

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Thirty-second meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, June 15, 2021, 7:00 – 9:23 PM

Meeting held virtually via GoToWebinar

**MEETING MINUTES**

REGULAR PARTICIPANTS

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
Debra MacDonald, Chair*	District 9	✓	Marcus Parker, Sr	Alternate for Dan Klosterman, District 32	
Austin Holley, Vice Chair*	District 33	✓	Debra Jung*	Howard County Council, District 4	✓
Nancy Higgs*	District 33	✓	Megan Williams*	District 33	✓
Ellen Moss	Alternate for Allison Pickard, District 2		Brent Girard	Office of Senator Chris Van Hollen	
Mary Reese*	District 30	✓	Adam Spangler	Office of Congressman Anthony G. Brown	
Jesse Chancellor*	District 9	✓	Ramond Robinson*	Office of Anne Arundel County Executive Steuart Pittman	✓
Howard Johnson*	District 12	✓	Laila Jones	Office of Anne Arundel County Executive Steuart Pittman	
Drew Roth*	District 12	✓	Kimberly Pruum*	Office of Howard County Executive Calvin Ball	
George Lowe*	District 13	✓	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	✓
Scott Philips*	District 13		Paul Shank, Chief Engineer	MDOT MAA	✓
Paul Verchinski	Alternate for George Lowe and Scott Phillips, District 13	✓	Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MDOT MAA	✓
Evan Reese*	District 30	✓	Greg Voos	Mid Atlantic Regional Representative, NBAA	
Al Donaldson*	District 32	✓	Kyle Evans	General Aviation Representative, CP Management LLC	
Richard Campbell	Alternate for Al Donaldson, District 32		David Richardson	Southwest Airlines	
Daniel Woomeer*	District 32	✓	Reginald Davis	FAA Community Engagement Officer, Eastern Service Center, Operations Support Group (AJV-E25)	
Dan Klosterman*	District 32	✓	Steve Alterman	President, Air Cargo Association	

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\*Voting members

ADDITIONAL PARTICIPANTS

Maryland Department of Transportation (MDOT) Maryland Aviation Administration (MAA)

Bruce Rineer, Manager Noise Section

Karen Harrell, Noise Section

Kevin Clarke, Director of Planning and Environmental Services

Contractor Support

Sarah Yenson, HMMH

Rhea Hanrahan, HMMH

Royce Bassarab, HNTB

Malcolm Mossman, Assedo

Tim Cooke, Assedo

Alverna “A.J.” Durham, Jr., Straughan Environmental, Inc.

MEETING MATERIALS

Participants received the following materials in advance:

- April Meeting Minutes (4/13/2021 and 4/27/2021):
  - o V2\_DRAFT\_20210413\_Roundtable\_Minutes
  - o V3\_DRAFT\_20210427\_MEETING MINUTES

Presentations at the meeting:

- Review of Noise Analysis of Proposed Flight Procedure Changes at BWI Marshall, Roundtable\_Tech\_Committee\_Noise\_Analysis\_BWI\_Marshall\_Notional\_Designs\_Analysis\_v4\_20210614

**1. WELCOME AND INTRODUCTIONS**

Introduction and Roll Call of Attendees

Mr. Bruce Rineer began the meeting at 7:00 pm by welcoming everyone in attendance. Mr. Rineer then went over the Virtual Public Workshop slide. He let everyone know that the meeting would be recorded, and it would operate as closely to an in-person meeting as possible. He asked Roundtable Members to self-mute and remain muted unless speaking, asking attendees to use the question/chat box or the “raised hand” feature to ask questions. Participants should notify organizers if experiencing technical issues by using the question box and/or logging off and logging back in. Finally, Mr. Rineer recommended having only one web browser open during the meeting and closing other programs if possible.

Ms. Debra “Debbie” MacDonald, the Roundtable Chair, introduced herself as the new Chair for the Roundtable and stated that she represented District 9. Ms. MacDonald began the roll call starting with

the non-voting members and then voting members. Following roll call, Ms. MacDonald announced that a quorum of voting members was present.

### Approve Agenda

Mr. Jesse Chancellor brought a motion to amend to the agenda to add an item for Mr. Paul Shank to give an update on the status of the FAA PBN working group. Ms. MacDonald realized that the posted agenda was not the correct agenda. After the correct agenda was posted, Mr. Chancellor's motion was readdressed. Mr. Chancellor suggested adding the amendment to Item 3, Review of Noise Analysis of Proposed Flight Procedure Changes at BWI Marshall, unless it would be covered under any of the other agenda items. Ms. Mary Reese seconded Mr. Chancellor's amendment and suggested its addition to Item 5. Seconded by Mr. Paul Verchinski, but suggested to put it under Item 3. Ms. Reese stated she was fine with adding to Item 3. Ms. MacDonald asked for objections to the motion and received none. The motion passed. **MAA to update the Meeting Agenda before posting online.**

### Approve April 13<sup>th</sup> and April 27<sup>th</sup> Meeting Minutes

Ms. MacDonald asked if there were any additional updates to the meeting minutes of the April 13<sup>th</sup> and April 27<sup>th</sup> meetings. Ms. Higgs motioned to approve both April 13<sup>th</sup> and April 27<sup>th</sup> meeting minutes. Mr. Chancellor seconded. No objections were voiced. The April 13<sup>th</sup> and April 27<sup>th</sup> meeting minutes were approved.

## **2. CURRENT STATUS OF IN PERSON MEETINGS UPDATE**

Mr. Shank reported that MAA will be fully open and operational with reduced COVID-19 precautions after July 1, 2021. MAA would be allowed to host in-person Roundtable meetings at 991 Corporate Boulevard as of July. Mr. Shank stated that precautions would still be in place for non-vaccinated individuals, including wearing masks and social distancing, and that meetings would also be open to the public. Proper signage would be posted at the entrance and sign-in desk for the meetings. Mr. Shank explained that the change just came out that day from the executive office. Ms. MacDonald thanked Mr. Shank and stated she was happy to hear the news, then asked for comments or questions. Ms. Higgs asked if consideration had been given for hybrid meetings where members had the option of attending in person or virtually. Mr. Shank replied that he could not see a reason why the MAA would not be able to make that happen. He asked Mr. Rineer if it would be a problem to accommodate a hybrid model. Mr. Rineer replied that he has been discussing the possibility of hybrid meetings with Ms. Darline Terrell-Tyson. He stated that he needs to get back to the building and check the set-up for audio/visual inputs and layout. He believes they could run a GoToMeeting webinar/virtual meeting and an in-person meeting at the same time, with large screens that would allow those participating remotely to be seen. Mr. Rineer will get in touch with MAA IT folks if there are any issues. Ms. Higgs was happy to hear that it was a possibility. Ms. MacDonald thanked Mr. Rineer and Mr. Shank.

### 3. REVIEW OF NOISE ANALYSIS OF PROPOSED FLIGHT PROCEDURE CHANGES AT BWI MARSHALL

Ms. MacDonald moved on to the PowerPoint Presentation presented by Ms. Sarah Yenson. Ms. MacDonald stated that it would be a follow up to the presentation given at the April meeting which she found informative and helpful. Ms. MacDonald encouraged everyone who had not seen it to go to the Roundtable meeting web page on the MAA website and review the video of the meeting and presentation.

Ms. Yenson thanked Ms. MacDonald for the kind words and gave a brief introduction about the night's presentation. She explained that she was going to go over the procedures that the FAA proposed procedures and the noise analysis that HMMH conducted in November 2019, which includes both the FAA's proposed procedures and the Roundtable's proposed procedures sent to the FAA in December 2019.

Ms. Yenson presented an abbreviated timeline starting with the FAA's implementation of the DC Metroplex at BWI Marshall Airport in March 2015 to April 2021:

- **March 2015:** FAA completed implementation of DC Metroplex at BWI Marshall, communities voiced concerns regarding flight path changes.
- **February 2016:** FAA further modifies departure procedure (TERPZ) for Runways 28 and Runway 15R.
- **March 2017:** DC Metroplex BWI Community Roundtable formed to address community concerns regarding flight path changes.
- **August 2017 – April 2018:** FAA convenes PBN Working Group to evaluate modifying BWI Marshall procedures. FAA presents proposed flight procedures (mainly departures) from PBN Working Group to Roundtable. Roundtable provided comments via letter to FAA.
- **December 2018 – January 2019:** MDOT MAA presents noise analysis of FAA proposed procedure changes from April 2018. Roundtable sends FAA a letter assessing proposed procedure changes.
- **February 2019 – September 2019:** Roundtable Technical Committee meets with MDOT MAA and industry to explore and finalize additional flight procedure changes (arrivals).
- **October 2019:** Roundtable Technical Committee presents "first look" at proposed flight procedure changes to full Roundtable.
- **December 2019:** Roundtable submits proposed flight procedure changes package to FAA.
- **October 2020:** Discussion with FAA, MDOT MAA, and Roundtable Technical Committee
- **April 2021:** Discussion with FAA and MDOT MAA

Mr. Roth stated that FAA's original proposal contained departures, which the Roundtable found acceptable, and that the Technical Committee's work was on arrivals.

Ms. Yenson gave an overview of FAA proposed procedures presented on April 24, 2018, which included the following:

- Departure Changes:
  - Modification of Runway 15R and Runway 28 westbound departures to return aircraft flight paths closer to pre-Metroplex historical locations and better distribute departures
  - Adjustments to Runway 28 southbound departures to meet FAA design criteria
  - "Climb Via" capability added to all procedures
- Arrival changes:
  - Adjustment of downwind leg for Runway 28 for arrivals from the northeast and minor changes in high-altitude en-route airspace to address design criteria issues
  - Adjustment of the base leg for Runway 28 for arrivals from the southeast and minor changes in high-altitude en-route airspace to address design criteria issues

She explained that FAA's proposed procedures were in response to a letter from the Roundtable requesting reversion to pre-NextGen flight paths and raising altitudes for departures and arrivals to mitigate noise. Ms. Yenson explained that the Climb Via helped to raise altitudes of the procedures. For arrivals, Ms. Yenson described the rectangular pattern that aircraft often fly when arriving or departing from an airport. It includes a downwind leg, which is parallel to the runway, and base leg, which is perpendicular to the final leg of the arrival or departure path.

Ms. Yenson presented maps which depicted the flight tracks of jet aircraft from three data samples (2012, 2017, and 2017 proposed [simulated]), which were modified to represent FAA's proposed procedures). She noted that areas of red showed a higher concentration of flight tracks while blue areas showed lower concentration of flight tracks. She gave a summary of the proposed departure changes:

- Proposed Departure Changes
  - Modification of TERPZ procedure (westbound departures) to return aircraft flight paths closer to pre-Metroplex historical locations
  - Creation of new LINSE procedure (westbound departures) to better distribute departures over pre-Metroplex historical locations
  - Adjustments to CONLE and FIXET procedures (southbound departures) to meet FAA design criteria
  - Shifting of low altitude overflights (T-Routes) to de-conflict from departures
  - "Climb Via" capability added to all procedures

Ms. Yenson highlighted on the 2012 departures mapping that 17% of operations flying west bypassed the TERPZ waypoint to WONCE which created some dispersion. However, in 2017, 100% of those flights flew to TERPZ increasing flight concentration. FAA's proposed procedures would try to create dispersion

by routing 25% of flights from TERPZ to LINSE and would allow FAA to codify dispersion. She noted that the 25-75% split on flights going to LINSE versus TERPZ is based on the aircraft's departure direction.

Ms. Yenson presented the flight track analysis summary from jet departures.

- Proposed FAA procedures for Runways 15R and 28 may:
  - Shift Runway 15R initial Jet departure turns southeast of 2012 and 2017 turn locations
  - Increase dispersion of Runway 15R initial Jet departure turns relative to 2017, but will not return dispersion to 2012 levels
  - Shift flight paths for both runways closer to 2012 historical locations to the west and south of Elkridge and Columbia
  - Shift Runway 28 CONLE departures over the Annapolis peninsula at altitudes of 8,000 – 9,000 feet MSL
- Minor changes to aircraft altitude profiles
- Proposed FAA procedures for other Runways may:
  - Marginally increase the concentration of Runway 33R Jet departures
- Arrival Changes
  - Modification of ANTHM and TRISH procedures (arrivals from west and north) to adjust downwind leg for Runway 28 and address design criteria issues
  - Modification of MIIDY procedure (arrivals from southeast) to adjust base leg for Runway 28 and address design criteria issues

Ms. Yenson displayed the 2012 pre-NextGen arrivals map with flight paths and the 2017 arrivals map with flight paths. She pointed out major changes such as a slight shift to arrival flight paths in southern Anne Arundel County. Mr. Evan Reese added that FAA's proposed changes to arrivals is that they did next to nothing. He stated that the changes were to arrivals procedures that are only used 10-14% of the time. Ms. Yenson agreed and stated that the changes were for design criteria reasons. Mr. Austin Holley stated that the FAA proposed changes were their internal procedural changes and were not in response to anything that the Roundtable had complained about or proposed.

Ms. Yenson moved on to the Noise Analysis of the FAA and Roundtable proposed changes:

- Developed noise modeling inputs from radar flight track data samples used in flight track analysis for 2012, 2018-2019, and 2018-2019 proposed (simulated) operations flying the April 2018 FAA and Technical Committee's proposed procedure changes
- Noise analysis includes **all operations** from each data sample
  - Arrivals and departures
  - All aircraft types (Jet, Piston/Turbine Propeller, and Helicopters)
- Adjusted operations to ensure arrival and departure operations are equal, and then scaled to match FAA recorded operations at BWI Marshall from FAA Air Traffic Activity Data System (ATADS) based on Tower Category

- Modeled 2012 (123 days) operations: 89,719
- Modeled 2018-2019 (120 days) operations: 85,862
- 2018-2019 operations proposed (simulated) to fly April 2018 FAA and Roundtable proposed procedures utilized same inputs as baseline 2018-2019 data sample with the exception of changes to aircraft flight tracks.
- Fed inputs into Aviation Environmental Design Tool (AEDT) Version 2d SP2
- Generated noise results
  - Day-Night Average Sound Level (DNL)
  - Contours, uniform grid, and US Census Block centroids
  - Population counts from 2010 US Census and 2016 American Community Survey (ACS) 5-Year Estimates

Ms. Yenson noted that the previous slides with mapping only displayed flight tracks for jets, but that the noise analysis included all aircraft operations. She also explained that the noise analysis represents a conservative estimate and assumed that any aircraft eligible to use the flight paths would use the flight paths. Mr. Reese agreed with Ms. Yenson and explained that this assumes the least amount of dispersion, so any dispersion gained from vectoring by air traffic control, would be a bonus and would decrease the amount of noise.

Ms. Yenson displayed mapping containing the modeled DNL contours for the 2018-2019 Proposed (simulated) and the 2018-2019 actual aircraft operations. The contours ranged from 55 dB to +75 dB in 5 dB increments. She pointed out that the proposed (simulated) contours are shifted south in the Columbia area and shifted north in the Severn area. Overall, the proposed procedural changes could reduce the number and households impacted by noise over 55 dB as follows:

2010 US Decennial Census –

Population Difference: -19,620                      Household Difference: -9,330

2016 American Census Survey 5-Year Estimates –

Population Difference: -20,927                      Household Difference: -8,914

Ms. Yenson displayed mapping containing the modeled DNL Contours for the 2018-2019 Proposed (simulated) and the 2012 actual aircraft operations. Ms. Yenson noted that the shape and general location of the 2018-2019 Proposed contours were somewhat similar to the 2012 contours. Ms. Higgs asked if the areas near Plum Creek and Valentine Creek in Anne Arundel County were going to experience more noise under the proposed procedural changes. Ms. Yenson explained that in comparison to the 2012 Contours, the proposed procedural changes would extend further south in that area. Ms. Yenson went back to the slide that displayed the 2018-2019 Proposed (simulated) contours and the 2018-2019 actual contours and noted that the contours had not changed between the two

scenarios. Mr. Reese added that while he and Mr. Adam Scholten, formerly of HMMH, were reviewing the data, one thing they could not account for is the engine power setting for descent in this area. He reiterated that the contours shown are worst-case scenario and that if implemented he imagined that there would be another 3–4-mile reduction of the contour (moving it closer to the airport) from the added benefit of lower power settings and higher altitudes.

Ms. Higgs stated that she would like to establish the proper communications so that she and others could communicate potential changes to noise impacts to members of their communities. Mr. Reese replied that nothing that the Technical Committee proposed would make it worse (increase impacts) in this area, but the FAA would have to implement the procedures and industry would have to fly them correctly. He explained that step one, getting the FAA to implement the proposed procedures, is the hardest part and that Southwest Airlines has committed to the proposed procedures, and he believed other airlines would follow them if implemented.

Mr. Ramond Robinson asked if the population and housing differences would be updated with the new 2020 US Census data which he believes will be available this upcoming October. Ms. Yenson replied that it was possible to do the updates and that she would have to discuss it with MAA. Mr. Robinson explained that he believes the 2020 US Census data would show an increase in households in this area. Mr. Reese agreed with Mr. Robinson's point and suggested that the Roundtable have a discussion on looking into the planning and zoning of the counties (Anne Arundel, Howard, Montgomery).

Mr. Shank announced that he has requested that HMMH put together a proposal to update the results using 2020 Census data when it becomes available. Mr. Robinson stated that the anticipated release date of October 2021 for the 2020 Census came from US Census generated emails which he periodically receives.

Mr. Dan Woomer stated that northern Anne Arundel County has had a lot of zoning changes, new businesses, and development since the last census, which means more ears effected by noise. Mr. Reese agrees but cautioned against making changes to the proposed procedures that the Technical Committee developed with the MAA and industry. He stated that the updated information should be used to inform the ongoing iterative process and the next round of proposed procedures. This is the process the Roundtable should be engaging in on a regular basis when we obtain better data and knowledge of how the airport operations are impacting communities. Mr. Woomer agreed and said that obtaining the information and sharing it with our communities is very important.

Mr. Holley asked if the contour expands to cover a larger area, would that represent dispersion of flight paths or is it just making it more painful for more people? Mr. Reese replied there could be a couple reasonable explanations for why that would happen. One reason could be increased dispersion, and another could be a reduction from 65 dB to 55 dB. Ms. Yenson replied that it could be dispersion or higher altitudes, which would be good things, or it could be due to increased aircraft operations. She noted that some analysis would be required to identify potential contributing factors. Mr. Woomer asked if a stepwise regression analysis would give some sense of how these factors resulting in the larger contour. For example, dispersion may account for 15% more traffic or something like that so at

least we would have a ballpark concept of how these factors are weighing in. Ms. Yenson was not aware if HMMH had performed such an analysis, but she knows they have a lot of smart people who enjoy those kinds of problems and thought it would be something they could do if it were proposed.

Mr. Shank recalled that in previous Technical Committee meetings, Mr. Chancellor had inquired about the value of doing baseline noise testing using monitors pre- and post-implementation of the proposed procedures. He agreed with Mr. Reese that the noise impacts would be reduced and would not be worse if the FAA implements the Roundtable proposed procedures. Mr. Shank was open to Mr. Chancellor's suggestion, but COVID operation levels would have made it somewhat inaccurate. He stated that throughout the PBN working group process, baseline testing should be done before implementation. He asked if Ms. Yenson agreed and she replied that it would be a good idea to discuss and determine the cost for a proposal.

Ms. Reese asked for clarification regarding noise contours: for any point that falls within a contour, may that point, or will that point be exposed to a 55 dB? She also asked if Ms. Yenson could confirm that the contours were a yearly average of noise. Ms. Yenson confirmed that the contour levels are based on 24-hour, yearlong noise average that includes penalties for flights during the nighttime, and that an area within a contour would be subject to that noise level on average. Ms. Reese asked if the area may be exposed or will be exposed to that noise level. Ms. Yenson explained that for the modeled levels the areas may be exposed. For contours that were developed from existing data, it would be was exposed. Ms. Reese asked if the contours from existing data were modeled and not based on noise monitor readings or verified by noise monitor readings. Ms. Yenson confirmed that the models are not based on noise monitor data but are based on data received from radar. Mr. Reese explained that the contours are done using the Monte Carlo simulation and that any given point within a contour may or may not experience that contours noise level. He continued that the noise contours are the furthest points away from the airport that may or historically have experienced the noise level and a regression line drawn to create an area with continuity to the airport. Therefore, there may be areas that do not experience noise levels as high as the contour level that they are within. Ms. Reese asked that MAA confirm the explanation for the record. Ms. Yenson responded that she is not a modeler but that she would take an action to confirm with a modeler at HMMH and circle back with a response.

Ms. Higgs stated that her constituents want to know why planes coming from the west and northwest must head south past the airport and then go north over her area, back towards the airport to land. She said she knows that wind is a factor. She also noted that to the east of where the 2018-2019 contours are located it appears there is no noise, and she does not understand that. Ms. Yenson replied that wind does factor into how and where planes land. Additionally, how air traffic control sequences planes coming could be a factor. She explained that BWI has a large volume of aircraft coming in and air traffic control must give them enough space which could be up to three miles apart in certain weather conditions. Ms. Higgs responded that her question was not answered and that she would be amazed if planes are three miles apart because they appear to be 30 seconds apart. She asked if some of the planes not fly so far south and go further to the north and west of our community. Ms. Higgs stated that she did not need an answer that evening, but that it is a concern of her community.

Mr. Chancellor proposed that the Technical Committee and Mr. Shank and the MAA collaborate to design the baseline noise monitor area so that provides a meaningful baseline of where noise currently exists to compare to the modeling for existing conditions and following the implementation of the FAA-approved procedure changes. He believes it will probably be a larger area than where monitors are currently located and would require additional monitors and more budgets. He would like to discuss this with the Technical Committee and bring their findings to the Roundtable for discussion as a proposal. Mr. Roth agrees that there needs to be baseline data before implementation. Mr. Shank agreed with the proposal and stated that together they could figure out what would make sense. Mr. Shank stated that Mr. Chancellor's point—that additional monitors may be needed—was well taken. He asked Ms. Yenson to please be prepared to help MAA and the Technical Committee understand the ability of noise monitoring systems to correlate with noise modeling. Mr. Shank stated that MAA could place monitors before the procedures are implemented so that they could observe the changes before and after implementation. He suggested that Ms. Yenson, Mr. Rineer, and Mr. Royce Bassarab would assist in the plan. Mr. Reese agreed with getting baseline data and explained that the Roundtable might as well validate the FAA models because they are not doing it. Ms. Higgs stated that a baseline study is what everyone had been asking for and thanked Mr. Chancellor for bringing it up. She appreciates that Mr. Shank and MAA are willing to consider it. Mr. Woomer and Ms. Higgs once again stated they would willingly support a noise monitor on their property or in their community.

Ms. Yenson continued her presentation by displaying mapping with Modeled DNL Grid Points of the 2018-2019 Proposed (simulated) compared to 2018-2019. The mapping identified areas that would be exposed to more noise (pink – red) and areas that would see a decrease in noise (light blue – dark blue) under the proposed procedures. She noted that the areas indicated on the map correspond to the contours of the proposed procedures shown previously in the presentation. Mr. Reese added that the shift and changes in noise exposure follow the Roundtable mandate for reversion and puts the noise back to where it was, pre-NextGen, as best as they could. Mr. Roth confirmed Mr. Reese's statement and suggested a map overlaying the grid point mapping over land use. He believes that the areas that would experience increased noise exposure are non-residential land use areas. Mr. Shank asked that developing the map be added as an action item. Mr. Holley stated that the same is true for locations in Anne Arundel County and pointed out that an area that would be exposed to increased noise is over Interstate 97 and a rural area. Ms. Higgs thinks the mapping would be a great communications vehicle.

Ms. Yenson summarized the noise analysis for the implementation both of the FAA proposed procedures and the Roundtable proposed procedures:

- None of the observed noise increases or decreases meet the FAA criteria for reportable changes defined under FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures"
  - (+/-) 1.5 dB change within 65 dB DNL
  - (+/-) 3 dB change within 60 dB DNL
  - (+/-) 5 dB change within 45 dB DNL
- Proposed FAA departure procedures may:

- Slightly decrease noise over and north of Columbia, and increase noise south of Columbia over Guilford due to shifting south of Runway 15R and 28 westbound departures
- Slightly decrease noise over northern areas of Severn and Elmhurst, and increase noise in the southern areas of Severn approaching Odenton due to shifting south of the westbound Runway 15R departure turn
- Slightly increase noise over the Annapolis peninsula associated with southbound Runway 28 departure changes. However, this increase may not be realized if the FAA considers the Roundtables request not to move forward with these changes
- Proposed Roundtable Technical Committee arrival and approach procedures may:
  - Slightly decrease noise west of Columbia and over Elkridge due to shifting to the east of some Runway 10 arrivals and continuous descents for Runway 15R arrivals
  - Slightly decrease noise along a corridor from south to north from the South River to the Severn River west of Annapolis due to continuous descents for Runway 33L arrivals
  - Slightly increase noise along a corridor from south to north from Crownsville to Millersville along Interstate 97 due to the creation of an RNP approach for Runway 33L arrivals from the RAVNN to WP 21 navigational points

Mr. Woomer thanked Ms. Yenson and complemented her for the presentation. Ms. MacDonald thanked Ms. Yenson and asked Mr. Shank to discuss the status of the PBN Working Group. Mr. Shank stated that the first meetings were focused on educating new members of the FAA Working Group so that everyone understood what procedures the FAA proposed and what procedures the Roundtable proposed. Mr. Shank thought it was important that the FAA included their Environmental representatives at these multiday meetings. He talked with Mr. Bill Wise, who is co-leading the process, and industry, about the process thus far. The groups (MAA, HMMH, Industry, and FAA) agree that they are optimistic that they can reach a consensus and are committed to working through this. He explained that FAA did not say no or draw lines in the sand regarding the proposed procedures. Mr. Shank stated that it would be a multi-meeting process and that next week work will begin on the technical issues. He stated that he would try to give an update at subsequent Roundtable meetings on information that he is permitted to share. He reminded the Roundtable that the group (MAA/HMMH/Industry) are guests at the meetings, and they must respect the PBN process, so he will share information as he is able so that he does not compromise the FAA's work process.

Mr. Shank found it important that the FAA knows that they will have to provide a presentation to the Roundtable regarding the proposed procedure changes prior to the environmental process and implementation. He stated that FAA knows that the Roundtable wants the process done quickly but they also want to have buy-in from the Roundtable. He reiterated that he did not hear anything fatal in the meeting. Mr. Shank explained that the big issue and challenge to implementing procedural changes is making sure procedures meet FAA design criteria. He stated that the MAA's commitment to the Roundtable would be to review and check the FAA findings and proposed procedure changes and that industry would also review, check, and simulate the FAA proposed procedure changes.

Ms. Reese is concerned about one of the changes that the FAA proposed that the Roundtable asked them not to make involving the RAVNN waypoint over the Annapolis Peninsula. She does not want it to get lost in the weeds and believes that if the FAA agrees to the Roundtable's other proposed procedural changes but moves forward on the changes to RAVNN, it would undo the good changes for the Annapolis Peninsula and result in a net zero gain. Mr. Shank stated that MAA, along with industry and HMMH, will evaluate what they think can be done and not just accept what FAA says. He said they he would commit to pushing back on a technical level in a coordinated, united effort. He stated that if FAA provides provable, factual, and defensible reasons why they cannot implement a change, and we (MAA, Technical Committee, HMMH) agree with them, we will report back to the Roundtable. Mr. Reese confirmed that the waypoint was the RAVNN arrival and stated that the procedure moved a waypoint that was out in the bay to over one of the most densely populated areas in Anne Arundel County.

Mr. Shank reiterated that they would push back against FAA on issues that they feel they have the facts to support and that he was willing to elevate issues and involve higher-ups if needed. Ms. Yenson agreed that the FAA was positive during the PBN Working Group but that in some areas, particularly down near RAVNN, there are potential airspace conflicts due to Dulles and National Airports. She explained that once she and Mr. Shank expressed the desires around redesigning RAVNN, the FAA was willing to collaborate and had some ideas of how they could adapt their procedures with the goals of the Roundtable. Mr. Shank noted that Mr. Gary McMullin, the technical representative from Southwest Airlines, also thought that the FAA was positive and open minded about making changes at RAVNN.

Ms. Higgs asked if there was a target date for when the FAA would present to the Roundtable. Mr. Shank replied that a date had not been set. Mr. Shank believes that he, along with HMMH and industry reps, will review the presentation before it is presented first to the Technical Committee and then to the Roundtable. He explained that the Technical Committee would see it first because they have the competency and understanding of the airspace and that the proposed procedures is the Technical Committee's "baby." He reiterated that he liked that FAA seemed open to working together. Ms. Higgs encouraged Mr. Shank to bring up that it would be nice to have a target date to work towards. Mr. Shank replied that it was a fair request and that he would ask. He stated that the PBN Working Group was in the process of developing their schedule. He shared that Mr. Wise called him back earlier in the day as soon as he got back from vacation to discuss what could be communicated to the Roundtable. Mr. Shank feel like it was a great sign of partnering.

Mr. Reese stated that he wanted to make clear, in response to Mr. Shank declaring the proposed procedures were the Technical Committee's baby, that the Technical Committee has only ever set out basic assumptions and priorities and have evaluated what HMMH, on behalf of the MAA, has developed. The Technical Committee has not designed anything, but they have evaluated and given criteria for HMMH to design around. Mr. Shank explained that he was also referring to MAA, HMMH, and industry when he stated Technical Committee.

Mr. Chancellor thanked Mr. Shank and Ms. Yenson for attending the PBN Working Group meetings and representing the goals of the Roundtable. He wants the Roundtable to know that their attendance is not insignificant and that it is important to have a clarifying voice at the table representing what we want.

Mr. Chancellor explained that Mr. Roth was the Chair of the Roundtable during a call with Mr. Wise and his staff, at which the FAA very tentatively said we expected to begin PBN Working Group meetings at the end of February 2021. The FAA hoped to publish the procedures in the summer of 2022. Mr. Chancellor asked Mr. Shank if the PBN Working Group meeting he recently attended in April 2021 was the meeting that was supposed to take place in February of 2021. Mr. Shank replied yes and that he would make an action item to ask for an updated timeline and he hopes to report back on that in July. Ms. Yenson confirmed that there was not any discussion on a long-term schedule, and that the PBN Working Group did not expect to start working in earnest until late June. Ms. MacDonald thanked Mr. Shank and Ms. Yenson for the presentation and briefing and thanked those who asked questions.

#### **4. ROUNDTABLE COMMITTEES INTRODUCTION AND REPORTS**

Ms. MacDonald asked each committee to give a brief reporting of their activities. She stated that as Chair, one of her objectives is to help strengthen and support the committees. Ms. MacDonald and the committee members have been digging into the committee charters and looking at ways that the committees can collaborate.

- TECHNICAL COMMITTEE

Mr. Evan Reese, Mr. Jesse Chandler, Mr. Drew Roth, Mr. Austin Holley

Mr. Reese is the Chair of the Technical Committee. He reported that the Technical Committee would not be changing their Charter. He stated that upcoming tasks would include working on Mr. Chancellor's suggested noise modeling of current noise as a baseline for comparison to noise levels when and if changes are implemented by the FAA. Mr. Reese stated that the Technical Committee would meet prior to the next Roundtable meeting.

- COMMUNICATIONS COMMITTEE

Ms. Nancy Higgs, Mr. George Lowe, Ms. Kim Pruiam, Ms. Mandy Rimmell, and Mr. Ramond Robinson

Ms. Higgs is the Chair of the Communications Committee, and Mr. George Lowe serves as co-Chair. Members include Ms. Kim Pruiam from the Howard County Executive's Office, Ms. Mandy Rimmell from the Baltimore County Executive's Office, and Mr. Ramond Robinson from the Anne Arundel County Executive's Office. The Communications Committee met about a week ago to review updates to the Communications Committee Charter's purpose drafted by Mr. Lowe. Ms. Higgs stated that the meeting was productive and additional changes were made. The committee asked for one last draft. Final comments to the Communications Committee Charter are due on Monday, June 21<sup>st</sup>, and the Communication Committee will meet on Thursday, June 24<sup>th</sup> to finalize the Charter. Ms. Higgs has drafted a plan for the Communications Committee that includes the following tasks:

- More exposure to the FlightTracker and flight complaint process: Want to work with Anne Arundel, Baltimore, and Howard Counties to get a link on their county websites leading to the FlightTracker app and information on the flight complaint process.
- Simplify how to report on a flight and possibly reduce the redundancy of inputting information for multiple complaints.

- Work with the Technical Committee on what information to share with the public and when to share it.
- Work with the Legislative Committee to develop messaging that tells the public how to and which local, state, and federal congressmen and women to contact. Messaging would also highlight which bills or legislation to support.

Ms. Higgs mentioned that this current meeting presented some possibilities to use monitoring data to see the reality of what is happening. She closed by saying that by next meeting the Communications Committee would have an updated Charter and a plan to share with the Roundtable.

Ms. MacDonald asked if she could be invited to future Communications Committee meetings and Ms. Higgs replied that she would invite her going forward.

- LEGISLATIVE COMMITTEE

Ms. Mary Reese, Ms. Debra Jung, Mr. Howard Johnson, Mr. Paul Verchinski

Ms. Jung, co-Chair of the Legislative Committee with Ms. Reese, started the Legislative Committee report by reminding the Roundtable members that she and Ms. Reese testified before the Maryland Senate Budget Committee on Transportation chaired by Senator McCray. Ms. Jung explained that they made some “asks” of the Budget Committee, one of which was to have MAA submit a report (Aircraft Noise Mitigation Report). Ms. Jung stated that she wanted to remind MAA that the request was adopted by the Budget Committee on Transportation. Ms. Jung read the adopted narrative aloud for those in attendance to hear.

Ms. Jung stated that the report is due on July 1, 2021, noting that the submittal date is in two weeks, and it would occur before the next Roundtable Meeting. Ms. Jung wants to ensure that MAA will submit the report to Senator McCray and the Budget Committee on Transportation and requested that MAA send the Roundtable a copy when it is submitted. Ms. Reese asked Mr. Shank if he could comment on Ms. Jung’s inquiry. Mr. Shank requested that Ms. Jung forward the Budget Committee’s adopted narrative and the requirements of the request to MAA and that he would get back to them. Ms. Jung asked if Senator McCray sent the request to MAA. Mr. Shank said he did not recall that request. Ms. Jung reminded Mr. Shank, who was in attendance during her testimony and the Budget Committee, of the request. Ms. Jung responded that she would send Mr. Shank the adopted narrative.

Ms. Reese stated that there have been suggestions for changes to the Legislative Committee’s current Charter. Her goal is to keep the Charter less prescriptive so as not to hamstring the Legislative Committee. She explained that legislative sessions occur once a year and that the Legislative Committee does their best to testify and report on what is being done at these sessions.

Ms. Reese asked Mr. Chancellor for an update on the study by Dr. Zafari at the University of Maryland. Mr. Chancellor stated that Dr. Zafari has identified a research assistant to assist him in his study. Mr. Chancellor explained that the study included dates for presentation to the General Assembly and that so far, Dr. Zafari had no concerns on meeting those dates. Dr. Zafari also let Mr. Chancellor know that he has received cooperation from MAA when he has requested data. Mr. Chancellor explained that

Dr. Zafari is studying the health effects and burdens on the populations that are impacted by the noise generated by airports due to NextGen. Dr. Zafari produced a similar report when he was at Columbia University that studied the TNNIS departure route from LaGuardia Airport. The study showed a substantial impact on health in Queens, NY. He stated that FAA made changes to TENNS after the report, but allegedly the changes were not made as a result of the report. Mr. Chancellor is eager to see what Dr. Zafari and his team comes up with for impacts in MD but said the results could be very different than what was experienced in Queens.

Ms. Higgs added that several studies are being done in Seattle areas on the effects of noise on children's health. Ms. Higgs asked if there were any Federal issues or legislation coming up that the Roundtable needed to be aware of. Ms. Reese noted that the reauthorization of the FAA Bill is such an item. She stated that Senator Van Hollen is aware of what was going on at BWI Marshall, and Mr. Brent Girard from his office has been helpful and great to work with.

Ms. MacDonald thanked the committees for the reports and asked Mr. Rineer if there were any people with public comments. Mr. Rineer replied that he received one question earlier in the meeting but that no one was currently virtually raising their hand to speak. Ms. MacDonald stated she wanted to let those waiting to speak that the Public Commenting period was still coming up.

## **5. UPDATES AND SCHEDULING FOR NEXT MEETING**

### Next Meeting Date

Ms. MacDonald asked if anyone had thoughts on a next meeting. July 13<sup>th</sup> was suggested; Mr. Woomer commented that the 13<sup>th</sup> would seem like the next date that makes sense. Ms. Higgs agreed. Ms. MacDonald asked Mr. Rineer if July 13<sup>th</sup> would work for MAA. Mr. Rineer responded to set that date, and he would work on the logistics in the next couple days and get back with Ms. MacDonald.

## **6. PUBLIC COMMENT**

Mr. Rineer announced that there were two public comments/questions. Mr. Rineer read a question from Nuno Felipe. He asked about the main reason why the 2012 contours are so much smaller than the proposed contours for 2018/2019. Ms. Yenson replied that the increase in the number of flights is the biggest reason for the different size of the contours. There have also been changes in the types of aircraft though in general, aircraft are trending to quieter flights, but there has been an increase in cargo flights. She stated that this is just an off-the-cuff assessment of why the contours differ.

Mr. Rineer next read a question from Ms. Tracy Tabor. She stated that she has only lived in east Columbia in Kendal Ridge for less than a year but has noticed a gradual shift in flight patterns over the last couple months. Ms. Tabor explained that her area usually has almost all departures all day long, but lately it has been departures in the morning and arrivals in the afternoon and early evening, and many are disturbing low. She asked if there was a reason for the decrease in departures and the increase in arrivals such as weather or time of year and if the various patterns were being addressed. Ms. Yenson replied she could not really respond without looking into the data, but it could be weather or associated

with COVID and using more efficient runways. She explained that she was not familiar with the air traffic control patterns around BWI Marshall Airport but that as the process with the FAA PBN moves forward, they would review more recent flight data. Ms. Yenson will take a note of the changes that Ms. Tabor detailed and include them in the next analysis.

Ms. Higgs added that one thing to keep in mind were runway closures. Her community has recently experienced changes in flights due to Runway 15R/33L and Runway 28 closures. Mr. Holley agreed that the runway changes happen all the time and stated that there is a link on the MAA website about runway closures. Ms. Higgs suggested referring people with questions on flight pattern changes to the website link. Mr. Rineer added that MAA also sends out the eNews Express, a weekly newsletter that goes out every Friday. It lists details runway closures. He stated that the public could sign up on the website for eNews Express. Runway closings are also posted on the website and on WebTrak as well. Ms. Higgs added that the general constituency does not know about runways and may not understand what a runway closure would mean or what effect it would have on their area. She suggested working with MAA to better describe the effects of runway closures, e.g., describing an increase in arrivals over a certain period. Mr. Rineer stated that there is a lot of information posted on the website and that the public can always contact MAA with questions.

Mr. Jimmy Pleasant gave a public comment. He stated that the 2017 TERPZ flight paths displayed during Ms. Yenson's presentation showed the number of departures at 15,605 a year which only covers a quarter of departures. There are 61,000 departures over TERPZ, and the new FAA proposal would reduce it 44,000 departures, which is not much of a change. He believes his area will still get hammered by aircraft noise. Mr. Pleasant asked how NextGen got off paper and through Congress; he exclaimed that it is a disaster. He wondered why MAA and BWI did not go straight to the Governor and State's Attorney of Maryland to file a lawsuit to stop NextGen when FAA proposed it. He feels that MAA and BWI are partly to blame for NextGen. Mr. Pleasant stated that if someone knocked on your door and told you they were going to put 60,000 airplanes over your house, you would say "hell no!" Mr. Pleasant stated that EPA uses 55 DNL to be on the safe side for noise contours, but they cannot ensure 100% accuracy, so noise may be higher than what the contour shows. He stated that noise studies at his property in 2017 recorded levels at 58 DNL and stated that his neighborhood had levels at 52 DNL. Recently, noise levels for cicadas were higher than what has been recorded for aircraft noise but with his windows closed, he cannot hear the cicadas, but he can hear the flights. This leads Mr. Pleasant to question the accuracy of the noise measurements being taken.

Ms. Jung read two constituent emails that she received but did not provide the names of the constituents. The first email was from Annapolis in the Mill Creek area. The constituent stated that the increase in air traffic after COVID has been very noticeable, and flight paths are low and directly over their home. They explained that they understand that airports are vital to the economy but that they picked their home knowing where the flight patterns were at the time; they did not expect to encounter dramatic changes to the paths. They indicated that areas that must have aircraft over residential areas usually require a minimum altitude with steep declines or inclines for landing and take-off. The constituent hopes that alternative paths are considered to reduce the flights to a manageable level over historic, military, and tourist sites in Annapolis and that remaining flights incorporate higher altitudes or

quieter power settings. They feel that the errant reroute of flight paths over communities for the sake of energy efficiency is out of balance.

Ms. Jung read the second email from a constituent in Columbia. They explained that FAA had lowered departure flights over their house, located 10 miles from the airport, to 3000 feet. They stated that it is unprecedented and an environmental nightmare. The constituent believes that the aircraft are dropping ultrafine particulates and pollution in the atmosphere below the mixing layer outside of the BWI impact area. They stated that their family would have to move due to the new flight patterns, since it feels like they are living on a highway. They continued that the health effects of jets below the mixing layer is well documented and that there is no reason for planes to fly at that altitude when 10 years ago they were 10,000 feet over their home. They explained that people need to know that the flights will harm their health.

Ms. Jung explained that she read those emails because they were from two different geographical areas with very good points that, as a County Council member, she hears from constituents on a consistent basis. Ms. MacDonald thanked Ms. Jung and stated that hearing from the public helps focus the Roundtable on how NextGen can affect people's lives. Mr. Holley thanked Ms. MacDonald for leading her first meeting as Chair.

## **7. ADJOURN**

Mr. Holley motioned to adjourn. Mr. Woomer seconded. The meeting adjourned at 9:23 pm.