

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP

PUBLIC MEETING

Third meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, May 16th, 2017

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

7:00 PM - 10:00 PM

MEETING MINUTES

(approved, with corrections, at the June 20, 2017 Roundtable meeting)

PARTICIPANTS

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

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

*Voting Members

MEETING MATERIALS (APPENDED)

The following materials were sent to participants in advance:

- May 16, 2017 Meeting Agenda
- Draft Meeting Minutes from April 18th, 2017
- Letter from Governor Hogan to FAA Administrator Huerta Re: Roundtable Resolution to Revert to Pre-DC Metroplex/NextGen Procedures
- Letter from FAA to the Roundtable in response to the Roundtable's March 21st resolution

Displayed at meeting:

FAA presentation

Introductions

Mr. Lance Brasher (Chair) welcomed the members to the third meeting. Mr. Paul Shank made administrative announcements.

Review of April 18th Minutes

Mr. Paul Verchinski made the motion to approve the meeting agenda. Mr. Paul Harrell seconded, and the agenda was approved.

Mr. Verchinski made the motion to approve the April 18th 2017 meeting minutes. Mr. Rusty Toler seconded. Minutes from the last meeting were approved.

Public Comment

Attendees in the audience were given the opportunity to provide comments. Mr. Brasher explained the process. Speakers will be called upon in the order in which they signed in to the meeting, and each speaker will have three minutes for remarks. If there is time left after all the speakers have been called upon, Mr. Brasher indicated the floor would be open to other individuals. The following statements came from residents:

Ron Pusloskie, Elmhurst, Severn MD – Mr. Pusloskie stated he has lived at his address for 29 years and that he was involved with FAA in the past regarding Stage 2 phase-outs and FAA listened. [editorial note: "Stage 2" is reference to FAA aircraft noise certification as described in regulations 14 CFR Part 36] The flight path changes have made life very hard in his neighborhood. He stated that he had a noise monitor at his house before. He asked what model(s) and what dates FAA used to predict noise during the Metroplex development process, and asked if the Airport Noise Zone model is outdated.

Mr. Pusloskie also stated that planes fly over his home later than 11pm at night. He has requested flight data from May 1 – 16 but hasn't received it.

He stated that it is unacceptable that we can't go back. With modern technology, you should have more flexibility not less.

Jimmy Pleasant, Ellicott City, MD – Mr. Pleasant noted that FAA had TERPZ4 in place in 2014, but then went to TERPZ6, and asked why this waypoint had changed. He also asked if it qualified as an action under FAA NEPA Order 1050.1. He noted there was no study on this change from TERPZ4 to TERP6.

Vicki McMillan, Hanover, MD (Harmans Woods)– Ms. McMillan stated that she bought her home 6 months ago, and did her due diligence prior to purchasing the home. She did not notice airplane noise prior to moving in, but now it has been difficult. It has impacted her economic well-being and health. She requested that policy makers think about her economic situation.

Ronald McMillan, Hanover, MD (Harmans Woods)– Mr. McMillan reiterated what his wife stated and noted that they bought their home after performing their due diligence and made the decision for his wife’s health. He stated that since December 2016 and February/March 2017, flight patterns have changed dramatically. The evening of the meeting between 5-6pm, 14 planes flew over their neighborhood. He noted that a common justification for Metroplex procedures is that they save fuel, but because fuel costs have been going down, the corporations are getting even greater benefit at the expense of the community.

Austin Holley, Shipley’s Choice, Millersville MD – Mr. Holley stated that the noise was so loud at his home that his 6-year old son doesn’t want to play outside. He noted that in 2014 he spent a lot of time at home recovering from surgery and was outside a lot, and did not have the noise problem then. He can’t play with his son outside because the noise is so loud. He mentioned aircraft from British Airways, Atlas and FedEx, and noted that arrivals are the problem in his neighborhood. He played a recorded audio of multiple arriving aircraft flying over his house on April 17th of this year.

Robert Baldree, Parkwest, Glen Burnie, MD – Mr. Baldree expressed concern that the aircraft are coming every 10 – 30 seconds, and that going inside does not provide any relief because the noise is just as loud inside. The planes start as early as 5am and continue until 11pm and it disrupts sleep.

Laura Donovan – Ms. Donovan stated that helicopters are also a problem, and recently there was a squadron of military aircraft that flew overhead. She started sleeping on the first floor of her residence but that hasn’t offered relief. She doesn’t believe sleeping in her basement will help either. She stated that she would move but it would separate her family if she moved.

Christina Hoffman, Severn, MD – Ms. Hoffman stated that she has been living in Severn since 1992, and that aircraft used to fly overhead only once in a while. Now she can hear arrivals every 30 seconds to 2 minutes. She measured the sound outside her home at 80 dB. She also noted that this situation is causing anxiety, and the noise is just as bad at her place of work in Columbia MD. In addition, she stated her concerns that the aircraft were flying at very low altitudes.

Chilton Hoffman, Severn, MD – Mr. Hoffman reiterated what his wife Christina stated, and noted that his neighborhood used to be a nice place to live until the flight paths changed and destroyed the neighborhood.

Drew Breittholz, Severna Park, MD (Swan Point)– Mr. Breittholz stated that he gets aircraft flying overhead every 30 seconds to 1 minute. He also noted that there are many other people that are affected that couldn’t attend the meeting. He stated that FAA should realize that for every person in here (at the meeting) there were many more neighbors, 40 to 50, that could not make it. He stated that when he moved in Runways 10-28 was closed so he wasn’t aware of the noise problem, but now it is worse. He expressed concern about the flights at night, and stated that the noise measures between

80-90 dB in his home even with new windows. He expressed concern over the timeline to get some fixes from FAA.

Nagarajan Pattabiraman, Oxford Square, Hanover, MD – They moved to Oxford Square when Runway 10-28 was closed. He expressed concern over the noise, the night flights, and the altitude. A new middle school is open and elementary school is still under construction (Open in fall). The children will be impacted by this noise. Flights are running throughout the night and the noise wakes us up out of our sleep. Has a phone app that measures 80 to 90 dB. Some modifications can be done to help. He stated that two years is too long to wait for changes.

Debbie Wellons, Linthicum, MD – Ms. Wellons stated that she used to live in Severn and then moved to Linthicum specifically to avoid aircraft noise, because at the time the flight paths were not overhead. She expressed concern that economic impact to community members, especially those that bought homes before NextGen was in place. Ms. Wellons stated that the low altitude was part of the problem and urged the FAA and the roundtable to consider addressing the altitude. She mentioned that she did not know about the meeting until she heard about it on the news and said she didn't think the Roundtable's meetings had been publicized enough.

D.W. Chan, Crofton, MD– Mr. Chan stated he was the president of his homeowners association and is representing many of his neighbors. Has lived in his neighborhood 10-12 years and has not had a noise problem until recently, but now flights start as early as 6 am. He asked if there was any chance that post Metroplex implementation could cause the abrupt change?

Kimberly Gust, Arnold, MD – Ms. Gust reiterated that low altitudes were a problem, and that if this is the case and it is a local issue with the tower, then the problem should be able to be fixed locally without the need for FAA headquarters. She lives 14 nautical miles out from airport. There are flights at altitudes of only 1,800 feet and they should be at 5,000 feet where she lives.

Scott Wright, Severn, MD (near Telegraph Rd.)– Mr. Wright reiterated what all the other speakers said regarding concerns over concentrated flight paths, low altitudes, and hearing more engine thrusts when aircraft should be on a glide path.

Mr. Brasher asked David Richardson (Southwest Airlines) if they were realizing any fuel savings from these new procedures. Mr. Richardson replied that in this case they were not, although he doesn't have specific data. He offered to bring specific data back next month on this point. He stated that there are other reasons beyond fuel savings for these procedures however such as safety. Mr. Brasher then requested the FAA to begin their presentation on their efforts and proposal to address the Roundtable's resolution to revert to pre-DC Metroplex/NextGen flight paths and procedures.

FAA Presentation on Roundtable Resolution to Revert to Pre-DC Metroplex Flight Paths and Procedures

Ms. Elizabeth "Lynn" Ray began the FAA portion of the meeting by discussing a number of "IOUs" that the FAA owed to the Roundtable. The first was a written response to the group's resolution to revert back to pre-NextGen flight paths. Ms. Ray indicated that the agency has recently provided written responses to a number of organizations, elected officials, and the Roundtable as of today. A copy of the FAA letter to the Roundtable was handed out at the meeting. The FAA had only just received a letter from Maryland Governor Hogan on Monday, May 15th, regarding the Governor's support for the Roundtable's resolution, and thus FAA has not formally responded to that letter yet.

With regards to FAA response to the Roundtable's resolution, Ms. Ray stated that the problem with reverting back to old flight procedures "immediately" is that those procedures are not in the airplane computers any more. They need to be recreated. She then stated that their focus would be on departures from Runway 28 and Runway 15R, and arrivals to Runway 33L based on feedback from the prior meeting. She noted that Robert Owens will be the future main point of contact to the Roundtable from the FAA, but that Lynn and others will continue to provide support.

FAA is still working to provide meaningful responses and consolidated comments from the October 2016 community meeting; the agency had to first remove all publicly identifiable information. The FAA will provide the consolidated comments and responses from the October meeting to the Roundtable next month.

The Post-Implementation Report from the DC Metroplex has been sent to MAA staff and Roundtable leadership, and FAA will present the contents of that report at a future meeting of the Roundtable.

Ms. Ray gave an overview of the Instrument Flight Procedures (IFP) development process and stated that work is currently being scheduled out to 2019. The FAA has prioritized work related to BWI and the Roundtable, however, so the FAA has already scheduled place-holders for the development of these future procedures. In response to a question from the Roundtable, Ms. Ray explained that procedures get entered into the queue (or placed on the schedule) in response to requests from the FAA, the airport, community groups, airlines, etc. Members of the Roundtable can sign up on the FAA web site at https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ to receive notifications about IFPs associated with specific airports.

Mr. Drew Roth asked where in the process the Roundtable and community at large would get to review the procedures and provide input. Ms. Ray stated that the community would be involved early in the process to review notional designs to ensure that FAA is on the right track, and again further along in the process once the procedures had been designed. The heightened public engagement at the outset in Phase 1 is one of the changes FAA has implemented since the DC Metroplex was put in place in response to community concerns.

Ms. Ray then described FAA's process for developing PBN procedures which involves following FAA Order 7100.41A (referred to as the ".41" process). [editorial note: see slide 4 of FAA's presentation] The Order requires 5 phases, Phase 1 "Preliminary Activities" includes the development of notional procedures and/or routes, and this is where the Roundtable will be consulted at the outset.

Phase 2, "Design Activities" is the most lengthy and involved phase. A formal working group is convened to design the new procedures, airline pilots will test the procedures in simulators, and environmental and safety reviews are conducted. In Phase 3, "Development and Operational Preparation" Air Traffic Control does training, automation updates, updates to radar maps, and planning with industry.

Phase 4, "Implementation" is when procedure is published and in operational use, and in Phase 5, "Post-Implementation" the FAA evaluates the procedure for six months to ensure it is working as designed.

Mr. Harrell asked if the post-implementation review phase was complete for the DC Metroplex, and Ms. Ray said it was completed a few years ago. The report has been provided to MAA. Another Roundtable member asked if the development of new procedures will require an Environmental Assessment (EA), and Ms. Ray indicated that it would.

Mr. Brasher asked the FAA if there was anything that could be done to speed up the process, such as additional funding from Congress or staff overtime. Ms. Ray replied that the FAA is already doing everything that it can to expedite the process as much as possible, and some steps of the process will take a certain minimum amount of time regardless of the funded or staff assigned. She stated that Bennie Hutto and his team may be able to find some more short-term solutions to tweak earlier in the process.

Mr. Roth asked FAA to prepare maps and use language that the layperson can understand, and asked for an explanation at a future meeting on what FAA did in the post-implementation phase of the DC Metroplex process.

Ms. Ray stated that the FAA would be more mindful of its use of acronyms and would strive to provide information in a format that the community can understand going forward.

Mr. Gary Smith asked if there were other airspace changes made recently outside of the DC Metroplex project that could explain some of the differences and community concerns, and Ms. Reese asked if some of the variation could be accounted for by seasonal changes or shifts in wind/weather patterns. Ms. Ray said changes would not have been caused by winds but there may be other things going on that she has to look into. Changes may not be NextGen procedures.

Mr. Scheffenacker asked the FAA how long until fixes (i.e. changes in airspace) can be completed. Ms. Ray said her best guess was between 18 – 24 months. Mr. Scheffenacker expressed skepticism that this would be achieved in two years.

Ms. Erica Wilemon made a comment regarding the other communities dealing with Metroplex / NextGen implementation such as Southern and Northern California, and noted the high number of meetings they had with the FAA. Charlotte, NC was also mentioned. Ms. Ray responded that those roundtables have been in existence for many years.

Mr. Roth discussed the EA for the DC Metroplex, and noted that the EA says there are no significant impacts from the project and no significant changes to flight patterns below 3000 feet. He referred specifically to Thomas Viaduct Middle School and the Oxford Square residential development that are being impacted by planes flying below 3000' AGL, placing these places within the DNL 65 dB noise contour. Mr. Roth asked the FAA for a specific justification as to why the flight paths as currently implemented do not create a significant impact for these properties. Ms. Ray agreed to respond to the request.

Ms. Ray responded that she would provide the data which actually comes from multiple different sources and that the location of the meeting would not matter.

Mr. Chancellor remarked that between the MAA, the FAA and the airlines, the data exists to understand exactly what was done, where and what the impact was. He asked the FAA to better acknowledge the significant impact their actions have had on the community and on people's lives. He also suggested greater face to face interaction between the MAA and FAA.

Several members of the Roundtable expressed concern over the length of time it was taking FAA to gather the necessary data and show it to the Roundtable.

Mr. Brasher emphasized that the Roundtable needed the FAA to set out their proposed plan of action to address the Roundtable's motion to revert to the features of pre-DC Metroplex/NextGen.

Ms. Ray discussed the efforts FAA was taking to compile the data, and noted that it takes a long time because there are several data sources, and a lot of information to go through to be able to present it to the Roundtable. She stated that both the FAA and MAA are expending resources to work on this, and she recommends that MAA gather and provide their own data in addition to FAA. In her experience, communities have preferred seeing data from both the airport and FAA to confirm accuracy.

Mr. Robert Owens (FAA) stated that the FAA is committed to finding a solution, and reiterated that FAA staff are also living in these communities and are affected by the noise. He stated that based on the Roundtable's concerns over altitudes, he has been working since last meeting to gather information on altitudes specifically. One component of this is understanding how many flights have been on visual approach and uncharted approach.

Mr. Bennie Hutto also stated he had been working with FAA colleagues to try and gather information on altitude since last meeting as well. However more information is needed and this will be presented next time.

Mr. Owens and Hutto stated that FAA would put a request on the Automatic Terminal Information Service (ATIS) that pilots stay above a certain altitude. There was some additional discussion about how effective this solution would be, and how far out pilots tune in to the ATIS.

Mr. Chancellor asked the FAA to prepare slides next meeting that show every change that was made from before Metroplex to after, both arrivals and departures as well as altitudes, and that the maps need to show communities further out. Ms. Ray agreed that the FAA would have additional data to show at the next meeting.

In response to a question from Mr. Toller, Ms. Ray replied that information on the number aircraft using the visual approaches is not in a database. FAA needs to listen to the radio communications to note the use of particular approaches, and this is one of the reasons why it is taking a long time to gather the information.

Mr. Hutto walked through a number of the slides looking at flight path changes for the following:

- Runway 15 departures pre-Metroplex
- Runway 15 departures during Metroplex (i.e. TERPZ4-5)
- Runway 15 departures post-Metroplex (i.e. TERPZ 6)
- Runway 28 departures pre-Metroplex
- Runway 28 departures during Metroplex (i.e. TERPZ4-5 / CONLE)
- Runway 28 departures post-Metroplex (i.e. TERPZ 6/ CONLE3)
- Runway 33 arrivals pre-Metroplex
- Runway 33 arrivals post-Metroplex (i.e. RAVNN/MIIDY2)

The Roundtable members discussed the changes made to the flight tracks from Runway 28 departures, specifically a sight right turn that routed flights over the aforementioned elementary school and Oxford Square neighborhood, Hanover, Elkridge and Columbia. The discussion included mention of navigational points on the TERPZ procedure, especially the point "WONCE" and how WONCE moved between versions of the TERPZ procedure. The discussion also included mention of the flight track dispersion

(wide corridors) in the earlier version of the TERPZ, and that the newer version of the TERPZ had more concentrated paths (narrower corridors).

The discussion continued into the TERPZ procured for Runway 15R departures, and of the 1 nautical mile turn reference the Distance Measuring Equipment (DME). Mr. Chancellor mentioned the changes that have occurred over Howard Community College as a result. [editorial note: Howard Community College is located in Columbia, MD)

There was a lengthy discussion on the Runway 33L arrivals as well, specifically on at what point the flights get in line for arrivals, what the altitudes are at certain way points (SPLAT and GRAFE), and where the flights come into the flight path. The request to have the maps look further out was reiterated and FAA agreed.

Mr. Toler asked if visual approaches were being used more frequently and who makes the decision to use a visual approach. Mr. Owens stated that FAA should be able to answer that question at the next meeting. Approaches would have to be listened to individually to see what was visual. It takes time.

Mr. Roth asked which approaches were being looked into. Mr. Owens said Runway 33L. Mr. Roth requested that approaches to Runway 10 also be looked at. Mr. Owens replied that FAA could look into Runway 10 approaches as well.

A Roundtable member asked about the approach angle and whether it was possible to keep the planes at a higher altitude until they were closer to the airport. Mr. Hutto said they would look into what was possible but safety is the first priority and the planes have to descend to a certain altitude by a certain distance out otherwise they wouldn't make the landing.

Mr. Verchinski stated that FAA modeled the Performance Based Navigation (PBN) but never went back and validated any of the data. Asked how did FAA get to Phase 5 without going to the ground to validate the data. Ms. Ray stated that ground validation isn't part of the process.

Mr. Brasher asked a question about the planes in the vicinity that are not taking off or landing at BWI that are not part of Metroplex and Mr. Hutto stated that is one of the reasons why altitudes for arriving and departing flights are set, so as to avoid conflicts between aircraft.

Mr. Hutto suggested that one of the fixes FAA may consider is slowing down the aircraft, or spacing them out a little more in their approaches. Ms. Ray said this is something the Roundtable and FAA would have to discuss with the airport, what the peak hourly rate is / should be.

Roundtable members, specifically Mr. Lee expressed a desire to move the waypoint WONCE (near Columbia) back to where it was originally (pre-Metroplex slide vs post-Metroplex slides) and create more flight dispersion of the departures and arrivals. Asked if multiple waypoints could be used. Mr. Hutto said FAA can look at different dispersion possibilities. Will have to take into account other flight tracks from other airports.

Mr. Hutto stated that he understood that traffic had increased on 33L. Dan Klosterman stated that planes were coming in much lower the 2,100' near SPLAT that was shown on the slide.

Mr. Brasher asked why the two new concentrated flight paths shown on the 2016 slide flying directly north over Crownsville for eventual landing on 33L are being flown, particularly the eastern of the two

paths where the 2012 pre-Metroplex slide shows almost no flights were flown. Mr. Brasher explained that when he made this same inquiry at the preceding Roundtable meeting, the FAA response was that these new flight paths were not part of DC Metroplex and would look into it. Mr. Brasher inquired who made the decision to utilize these new concentrated flight paths and where was the environmental and other documentation for this change. Mr. Hutto did not answer the question but replied that the maps/slides were only from one day and that the SPLAT location (which is not shown on the pre-Metroplex slide) was a perfect location for approach procedures.

Ms. Wilemon stated that, on high traffic days, airplanes are forced to get in line further south and further out from the airport, causing people that never used to see or have airplane noise to not have it. Ms. Ray stated that ILS has operated for a while, but that there has been an increase in planes.

Mr. Yates asked FAA if there had been any changes implemented in March 2017. Mr. Hutto and Ms. Ray were not aware of any changes. They stated the last procedure change was in February 2016. Mr. Yates asked if there were any procedures in the pipeline. Ms. Ray said there is nothing scheduled to be implemented besides from placeholder publication dates for the outcome of this effort. She also mentioned that individuals can sign up for updates on any changes from FAA.

Mr. Lee asked if FAA could give them some examples of short term fixes. Ms. Ray reiterated the ATIS announcement stating altitude restrictions. Also stated preferential runway change. Mr. Roth explained that one of the reasons we (Roundtable) are asking to revert to the old way, is to avoid having to come up with short term fixes. BWI has noise abatement procedures already established and in use since the 90s. Referring to the repeated comments that aircraft are flying lower, Mr. Brasher stated that increasing altitude of the aircraft seems like a short-term action that would be welcomed.

In response to Ms. Reese's earlier question about how far out pilots typically listen to the ATIS, Mr. Shank stated pilots typically check the ATIS about 30 miles from the airport before making contact with local control (FAA Approach Control and ATCT). Mr. Hutto stated that pilots can listen from as far out as 200 miles. Ms. Reese wanted to know if the ATIS would be voluntary or required? She was told listening to the ATIS is required before contacting local control.

Mr. Lee asked if there was a way to spread out (disperse) planes arriving at the airport. Mr. Lee pointed out that SPLAT is not on the 2012 pre-Metroplex diagram. Mr. Hutto stated that GRAFE is the point where all planes have to reach to land on the runway safely. SPLAT is 3.1 miles further out.

Meeting Closing Remarks

Mr. Brasher stated the remaining agenda items not discussed will be addressed at the next meeting. He confirmed the next meeting of the Roundtable is scheduled on June 20th from 7-10 pm.