

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Eleventh meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, February 20, 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	✓	David Lee*	Office of Howard County Executive Allan Kittleman	✓
Christopher Yates, Vice Chair*	District 9	✓	Grace Fielhauer	Alternate for David Lee, Office of Howard County Executive Allan Kittleman	
Jesse Chancellor*	District 9	✓	Bryan Sheppard*	Office of Baltimore County Executive Kevin Kamenetz	✓
Howard Johnson*	District 12	✓	Gary Smith*	County Councilman Jon Weinstein	✓
Drew Roth*	District 12	✓	Kimberly Prium	Alternate for Gary Smith, County Councilman Jon Weinstein	
Gail Sigel	Alternate for Drew Roth, District 12	✓	Ellen Moss*	County Councilman John Grasso	
Paul Verchinski*	District 13	✓	Brent Girard	Office of Senator Van Hollen	✓
Rusty Toler*	District 13	✓	Paul Shank, Chief Engineer	MAA	✓
Mary Reese*	District 30	✓	Robin Bowie, Director Office of Environmental Services	MAA	✓
Evan Reese	Alternate for Mary Reese, District 30	✓	Karen Harrell	MAA	✓
Tim Rath*	District 31	✓	Louisa Goldstein, Counsel	MAA	✓
Paul Harrell*	District 32	✓	Trey Hannah	MAA	✓
Richard Campbell	Alternate for Paul Harrell, District 32		Jonathan Dean	MAA	✓
Dan Klosterman*	District 32	✓	Greg Voos	NBAA	
Marcus Parker Sr.	Alternate for Dan Klosterman, District 32		Kyle Evans	General Aviation Rep, CP Management LLC	

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Roundtable Member	District / Organization	Attended	Roundtable Member	District / Organization	Attended
David Scheffenacker Jr.*	District 32	✓	David Richardson	Southwest Airlines	
Erica Wilemon*	District 33	✓	Leslie Swann, Airspace Services Senior Advisor	FAA	✓
Linda Curry	Erica Wilemon, District 33	✓	John Belk, PBN Policy Group Team Manager	FAA	✓(Phone)
Pat Daly Jr. *	Office of Anne Arundel County Executive Steven Schuh	✓	Scott Proudfoot, BWI Air Traffic Manager	FAA	✓
Ramond Robinson	Alternate for Pat Daly Jr., Office of Anne Arundel County Executive Steven Schuh		Paul Takemoto, Office of Communications	FAA	✓

**Voting Members*

Contractor Support

Kurt Hellauer, HMMH
Adam Scholten, HMMH
Royce Bassarab, HNTB

MEETING MATERIALS

Participants received the following materials in advance:

- Meeting Agenda for February 20, 2018
- Draft Meeting Minutes from December 5, 2017
- Draft Meeting Minutes from January 16, 2018
- Draft Proposed New Section of FAA Reauthorization Act of 2018

Handouts at meeting:

- Draft January 16, 2018 Meeting Minutes
- Draft Proposed New Section of FAA Reauthorization Act of 2018
- Note Regarding BWI Marshall Airport Noise Zone from Mr. Howard Johnson, DC Metroplex BWI Community Roundtable District 12 Representative
- DC Metroplex BWI Community Roundtable Thank You Letter for Budget Testimony
- DC Metroplex BWI Community Roundtable 2017 Annual Report
- MAA NextGen Briefing with Budget & Taxation Committee, Thursday February 1, 2018
- "FAA's NEXTGEN PROGRAM: WHAT WENT WRONG AND HOW CONGRESS CAN FIX IT", prepared by Montgomery County Quiet Skies Coalition (MCQSC) on January 31, 2018

1. Introductions (7:10)

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.

Review and approve agenda for tonight's meeting

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Mr. Brasher inquired if Roundtable members desired to discuss the agenda for the meeting. Vice-Chair Mr. Chris Yates moved to approve the agenda. Mr. Paul Verchinski seconded the motion. All were in favor. Tonight's meeting agenda is approved.

Review and approve December 5, 2017 meeting minutes

Mr. Brasher discussed the December 5, 2017 meeting minutes and noted that although the minutes were circulated at the January 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. Verchinski moved to approve the December meeting minutes. Mr. Jesse Chancellor seconded the motion. All were in favor. The December 5, 2017 meeting minutes are approved.

Review and approve January 16, 2018 meeting minutes

Mr. Brasher noted the Roundtable minutes for the January 16, 2018 meeting were recently circulated to the Roundtable for review. He inquired if the Roundtable wanted to move ahead with approving the January minutes, or defer approval of the minutes to the March Roundtable meeting. Mr. Gary Smith noted there was an error in the January minutes as it relates to the attendance of Ms. Kimberly Prium. Mr. Smith noted Ms. Prium was noted in the minutes as being present for the January meeting, but Ms. Prium was actually not in attendance. Mr. Brasher noted the January minutes would be corrected accordingly to reflect that Ms. Prium was not in attendance. Mr. Yates moved to approve the January minutes with the corrections noted by Mr. Brasher and Mr. Smith. Mr. Smith seconded the motion. All were in favor. The January 16, 2018 meeting minutes are approved.

Roundtable election reminder

Mr. Brasher reminded Roundtable members that under the Roundtable charter there are yearly elections for Chair and Vice-Chair. Mr. Brasher noted he has received comments from other Roundtable members desiring to postpone the elections until March. Mr. Chancellor moved to postpone the Chair and Vice-Chair election until the March Roundtable meeting. Mr. Smith seconded. All were in favor. The Election of the Roundtable Chair and Vice-Chair are postponed to the March Roundtable meeting.

2. Updates on PBN Working Group and Responses on Data Requests

Mr. Brasher moved to discuss updates from the PBN Working Group and data requests from the Roundtable to the FAA. Mr. Brasher noted he was pleased to have representatives of the FAA in attendance and was hopeful they would be able to give an update on the PBN process as well as work through some of the action items assigned to the FAA by the Roundtable.

Mr. Yates presented the spreadsheet of action items assigned to the FAA. He noted the action item list represents all the items for which the Roundtable has requested clarification or additional data over the last few months and has reached approximately 102 items. Mr. Yates noted that in the interest of time, he would only initially be reviewing approximately ten of the items, which represented the items assigned to the FAA with the highest priority.

Mr. Yates discussed action item 52, "Request baseline report from Phase 1 of the PBN Implementation Working Group", and inquired if the FAA had any insight on this item. Mr. Leslie Swann from the FAA introduced himself and thanked the Roundtable for his invitation to attend tonight's meeting. Mr. Swann responded to Mr. Yates question, and noted the baseline analysis report is complete, but is awaiting a signature from airspace services and has yet to be signed. He also noted that in order for the Roundtable to gain access to the report, a Freedom of Information Act (FOIA) request should be made to the FAA.

Ms. Linda Curry inquired if Mr. Swann had an idea of when the baseline analysis report (BAR) may be signed. Mr. Swann indicated he did not know when the BAR would be signed, and inquired with Mr. John Belk from FAA if he knew how long the BAR had been waiting for a signature and when it may be signed for release. Mr. Belk noted that in order for a Performance Based Navigation (PBN) project to move forward, a core working group must complete the BAR prior to the assembly of a full working group and the commencement of full working group activities and a review by FAA legal. Mr. Belk noted he was not aware of the exact date, but that the BAR for the Capital Project Working Group would have been signed prior to the start of full working group activities, which began in August 2017. Mr. Belk also noted that the FAA would prefer the Roundtable make a FOIA request for the BAR, and that the FAA would be happy to help the Roundtable with the FOIA request if they were uncertain of how to navigate through the process.

Ms. Curry inquired when it was determined by FAA that a FOIA request was needed to obtain the BAR. Mr. Belk noted he was not aware of the specific date when the decision was made, but that the date could be provided if the Roundtable desired. Mr. Belk also noted that once the FOIA request is made that the timeline for the FAA fulfilling the request was relatively quick. Ms. Curry responded that the Roundtable's issue is that the BAR was requested from the FAA in August, and that the Roundtable is now just learning that a FOIA is needed to obtain the report from the FAA and considerable time has been lost in the meantime.

Mr. Belk further discussed the BAR, and noted it looks at the scope of the project, which he believed was shared with the Roundtable. Ms. Curry interrupted, and noted the scope of the project had not been shared with the Roundtable. Ms. Curry inquired if the scope also required a FOIA request to the FAA. Mr. Belk responded he was under the impression, the scope had been shared with the Roundtable and that if it was not, it was something the FAA would work to rectify. Ms. Curry inquired if the scope could be provided by the next Roundtable meeting. Mr. Belk responded that the Minutes from the August 10, 2017 Technical Exchange Meeting between the FAA and the MAA reflected the scope of the project and that those minutes were shared with Mr. Paul Shank from the MAA on September 21, 2017 and were recently re-sent. Mr. Roth inquired if the August 10 meeting minutes clearly identify what items were considered as being within the scope of the project. Mr. Belk responded the August 10th minutes discussed exactly what items the FAA was considering as being contained within the scope of the Project and are also reflected in a PowerPoint presentation which was presented at that meeting.

Mr. Patrick Daly inquired as to why a FOIA request was required. Mr. Swann noted that the FOIA process is typically used when any citizen or organization of the US is requesting information from the US Government. The FOIA process is required as that is the current policy of the US Government for disseminating information and it allows for the redaction of classified or sensitive information. Ms. Curry inquired as to why a FOIA is necessary at this point. She noted the Roundtable has been talking with the FAA for some time and never once has the FAA informed the Roundtable the information needed to be obtained through a FOIA request. Ms. Curry concluded by inquiring that, moving forward, would everything the Roundtable has requested since August now needs to be done through a FOIA and that without a FOIA the Roundtable would not be able to obtain the documents that have been requested. Mr. Yates responded and noted that the Roundtable would come back to discussing the FOIA issues at a later date and that the Roundtable would proceed with submitting a FOIA request for the BAR.

Mr. Brasher inquired if the PBN working group meetings to date have minutes. Mr. Belk responded that detailed minutes are compiled for each of the PBN working group meetings and include descriptions of the potential procedure designs. Once reviewed by FAA legal it would be the preference of the FAA for the Roundtable to request the minutes through the FOIA process if they would like to review. Mr. Smith inquired as to whom requests should be directed to from the Roundtable for clarification on Roundtable

requests whether it be via a FOIA or otherwise. Mr. Swann responded and noted it would be best for the Roundtable to direct requests to the FAA Regional Administrator, as that will streamline the communication and coordination process.

Mr. Yates moved on to discuss action item 43, "Roundtable members asked FAA to seek a waiver (to vector departures) to produce some dispersion". Mr. Swann noted there are no waivers required for controllers to have the ability to vector aircraft. Mr. Swann added that NextGen procedures are designed to reduce risks for repeatable flight paths and reduce interaction between pilots and air traffic controllers, but that controllers will vector as necessary on an as needed basis.

Mr. Yates discussed action item 49, "Meeting with SW Airlines to discuss higher altitudes during visual approaches". Mr. Swann noted that the FAA conducted research to determine if this meeting with Southwest Airlines occurred, and was unable to locate any records indicating that such a meeting had taken place.

Mr. Yates reviewed action item 53, "explain the acronym RAPT". Mr. Swann explained the acronym RAPT stands for Regional Airspace and Procedures Team. He explained the RAPT is a regional level focus point for coordinating the approval and prioritization of Required Navigation Performance (RNP) and other instrument procedures.

Mr. Yates discussed action item number 54, "Minutes from the 10 August FAA/MAA Technical Meeting". Mr. Belk noted the minutes from the August 10, 2017 meeting have been provided to MAA for distribution to the Roundtable and that a comprehensive PowerPoint that was presented at that meeting can be provided if it had not been already.

Mr. Yates presented action item 21," Mr. Evan Reese requested that FAA develop maps and pull data showing operations for the 2017 timeframe". Mr. Belk noted that he recalled the request for this data was made, but that he could not recall the request was approved. Mr. Yates inquired if this should be left as an open item to which Mr. Belk agreed.

Mr. Yates reviewed action item 26,"Mr. Reese asked how the notional paths compare to NextGen and pre-NextGen paths. He asked for a percentage overlap". Mr. Swann noted an initial briefing on the notional was provided on November 7, 2017 and that a more detailed final briefing would be provided within the next few months once the procedures are mature and closer to finalization.

Mr. Yates moved on to discuss action item 39, "Mr. Belk asked if MAA could provide FAA with complaint data with smaller pinpoints on addresses to be more precise". Mr. Belk noted that the data was never received, but that it has been overcome by events as well as more recent analysis and would no longer be helpful. Mr. Yates agreed and noted MAA has been doing a lot of work related to this task.

Mr. Yates concluded by reviewing action items 62 and 71, "Request copies of all minutes of PBN Working Group meeting" and "Mr. Shank or Mr. Brasher to reach out to FAA for contact information of responsible individual(s)". Mr. Yates noted item 62 had already been discussed earlier during the meeting and that action item 71 had already been completed.

Mr. Swann noted with regards to minutes from the PBN working group meetings that the FAA normally does not release the minutes as they are pre-decisional in nature. He noted the FAA does not intend to release the minutes at this time, but that the Roundtable will have opportunities to ask the working group about their activities when they come back to brief the Roundtable on the mature notional designs. Mr. Drew Roth responded and explained Ms. Elizabeth Lynn Ray from the FAA gave the

Roundtable a presentation on the process for changing procedures. He noted that as part of that process, Ms. Ray explained that various proposals for procedures would be presented to the working group as options. Mr. Roth emphasized that at no point since the working group was formed has the FAA provided information to the Roundtable on what proposals were put forward and if any of these proposals addressed the Roundtable's concerns. Mr. Swann responded and noted that the working group planned to return to present to the Roundtable in April and additional data regarding the proposals presented to the working group will be provided.

Ms. Reese noted that when the working group process was described to the Roundtable a year ago, the Roundtable was assured they would be kept informed of what information was put before the working group at the start of the process. She noted what is being proposed now is the opposite, and that the information will be presented at the end of the process, and does not allow the Roundtable to react and determine if concerns are being addressed. Mr. Belk responded and noted that this project was very large in nature with respect to Reagan National (DCA), Dulles International (IAD), Andrews Air Force Base (ADW), Baltimore Washington Thurgood Marshall International (BWI), and other airports. He noted that all the flight procedures in this area are intertwined and complex. Mr. Belk noted that he recalled Ms. Ray stated in her presentation that there would be periodic updates on the progress of the working group, to which one was provided in November and another will be forthcoming in April. For the FAA to give a monthly update to how procedures are evolving is difficult, and would not be practical as the procedure designs are constantly changing and being adjusted during each working group meeting. Mr. Roth responded and noted that he did not ask for a month-by-month or blow-by-blow update, he asked for the proposals the working group was going to consider on behalf of the Roundtable at the beginning of the PBN process.

Mr. Belk noted the working group has been given a consistent message and tasking with regards to the Roundtable's concerns. He noted this message has not changed, and Mr. Shank on behalf of the Roundtable kept the working group apprised of the Roundtable's concerns and what had been discussed with the Roundtable during the August Technical Exchange and November Roundtable meetings. Mr. Belk emphasized the working group has not forgotten what they were trying to accomplish, and he could not predict how acceptable the work that was done by the working group will be to the Roundtable in April, but the working group went to great lengths to try and accommodate what the Roundtable asked the working group to do.

Mr. Jesse Chancellor interjected and noted it needed to be clarified that the PBN working group is working on the request of the Roundtable. He explained the Roundtable has a single request, which is to revert flight paths back to pre-NextGen procedures to the maximum extent possible using new technology. Mr. Chancellor noted that the working group might have ended up working on some items that were the result of speaking with the Roundtable, but the work that is actually being done is the work of the FAA. Mr. Paul Harrell responded and added that as one of the Roundtable members present at the August Technical exchange meeting, there were some items requested by the Roundtable that were not included in the presentation from the FAA regarding the scope of the project. He noted the question the Roundtable is asking is for the FAA to confirm the proposals that were put forward to the working group were what the Roundtable actually asked for. The Roundtable has heard multiple reports from Mr. Paul Shank regarding the working group and that some proposals may not represent exactly what the working group is asking for but has never heard from the FAA directly.

Mr. Swann inquired with Mr. Belk that when the working group presents to the Roundtable in April, that does not necessarily reflect the work of the working group is complete. Mr. Belk responded that when the working group presents to the Roundtable in April the working group has reached a point with the notional designs that have accomplished what was asked of the working group to the maximum extent

possible. He explained that if there were still concerns, however, that there was some flexibility to re-engage and make additional adjustments. Mr. Belk concluded with noting that changing procedures are a complex process and that the working group was committed to trying to address as many of the Roundtable's concerns as possible.

Mr. Brasher provided a summary of the Roundtable's position. He noted the Roundtable was formed in March 2017, at which point they asked the FAA to immediately revert to old procedures. He noted Ms. Elizabeth Lynn Ray of the FAA responded to the Roundtable's request and said the FAA was not able to revert to procedures immediately. The Roundtable understood, and decided to continue to engage with the FAA. Ms. Ray also noted during this time that none of the PBN procedures that were implemented changed arrivals. Mr. Brasher noted the Roundtable then went through a period of discovery regarding the approaches and other procedure changes at BWI.

Mr. Brasher continued and noted the FAA then received a presentation from Mr. Robert Owens in July and explained how in the past aircraft were vectored on arrival and departure but were no longer being vectored as frequently. The Roundtable emphasized to Mr. Owens the preference toward vectoring, and he indicated more vectoring was possible and could be implemented without changing procedures. The Roundtable followed up the presentation from Mr. Owens with a letter to the FAA dated July 25, 2017, but did not receive a response. Following the letter, the Roundtable had a follow-up call with Mr. Owens and Ms. Ray where both expressed the idea that the FAA would try some informal measures to try to achieve the goals of increased vectoring as requested by the Roundtable.

Mr. Brasher noted it was not long after this call that the PBN working group was formed and the Roundtable realized the working group had not received formal input from the Roundtable. The Roundtable drafted a letter on September 8, 2017 to the FAA detailing the Roundtable's concerns of early turning, lower, and more concentrated flight paths and requesting the FAA return procedures back to historical flight patterns. He explained the Roundtable did not get a response to the letter for a long time, and eventually received a response from Ms. Jodi McCarthy of the FAA noting the FAA was committed to transparency. Mr. Brasher noted the Roundtable needing to request meeting minutes from the working group meetings via the FOIA process was not transparent, but the Roundtable would proceed anyway. Mr. Brasher concluded by asking Mr. Swann what the FAA was considering to do about increasing aircraft altitudes.

Mr. Swann responded that the working group is looking at various options to address the Roundtable's concerns and that changing procedures is a complex process. He noted when one procedure is changed, it is a domino effect that touches other procedures and then may require changes to those procedures as well. Mr. Swann noted that even with these challenges, the FAA is committed to seeing what options are available that could try to address all the Roundtable's concerns.

Ms. Mary Reese noted that a lot of what was going on was not new procedures, especially concerning arrivals. She noted many of the changes were the result of the way air traffic controllers are managing air traffic and doing things that the new NextGen system has incentivized them to do, such as clearing aircraft direct to navigational points, visual approaches, and to fly at lower altitudes. Ms. Reese also noted that controllers told her they are not able to revert to more vectoring sustainably as the workforce of air traffic controllers has been cut. She noted during the Roundtable's visit to Potomac TRACON in Warrenton, VA the controllers and other staff she spoke with indicated that the staffing has been cut significantly. Mr. Swann responded he was not aware of the staffing at Potomac TRACON, but noted the FAA recently hired a large amount of Air Traffic Controllers and the FAA was not cutting back on the controller workforce.

Ms. Reese indicated she did not understand the domino effect described by Mr. Swann. She noted clearing aircraft for less visual approaches, and creating more waypoints for controllers to clear aircraft would increase dispersion. Accomplishing those things would not necessarily result in a domino effect. Mr. Swann noted the FAA is under a congressional mandate to modernize ATC system. He explained that as part of that modernization new routes are designed to be safe, repeatable, and conform to flight standards. He noted air carriers must also be involved as part of this process and that the FAA must ensure procedures that are designed can actually be flown. Ms. Reese inquired if there are still some aircraft that need to be vectored. Mr. Swann responded that some aircraft are still vectored, but also that procedures are designed with the intent most aircraft will not need to be vectored.

Ms. Reese indicated she was displeased with Mr. Swann's responses and that he was avoiding the question posed by Mr. Brasher regarding changing aircraft altitudes. Mr. Belk responded he was not comfortable answering the question as this is an issue still being explored by the working group and would be more comfortable providing details at the April meeting.

Ms. Reese interjected and noted the Roundtable was not sure the FAA had briefed the PBN working group about the Roundtable's concerns. Mr. Brasher agreed, and noted at the November meeting the FAA PBN Co-leads would not acknowledge that they got RT's September letter. Mr. Brasher explained he believed the FAA wants to help solve the Roundtable's problems and that the Roundtable has been clear in what they want. He concluded by noting that the most recent letter from Ms. McCarthy was not helpful, but truly does believe people in FAA want to address the Roundtable's concerns and thanked the FAA for attending the meeting.

Mr. Brasher moved to discuss public comments. Mr. Verchinski interjected, and noted he wanted to make a comment about the method with which MAA is aggregating complaints that are being recorded via telephone. Mr. Verchinski noted he placed a public comment via phone the day of the meeting and that the phone system asks for detailed information. He noted it does not specify what that detailed information is, and that people likely do not know what to provide. He concluded by stating that this was a major oversight and should be investigated. Ms. Brasher agreed and noted it should be reviewed.

Deliverables:

- **MAA to review complaint hotline for information requested of complainants**

3. Public Comment

Ms. Laura Donovan of Glen Burnie discussed a report from the Office of the Inspector General (OIG) regarding the delayed implementation of PBN due to community concerns over aircraft noise. Ms. Donovan explained further that in the report it was noted that while regulations did not require the FAA to fully assess the impact of aircraft noise, the FAA could have anticipated there would have been issues due to public controversy surrounding the implementation of similar procedures at other airports. Ms. Donovan wanted to know what agency to speak with that was in charge of the regulations that did not require the FAA to fully assess the impact of aircraft noise. Mr. Swann responded he could not really answer the question, but the National Environmental Policy Act (NEPA) contained the regulations that governed noise impact with regards to the implementation of procedures. Ms. Donovan inquired further and asked if she was informed after contacting the agency in charge of NEPA that the responsible agency was the FAA, who should she contact at FAA? Mr. Swann noted she would likely need to contact the Regional Administrator, Ms. Jennifer Solomon, but was not sure.

Mr. Drew Breittholz of Severna Park noted he lived near Round Bay for over four decades and that he is on the arrival path for BWI. He noted in the past aircraft sporadically flew over the South River. Since the flight paths have changed in the last few years, he has noticed aircraft are now flying over the South River every three to five minutes. He has also noticed from flight tracking applications such as FlightRadar24 that planes a year ago were coming over the area between 3,200 and 3,700 feet. Most recently, aircraft are consistently getting lower and lower. Mr. Brightholtz noted he has flights from carriers such as FedEx and Amazon Prime coming in at altitudes between 1,200 and 1,800 feet. He inquired as to why aircraft cannot remain above 3,000 feet as has been the case in the past instead of the lower altitudes he has observed recently. Mr. Roth responded that he created a diagram to the effect of Mr. Breittholz's comments and provided it in the letter drafted by the Roundtable and sent to the FAA in September.

Mr. Mark Peterson of Elkridge noted after the last Roundtable meeting in November he went outside to observe aircraft. He noted where he lives he can see multiple planes lining up to fly over his residence. He noted the first aircraft he saw was a Southwest flight, which rattled the windows in his home and was difficult to speak over. That aircraft was followed by a British Airways Boeing 787, which appeared to be one-third higher in altitude than the Southwest flight before. After the British Airways flight, there was another Southwest airlines flight which appeared to be as low as the first flight. He noted that the pilot of the third flight could see that the second flight was higher than that aircraft, yet that aircraft remained lower than the second flight. He noted he was not sure if British Airways uses some other system, but that aircraft was barely on the verge of being tolerable. He also noted he could tell the British Airways flight was a Boeing 787 by looking up. The Southwest flights he was not able to determine since they are impossible to identify due to the large number that fly in and out of BWI, but he suspects they were Airbus. Mr. Peterson inquired why it is that low altitudes are blamed on the aircraft computer systems, since the systems are supposed to be similar between aircraft yet are creating large differences in altitude.

Mr. Michael Bahr of Harmans Woods noted he resides three miles from the airport and his residence faces to the northwest. He noted when aircraft are departing runway 28 they generally appear above the tree line of his property. Recently, he has seen an increase in the number of aircraft below the tree line. He noted on or around approximately February 7 or 8 that it was very loud when aircraft were departing and that he could hear aircraft departing from the airport. He explained that once the departing aircraft cleared the tree line of his property, they were very loud, and were turning around his home or right after Aviation Boulevard. He noted these sharp turns and low altitudes over his home started in September, and that he can see the low loud turns on radar tracking applications. He noted the sharp turns appear to be predominantly from flights bound for Northeast destinations such as Boston, New York, and New Hampshire. Mr. Bahr also noted that he is sensing there is an older cycle of jet aircraft that are flying through BWI that were retired 25 years ago, such as stage one or stage two aircraft. He noted these aircraft were much louder when taking off, and newer aircraft are much quieter.

Mr. Shank noted that aircraft flying today must be certified to stage three or greater noise standards and that it appears aircraft are turning before the Noise Abatement procedure for runway 28 which mandates no turns before 3 Nautical Miles (Nmi) Distance Measuring Equipment (DME) and thus flying lower to the ground and could be visual noise. Ms. Curry interrupted and inquired what was meant by the term "visual noise". Mr. Shank explained that it was a term used by the PBN working group that if an aircraft fly's directly overhead, it is interpreted to be louder than it really is based on visually observing the aircraft. Ms. Curry noted that it was offensive to hear this term and implies that the aircraft was quieter than it actually was to the community. Mr. Shank responded he appreciated Ms. Curry's comment and was reporting back on what he observed during the PBN working group meetings. He

noted that he did not disagree with Ms. Curry, and that by virtue of the aircraft being closer the aircraft was nosier. Mr. Swann noted that “visual noise” was not an official term used or recognized by the FAA.

Mr. Bahr inquired about the rules governing aircraft noise as were presented in the Airspace 101 session preceding the Roundtable meeting and what the airport could do to influence aircraft fleet mix. Mr. Kurt Hellauer of HMMH responded that aircraft are certified under Federal Aviation Regulations (FAR) Part 36, and that the airport does not have the ability to exert control over what aircraft operators choose to operate at an airport. Mr. Chancellor inquired if the airport does not have control over the aircraft fleet mix or other aspects of airport operations, what items can the airport control. Mr. Hellauer responded the airport could conduct a FAR Part 150 or FAR Part 161 Study. He explained a Part 150 Study sets forth the standardized means of accounting for and modeling aircraft noise and allows for the development of Noise Compatibility Programs (NCPs) which also can include voluntary Noise Abatement Procedures (NAPs). He also explained a Part 161 Study allows an avenue for airports to establish restrictions on operations such as curfews, but that it is a long, complex, difficult, and cumbersome process that the airport must petition the FAA to approve. Mr. Chancellor responded that if a Part 161 Study is at the petition of the airport, couldn't that include the airport petitioning the operators with FAA approval to change the aircraft fleet mix to phase out older and nosier aircraft. Mr. Hellauer responded that this has already occurred under FAR Part 36 through the certification of aircraft noise levels through Stages, and that Stage 1 and 2 aircraft have already been retired. Mr. Bahr inquired as to what was the definition of “retired” with regards to aircraft certification. Mr. Hellauer responded the term “retired” as it relates to aircraft certification meant an aircraft was no longer allowed to operate within the US National Airspace System (NAS).

Mr. Bahr noted recently he has been hearing some aircraft at the beginning of their departure roll, but that most of the time aircraft on departure roll have been relatively quiet at his residence. He noted he felt there was something going on with these aircraft perhaps related to fleet mix that made these aircraft louder. Mr. Brasher noted it would be beneficial to try and track these aircraft and identify specific flight numbers or flight times so the Roundtable could engage with the airlines to see if they would be willing to help address the Roundtables concerns.

Ms. Barbra Deckert of Elkridge inquired as to why the FAA is suddenly requiring the Roundtable to submit a FOIA to obtain information regarding the proceedings of the PBN Working Group Meetings. She inquired further if this was precipitated by the pending legal action against the FAA by the State of Maryland. Mr. Swann responded the requirement for obtaining information via a FOIA was not the result of pending legal action against the FAA and that the FOIA process was the general process that needed to be followed for obtaining information from the government. Ms. Deckert inquired further, as to whether the FOIA request would involve fees from the government. Mr. Swann noted that if the amount of information requested exceeds a certain threshold it may require fees. Ms. Deckert responded and inquired among the Roundtable members if the Roundtable has a budget for FOIA fees. Mr. Brasher responded the Roundtable would proceed with submitting the FOIA requests and find out when a response is received.

Ms. Deckert inquired if the pending legal action against the FAA from the State of Maryland would affect the proceedings of the PBN Working Group. Mr. Swann responded the pending legal action would have no impact on the working group's proceedings.

Mr. Brent Gerard of Senator Chris Van Hollen's office noted that if a FOIA request is in the public interest that FOIA fees may be waived through a voucher and would be happy to assist the Roundtable if necessary to obtain the voucher.

4. Roundtable Annual Report

Mr. Brasher moved on to discuss the 2017 Roundtable Annual Report. Mr. Brasher noted he received a lot of feedback on the report from various Roundtable members and incorporated most of that feedback into the report. However, he noted there was one substantive comment from Mr. Howard Johnson that had not yet been incorporated to which he believed there should be a full Roundtable discussion.

Mr. Johnson discussed his suggested additions to the 2017 Roundtable Annual Report. Mr. Johnson noted that the MAA is mandated by Maryland state law to work with communities to develop an Airport Noise Zone (ANZ) to mitigate and control land use as established by the Maryland Environmental Noise Act of 1974. He concluded the FAA essentially disowns responsibility for noise and other environmental concerns the agency creates by referring concerns to the airport operator, and that evidence of this is exemplified by the results of the FAA's implementation of NextGen and associated navigational waypoints.

Mr. Brasher noted he believed Mr. Johnson's comments should be included and then the 2017 Annual Report be provided to the MAA to verify the accuracy of a few items and make minor corrections. Mr. Chancellor motioned that the 2017 Annual Report be accepted after the inclusion of Mr. Howard's comments and appropriate corrections. Mr. Smith Seconded. All in favor. The 2017 Roundtable Annual Report was accepted with corrections.

5. Discussion of Roundtable Potential Next Steps

Mr. Brasher moved on to discuss potential next steps for the Roundtable in addressing noise concerns. Mr. Brasher noted potential next steps were discussed at length during the January meeting, but he thought additional discussion was warranted. He noted it appears the FAA will not be presenting notional designs at the March Roundtable meeting and that this presentation will likely occur at the April meeting. He also noted the MAA has a large amount of material to present at the March meeting that addresses a variety of Roundtable requests, and that this discussion is geared toward planning what the Roundtable should do after the FAA presents the notional designs in April.

Mr. Brasher noted the Roundtable has worked through an extensive discovery process regarding flight procedure changes at BWI Marshall. He noted at the January Roundtable meeting he presented a lengthy list of potential courses of action for the Roundtable to take as next steps, but that some of these items were far outside the scope of the Roundtable. He noted this discussion represents a few of his thoughts on where the Roundtable could be working moving forward.

Mr. Brasher discussed FAA engagement with the Roundtable, and noted moving forward he was unsure what engagement with the FAA would make sense depending on what the FAA presents regarding the notional designs in April. He noted the FAA is a stakeholder in the Roundtables concerns and that to one degree or another the Roundtable will likely always want to be engaged with the FAA.

Mr. Brasher next discussed pursuing Federal legislation. He noted the DC Metroplex BWI Community Roundtable has been working with other Roundtables across the country to draft legislation that would address their concerns. He explained there is a lot of legislation and language in bills that have been proposed to address various Roundtable concerns, but they have not progressed beyond draft form. He noted that while the proposed legislative language has been helpful, it is prospective in nature and focuses on fixing problems in the future rather than addressing issues that are affecting communities now.

Mr. Brasher then discussed engaging the MAA and airlines. Mr. Brasher noted he considered this a "best practices" approach and that if there are actions the MAA or airlines could pursue that would address

the concerns of communities surrounding BWI Marshall they should do so. Mr. Brasher discussed that some airlines have noisy aircraft flying into BWI Marshall and that perhaps they could reallocate those aircraft elsewhere where it would not have as great an effect on residents. He also noted that the airlines could also be helpful in educating pilots to be more sensitive to aircraft altitudes and how that affects residents.

Mr. Patrick Daly inquired about the status of the Maryland Attorney General's (AG) counsel search or potential legal action against the FAA. Ms. Louisa Goldstein of the MAA noted she did not have an update on the status, and that the request for the Roundtable Chair to meet with the AG was still open. Mr. Brasher noted he sent an e-mail to meet with the AG but did not receive a response. Ms. Goldstein noted she called the AG's assistant regarding arranging a meeting with Mr. Brasher, and will follow up with the AG's assistant again if Mr. Brasher did not receive a response from the AG.

Mr. Brasher moved on to discuss the next item on the agenda regarding the Maryland Senate budget session. Mr. Verchinski interjected and noted before moving on he wanted to discuss the efficiency of continuing to have monthly Roundtable meetings. Mr. Verchinski noted he is becoming increasingly frustrated attending each Roundtable meeting, as the meetings do not appear to be resulting in action from the FAA on addressing the Roundtable's concerns. He explained that in his opinion, the Roundtable should only meet in full if the FAA is going to present material. Otherwise, many of the Roundtable actions that are being proposed can be addressed by the Roundtable's various committees offline and then brought to the attention of the Roundtable Chair or Vice-Chair when feedback on an item is required by the full Roundtable membership. Mr. Smith commented it is important to have the FAA on record that they are unwilling to respond to the Roundtable's requests, and that by having meetings monthly, the FAA's unwillingness to work with the Roundtable is constantly reinforced. Mr. Verchinski agreed, but noted that in the future, unless the FAA has something to present the Roundtable should not be meeting because the act of meeting is giving the public and elected officials the false impression that the Roundtable is making progress on having their concerns addressed.

Mr. Chancellor noted he agreed with Mr. Verchinski and wanted to add the Roundtable has three committees, legislative, technical, and communications. He explained the communications and legislative committees still have roles to play in helping to conduct community outreach regarding the Roundtable's concerns and draft legislation. He noted he is concerned about the technical committee, however, as the technical committee has already made a simple recommendation for the FAA to revert to prior flight paths and that whatever solution the FAA develops to address those recommendations is the FAA's solution and not the Roundtable's. He noted that going forward any work done on the technical front should be reviewed against the work of other Roundtables, looking at the resources they have found to be necessary for adequate technical support. Mr. Chancellor concluded by noting that moving forward, the Roundtable should look at the work other Roundtables have done around the country on technical issues that have been successful and cautioned against the Roundtable generating new recommendations to the FAA from a technical perspective.

Mr. Brasher noted that despite the lack of progress from the FAA, he believed there is still a role for the Roundtable to play by meeting monthly. He highlighted that Mr. Gerard from Senator Van Hollen's office is in attendance, and shows having monthly meetings provides an outlet for the Roundtable to communicate with elected officials. He also noted that the Roundtable also serves as an outlet for various communities and the general public to express their views on aircraft operations in and around BWI Marshall and also aids the MAA as it helps to augment the MAA's existing complaint process. Mr. Brasher concluded by stating that while the Roundtable should consider not meeting monthly, he still believes the Roundtable should continue to meet regularly as the group has an important role to play and there is still engagement to take place between the Roundtable and the FAA in the months to come.

Ms. Curry noted that she believed Roundtable meetings need to be more productive. She explained there are times where it feels as if the Roundtable is not making progress and being entertained with a presentation on information to which the Roundtable already knows. She also explained that there have been long delays in waiting for some information, such as the next FAA presentation from the PBN Working Group, which pose challenges in making progress such as what the Roundtable has planned for upcoming meetings in March and April. Mr. Brasher responded and highlighted that the MAA has a number of items they plan to present at the March meeting, and that the FAA will be returning to present the notional designs at the April meeting. He noted in the meantime, the Roundtable would need to decide how they should pursue potential courses of action and determine if those should be pursued now or wait until after the FAA presents in April. Mr. Verchinski responded and noted he believed personally with items such as the FAA Reauthorization Bill, these items need to be pursued sooner rather than later or else the opportunity to have an impact will be missed. Mr. Brasher agreed with Mr. Verchinski, and moved to discuss a report of the Maryland Senate budget sessions presented by Ms. Curry.

6. Maryland Senate Budget Session Report

Ms. Curry provided a report on the Maryland Senate Budget and Taxation briefing on BWI Marshall Noise and the MAA's explanation of Metroplex and NextGen. Ms. Curry noted the briefing took place on Thursday February 1 and that five Roundtable members attended the briefing. The Roundtable attendees included Ms. Reese, Mr. Toler, Mr. Chancellor, Ms. Curry, and Mr. Verchinski. Ms. Curry noted the briefing was recorded and that she can provide details of how to access the briefing to those interested at the conclusion of tonight's Roundtable meeting.

Ms. Curry provided observations on the briefings, and noted that Mr. Paul Shank discussed on record that BWI Marshall Aircraft operators do not benefit from NextGen departures, prefer vectoring on departure, do not believe NextGen works, and believe arrival flights could fly at greater altitudes. Ms. Curry also noted Mr. Shank expressed that he believed the FAA's main operating concerns are resulting in recent efforts to change BWI Marshall procedures and that a majority of complaints from residents in Columbia is the result of changes in procedures that have concentrated aircraft flight paths.

Ms. Curry highlighted that some of the slides prepared by MAA for the briefing were misleading, and that they were inadequate at showing changes in aircraft flight paths and concentrations during the pre and post-NextGen periods. Ms. Curry presented graphics from the 2017 Roundtable Annual Report that she noted the Roundtable better depicted the changes in pre and post-NextGen flight paths.

Ms. Curry noted that the Senators are concerned about their constituents and are hearing from them in growing numbers. She explained the Senators want to make things better, and that they themselves are affected by noise.

Ms. Curry specifically mentioned some comments and questions from Senator Edward Kasemeyer. She noted Senator Kasemeyer asked the MAA representatives in attendance what they could do to help and if the MAA thought it was possible for the MAA to revert to historical flight paths. Ms. Curry noted Mr. Shank responded, and indicated he thought reversion was possible, but that there was not much more the MAA could do to help the Roundtable. Ms. Curry noted Senator Kasemeyer responded the Roundtable had provided the Senate committee with ideas on how the MAA could help and that the MAA should look further into how they may be able to help. Following the briefing, Ms. Curry noted she spoke with Senator Kasemeyer and informed him reversion was possible based on FAA activities in Phoenix, of which he was not aware.

Ms. Curry noted that the Roundtable is sending out a thank you to the Senators whom were in attendance at the meeting and that they will be having a follow up meeting with them to provide

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additional materials regarding NextGen changes and provide additional suggestions on how they can help the Roundtable. She highlighted that the Maryland Senate budget briefing was only one instance of the many activities the Roundtable is working on that reach beyond each monthly Roundtable meeting.

Ms. Reese commented that during the hearings on February 2, Senator James DeGrange questioned Mr. Shank regarding flights exceeding 85 decibels (dB) over the Annapolis peninsula. Ms. Reese inquired if Mr. Shank recalled his response to the question. Mr. Shank responded he recalled he was not aware of that particular noise level but subsequently was made aware of a report containing that noise level on the Annapolis peninsula. Ms. Reese noted she met with Senator DeGrange the night before the February 2 hearing, and discussed a noise monitoring report for her residence that contained noise levels exceeding 85 dB which Senator DeGrange found difficult to believe. Ms. Reese noted she did not have the report for her residence on hand, but that the report shows multiple events exceeding 65 dB, with many as high or higher than 85dB. Mr. Shank responded that while he was not aware of the 85 dB reported noise level at Ms. Reese's residence, he made clear at the budget briefing that the 85 dB noise level was likely from a single noise event and was not associated with the Day-Night Average (DNL) sound metric the FAA uses for evaluating noise impacts. Mr. Shank noted he understood Ms. Reese's concerns, and that he did not try to marginalize the noise issues affecting the Annapolis peninsula. Mr. Shank concluded by stating that in the briefing he felt he made clear that the high noise levels reported at Ms. Reese's residence may have been on a single event level, and may have been attributed to community noise factors.

Ms. Reese explained that she was not happy with Mr. Shank's responses to Senator DeGrange's questioning at the budget briefing, and that the responses contradicted the results of the noise monitoring report at her residence. Mr. Shank responded he believed he answered the question. Ms. Reese replied that Mr. Shank did answer the question, but that Mr. Shank answered the question incorrectly and is concerned the Senators were briefed inaccurately. Ms. Reese requested Mr. Shank follow up with Senator DeGrange and amend his testimony to more accurately reflect the results of the noise monitoring report at her residence.

Mr. Shank noted he appreciated Ms. Reese's request and that he would follow up with Senator DeGrange accordingly. Ms. Reese commented that Mr. Shank also responded to Senator DeGrange that the reported 85 dB noise level at her residence might have been the result of a noise monitoring application on someone's phone. Mr. Shank noted he mentioned phone based noise monitoring applications and other environmental factors that could have led to the high reported noise level. Ms. Reese responded that these statements were disqualifiers and that Mr. Shank was told in advance that there was a noise monitoring report for a member of the Roundtable where there were recorded 85 dB noise levels. Ms. Reese also noted Mr. Shank's discussion of the DNL noise metric approved by the FAA was not effective at answering Senator DeGrange's questioning and that his overall responses dismissed the impact of the high noise levels detailed in the noise monitoring report from her residence.

Mr. Shank noted he again appreciated Ms. Reese's comments and that he will clarify his response regarding the noise monitoring report at Ms. Reese's residence with Senator DeGrange. Mr. Shank also explained that in his response to Senator DeGrange, he did refer to hand-held recorder devices as multiple Roundtable members have discussed these recordings in prior Roundtable meetings. Mr. Shank concluded that Senator DeGrange did not specifically state the recorded 85 dB noise level was from the noise report at Ms. Reese's residence and that had the Senator identified the report, he would have better understood the context of the question and been able to better remember details from his review of the report.

Ms. Reese requested that the next time Mr. Shank is testifying regarding the Roundtable's noise concerns that reports such as this should be at the forefront of his mind. Ms. Reese noted the

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Roundtable's opportunities to meet with elected officials are highly limited and should be used to the maximum extent possible to advocate for the Roundtable's concerns. Ms. Reese also noted that Senator DeGrange called her a liar prior to Mr. Shank's testimony, and that he did not believe the reported noise levels in the noise monitoring report at Ms. Reese's residence were accurate. Mr. Shank responded he was not aware of Senator DeGrange's interaction with Ms. Reese prior to his testimony and that he would follow up with Senator DeGrange as a courtesy to ensure he understood the results of the report were accurate.

Ms. Caroline Levinole inquired about a graphic presented at a prior Roundtable meeting that showed the noise level generated from one large aircraft event at 65 dB DNL was equivalent to 10 medium sized aircraft events at the same noise level. Ms. Levinole was curious how much louder an event of 85 dB DNL would be than an event of 65 dB DNL. Ms. Levinole noted that she believes that since procedures have changed at BWI Marshall that she is experiencing noise levels which far exceed 65 dB and that this is not reflected by the Noise Exposure Map (NEM) prepared by the MAA to represent 2014 operations. Ms. Levinole concluded by inquiring that if the noise monitoring report at Ms. Reese's residence is correct and there were noise events recorded at 85 dB, how much greater would that event be than if it were to have occurred at 65 dB. Mr. Shank responded that the 85 dB noise level identified in the noise monitoring report for Ms. Reese's residence was associated with a single reported event. He explained the noise levels detailed in the report are also converted to the FAA noise metric, which is not associated with a single noise event or aircraft. The FAA noise metric is the average of daytime and nighttime noise events and was detailed in the noise monitoring report for Ms. Reese's property to be 49 dB DNL. Mr. Shank highlighted that there were individual events in the report that had higher noise levels than 65 dB at a single event level, but that the cumulative daytime and nighttime average of the noise levels in the report did not exceed 65 dB DNL. Mr. Shank explained 65 dB DNL is the noise threshold established by the FAA at or above which the FAA will consider a property as mitigatable. Ms. Reese responded and noted that Ms. Levinole's comments reflect why Mr. Shank's testimony was of great importance, since the Maryland Senators do not care about the FAA's metrics but instead care about how sound disrupts their constituents.

Deliverables:

- **MAA Mr. Paul Shank to follow up with Senator DeGrange regarding testimony at the Maryland Senate Budget and Taxation briefing on BWI Marshall Noise regarding the noise levels recorded at Ms. Reese's residence**

7. Federal Legislative Efforts Update

Mr. Brasher moved to discuss the legislative committee's progress on developing draft legislation for potential inclusion in the upcoming FAA Reauthorization act. Mr. Brasher noted there has been a lot of proposed draft legislation over the past few years as it relates to the FAA Authorization act, but that most of the legislation does not address the problems being faced by communities surrounding BWI Marshall. He noted the Roundtable has received comments from community members involved with the noise issues at Boston Logan International Airport (BOS) as well as some of the initiatives being worked by the Montgomery County Quiet Skies Coalition (MCQSC). Mr. Brasher presented the proposed draft legislation developed by the Roundtable and that the legislation could fit into the FAA Reauthorization Act in Section 419. Mr. Brasher highlighted that the draft legislation works to change the FAA's mission statement to include protecting the public from the detrimental effects of aircraft operations such as pollution and noise in addition to promoting the safety and efficiency of the NAS. Mr. Brasher also explained that the draft legislation also includes language to restore aircraft dispersion and altitudes for arrival and departure aircraft.

Mr. Brasher noted that he and Ms. Anne Hollander from the MCQSC had a conversation that was supported by Senator Van Hollen's office to coordinate activities between the BWI Roundtable's legislative efforts and this of the MCQSC. He also noted the community members the Roundtable has been in communication with at Boston Logan have been in contact with Senator Elizabeth Warren's office and are interested in continuing to move this draft legislation forward. Mr. Brasher noted that the Boston Logan community members are also interested in pursuing legislative language with respect to the treatment of runways at Boston Logan, but plan to pursue this language separately.

Ms. Deckert inquired as to what action is being pursued in Phoenix that is not being pursued in the Roundtable's draft legislation. Mr. Brasher responded that the actions in Phoenix were the result of a lawsuit that resulted in a judgment against the FAA. He noted that discussions are ongoing between the FAA and the city of Phoenix on how procedures will be reverted back to historical flight paths and no decisions have been finalized. Ms. Curry added that to-date the FAA has had three meetings with communities in the Phoenix area and that so far those communities have been in favor of the FAA's proposed actions, but court approval is still required before they can be implemented. Ms. Curry noted that reversion to historical flight paths is not expected until April. Mr. Brasher noted that the Maryland AG is considering pursuing a lawsuit similar to the legal action that was brought against the FAA in Phoenix and is utilizing the same outside counsel as was used in the Phoenix case.

Ms. Hollander from the MCQSC discussed their progress in working with the FAA to try to affect change in reverting aircraft flight paths to historical procedures and the legislative efforts the MCQSC has completed to date. Ms. Hollander noted the MCQSC has found many of the issues with NextGen are the result of the 2012 FAA Reauthorization Act. Ms. Hollander moved on to present a paper developed by the MCQSC titled the "FAA's NEXTGEN PROGRAM: WHAT WENT WRONG AND HOW CONGRESS CAN FIX IT". The paper described the varied research conducted by the MCQSC regarding how NextGen was implemented incorrectly and the efforts Congress can undertake to rectify the mistakes made during NextGen implementation.

Ms. Hollander noted she believed the approach that the legislative committee of the BWI Roundtable has taken was great. She noted the BWI Roundtable's approach differed from that of the MCQSC where it came to drafting legislation, with the MCQSC following the path of asking Congressman and Senators to review various papers drafted by the MCQSC to date and suggest general legislative language. Ms. Hollander also noted that she was leaving in a couple days to attend the Aviation Noise and Emissions Symposium in California and looked forward to meeting with the various community groups from around the country in attendance. She noted that some community groups are fixated on changing the FAA noise threshold from 65 dB DNL to a lower noise level, while other communities are pushing for different alternatives. Ms. Hollander concluded by noting she hoped at the Symposium multiple communities could reach consensus on developing two or three common aviation noise reduction initiatives to pursue with Congress.

8. Adjourn

Mr. Brasher moved to adjourn the meeting. Mr. Roth interjected and requested a motion to file a FOIA request for every question asked of FAA by the Roundtable. Mr. Smith seconded. All in favor. Motion passed.

The next Roundtable meeting is tentatively scheduled for Tuesday, March 20, 2018. Mr. Brasher noted there would be a second noise workshop preceding the meeting at 6:00 PM, with the Roundtable meeting to follow at 7:00 PM.

The Roundtable meeting adjourned at 9:30 pm.