



Ricky D. Smith, Sr.
Executive Director/CEO

April 25, 2016

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

Dear Mr. Huerta:

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

This will acknowledge receipt of your letter dated March 9, 2016 written in response to the Maryland Aviation Administration's (MAA) letter of October 22, 2015. The MAA has shared your letter with representatives of the neighboring communities. MAA's understanding of the issues that continue to concern the residents of the neighboring communities are the noise and visual impacts resulting from the changes in flight paths and altitudes now being flown by aircraft utilizing BWI Marshall.

The impacts mentioned in your letter associated with BWI Marshall's ongoing construction program are not the issue. The source of the residents' concerns are the changes in the departure paths directly associated with the implementation of the Federal Aviation Administration's (FAA) NextGen departure procedures for Runway 28 and Runway 15R.

Simply put, the FAA's NextGen procedures depart from the long established flight procedures jointly developed by the FAA, the MAA and the communities in June of 1990, as delineated in BWI Marshall's published Noise Abatement Program (NAP) and Federal Aviation Regulation Noise Compatibility Program (NCP). The recently implemented NextGen Terpz 6 departure procedures do not adequately address the communities' request that the FAA respect the NCP and NAP departure procedures. Moreover, it is clear that these changes were not adequately addressed in the FAA's Environmental Assessment (EA).

Specifically, on Runway 15R for departures the recent increase in aircraft altitude from 667' to 850' before turning does not utilize the altitudes previously specified in the NAP. Previously the departure aircraft maintained the runway heading for 1 nautical mile while climbing before turning (per the NAP). The new flight procedures place departing aircraft at lower altitudes and in different flight paths over long established residential communities. Similarly, the Runway 28 departure procedures place departing aircraft along different flight paths and different altitudes than those specified in BWI Marshall's NAP.

P.O. Box 8766
BWI Airport
Maryland 21240-0766

TOLL-FREE
1 800 I FLY BWI

FACSIMILE
410-850-4729

WEBSITE
www.bwiairport.com

Mr. Michael P. Huerta
Page Two

The communities also assert the environmental impacts associated with these changes in departure paths and altitudes were not addressed in the FAA's EA/FONSI as the EA scope of work was to only study impacts above 3,000 feet. It is important to note that All of the issues associated with the implementation of the NextGen at BWI Marshall relate to impacts occurring below 3,000 feet.

We greatly appreciate your expression of commitment to work with the MAA to reduce aviation noise impacts and have shared your statement with the residents of the affected communities. We too are committed to working with the FAA to resolve this matter. We again reiterate MAA's request that the FAA restore the departure procedures delineated in BWI Marshall's NAP.

Sincerely,



Ricky D. Smith, Sr.
Executive Director/CEO



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Area Director

300 Independence Avenue, SW
Washington, DC 20515

November 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 April 25 letter about aircraft departing the Baltimore/Washington International Thurgood Marshall Airport (BWI) and concerns about the impact to residents of the neighboring communities.

You voiced concerns regarding the Federal Aviation Administration's (FAA) implementation of the Next Generation Air Transportation System (NextGen) and a departure from the flight procedures agreed to by the FAA, Maryland Aviation Administration (MAA), and the communities in the June 1990 Noise Abatement Program (NAP) and the Noise Compatibility Program (NCP). You also stated these issues were not adequately addressed in the FAA's Environmental Assessment (EA)/Finding of No Significant Impact, and the EA scope of work was to study impacts above 3,000 feet only. You requested that the FAA restore the departure procedures to those described in the NAP.

During the DC Optimization of Airspace and Procedures in the Metroplex (DC Metroplex) Project the FAA team met with MAA officials in December 2015. This meeting allowed the FAA to explain the benefits of advanced technology and the opportunity we were taking to modernize the procedures at BWI. We discussed the NCP and NAP. Your team's input contributed to the design of the Runway (RWY) 15R TERPZ Standard Instrument Departure (SID). Specifically, we were able to raise the altitude at which the departing aircraft is expected to begin the initial turn. This design causes aircraft to have an increased likelihood of turning one mile or more from the departure end of the runway and at higher altitudes.

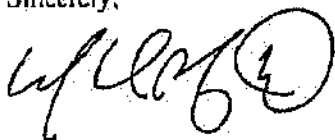
Aircraft departing RWY 28 fly similar to the operation before the implementation of the TERPZ-6 SID. This new SID is beneficial for both safety and efficiency reasons. This design establishes separation from subsequent departures sooner and improves the efficiency of BWI's operation. For the reasons discussed here, we do not agree that a need exists to revert to previous procedures.

Although the majority of changes to flight paths in the DC Metroplex study area occurred above 3,000 feet, the general study area included a block of airspace designed to capture aircraft operations to and from the study airports as they operate at or below 10,000 feet. As a result of BWI being one of the study airports, the DC Metroplex EA included the environmental review of any changes made from the ground up to 10,000 feet, which would include any changes to departure paths and altitudes. EA details can be found at: http://www.metroplexenvironmental.com/dc_docs.html.

The FAA continues to work to ensure the safe and efficient use of our National Airspace System. We are also working to modernize and enhance safety when possible by taking advantage of the benefits of performance-based navigation.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Huerta", with a circled number "1" at the end of the signature.

Michael P. Huerta
Administrator