluded by thanking the Roundtable for all the efforts expended to date and feedback that has been provided to the FAA.

Mr. Michael Bahr of Hanover inquired about the status of the legal action being undertaken by the MAA against the FAA.

Ms. Louisa Goldstein of the MAA noted the legal action is very technical, factual, and legal evaluation. She indicated all the information collected to date has been provided to outside counsel. She noted that since the EA was extensive and contained a large amount of data they are still conducting research on what may or may not be able to be filed in court, but was unable to provide any further updates.

Deliverables:

- MAA to follow up with Ms. Lovett regarding noise monitoring in the area of her home
- Mr. Girard to provide update on sponsors for legislation as it relates to the issues faced by the BWI Roundtable

6. Adjourn

The next Roundtable meeting is tentatively scheduled for Tuesday, February 20th, 2018. Mr. Brasher noted there will be a workshop on Air Traffic Control and airspace before the meeting at 6:00 PM, with the Roundtable meeting to follow at 7:00 PM.

The Roundtable meeting adjourned at 9:23 pm.