

Summary of Baltimore/Washington International Thurgood Marshall Airport (BWI) Community Outreach Open House October 27, 2016

On October 27, 2016, the Federal Aviation Administration (FAA) and the Maryland Aviation Administration (MAA) hosted a Community Outreach Open House at the Lindale Middle School, 415 Andover Rd., Linthicum Heights, MD 21090. The FAA and MAA committed to providing this summary of the meeting. The FAA and the MAA notified the public about the meeting via websites and press releases, and by sending more than 1,200 emails and letters to local residents and Home Owner Associations.

The FAA and the MAA held the meeting to review aircraft arrival and departure procedures in the vicinity of BWI Airport. These procedures are associated with the FAA's implementation of the Washington, DC Metroplex project, which includes BWI Airport. The Metroplex initiative is part of the FAA's Next Generation Air Transportation System, known as NextGen.

The meeting took place from 5:30 p.m. to 8:30 p.m., and was structured to allow attendees to participate at their convenience and visit the various workstations staffed by FAA employees who could explain the procedures and answer questions. Each workstation was outfitted with multiple poster-board graphics with aircraft radar tracks for Runways 15R/28 Area Navigation (RNAV), Standard Instrument Departure (SIDs) and Runways 33L/R Standard Terminal Arrival (STARs). These are known as Performance Based Navigation (PBN) procedures. Feedback forms were available to allow attendees to share comments and concerns in writing.

More than 450 community residents attended the open house and submitted 214 comment forms. The FAA reviewed and catalogued each comment, and shared the comments with the MAA.

The following is a summary of the comments:

Noise:

- Many attendees expressed concern about aircraft noise (e.g., sleep disruption, inability to enjoy the outdoors, concern with decreasing property value) and flight paths.
- Many comments addressed concerns about early departures and late arrivals, including requests to limit operations between the hours of 11 p.m. and 6 a.m. and to ensure that noise abatement procedures are followed. Since flight schedules are the purview of the airlines and the MAA, and the FAA does not control them, concerns about schedules will be forwarded to the airlines that use BWI and to the MAA.
- A majority of the responses stated that attendees thought "noise pollution is due to NextGen." Several people expressed concern that PBN procedures tend to eliminate flight track dispersion. Some attendees observed that flight schedules and legacy noise (rather than changes due to NextGen technology) were the most likely cause of concern.

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- More than half of the people who attended the open house were interested in the creation of the Maryland Aviation Noise Working Group. MAA formed the DC Metroplex BWI Community Roundtable and held their first meeting on March 21, 2017. This working group will work collaboratively with all affected parties, and will evaluate and make recommendations to the FAA and the MAA, as well as pose potential mitigation strategies.

Meeting Format:

- 37% of attendee comments responded positively to the information and format of the meeting. Attendees enjoyed the personal, one-on-one access and believed the open house was informative.
- 30% expressed their displeasure about the meeting format. Even though the meeting was described in announcements as an open house concept, some attendees expected and expressed a preference for a town hall-style meeting that would allow them to make public comments and ask questions to the FAA in a larger group setting.
- 33% of attendee comments responded neutrally to the open house format.

Administrative/Notification Processes: Some feedback identified that notifications for these meetings should be better publicized. While the FAA and the MAA strived to publicize the meeting through websites, press releases, and emails and letters to local residents and Home Owner Associations, we will consider other options and earlier notifications for future open houses.

Format/Sponsor Participation: Some felt representatives from the MAA did not attend and/or were not identified, and that airline representatives should also be present at future open houses. The MAA did attend the BWI meeting, however in the future the FAA will encourage the MAA to have a workshop station. In addition, the FAA will support participation by airline representatives.

The FAA thanks attendees for their feedback. The FAA is enhancing our community involvement practices to more effectively identify and address community concerns, and increase public engagement throughout our process in order to more effectively inform our decision-making. The views of communities are important to the FAA as we take the next steps to advance the national aviation system, and we are committed to give meaningful consideration to community concerns and views as the FAA makes aviation decisions that affect them.