



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.

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Easy come, easy go.

Mr. Michael P. Huerta
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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