DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Sixtieth Meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, February 24, 2026, from 7:04 p.m. – 9:21 p.m.
Meeting held in person and virtually via Microsoft Teams

MEETING MINUTES

Regular Participants:

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
Suzzi Schuyler*	District 1 Anne Arundel County Council	**X**	Sam Snead*	Office of Anne Arundel County Executive Steuart Pittman	
Debra Jung*	District 4, Howard County Council		Clarence Dickenson III*	Office of Howard County Executive Calvin Ball	
Debbie Macdonald*	District 9	**X**	Vacant	Office of Baltimore County Executive Katherine A. Klausmeier	
Jesse Chancellor*	District 9	**X**	Brent Girard	Office of Senator Chris Van Hollen	**X**
Howard Johnson **Chair***	District 12	**X**	Stephen Jones	FAA Regional Deputy Administrator	
Drew Roth*	District 12	**X**	Shannetta Griffin	MAA, CEO	**X ONLINE**
Paul Verchinski*	Alternate District 13		Paul Shank, Chief Engineer	MAA	**X**
Vacant	District 13		Niqui Clark, Deputy Chief Engineer	MAA	
Mary Reese*	District 30	**X**	Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MAA	**X ONLINE**
Vacant	District 30		Bruce Rineer	MAA	**X**
Vacant	District 31		Karen Harrell	MAA	
Ted Sakellariou*	District 31	**X**	Kevin Clarke	MAA	
William Pierson*	District 32		Royce Bassarab	MAA/HNTB	**X**
Daniel Woomer* **Co-Chair***	District 32		Greg Voos	Mid Atlantic Regional Representative, NBAA	
Michael Huddleston*	District 32		Kyle Evans	General Aviation Representative, CP Management LLC	
David Nibeck	Alternate – District 32	**X**	David Richardson	Southwest Airlines	
Libby Lewandowski*	District 33		Steve Alterman	President, Air Cargo Association	
Vacant	District 33		Trey Turner	Commercial Carriers Rep.	
Christopher Burk*	District 44B	**X**			

*Voting Member

Other Named Attendees:

Brett Healy, ADCI (Meeting Minute Taker)
Ben Thielen, FAA Community Representative

Introduction and Roll Call:

Introduction:

The meeting commenced at 7:04 p.m. with a safety briefing delivered by Mr. Bruce Rineer. Mr. Rineer said evacuation, if necessary, should occur through the entrance door and that participants should gather in the front parking lot for roll call. He reviewed the exits and evacuation routes and stated that an Automatic External Defibrillator (AED) and a fire extinguisher were in the hallway in case of any medical emergencies, and bathrooms were in the hallway. For technical difficulties, Mr. Rineer suggested participants log off and rejoin the meeting. He also recommended that online attendees have only the Teams application open for the meeting duration.

Mr. Rineer said the meeting includes a full agenda and suggested some agenda items could be postponed to the next meeting. He also noted that the presentations would be available on the Roundtable website following the meeting.

Roll Call:

The Roundtable Chair, Mr. Howard Johnson, conducted roll call and quorum was met.

Approval of Agenda:

Mr. Drew Roth asked for confirmation that the Roundtable's presentation for the UC Davis Aviation Noise and Emissions Symposium (ANES) would be discussed. Mr. Rineer said it could be postponed due to time constraints.

Mr. Johnson said he amended the agenda to include an item following the Communications Committee update to acknowledge Mr. Jesse Chancellor's departure from the Roundtable.

Mr. Johnson asked for a motion to approve the agenda as updated. Mr. Roth motioned to approve the meeting agenda and Mr. Christopher Burk seconded. All voted in favor and the motion passed.

Review and Approval of October 26, 2025 Meeting Minutes:

Mr. Johnson then moved on to the approval of the October 26, 2025 meeting minutes. Mr. Ted Sakellariou made a motion to approve the October meeting minutes as published. Ms. Suzzie Schuyler seconded. All were in favor and the motion passed.

MAA Update:

Mr. Johnson introduced the BWI Marshall Airport Noise Zone (ANZ) update given by Mr. Rineer.

2025 ANZ Draft Update:

Mr. Rineer presented an update on the recently completed BWI Marshall 2025 ANZ update and began by providing some history on the ANZ. The ANZ is a report mandated by the Code of Maryland

Regulations (COMAR) and is updated every 5 years. The first ANZ was authorized by the Maryland Noise Act of 1974, and the MAA has been conducting ANZs since the 1980s. He said the most recent ANZ was completed in 2020 and was certified in 2021, so an update was required for 2025. Mr. Rineer explained the ANZ as a composite of noise contours from three years: the current or base year, a 5-year forecast, and a 10-year forecast.

Mr. Rineer walked through the process of updating the ANZ. He highlighted the establishment of a Stakeholder Advisory Committee (SAC), which included elected officials and planning officials from Anne Arundel and Howard Counties, community associations, and airport stakeholders, and the development of noise contours for the study years. He commented that the 10-year forecast contour is usually the largest contour of the three since it includes any future construction at the airport. The MAA also reviewed and updated the land use around the airport and the BWI Marshall Noise Abatement Plan (NAP). Following the publication of the draft ANZ and NAP, MAA will hold a public meeting to discuss the ANZ. After the meeting, the Maryland Aviation Commission (MAC) will review the ANZ and NAP, and following their approval, the ANZ will go to the MAA's Executive Director for signature and then will be codified into law. Mr. Rineer also noted that the public has 30 days to provide comments on the ANZ.

Mr. Rineer then stated the 2025 ANZ includes noise contours developed for 2025, 2030, and 2035. Operations for those years are based on existing radar data and the FAA's Terminal Area Forecast, and contours are developed using the FAA's Aviation Environmental Design Tool (AEDT). Mr. Rineer noted that the 10-year forecast included an extension to Runway 15R/33L, a new parallel Runway 10/28, and the updated 2024 PBN procedures. He also said operations are expected to increase from 652 in 2025 to 796 in 2035.

Mr. Rineer showed a series of slides with the base year, 5-year, and 10-year contours. Each slide showed the areas, population, and housing units affected for the corresponding year. He noted that the ANZ uses the 65 decibel (dB) Day-Night Average Sound Level (DNL) as the basis for the statistics and contours as required by COMAR. Mr. Rineer pointed out the additional runway and runway extension included in the contours for the 10-year ANZ, saying the runway extension and new runway are documented in the BWI Marshall Airport Layout Plan (ALP) and thus had to be included in the ANZ. Mr. Rineer emphasized that the airport is not planning any work on those major projects as of this meeting. He stated that they are included in the ALP and thus the ANZ to protect the land use. Mr. Rineer also showed a version of the 2035 contours without the runway construction for comparison. He said the 2035 contours with the runway construction are bigger and therefore protect more land from encroachment.

Mr. Rineer showed the 2025 ANZ and a comparison of the 2025 and 2020 ANZ contours, saying the contours have decreased since 2020. He stated the shrinkage resulted from a decrease in forecasted operations and expected changes to the aircraft fleet mix towards quieter aircraft.

Mr. Rineer then discussed the NAP and emphasized that its elements are voluntary. Its noise abatement procedures have been incorporated in arrival, departure, and instrument approach procedures, so the airlines will comply with the NAP if they use the procedures. Changes to the NAP included the removal of an arrival procedure canceled by the FAA and an update to engine run-up locations.

Mr. Rineer invited all present to attend one of the public meetings for the BWI ANZ scheduled on Thursday, March 19, 2026 from 3-5 p.m. or 6-8 p.m. MAA representatives will be at the meeting to

discuss the ANZ in greater detail and members of the public would be able to provide comments on the ANZ for the public record.

Ms. Mary Reese asked if the public record would include comments made during the SAC meetings in addition to comments collected during the ANZ public meeting. Mr. Rineer asked if she wanted to know if the ANZ incorporates SAC members' comments. Ms. Reese confirmed and asked if any of those comments resulted in changes to the contours or how the ANZ information was presented. Mr. Rineer said the comments from the meetings were documented. Regarding the contours, he said they are developed using data entered in AEDT and are not affected by comments typically provided in these groups. Ms. Reese pointed out that the MAA presented a 10-year contour without the runway changes and said that information was not presented to the MAC. Mr. Rineer said the contour without the runway changes is not part of the official ANZ. He said Mr. Roth requested that information and it is included in an appendix, but not in the official ANZ since it is not required according to COMAR.

Ms. Reese then asked whether the comments from the public meeting would be compiled as part of the public record and if the MAC would receive a copy. Mr. Rineer confirmed both.

Mr. Marty Krizan of Severn said he finds the contours fascinating. He asked if the contours use measured or modeled data. Mr. Bassarab said the contours use the DNL metric, which averages noise over a 24-hour period and incorporates a weighting for flights occurring during nighttime hours. He said both the software and the monitors provide noise levels of overflights at points within a study area, but the noise is then averaged over a year and represents an average annual day of noise. Mr. Bassarab emphasized that the DNL metric is an average, saying that the noise someone in the 65 DNL contour would experience is equivalent to a continuous sound level of 65 dB for a full day.

Mr. Krizan asked again whether the contours use measured or modeled data. Mr. Bassarab said that the AEDT software has noise, power, and distance databases for aircraft types and uses that information to develop the noise contours. Analysts input flight track, aircraft type, and other data into the software, which develops noise contours by referencing those databases.

Mr. Krizan then noted that the west turn at WARYN is not addressed in the 2025 ANZ contours. Mr. Rineer said that the contours represent an annual average day, and since the procedures with that turn are not used frequently, the turn does not show up prominently in the contours. Mr. Krizan asserted his 60 noise complaints within the past two months indicate otherwise. Mr. Sakellariou told Mr. Krizan that he is the Roundtable representative for Mr. Krizan's district and said he could send some data to Mr. Krizan to help answer his questions.

Mr. Krizan emphasized that if the WARYN turn is included in the contour, the population impact would be very different than what was shown. He stated that his home is half a mile from the departures and experiences an impact not indicated by a contour. Mr. Roth explained that the flights over Mr. Krizan's house are included, but the contour shown is the 65 DNL contour, which represents a higher average level of noise than what Mr. Krizan experiences. Mr. Krizan asked why the model is still used if it does not accurately represent the noise, and Mr. Roth agreed, saying the Roundtable also wants to know that.

An attendee asked if averaging over a year grossly misrepresents the noise. He pointed out that an overflight is a brief incident with high noise levels, which is averaged with the rest of the day with a negligible noise level, and asserted that this underrepresents the level and intensity of noise.

A commenter asked if the 2025 ANZ includes the latest Performance-Based Navigation (PBN) flight procedures. He said flights appear to be lower following the implementation of the latest procedures. Mr. Rineer confirmed the ANZ included the 2024 PBN procedures and again invited the group to the BWI public meeting.

Another commenter asked if this was an appropriate time to discuss the Runway 15R turn. Mr. Rineer said the public comment period would be at the end of the meeting and the agenda also includes a topic on Runway 15R.

Mr. Jimmy Pleasant asked if the model accounts for weather; Mr. Rineer said it uses an average weather day. Mr. Pleasant said the use of metrics relying on averages dilutes the noise to make it appear less of an issue. He stated that cold weather increases noise and said the inputs were "garbage", asserting "garbage in, garbage out". Mr. Pleasant demanded noise monitors on the ground and Mr. Rineer said the airport has 24 permanent monitors.

Another attendee asked about the airport's noise monitors and the associated data. Mr. Rineer said the airport's website has information about their noise monitoring system. The commenter asked about portable noise monitors. Mr. Paul Shank said if anyone wanted a portable noise monitor, the MAA would deploy one and the data collected would be compared to modeled data. Mr. Rineer cautioned that the airport has already collected portable noise data for several properties in the Severn area and advised the group that they could review reports for recent nearby locations. He also noted the portable noise monitoring program was temporarily on hold.

Mr. Edward Flood claimed the four existing monitors in the Severn area are at least 4,000 feet away from the affected communities. He said Mr. Michael Nemo had a portable monitor in his backyard, commenting that flights over the affected area in Severn occur within a 2,500-foot area but the monitors do not accurately pick up the noise and the impacted area in Severn does not have a permanent monitor. Mr. Flood claimed that the noise previously located over Elmhurst has shifted to their community in Severn and asked for data showing Elmhurst's previous noise levels. Mr. Chuck Allender suggested that each community should have its own monitor to provide accurate data to facilitate comparisons and decision-making.

<u>Technical Committee Request to the FAA:</u>

Mr. Johnson introduced the Technical Committee's proposed solution and request to the FAA regarding the Runway 15R departure procedures that use the WARYN waypoint. He noted that the Technical Committee included representatives from industry, MAA noise and engineering staff, technical representatives from the Roundtable, and community members.

Mr. Bassarab presented the Technical Committee's solution that was submitted to the FAA for review. He first provided a brief history of recent changes to arrival and departure procedures at BWI. The FAA published updates to departure procedures in July 2024 and updates to arrival procedures in September

2024. The arrival procedure updates were based on the procedures that the Roundtable provided to the FAA.

In June 2025, the MAA completed an extensive review of the updated procedures and their impacts to determine if the procedures accomplished the Roundtable's goals to reduce noise and return flight paths to pre-NextGen locations. Affected community members raised the issue of the Runway 15R departure turn and in August 2025, the MAA provided a presentation focused on the WARYN turn. Mr. Bassarab encouraged the attendees to review past presentations on the Roundtable's webpage.

Mr. Bassarab said that following the August meeting, the Roundtable and the MAA realized they needed to change the procedure to mitigate the issue. The Technical Committee held several meetings to propose and assess alternatives to the current departure procedure. At the first of these meetings, held in September 2025, the group reviewed the MAA's previous analyses for the Runway 15R departure and looked at the data types available in the MAA's Airport Noise and Operations Monitoring System (ANOMS). ANOMS is the MAA's system of 24 noise monitors that collect and aggregate the operational flight data at BWI.

Mr. Bassarab said that at the October meeting, the Technical Committee and the MAA decided how they intended to engage with the FAA on this issue. The group met again in December 2025 to define their request to FAA. Since that meeting, the MAA has sent a letter to the FAA's Regional Administrator identifying the problem and its effects. In addition, the MAA submitted proposed changes to the procedure to the FAA's Instrument Flight Procedures (IFP) Gateway website. The FAA is currently conducting a feasibility analysis of the MAA's request and will provide the results to the MAA. However, the FAA has stated that any changes will take three to five years due to the FAA's current priorities, resources, and emphasis on safety.

Mr. Bassarab then presented the data evaluated by the Technical Committee in developing their solution. He showed data from five of the 24 permanent ANOMS monitors: Jones Road in Queenstown, Quarterfield Elementary School, Delmont Methodist Church, Hebron Harman Elementary School, and 7111 Forest Avenue. Mr. Bassarab explained what the MAA does with the data, saying they can look at individual flights and noise levels at a specified monitor. He showed an example of a Boeing 737-700 as it overflew the five monitors. At the first monitor, the aircraft was at an altitude of about 1,500 feet and had a maximum sound level (Lmax) of nearly 80 dB. At the second monitor, the altitude was 2,000 feet and Lmax was 77 dB, and at the third monitor, the altitude was 3,400 feet and Lmax was 72 dB. The fourth monitor recorded the aircraft at 5,300 feet and 65 dB, and the fifth monitor recorded an altitude of 7,000 feet but could not measure Lmax as the aircraft noise could not be distinguished from community noise.

Mr. Bassarab also said the MAA can use ANOMS data to look at flight track densities and aircraft altitudes. He presented data showing the concentration of Runway 15R westbound departures for three different time periods: prior to NextGen implementation, initial NextGen implementation, and implementation of the 2024 changes. He noted that in all figures, red represented a high flight track density, while blue was low. Mr. Bassarab also stated that the WARYN waypoint was shown on all figures for reference but was not used prior to the 2024 procedure changes.

The figure from before NextGen implementation showed the highest level of dispersion, with very little high-density concentrations. The procedures represented in the intermediate, post-NextGen but pre-2024 changes figure, aircraft climb to 850 feet before beginning the turn to the west, which resulted in a greater concentration of flights over the Elmhurst area. The July 2024 changes introduced the WARYN waypoint, which aircraft must fly over before initiating the turn (a 'flyover waypoint'). The figure for this period showed very high flight track density located farther south over the Severn area compared to the intermediate figure. Mr. Bassarab noted that this increased density and new location is what the MAA and the Technical Committee are trying to address.

Mr. Bassarab then showed aircraft altitude information as provided by the ANOMS. The ANOMS shows colored bands corresponding to altitude ranges for aircraft on a given flight path. He said that as he moves through the slides, the color bands shift to represent aircraft altitudes at each point. Mr. Bassarab pointed out that the orange bands, representing higher altitudes, have moved closer to the airport, indicating that flights are reaching higher altitudes more quickly; however, that comes with the tradeoff of higher flight track densities at WARYN. Mr. Bassarab said that information and data like these are what the Technical Committee used to develop the letter to the FAA and the submission to the IFP Gateway and encouraged attendees to review information from the August and September Technical Committee meetings.

Mr. Bassarab next discussed alternative departure options that the Technical Committee considered. He stated that the flight path could not be moved farther south since that flight path would not represent a reversion to pre-NextGen flight paths and noise levels. The Technical Committee considered moving WARYN closer to the airport but the aircraft performance needed to do so is not currently available.

A commenter asked about the pros and cons of the information just shared. Mr. Rineer said that a waypoint is a point on the "road in the sky" for aircraft and in the case of WARYN, all aircraft on that route must fly over that point. Mr. Roth introduced himself and explained that prior to NextGen, air traffic controllers would tell each aircraft where to fly instead of aircraft all following the same flight path. This vectoring led to increased dispersion and less noise than today. However, NextGen implementation included more standardized approaches that could be flown with less air traffic control involvement, thus reducing controller workload. Mr. Roth further explained that NextGen is the FAA's air traffic control modernization program, which was implemented in the DC area beginning in 2015. He said that arrival and departure procedures can be loaded into an airplane's flight management system, which then uses current flight conditions to decide on specific procedures to use.

A member of the public commented that when humans were running the system, noise was not a problem, but now that an automated system is involved, presumably to save money, noise is now an issue. Mr. Roth agreed, saying that the FAA provided several reasons for and the benefits of the system, but commented that he believes they made those statements simply to placate people.

Mr. Roth said that immediately after the NextGen implementation, aircraft had to reach a specific altitude before starting to turn, which resulted in significant noise over Elmhurst. The resulting noise and discontented residents led to the founding of the Roundtable and its objective to return flight paths as best possible to the areas where they flew prior to NextGen. He stated the FAA said they would not and could not return to vectoring so reversion to pre-NextGen paths would not be fully possible.

Mr. Roth noted the Roundtable's objective at that point was to undo the impact to the Elmhurst community and presented the procedure currently in effect, which the group had proposed as part of their initial submission to the FAA in 2019. He said that although the noise decreased over Elmhurst, it increased south of that area, especially over Quarterfield Farms. Mr. Roth said he assumed responsibility for this mistake, saying that the relocation of noise from one community to another was one of the impacts the Roundtable intended to avoid.

Mr. Roth then pointed out that aircraft must fly over WARYN before starting the turn, which concentrates the flights on a narrow path directly over most of the houses in the affected communities. He said that after reviewing the previously presented ANOMS data, the Technical Committee requested that the FAA consider removing the flyover waypoint and return to an altitude-based turn. He added that the Technical Committee recommended increasing the altitude threshold for turn initiation so the noise is not concentrated over Elmhurst. Mr. Roth remarked that the Technical Committee thinks this would be a fair compromise and would satisfy the Roundtable's stated goals.

Mr. Flood mentioned that he reviewed the information on the Roundtable website for data on noise levels around Elmhurst for the period when NextGen was first implemented. He said he was unable to find anything documenting those noise levels prior to the 2024 changes and said he did not see any evidence that prior to the 2024 changes, Elmhurst experienced higher noise levels than other affected communities.

A commenter agreed the noise does not seem to have been as bad over Elmhurst as it currently is over Severn. She also asked how long it took to get the 2024 changes implemented. Mr. Roth said it took nearly ten years, and said the changes were motivated by other PBN procedures in the region in addition to the noise issues in Elmhurst. He reminded the group that the NextGen implementation began in 2015, but the Roundtable did not fully organize until 2017. He also noted that Covid-19 and various government shutdowns affected the timeline. The commenter asked if the red color on the maps was bad; Mr. Roth confirmed it is. He said no red is shown over Elmhurst and the noise levels are currently significantly worse over the Severn communities than any other communities since 2015.

Another commenter asked where the noise monitors were in relation to the density distributions on the three maps. Several people noted the area in question is outside the area covered by the monitors. Mr. Roth commented that measurements from ground-based monitors are only useful to a point. He said the monitors will provide noise levels for a location, but when quantifying the impacts associated with a change, an absolute measurement value does not matter as much as the difference before and after the change. Mr. Roth said to accurately measure changes, consistency in measurement techniques is critical, stating that the MAA and the Roundtable will continue to use the measurement and modeling techniques already in place to ensure accurate comparisons. He said he understands the commenter's point, but it is important to make sure they have a correct basis for comparison over time.

A third commenter asked about what limits the solutions available to the Roundtable, saying she cannot understand why the options are either keeping the current procedures or reverting to the immediately preceding procedures. Mr. Roth explained that the Roundtable initially looked at using an altitude-based waypoint and increasing the altitude. Following that discussion, the FAA informed the Roundtable that the procedure could revert to its pre-2024 state or it could remain as it is now, neither of which were

acceptable to the Roundtable. He commented that the Roundtable wants a compromise between the current and previous departure procedures.

Ms. Reese asserted that the Roundtable cannot be responsible for every change and observed that meeting minutes and records will show who made certain requests. She said some of these changes were made by the FAA, not by the Roundtable. Ms. Reese emphasized that meeting records should be consulted to confirm this information.

The same commenter asked why the turn cannot occur over a nearby uninhabited nature area. Mr. Roth said the aircraft operators stated they cannot make that turn. Several people wanted to know why; Mr. Roth said he thought it related to speed and turn radius but stated he cannot provide the exact reasoning as he is not an airline pilot.

Mr. Jordan Cochrane then asked what altitude the Roundtable recommended in their letter to the FAA and in the IFP Gateway submission. Mr. Roth replied that the exact altitude could not be determined until the procedure is modeled. Mr. Shank added that the MAA asked the FAA to model the procedure so that it balanced noise impacts over the affected communities. Mr. Cochrane asked if the Roundtable did any analysis to determine how flight track densities varied at different turn altitudes. Mr. Roth replied that the Roundtable did enough investigation to recommend that the turn occur above 850 feet, but they do not have the capability or information to model the scenario and provide a specific recommendation.

Mr. Krizan observed that altitude constraints on the turn will cause flights to be farther south than the current WARYN waypoint, leading them to be closer to the nature area before starting the turn since they will need to fly farther to reach the altitude. Mr. Roth noted that a turn at altitude waypoint would be better than the current flyover waypoint. He mentioned that variations in airframes, aircraft capabilities, and weights result in different climb rates and different over-the-ground distances flown before reaching the specified altitude. This causes the turns to occur at different points and leads to greater flight track dispersion.

Ms. Reese said in the past, as the Roundtable developed these and other changes, the MAA enlisted several experts to provide knowledge and expertise regarding procedure development and the BWI Marshall airspace. She commented she would be more comfortable if the MAA addressed the technical questions asked at this meeting. Mr. Shank replied that one of the MAA's advisors to the Technical Committee, Mr. Gary McMullin, is a career pilot and airspace expert. He said Mr. McMullin worked with the Roundtable and the Technical Committee in developing the procedures and participated in the FAA's PBN Working Group meetings alongside the FAA and the MAA. Mr. Shank said that these Working Group meetings included noise and airspace experts familiar with aircraft capabilities and limitations, and these experts said the waypoint could not safely move farther south. Mr. Shank invited Mr. McMullin to elaborate on why the turn was located as it is and the aircraft limitations restricting its move farther south.

Mr. McMullin stated that aircraft speed and bank angle define the radius of a turn; these two factors are in turn affected by temperature and aircraft weight. He acknowledged the suggestions to shift the waypoint to another location but said this usually results in an increase in airspeed for a comparatively small increase in altitude, which would likely lead to more people being affected by noise. He estimated

that the affected area might increase by as much as two to three miles. Mr. McMullin noted that it is challenging to find the "sweet spot" for the lowest noise levels, but the Technical Committee is trying to do so.

Mr. Shank said several factors constraining the turn have been mentioned, and asked Mr. McMullin if any other limitations exist. Mr. McMullin said he requested weather data from both warm and cold months to analyze weather and temperature effects on the turn. He stated that in warm months, aircraft are lower at WARYN and higher in cooler months. Mr. McMullin summarized, saying the best approach is to use slower speeds, which results in tighter turns and impacts fewer people. He reiterated that higher speeds lead to wider turns and more people affected.

Mr. McMullin stressed that the Technical Committee has already discussed most of the suggestions made tonight. He emphasized that the group is trying to minimize noise and have aircraft at specific altitudes at specific locations, while still maintaining safe flight paths. Doing so is a challenge since aircraft performance, capabilities, and conditions span a wide range. Mr. McMullin repeated that the group is trying to find an acceptable noise level for all communities south of Runway 15R and noted that four attempts have been made so far.

An attendee said she and her partner have lived in the Cayuga Farms area for 22 years; when they moved in, they were aware of airport noise, but it was not an issue. Lately, they have noticed an obvious shift, with noise levels at the highest they have experienced. She asked what role the community members and residents have and wanted to know how the Roundtable and others consider the needs of residents and communities when developing the procedures. Ms. Shieka said she noticed a small reprieve over the past weeks but found out that was due to weather conditions. She wondered why, if the airport can shift between east and west flow configurations, similar shifts cannot be used to distribute noise more evenly among communities.

Mr. McMullin explained that aircraft take off and land into the wind and are limited in this area due to safety. He said tailwinds severely limit aircraft takeoff performance, and if winds shift, air traffic control will change which runways are used. Mr. McMullin also noted that wind direction and speed can change with altitude and can be unpredictable. He emphasized that airplanes must take off and land into the wind for safety reasons. He also asserted that winds affect the aircraft's flight path but do not change how the pilot flies the plane.

A commenter noted that the number of operations over his house has increased significantly and wondered if the flights were taking off differently than in the past. Mr. Roth said the number of flights is about the same, but aircraft are now on a much more concentrated path. Mr. Shank added that when the MAA considered legal action against the FAA regarding the implementation of NextGen, they requested a return to controller-based vectoring, but the FAA told them vectoring was no longer an option. He said the FAA told the MAA that they would work with the MAA to use NextGen's benefits and safety features to alleviate the issue. The FAA also asked for the formation of a community roundtable, saying they would not implement changes without concurrence from all airport stakeholders, including the MAA, the airlines and industry at BWI, and communities around the airport. Mr. Shank emphasized that the FAA itself set out these requirements at the beginning of this process.

Ms. Reese returned to the previous question about the citizens' role and voice in this process. She stated that in 2017, roundtables were a novel concept for the FAA. She said the FAA implemented NextGen at several airports in addition to BWI, and many of these airports also formed roundtables to address impacts of the new procedures. The FAA, under pressure from Congress, said its representatives would attend these roundtables to understand community concerns and ideas. Ms. Reese said the BWI Marshall Roundtable became one of the most successful roundtables in the country since it was able to propose changes to flight procedures and have them reviewed and implemented by the FAA, while other roundtables did not. She said Senator Van Hollen has consistently had a representative at the Roundtable and continues to constantly push the Roundtable's goals to the FAA and the MAA. Ms. Reese emphasized that the Roundtable's success created an opportunity and process for future procedural changes and interactions with the FAA.

Ms. Reese stated that the cause of the increased noise in the Severn area was not included in the changes that the Roundtable reviewed and approved. She said the Roundtable was aware that the FAA might make its own, unrelated changes to other procedures as part of implementing the Roundtable's proposal and said that is what happened with the WARYN turn. Ms. Reese emphasized that the Roundtable did not foresee these effects. She said it is unfortunate that they need to revisit this procedure, but said the group is lucky to have the relationships they do with the FAA and Southwest Airlines. She hopes the Roundtable and the Technical Committee can get the changes implemented faster than the initial efforts. Ms. Reese again highlighted the work Sen. Van Hollen and other representatives have done to support the Roundtable.

Ms. Shieka asked Ms. Reese to clarify her role, saying that Ms. Reese seemed to have a strong voice in this space. Ms. Reese said she is the alternate representative to the Roundtable for District 30. Ms. Shieka said she is thankful for the representatives' support but commented she did not think she should be grateful for the chance to have a voice. Ms. Reese said she meant the Roundtable could be dissolved and the opportunity to gather at these meetings with direct access to the airlines and the airport administration is not available to all citizen groups. She said citizens' voices have led to change at BWI and the changes have shown that the process the MAA and the Roundtable followed with the FAA has proven effective.

A member of the public observed that prior to NextGen, airport departures occurred across a wide area, but with the implementation of NextGen, the FAA concentrated departures into a narrower path. He said, based on what he has heard at this meeting, the Roundtable is saying they have done the best they can to improve the procedures and noise impacts, but they were constrained by NextGen's characteristics and limitations. Ms. Roth said that is exactly her point, asserting that NextGen was imposed on the Roundtable and said it was a technological change that upended nearly a century of land use planning. She said the Roundtable was told the FAA would not return to radar vectoring. Mr. Roth added that the situation in Severn can be fixed, though it will take time. He exhorted the group to not give up and said he does not accept that the current state is the best that can be done.

Another attendee stated that the distribution shown in the pre-NextGen flight density map is the desired outcome since the noise is equally distributed among the communities. He wanted to know why they could not return to that scenario and how to encourage the FAA to make changes more quickly. He

said he has heard several times that a mistake was made and expressed his desire that the mistake be quickly rectified. Mr. Roth stated that the Roundtable has the same concerns.

A third commenter said he identified several groups involved in approving the flight procedures: the airlines, the airport, and the community members, plus the FAA. He observed that most of those stakeholders are financially motivated to implement procedures that are "as bad as possible" for the communities. He said the Roundtable is in an unfair position and mentioned that the Roundtable is at a "huge disadvantage" due to not catching the implications of the Runway 15R departure turn.

[inaudible discussion]

Mr. Shank replied that the FAA follows a process to review and approve procedure changes. He reminded the group that the MAA and the Roundtable have now initiated this process in response to the complaints in Severn, noting that this is one of the areas that need further work. Mr. Shank repeated that the MAA has formally and in writing initiated the process used to request consideration of their changes by the FAA. He said the FAA responded and said the Severn changes would take three to five years to review. The commenter replied that the FAA's response seems to be merely symbolic. Mr. Rineer defended the FAA, saying BWI is only one of many airports in the National Airspace submitting these types of issues, so review will take time. Additionally, the FAA prioritizes safety issues. He said that their request is in the FAA's system and will undergo the FAA's feasibility study and a comprehensive analysis, as well as the rest of the implementation process.

Mr. Edward Miller noted that this information is educational but discouraging. He said he appreciated the slides showing the evolution of the Runway 15R departure but is disappointed that the ANZ contours do not appear to capture the Runway 15R noise. He said the ANZ document "glosses over" this problem and asked why that is the case, stating that the ANZ is "misleading at best". He said contacting elected officials seems to be the best way to express concerns and push for action, and the elected officials should have accurate documents to review.

Mr. Shank thanked the commenter and said it was important feedback. He added that these changes would not have occurred without action from elected officials, elaborating that the officials' intervention led to legal action from the State and to outreach to Congressional representatives. He stated that several groups across the country exerted similar pressure on elected officials and the FAA. Mr. Shank noted that the FAA learned from and improved its process over several years. He pointed out the technical strength of the Roundtable, the MAA's consultants, and the strong relationship with the FAA.

Mr. Miller said he and others are negatively impacted by the changes facilitated by the Roundtable and the MAA. He said he understands the desired changes will take time to implement but repeated his question about why the ANZ contours do not show the noise from the WARYN turn. Mr. Roth stated the Roundtable did not know about the problem when they approved the changes. Mr. Shank said the MAA would consider Mr. Miller's comment and asserted that part of the ANZ process is to gather feedback and incorporate it into the ANZ if merited.

A commenter asked about noise level averages and if they were used in developing the ANZ, saying the average noise level does not accurately reflect the noise level when the overflights are occurring. Mr. Rineer said the ANZ is defined by the 65 DNL contour, and Severn falls outside that contour. The

commenter said she was asking about the metric itself and repeated that the average noise does not represent the true noise level the residents experience. Mr. Roth explained that Maryland law requires the use of DNL to develop the ANZ. Mr. Shank observed that she was referring to the single event noise level metric.

Mr. Roth stated that the Roundtable believes DNL should be replaced as the defining noise metric. He explained that since BWI uses east and west flow, Severn residents generally experience overflights about one-third of the time. He said that he thinks the Runway 15R turn does not appear in the ANZ because its effects are averaged with other departure paths that do not use the same turn. Mr. Roth noted that averaging overflights at 70 dB for a third of the time with ambient noise the rest of the time results in a contour such as the one in the ANZ. He said Maryland law does not allow residential use within the 65 DNL, asking if it is acceptable for anyone's home to be unlivable for a third of the time. There was general agreement from the group.

Mr. Shank noted that the FAA has undertaken a national Noise Policy Review that includes the consideration of an annoyance metric. He said the use of DNL as the metric for noise thresholds has frequently been challenged, so the FAA is considering replacing or augmenting DNL with another metric. Mr. Shank informed the group that this review is important since DNL is the metric used to define thresholds for noise mitigation efforts around airports. Mr. Shank also reminded everyone that the State of Maryland's law mandating the ANZ predates any noise regulations from the FAA.

Mr. Roth returned to Mr. Miller's comment regarding the Runway 15R departure turn, saying it was not specifically mentioned in the ANZ because the content and components of the ANZ and its document are constrained by Maryland law. Mr. Shank said the MAA would take Mr. Miller's comment under advisement. Mr. Miller said he thought a discussion on solutions would be beneficial and suggested the Roundtable answer other questions since his had been answered.

Mr. Flood asked for confirmation that the backlog at the FAA is three to five years for procedure reviews. He also said he understood that the submitted proposal aims for the "sweet spot" for an altitude-based turn above 850 feet that the resulting noise would not disproportionately fall over Elmhurst again. Mr. Flood said today's presentation did not show evidence that noise levels in Elmhurst before 2024 were equivalent to today's levels in Severn, saying he had asked for proof that Elmhurst had experienced a level of noise that would justify the change that led to the current noise levels over Severn. He asked why, based on the current noise over Severn, reversion to turning at 850 feet was not an acceptable solution.

Mr. Roth said the Roundtable's Charter states it will undo the impacts of NextGen as best as possible. He said Elmhurst received an unfair impact from NextGen noise up until 2024, and though the impact to Severn is greater than that experienced by Elmhurst, returning the noise to Elmhurst does not align with the Charter.

Mr. Bassarab next discussed the submission to the IFP Gateway. He said the MAA followed two courses of action. The first was to send a letter to the FAA's Regional Administrator explaining the requested procedure changes and why they are needed. The second was to submit those changes to the FAA through their IFP Gateway system. Mr. Bassarab noted that anyone can access the website and track the progress of the submission or any other flight procedure changes at https://www.faa.gov/air_traffic/

flight_info/aeronav/procedures/. The Roundtable's IFP Gateway submission includes the procedure change proposal for Runway 15R and the relevant technical data used to develop and justify the change. Mr. Bassarab said the FAA confirmed receipt of the information and has initiated a feasibility study on the proposal. Because FAA is still conducting the feasibility study, the proposed Runway 15R procedure change will not appear on the IFP Gateway; Mr. Bassarab noted that the time to design the procedure could be up to five years. He said the submission does not receive a tracking number.

A commenter asked how the group could encourage the FAA to prioritize the feasibility study. Ms. Reese recommended calling their state representatives. She also suggested greater involvement with the Roundtable, especially for districts with empty seats on the Roundtable. Ms. Reese mentioned that the Roundtable secured funding from Anne Arundel and Howard Counties to conduct independent noise analyses and reviewed, researched, and responded to the FAA's Noise Policy Review and other surveys. She suggested that people contact Sen. Van Hollen since he is on the committee developing the FAA Reauthorization Bill. Ms. Reese reemphasized the importance of contacting elected officials to advocate for their interests.

A commenter asked if contact information for relevant individuals and the IFP Gateway link could be provided to the group.

Mr. Brent Girard, representing Sen. Van Hollen's office, asked if the Runway 15R departure turn was a mistake in implementing the Roundtable's request or if it was an unintended consequence of the request. Ms. Reese said that when they reviewed the proposed tracks, the Roundtable recognized the FAA had to consider the entire DC Metroplex airspace to ensure that changes at BWI would not adversely affect the surrounding airspace, and that the FAA might make changes outside of the Roundtable's requests to meet their own criteria and needs. As a result, the FAA made changes that did not necessarily agree with the Roundtable's requests. She said with that in mind, the Roundtable accepted they were unable to review every change by the FAA since they were not familiar with the criteria that dictated some of the changes. Ms. Reese asserted that the Roundtable was not briefed on the Runway 15R departure change and its possible impacts and stated the Roundtable did not request the change.

Mr. Roth disagreed, saying the Roundtable had requested a change to move flights away from Elmhurst, and the resulting change led to increased concentration of flights over Severn communities. Mr. Roth said when the Roundtable reviewed and approved the changes implemented in 2024, they based their approval on modeling that did not provide enough information to allow them to realize the extent of the effects on a community that did not have a prior noise problem. Mr. Roth admitted the change is a solution in response to the Roundtable's request but asserted that the Roundtable did not receive adequate information to identify the possibility of this outcome.

Mr. Chancellor suggested that people might find it helpful to review the FAA's presentation at the November 19, 2019 Roundtable meeting. He said the presentation included a full noise analysis on the FAA's proposed departure tracks done by the MAA's noise contractor. Mr. Chancellor said at that point, the Roundtable was primarily reacting to the FAA's proposals for departure procedures but stated that the Roundtable thought it would be fair to address both arrivals and departures. He said the November 2019 presentation would show what the Roundtable reviewed and approved.

Mr. Girard commented that Sen. Van Hollen's office thinks five years to implement changes is an outrageous amount of time to wait for communities newly exposed to aircraft noise. He stated that the Senator's office wants to speed up the submission and approval process if possible.

A commenter asked how members of the public are notified about airspace changes that affect them, wondering what happens if communities do not raise concerns during the allotted public comment period. She said no one had informed her of the flight changes or the impact on her community, observing the onus seems to be on citizens to follow up on the changes rather than officials providing information and asked for improvement regarding communication around such matters.

Mr. Pleasant added that the Severn communities are not within the 65 DNL contour and so are not eligible for mitigation. He said following the implementation of new procedures, people have 60 days to file lawsuits in response and stated the elected officials should have done so, but now that period has expired. Mr. Pleasant said he was in a similar position ten years ago and Howard County filed a lawsuit against the FAA. He asserted that the judge in the last lawsuit agreed with the plaintiffs, but the lawsuit was filed outside of the appeal period. Mr. Pleasant repeated that if the Severn community had filed suit within the 60-day period, they could have forced a return to the previous procedures.

Mr. Pleasant said he believes Elmhurst has a similar level of noise to before the changes, saying the portable noise monitor reports indicate that the noise levels of the 15 highest noise events are similar both before and after the changes. He asserted that increasing the turn altitude to 1,000 feet will not make a noticeable difference. Mr. Pleasant went on, saying that in his neighborhood in Howard County, he experiences 200 flights per day, each between 70 and 80 dB. He claimed he had 5,000 departures over his house during the four weeks when he had a portable noise monitor, with most flights registering over 80 dB. Mr. Pleasant claimed he is the only person to ever receive a spreadsheet of his noise monitor data from the MAA.

Roundtable Committee Reports:

Technical Committee:

The Technical Committee report on the 2025 Runway 10/28 closure was postponed to another meeting due to time constraints.

Legislative Committee:

Mr. Johnson said Mr. Rineer and Mr. Roth were invited to talk about the Roundtable's activities at the UC Davis ANES in March. However, due to time constraints, the presentation of the material to the Roundtable was postponed to the next meeting.

Communications Committee:

Mr. Johnson discussed the Roundtable's support of the Aviation Impacted Communities Alliance's (AICA's) review of the FAA's report on Uncrewed Aerial Vehicles (UAV) and electric Vertical Takeoff and Landing (eVTOL) aircraft operating Beyond Visual Line of Sight (BVLOS). The FAA is investigating how to manage these operations in the airspace and developing a realistic concept of operations for their use. Mr. Johnson said the FAA does not yet have any public feedback regarding where the vehicles will

operate. He noted that the FAA's report discusses an environmental Finding of No Significant Impact (FONSI), which the Roundtable finds concerning.

Mr. Johnson suggested that interested people could talk to their local representatives to understand what, if any, plans for such operations in their area and how the FAA expects to manage that airspace. He emphasized that the vehicles in question are not small recreational quadcopters; instead, they are drones "as big as this table" used to move materials within the state. Mr. Johnson stated that the MAA has already requested that the Air Mobility Commission review the FAA's report and its impact on the State of Maryland. He said the report is available on the Air Mobility Commission's and the Roundtable's websites.

Mr. Johnson said that municipalities would manage the location of operational hubs and routes for these vehicles, noting that the Roundtable and others will need to monitor this. He stated that the Roundtable disagrees with the FAA's claim that no impact will occur to the public because of these operations. Mr. Johnson warned everyone that although these operations and vehicles are not present in the DC metro area, he expects they will be coming and provided the example of recently approved funding for air taxis to support the 2028 Olympics.

Mr. Johnson stated that the Executive Committee agreed to support the AICA's findings and would publish that statement on their website.

Jesse Chancellor Farewell Remarks:

Mr. Johnson then moved on to farewell remarks from Mr. Chancellor, who has resigned from the Roundtable. Mr. Chancellor, a founding member of the Roundtable, received a certificate of appreciation from Mr. Johnson. Ms. Reese made a motion to include Mr. Chancellor's remarks as included in the official record for this meeting. Mr. Roth seconded. All approved and the motion passed.

Public Comment:

Mr. Johnson then moved on to public comments from those who had signed up to do so.

Mr. Marty Krizan:

Mr. Krizan commented that due to this meeting, he has a better understanding of several topics discussed tonight and asked about alternatives to the current model. He also asked if the Roundtable addresses pollution from aircraft in addition to noise, saying the recent snow has been an excellent collector of pollutants. Mr. Krizan noted that he does not attribute all the blackened snow to aircraft pollution, but he was curious about the origin. He said he took samples of the dirty snow and wanted to know if the Roundtable has a way to investigate and make decisions based on the findings.

Mr. Johnson said the Roundtable has done some basic review of the issue, commenting that most of the pollution studies come from Europe. Regarding noise metrics, Mr. Johnson said the FAA has been considering different metrics for aircraft noise, including level of annoyance in response to aircraft noise. He also mentioned that Vianair's analysis for the Roundtable used the number of noise events above a threshold (N-Above). Mr. Johnson said that he does not know whether the FAA has chosen any alternative metrics.

Mr. Roth said the presentation for the ANES will discuss the benefits and insights that come from using the N-Above metric instead of DNL. Mr. Krizan asked if it was possible to attend the symposium virtually. Mr. Chancellor said he did not think so, but the presentations would be publicly available sometime after the meeting.

Ms. Reese mentioned the recent cleaning of the Jefferson Memorial to remove a fungus caused by aircraft engine exhaust residue. She commented that similar effects have been reported before, but said literature is scarce and the Roundtable would need to do some research before taking it on as an issue. Mr. Krizan said he knows one of the problems is separating aircraft pollution from other common pollution forms. Ms. Reese said she would share some information with Mr. Krizan.

Mr. Edward Flood:

Mr. Flood reiterated that he has not seen any data suggesting that Elmhurst bore an unfair burden of aircraft noise prior to 2024 and said if the MAA had any information about this, he would like to see it. Mr. Flood said that he recalled from the June 2019 minutes, the FAA provided a proposal for a Runway 15R westbound turn, though he could not recall what the proposal included. He noted that the Roundtable made no comments on it and the proposal appeared to be accepted.

Ms. Laura Donovan:

Ms. Laura Donovan asked why the runway needs to be extended. Mr. Shank explained that runway length is defined by the takeoff distance for the aircraft that use it. He asked if she meant the Runway 15R/33L extension shown on the ALP. Ms. Donovan asked if that runway crossed Dorsey Road, which Mr. Shank confirmed. Mr. Shank then asked how the airport would remain fully functional if the primary runway was closed for maintenance. He said the runway extension would be built to maintain the airport's operational capacity for that situation. Mr. Shank emphasized that the runway extension has been in the ALP for at least 15 years, saying he does not expect that construction to occur soon. Ms. Donovan stated she is concerned that a longer runway will result in more operations and larger aircraft, which would exacerbate the noise issue. Mr. Shank restated that the inclusion of the runway extension is for planning purposes, saying the MAA needs to plan for both today's aircraft needs and those in the future.

Ms. Donovan also commented that she had seen two articles on drones in the Howard County monthly business report.

Unidentified Commenter:

A commenter said the aircraft noise is significantly affecting his life, commenting that he cannot play outside with his child without being subject to noise. He stated aircraft noise is the first thing he hears in the morning and the last thing he hears at night and is also woken up in the middle of the night by it. The commenter equated complaining in the Roundtable forum to complaining about a meal to a waiter and said he thought the Roundtable's influence was somewhat limited. He said he believes the best thing citizens can do is to provide information and complaints to the Roundtable so they can pass them on to relevant stakeholders.

The commenter agreed the DNL metric is not a good one, saying he did some quick math based on Mr. Pleasant's statements. He calculated that Mr. Pleasant's noise equated to 4.6 percent of the day at high noise levels. He expressed dismay that people can experience noise greater than 65 dB for nearly five percent of the time and not qualify for some mitigation. He asserted the eligibility metric needs to change so that Severn and other areas are properly characterized as "unlivable space" based on the current situation.

The commenter said that the submission to the IFP Gateway is the best way towards starting the 3-year clock, but suggested a secondary approach focused on actual numbers and data to prove that communities experience unlivable noise levels.

Planning For Next Meeting:

Mr. Johnson thanked everyone for coming and said everyone's comments and patience are appreciated. He encouraged the group to contact their federal representatives about these issues.

No future Roundtable meeting was scheduled at this meeting.

Meeting Closeout:

Mr. Johnson made a motion to adjourn the meeting. Mr. Sakellariou seconded. All were in favor and the motion passed. The meeting was adjourned at 9:21 p.m.