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Governor

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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)

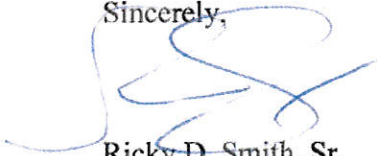
In recent months, the Maryland Aviation Administration (MAA) has attended local neighborhood association meetings to report on the status of our runway construction activities being completed as part of the U. S. Congressional mandate for Runway Safety Area (RSA) compliance at commercial service airports. 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