



KEVIN KAMENETZ
County Executive

August 10, 2017



Mr. Michael P. Huerta, Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

RE: DC Metroplex BWI Community Roundtable's Request for Operational Relief Measures

Dear Mr. Huerta,

I am writing in support of the DC Metroplex BWI Community Roundtable's requests for changes in the Federal Aviation Administration's (FAA) operations at BWI Airport to help address concerns about noise, flight patterns, and the altitudes of planes taking off and landing at the airport.

As you know, the group has requested the FAA revert back to the flight patterns and elevations before the next generation procedures were implemented, and there is an FAA PBN Working Group process in place to review that. In the interim, FAA officials met with the group and offered 3 operational changes that could be considered to help residents in the interim.

The Roundtable has been working for the last 6 months, in good faith with the FAA and MAA, seeking relief for the residents around the airport and in the central region of the State. The requested short term changes would allow all parties to carefully go through the PBN Working Group process knowing there is some help on the way for communities. These suggestions should not be confused with the formal request to revert back to the old flight patterns and altitudes, but they are changes that can help now and give some credibility to this process and the FAA.

The three changes are:

1. Approve a waiver to allow air traffic controllers to vector aircraft to help disperse the flight paths better on departures.
2. Approve a waiver to allow air traffic controllers to vector aircraft on a course to the line of intercept rather than to a fixed point to create more flight path dispersion on arrivals.


Mr. Michael P. Huerta, Administrator
August 10, 2017
Page 2

3. Approve a procedure to require controllers and airlines to maintain slope intercepts out to 10 DME and beyond 10 DME to keep altitudes at least at 4000 to remedy the concerns with aircraft flying much lower than before Next-Gen procedures.

I think it is important for the FAA to review and approve these changes quickly, as a sign of good faith to the group and community. After all, the communities impacted by these issues have been at this for several years seeking help.

Thank you in advance for your consideration of this issue.

Very truly yours,



Kevin Kamenetz
County Executive

KK:

cc: The Honorable Larry Hogan, Governor, State of Maryland
The Honorable Allan Kittleman, Howard County Executive
The Honorable Steven Schuh, Anne Arundel County Executive
Mr. Pete Rahn, Secretary, Maryland Department of Transportation
✓ Mr. Paul Shank, P.E., Chief Engineer, Division of Planning and Engineering, MAA
Mr. Lance Brasher, Esquire, Chair DC Metroplex BWI Roundtable