



Larry Hogan  
Governor

Boyd K. Rutherford  
Lt. Governor

Pete K. Rahn  
Secretary

Ricky D. Smith, Sr.  
Executive Director / CEO

October 22, 2015

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

Dear Mr. Huerta:

Subject: NextGen Procedures at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall)

In recent months, the Maryland Aviation Administration (MAA) has attended local neighborhood association meetings to report on the status of our runway construction activities being completed as part of the U. S. Congressional mandate for Runway Safety Area (RSA) compliance at commercial service airports. At those meetings, MAA heard citizen complaints about air carrier aircraft noise associated with the closure of Runway 10-28 because of the aforementioned construction. MAA also learned that citizens were upset about the noise associated with the changes in aircraft departure paths and lower altitudes being flown in accordance with the Federal Aviation Administration's (FAA) phased implementation of NextGen. Primarily citizens are troubled by the noise associated with NextGen departure procedures below 3,000 feet Above Ground Level (AGL). They assert that these NextGen changes in departure procedures were not addressed in sufficient detail in the FAA's June 2013 Metroplex Airspace Environmental Assessment and therefore the FAA's subsequent December 2013 Finding of No Significant Impact was improperly issued and not representative of the actual implementation.

In the course of MAA's review of the FAA's phased implementation of the NextGen departure procedures at BWI Marshall since March of 2015, the MAA also learned that these new procedures do not comply with the MAA prepared, and FAA approved, Noise Compatibility Program (NCP), or our state mandated Noise Abatement Plan (NAP). The NextGen departure procedures differ from the previous procedures in both flight track and altitude requirements for all runway departures below 3,000 feet AGL at BWI Marshall. The FAA approved the flight procedures for BWI Marshall in June of 1990 as part of the NCP and no meaningful changes to those procedures has occurred until now. See FAA's Record of Approval of NCP for BWI Marshall dated June 21, 1990.

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Based upon the foregoing, the MAA requests that the FAA revise the NextGen departure procedures to comply with MAA's NCP and NAP departure procedures. Given the gravity of the present situation, the MAA respectfully requests to be included in the review, and approval, of any further changes in NextGen procedures at BWI Marshall. We look forward to working with you to expeditiously resolve this matter.

Sincerely,



Ricky D. Smith, Sr.  
Executive Director/CEO



U.S. Department  
of Transportation  
  
Federal Aviation  
Administration

Office of the Administrator

800 Independence Ave., S.W.  
Washington, D.C. 20591

March 9, 2016

Mr. Ricky D. Smith, Sr.  
Executive Director/CEO  
Maryland Aviation Administration  
P.O. Box 8766  
BWI Airport, MD 21240

Dear Mr. Smith:

Thank you for your October 22, 2015, letter about public noise concerns associated with the closure of Runway 10/28 and changes in aircraft departure paths at Baltimore/Washington International Thurgood Marshall Airport (BWI). You also expressed concern that since March 2015, departure procedures at BWI have varied from approved flight procedures contained in BWI's Noise Compatibility Program (NCP) and the State mandated Noise Abatement Plan (NAP). You asked that the Federal Aviation Administration (FAA) revise the departure procedures to comply with your administration's NCP and NAP departure procedures and to be included in the review and approval of any further procedure changes at BWI.

The flight procedures associated with the Washington, D.C., Optimization of Airspace and Procedures in the Metroplex (Metroplex) were coordinated and studied under an Environmental Assessment (EA). In accordance with the National Environmental Policy Act, the FAA released for public review and comment the EA that was prepared to consider the potential environmental impacts associated with the DC Metroplex. Members of the DC Metroplex Project Team met with your office to discuss the proposed project before implementation.

Our research indicates the concern regarding aircraft noise may be due to construction and the temporary closure of Runway 28, which have caused additional usage of Runway 15 Right for departing aircraft. Runway 10/28 construction was completed and returned to normal service on December 22, 2015. Therefore, the frequency of Runway 15 Right departures should have returned to normal use.

Additionally, the other concern regarding noise may have been due to the altitude aircraft must reach prior to turning to the northwest. As of February 4, 2016, this altitude was changed to a higher altitude. Prior to the change, a northwest turn occurred at 657 feet, but now it occurs at 850 feet. This change should keep aircraft over the Potomac River up to a mile from the departure end of the runway. Of course, not all aircraft will reach this altitude at the same location.

We are committed to full transparency and coordination of our proposed actions and will continue to work with your administration to reduce aviation noise impacts.

If I can be of further assistance, please contact me or Molly Harris, Acting Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Hueni", with a circled initial or mark at the end.

Michael P. Hueni  
Administrator