DC METROPLEX BWI COMMUNITY ROUNDTABLE
c/o Maryland Aviation Administration
P.O. Box 8766
BWI Airport, MD 21240-0766

September 8, 2017

Michael P. Huerta
Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Administrator Huerta,

In an effort to procure relief to thousands of residents in the vicinity of BWI Thurgood Marshall Airport suffering substantial mental and physical trauma, loss of quiet enjoyment of their homes and a destruction of property values due to changed arriving and departing aircraft flight paths and procedures arising out of or in connection with the DC Metroplex/NextGen scheme, on March 20, 2017, the newly formed DC Metroplex BWI Community Roundtable unanimously adopted a resolution to request that the FAA revert to flight paths and procedures in place prior to DC Metroplex/NextGen (the "*Status Quo Ante* Resolution"). See attachment 1 to this letter, prepared by the FAA, containing representative examples of pre-DC Metroplex/NextGen BWI departure and arrival flight paths. The Roundtable's request was submitted to you in a letter from the Roundtable, dated March 31, 2017. On April 18, 2017, the Maryland Congressional Delegation collectively sent a letter to the FAA in support of the *Status Quo Ante* Resolution. Subsequently, Maryland Governor Hogan made a similar request to the FAA on May 11, 2017 and to the Secretary of the U.S. Department of Transportation on August 1, 2017. These letters are attached as attachments 2, 3, 4 and 5. The governments of Anne Arundel, Baltimore and Howard Counties have also expressed support for the *Status Quo Ante* Resolution.

On May 12, 2017, Elizabeth Ray responded on behalf of the FAA to the Roundtable's letter stating the FAA's commitment on a high-priority basis to address *Status Quo Ante* Resolution. The Roundtable is appreciative of the commitment stated in Ms. Ray's letter and other communications and the efforts of the FAA team to date, including those of Bennie Hutto, Robert Owens and others. To be clear, however, we believe FAA leadership has full responsibility for and should take ownership for correcting the intuitively apparent and terribly harmful design defects in the DC Metroplex/NextGen scheme. Further, the reliance placed by the FAA on arcane measures for assessing significant environmental impact of the DC Metroplex/NextGen scheme was inexcusable and the implementation of the scheme following experience in Phoenix and other jurisdictions without correcting these obvious design defects,

such as the low altitude concentration of flight paths on departures and arrivals, was made in knowing disregard for the harm they would inflict on affected residents.

As the FAA PBN Implementation Working Group begins to address the *Status Quo Ante* Resolution, Ms. Ray has asked us to provide further guidance about what the Roundtable requires. As we have explained in Roundtable meetings as well as my discussions with Ms. Ray, the Roundtable believes that the FAA is singularly positioned to know what is needed to revert to the *status quo ante* and must take action to do so. The Roundtable comprises a group of concerned citizens, most of whom have little information about airport and FAA operations and procedures. Consequently, the Roundtable's views, certain of which we describe below, are based on limited information and observed harms communicated. Our response to FAA remedial proposals and our other requests for consideration are necessarily preliminary, they are not intended exclusive and they are guided by the principle of the *Status Quo Ante* Resolution.

Subject to the forgoing reservation, and as we have communicated to the FAA in our meetings or otherwise repeatedly, we have observed at least three main sources of problems with BWI flight paths and procedures arising out of or in connection with DC Metroplex/NextGen.

- The use of new flight paths
- The concentration of aircraft in narrow flight paths
- Lower aircraft altitudes

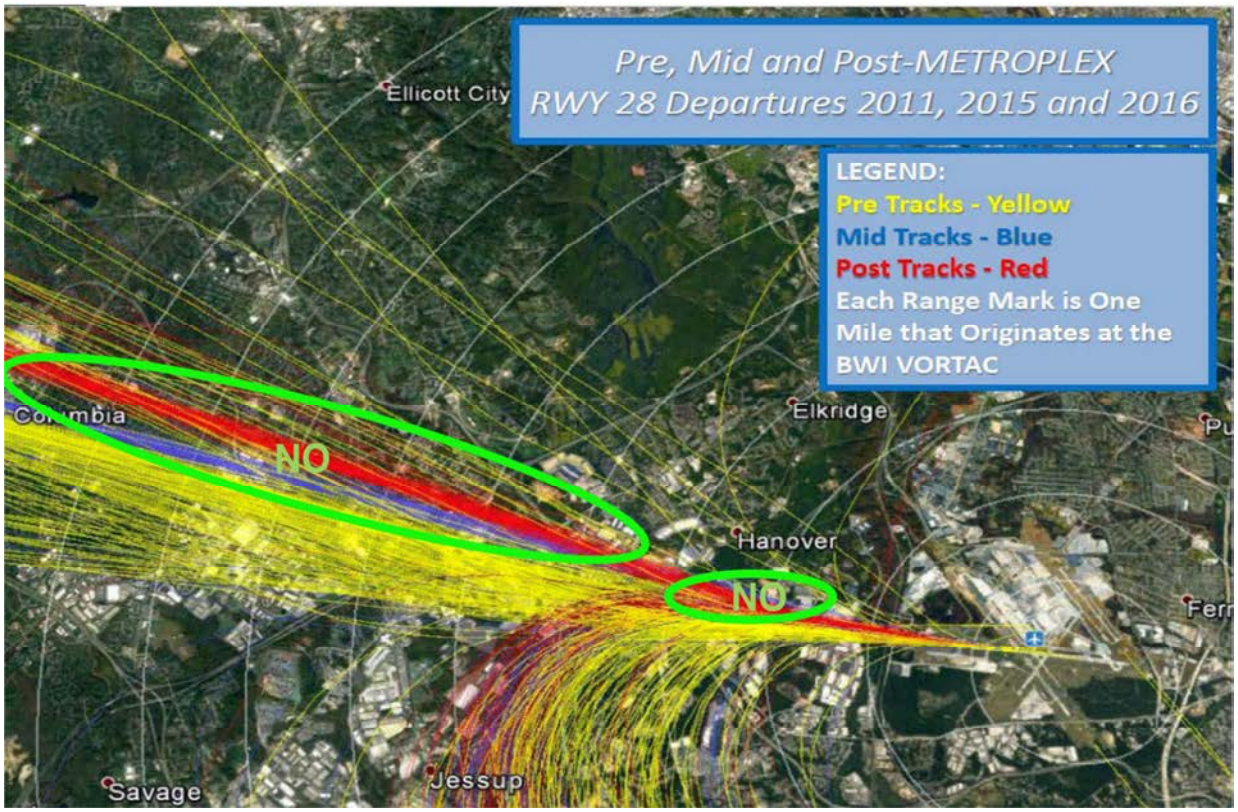



**Figure 1A Runway 28 Departures - shows specific examples of aircraft flying where they were not flying prior to DC Metroplex/NextGen.**

**Figure 1B Runway 28 Departures – shows pre-DC Metroplex/NextGen features that need to be restored.**

1. <u>New flight paths have been created by DC Metroplex/NextGen; FAA must revert to old flight paths</u>. Thousands of community residents have observed aircraft flying along flight paths that were not being flown previously. See Figures 1A, 2A and 3A and FAA flight path diagrams in Attachments 1 and 6 for comparison and as representative examples. These new flight paths include, among others:

> Runway 28 departure – early turn and path shift to the north and flying south at low altitude
> Runway 15 departure – earlier and lower turn
> Runway 33L and 10 arrivals – flights cleared direct to any waypoints from the RAVNN arrival (including waypoints GRAFE, SPLAT, JANNS)

We have been advised by Ms. Ray and other FAA representatives that the FAA will be working to revert on the turns and flight paths for runway 28 and 15 departures.

Regarding runway 33L, as discussed at the Roundtable's July 18, 2017 meeting and requested in the Roundtable's letter to the FAA, dated July 25, 2017 (see Attachment 7), aircraft would not be "cleared direct" to GRAFE, SPLAT or JANNS but would be vectored to the final approach course with the objective of achieving dispersion consistent with that illustrated in Attachment 1. Runway 10 arrivals, the ANTHM3 and TRISH2, also have resulted in concentrated flights upstream and at lower altitudes which are unacceptable.

As discussed below, the post-NextGen lack of controller vectoring has concentrated aircraft onto highly geographically specific and repetitive tracks over affected areas of Anne Arundel County. The result has been an increase in aircraft density and frequency in the same airspace over the same populations and any such increase is unacceptable.

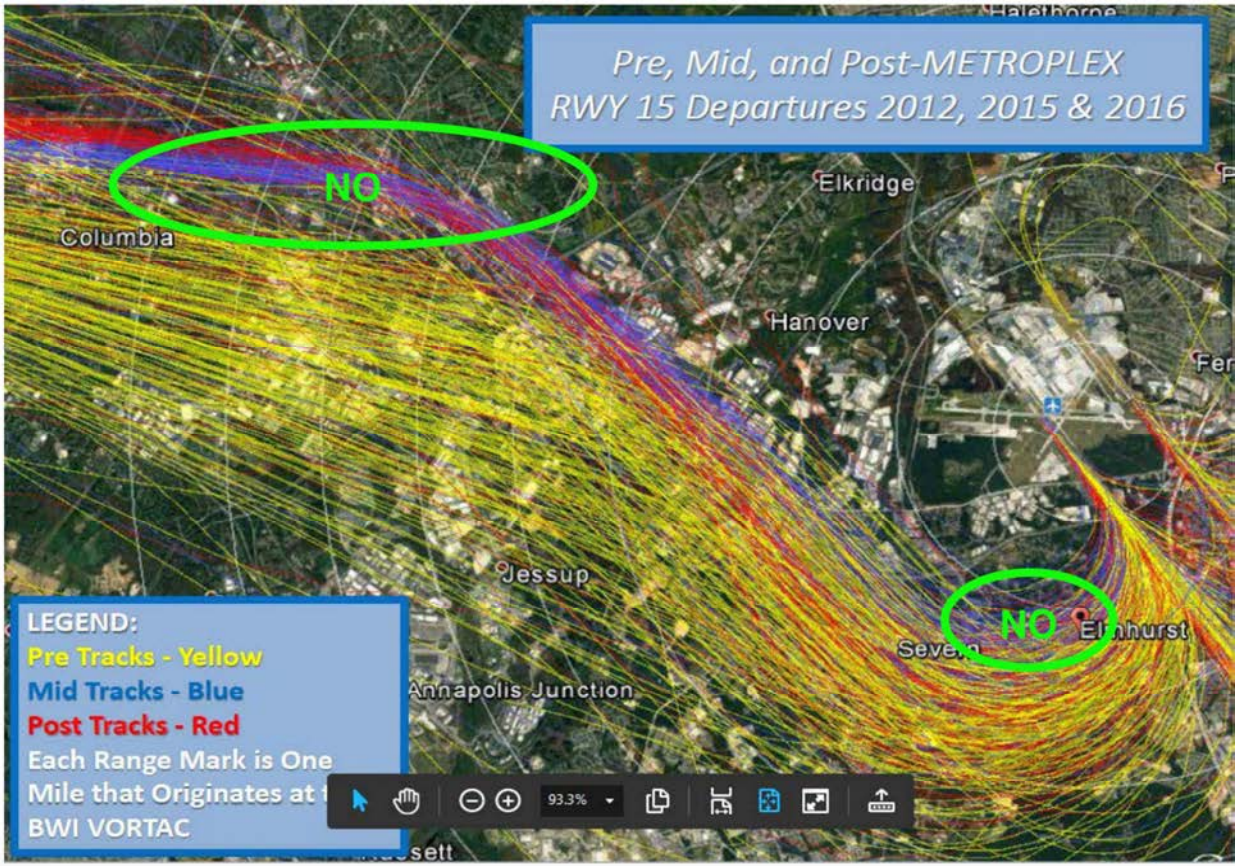



**Figure 2A Runway 15 Departures - shows specific examples of planes flying where they were not flying prior to DC Metroplex/NextGen.**

Figure 2B Runway 15 Departures – shows pre-DC Metroplex/NextGen features that need to be restored.

2. DC Metroplex/NextGen has resulted in a concentration of flight paths in narrow corridors; FAA must revert to old procedures that were effective in achieving dispersion. The concentration of low flying aircraft along the departure and arrival flight paths has been disastrous for residents underneath them. Numerous studies have demonstrated the harmful effect on mental and physical health due to aircraft and low frequency noise. In addition to the health effects, there is a questionably constitutional taking by the FAA of the residents' quiet and peaceful enjoyment of their homes and attendant economic loss due to lower property values. A comparison of pre- and post-DC Metroplex/NextGen flight paths as shown on Attachments 1 and 6 clearly shows the concentration of flight paths post-DC Metroplex/NextGen and that those under the flight paths would be significantly impacted is intuitive.

We understand from the FAA's presentation at the June 20, 2017, meeting of the Roundtable that for departures, the notional zones identified are intended to revert flight paths, not only to the location as mentioned above, but to achieve dispersion within the zones back to historical dispersion. We are concerned, however, that that the slides from the June 20 presentation do not adequately specify geographic boundaries. The notional zones identified on the June 20 presentation are based on a data set of 150 flights and time period of two months in 2014 that may be too small or not representative of historical dispersion. Additional data and time periods, such as those included in Attachment 1, should be considered in formulating a solution without delay. The PBN Working Group should continue its work while this additional

data is reviewed in order to maintain the timetable for published procedures described by the FAA in its June 20 presentation.

The June 20 presentation did not provide for notional zones to deal for dispersion on arrivals, but notwithstanding the presentation, Ms. Ray communicated at the meeting and in subsequent communications that the FAA understands the problem of concentration and the request for dispersion (examples of which are shown on Attachment 1) and would undertake efforts to recreate that dispersion on arrivals.

As you know, the Roundtable has requested in its letter dated July 25, 2017 to the FAA (Robert Owens) in that (i) for departures from BWI, the FAA seek the waiver that would allow air traffic controllers to vector aircraft to create dispersion as Robert Owens described during his presentation at the July 18 Roundtable meeting and (ii) for arrivals to BWI, air traffic controllers would revert to vectoring aircraft to the final approach course and would stop all direct clearances to waypoints in order to achieve spacing and dispersion and to eliminate concentrated flight paths. We request these remedial measures to be implemented immediately and made permanent or until such time it is demonstrated with certainty that NextGen as implemented will maintain dispersion at historical levels and avoid the current concentration of departures and arrivals.

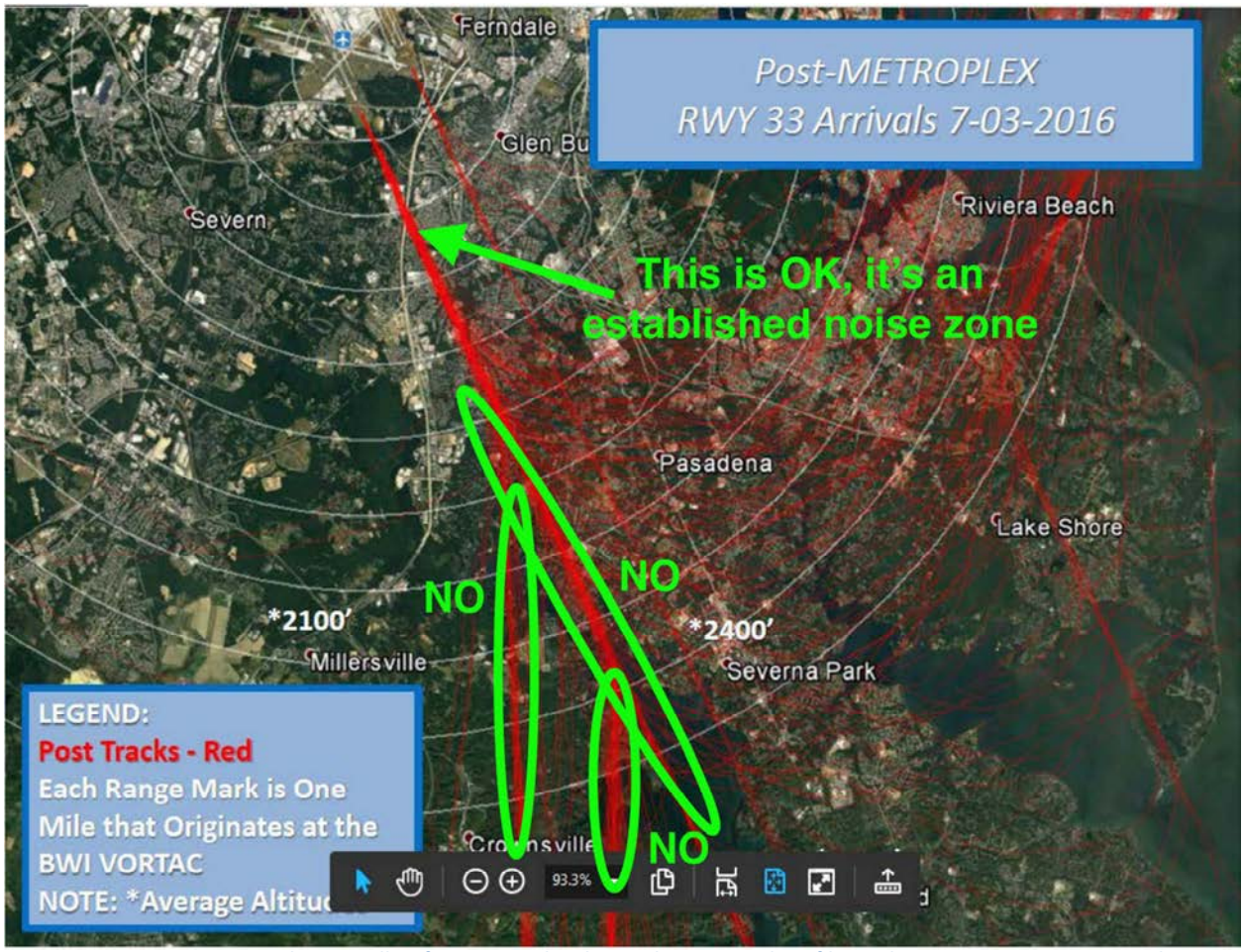



**Figure 3A Runway 33L Arrivals - as well as figures 1 and 2 above, show examples of how planes are now concentrated into narrow corridors so that plane after plane are destructive for the residents beneath.**

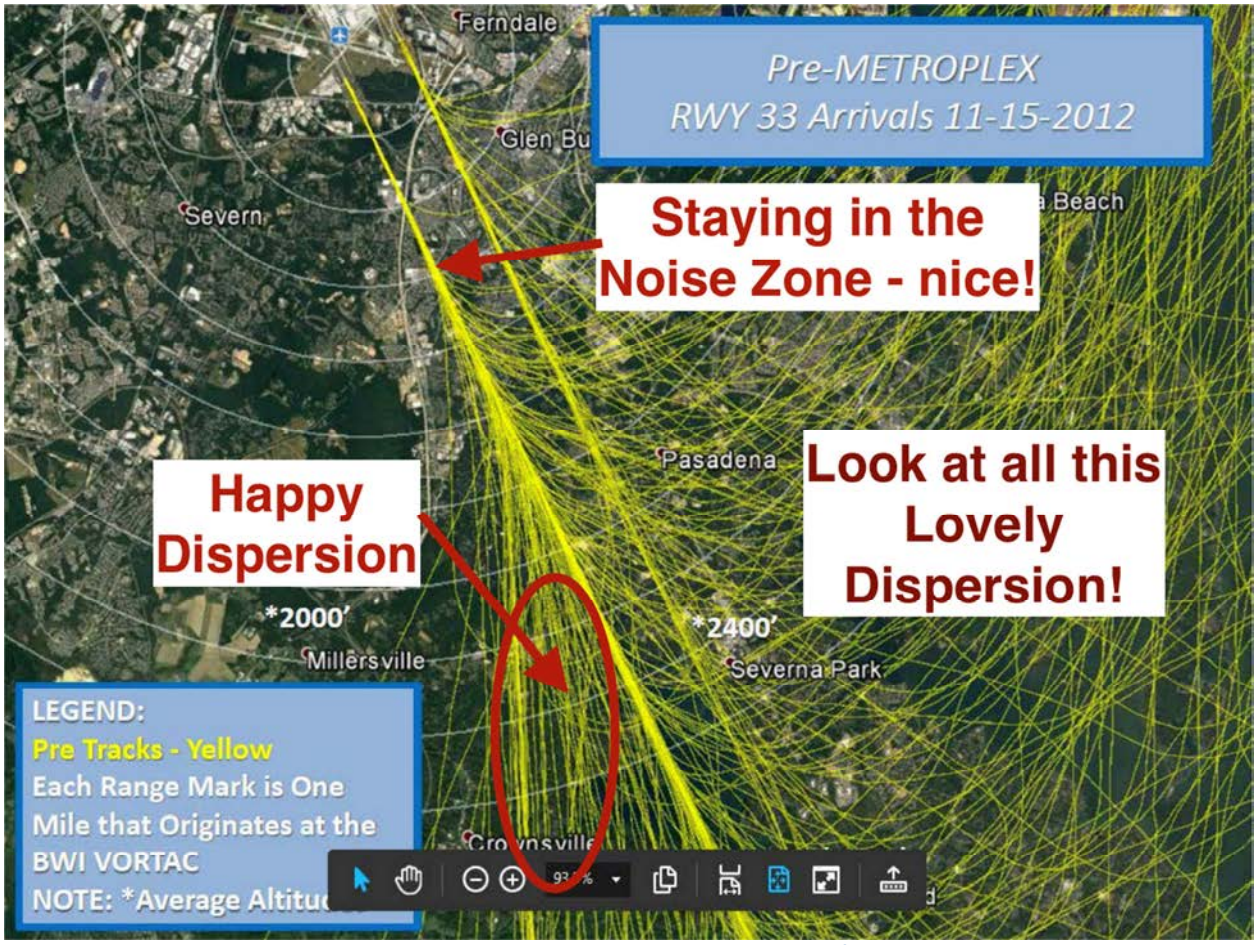



Figure 3B Runway 33L Arrivals - shows dispersion and features of pre-DC Metroplex/NextGen arrivals that must be restored.

3. FAA procedures permit aircraft to fly at altitudes too low; procedures must be modified to require aircraft to fly at the highest safe altitude at all times during departures and arrivals. Residents universally state that aircraft are flying lower under the DC Metroplex/NextGen scheme that previously. We understand there is conflicting data about how low aircraft are flying and issues regarding whether representations regarding aircraft altitude in DC Metroplex environmental assessment were accurate. As stated by FAA operations representatives for BWI approach control, the frequent ATC procedure of clearing aircraft for visual approaches has had the effect of alleviating an aircraft's obligation to comply with published arrival and approach procedure altitudes resulting in much lower flying aircraft. This has directly translated into an unacceptably lower altitude for regular flight operations. For arrival aircraft this has affected flights from as far out as the RAVNN waypoint on the RAVNN arrival and their joining of the final approach corridor into 33L at lower than IFR standard glideslope intercept altitudes. For 15R departures this has resulted in aircraft turning at lower altitudes; altitudes should be restored to previously established altitudes and the turn should be restored to 1 DME.

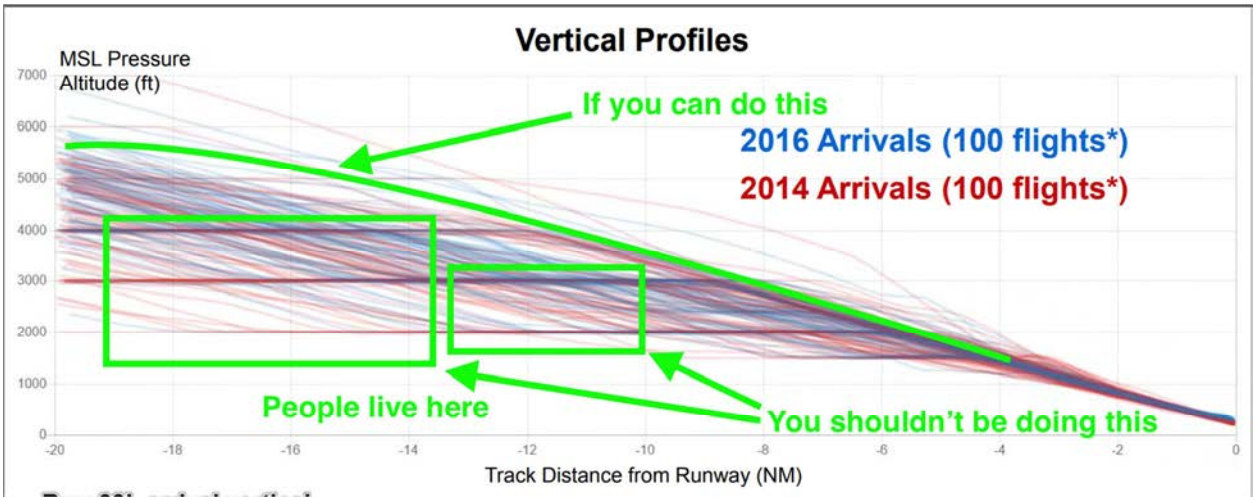



**Figure 4 Vertical Profiles – shows how planes are flying at lower altitudes than necessary, as has been observed on all arrivals, particularly bothersome with arrivals on Runway 33L and Runway 10.**

Also in our July 25 letter to the FAA, we have requested that the FAA implement the cooperation and training as proposed by Robert Owens at the July 18 meeting as soon as possible. We further request that FAA and airport procedures and rules be changed so that achieving and maintaining the highest safe altitude for departing and arriving aircraft is a requirement, rather than only a voluntary undertaking. All flights given visual clearances must not descend below published altitudes for the entire arrival and approach procedure.

In addition, we ask the FAA to look at procedural changes, including shifting flight paths for aircraft transiting the region, such as flights from DCA, away from the area to allow for BWI departures and arriving aircraft to achieve or maintain higher altitudes.

It is imperative that the FAA develop effective solutions expeditiously and on the first try. Also, any solution must be one that (i) is demonstrated to achieve the reversion to historical flight paths, the historical dispersion of aircraft and the higher aircraft altitudes described above, (ii) includes procedures with which controllers and others as applicable are mandated to comply, (iii) is a legal, valid and binding obligation of the FAA enforceable in accordance with its terms and (iv) is subject to monitoring and frequent and regular reporting to demonstrate compliance.

We believe there is the greatest possibility for this if the Roundtable is fully engaged in the FAA processes and kept frequently and timely apprised of developments with opportunity to review and comment on plans as they are developed. We look forward to working with the FAA and MAA collaboratively.

The mental and physical trauma, loss of peaceful enjoyment of homes and destruction of property values being suffered by thousands of residents are real. We look forward to the speedy development and implementation of solutions that correct the failings of the new flight paths and procedures. Time is of the essence.

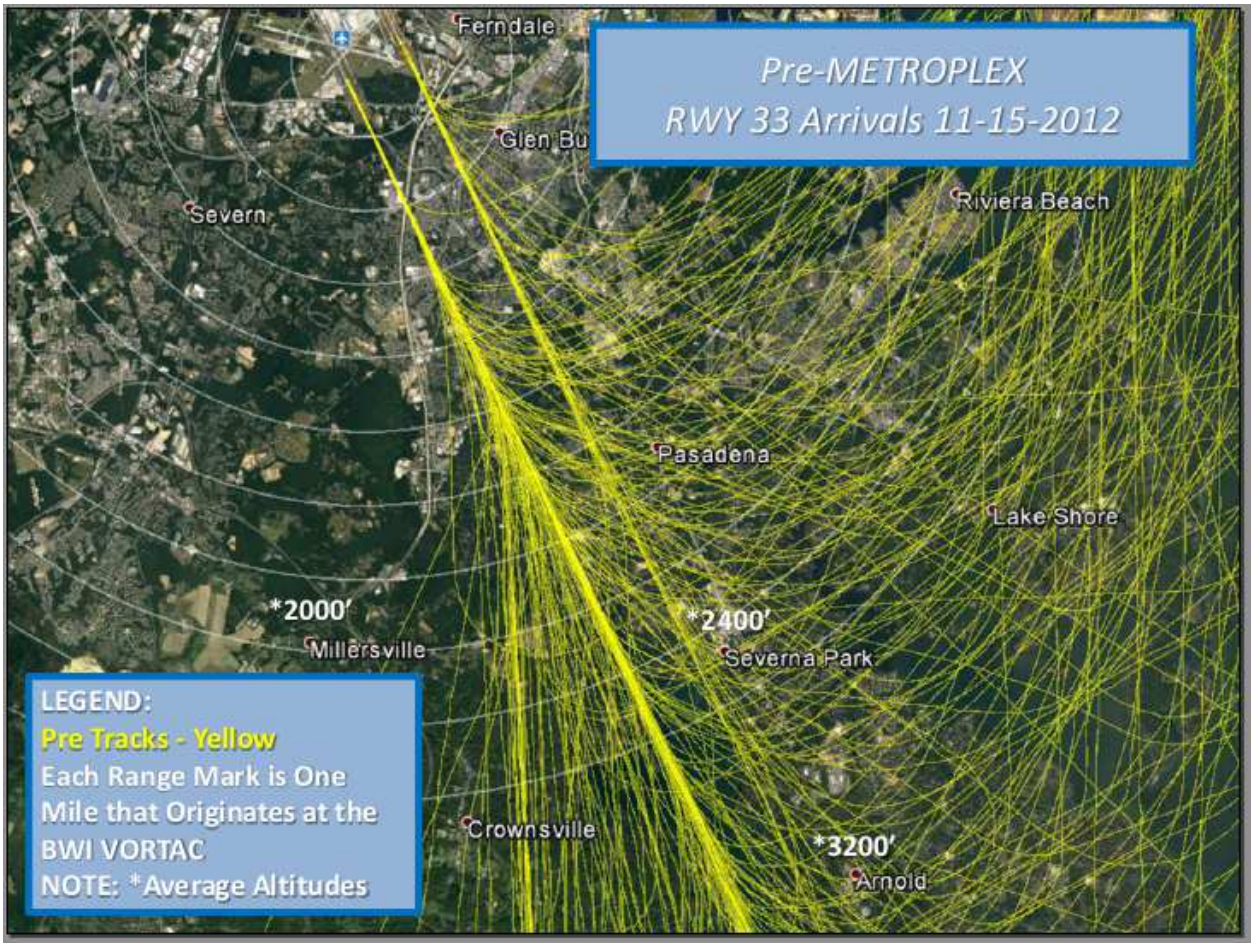
Sincerely,

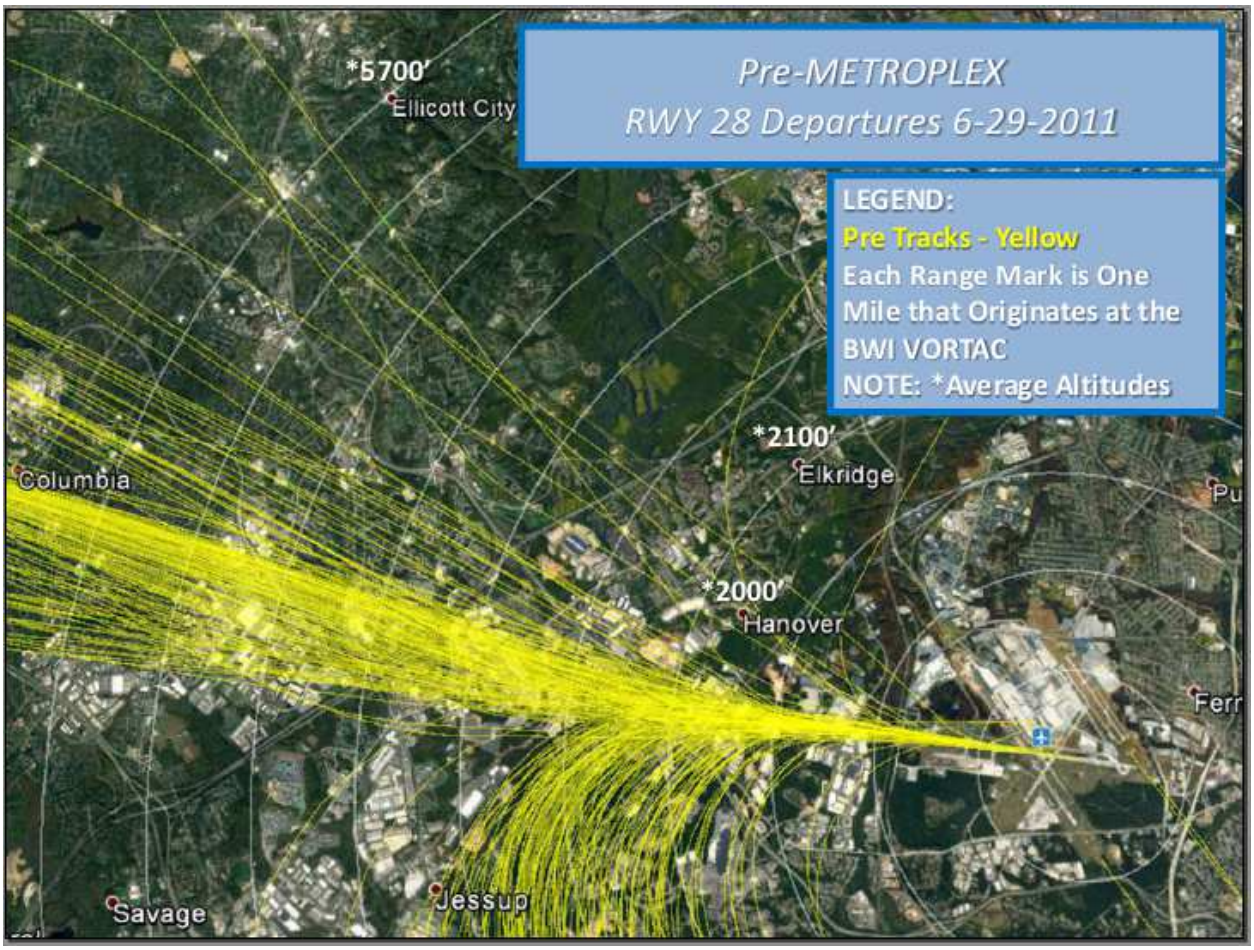
Lance Brasher
Chair

cc:
The Honorable Larry Hogan
The Honorable Benjamin L. Cardin
The Honorable Christopher Van Hollen, Jr.
The Honorable Andrew P. Harris, M.D.
The Honorable C.A. Dutch Ruppersberger
The Honorable John P. Sarbanes
The Honorable Anthony G. Brown
The Honorable Steny H. Hoyer
The Honorable John K. Delaney
The Honorable Elijah E. Cummings
The Honorable Jamie B. Raskin
Mr. Christopher Yates, DC Metroplex BWI Community Roundtable Vice Chair
Ms. Elizabeth Ray, Vice President, Mission Support Services, FAA
Mr. Paul Shank, P.E., Chief Engineer, Div. of Planning & Engineering, MAA

Attachment 1: FAA pre-DC Metroplex/NextGen flight path diagrams
Attachment 2: Roundtable letter to the FAA, dated March 31, 2017
Attachment 3: Congressional Delegation letter to the FAA, dated April 18, 2017
Attachment 4: Maryland Governor letter to the FAA, dated May 11, 2017
Attachment 5: Maryland Governor letter to the DOT, dated August 1, 2017
Attachment 6: FAA Post-DC Metroplex flight path diagrams
Attachment 7: Roundtable letter to the FAA, dated July 25, 2017

Attachment 1




Pre-METROPLEX
RWY 28 Departures 6-29-2011
LEGEND:
Pre Tracks - Yellow
Each Range Mark is One Mile that Originates at the BWI VORTAC
NOTE: *Average Altitudes
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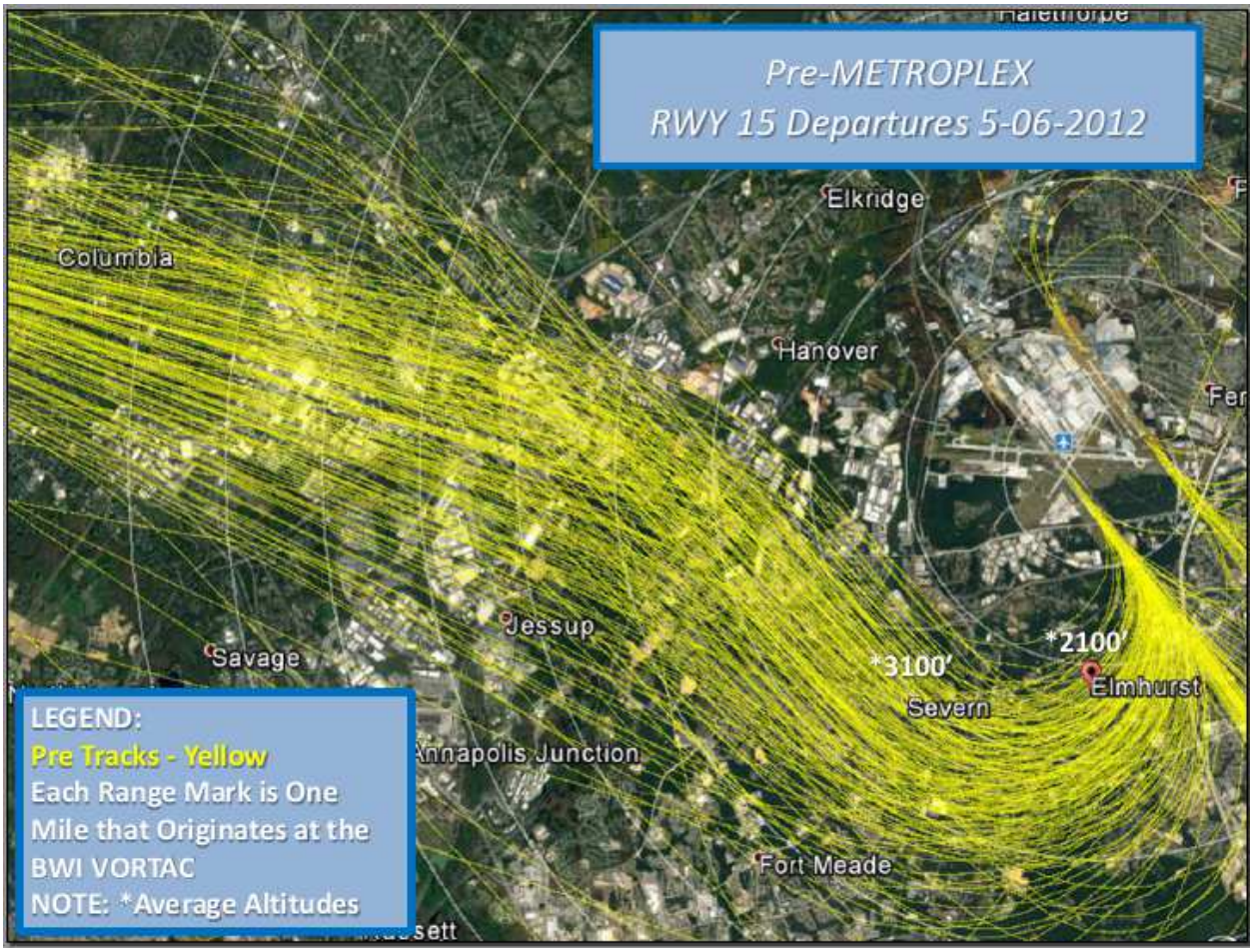
Ellicott City
*2100'
Elkridge
Columbia
*2000'
Hanover
Savage
Jessup


Pre-METROPLEX
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Elkridge
Columbia
Hanover
Jessup
Savage
*3100'
*2100'
Elmhurst
Severn
Annapolis Junction
Fort Meade
LEGEND:
Pre Tracks - Yellow
Each Range Mark is One Mile that Originates at the BWI VORTAC
NOTE: *Average Altitudes

Attachment 2

**DC METROPLEX BWI COMMUNITY ROUNDTABLE**
c/o Maryland Department of Transportation Aviation Administration
991 Corporate Boulevard
Linthicum, Maryland 21090

March 31, 2017

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

Re: Roundtable Resolution to Revert to Pre-DC Metroplex/NextGen Procedures

Dear Mr. Huerta:

As requested by the Federal Aviation Administration (FAA), the Maryland Department of Transportation Aviation Administration (MAA) worked with State and County elected officials to form a roundtable made up of community representatives impacted by the implementation of DC Metroplex/NextGen plan.

Now formed, we are identified as the DC Metroplex BWI Community Roundtable (Roundtable), and our first meeting was held on March 21, 2017. During that meeting, we approved the Charter, elected a Chairman and Vice Chairman, and established ourselves as a group of community representatives with the goal of mitigating noise and other harmful impacts and seeking alternatives for populations impacted by DC Metroplex/NextGen implementation. The MAA will provide you with the DC Metroplex BWI Community Roundtable Charter (approved at the meeting) and the Roundtable membership as of March 24, 2017.

We have been advised that the MAA has discussed with the FAA on multiple occasions that the MAA has received thousands of complaints from residents in the vicinity of BWI Marshall following the implementation of the DC Metroplex/NextGen flight paths and procedures. In general, the complainants assert that many aircraft are now flying nearer their homes, whether due to new flight paths, frequency, low altitude or otherwise. The aircraft produce unwanted and unacceptable noise, vibration and other undesirable effects that are traumatic and oppressive, and deprive affected residents of the quiet and peaceful enjoyment of their homes they had prior to the implementation of the procedures. Some residents report that it has become intolerable to stay in their homes due to DC Metroplex/NextGen.

At our March 21 meeting, our Roundtable unanimously adopted the following resolution on an urgent basis:

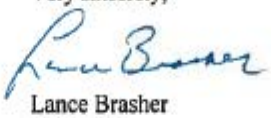
> The DC Metroplex BWI Community Roundtable requests and recommends that the FAA immediately revert to flight paths and procedures that were in place prior to implementation of NextGen and the DC Metroplex plan (*i.e.*, the *status quo ante*) in order to provide urgent relief to residents adversely affected by these new flight paths and procedures, while a more deliberate and public-facing process to develop and implement NextGen and a DC Metroplex plan is undertaken.

The Roundtable also requests that you and other senior officials of the FAA participate in our next meeting on April 18, 2017 to (1) respond to this urgent resolution and (2) provide a review of stakeholder feedback from the October 27, 2016 open house sponsored by the MAA and FAA.

This is a matter that is of the utmost importance to the residents and communities harmed by the FAA's development and implementation of DC Metroplex/NextGen flight paths and procedures. While we welcomed the sincere acknowledgement by the FAA representative at our March 21 meeting that the FAA erred in the development and implementation of DC Metroplex/NextGen and his assurances that the FAA is committed to addressing the harm it has created, we have yet to see evidence of that commitment. We need for the FAA to make resolving this issue a top priority. We need for the FAA to take responsibility for the harm it has caused and is causing the BWI communities and residents and lead the efforts to correct this harm urgently.

The Roundtable has requested the MAA to transmit this letter to you. I would be pleased to meet with you and can be reached at any time on my mobile phone 443-995-0259 to discuss.

Very sincerely,



Lance Brasher
Chairman,
DC Metroplex BWI Community Roundtable

cc: Mr. Christopher Yates, DC Metroplex BWI Community Roundtable Vice Chair
Mr. Carmine Gallo, Regional Administrator, Eastern Region, FAA
Ms. Elizabeth Ray, Vice President, Mission Support Services, FAA
Mr. Ricky Smith, Executive Director/CEO MAA
Mr. Paul Shank, P.E., Chief Engineer, Div. of Planning & Engineering, MAA
Ms. Ellen Sample, Director, Office of Real Estate & Noise Abatement, MAA

Attachment 3

# Congress of the United States

Washington, DC 20510

April 18, 2017

Hon. Michael P. Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591-0004

Dear Administrator Huerta:

We are writing to you in support of the DC Metroplex BWI Community Roundtable's "Resolution to Revert to Pre-DC Metroplex/NextGen Procedures" that the Roundtable sent to you on March 31, 2017, a copy of which is attached.

As you know, the implementation of NextGen flights in 2015 has created an intolerable situation for those living under the flight paths. These residents cannot work or study at home, converse in a normal tone of voice, sleep well, or simply have the quiet enjoyment of their property. This is an unacceptable and unsustainable situation.

The DC Metroplex BWI Community Roundtable was formed by the Maryland Aviation Administration in response to the Federal Aviation Administration's request for a BWI community consensus before taking steps to change the NextGen flight paths. In its letter to Senator Benjamin Cardin dated December 12, 2016, the FAA stated that it is "committed to giving full and fair consideration to any formal CR [Community Roundtable] endorsed changes, which could include returning to previous flight paths if that is a consensus position after getting input from affected communities."

The Roundtable is comprised of representatives from each of the affected communities around BWI Thurgood Marshall Airport, as well as representatives from the aviation industry. Two appointed representatives from each legislative district in Anne Arundel and Howard Counties are included, as well as representatives from the offices of the Anne Arundel County Council President and the County Executives of Anne Arundel, Howard, and Baltimore Counties.

At its meeting on March 21, 2017, the members of the Roundtable voted unanimously to adopt the following Resolution:

> The DC Metroplex BWI Community Roundtable requests and recommends that the FAA immediately revert to flight paths and procedures that were in place prior to implementation of NextGen and the DC Metroplex plan (i.e.,

the *status quo ante*) in order to provide urgent relief to residents adversely affected by these new flight paths and procedures, while a more deliberate and public-facing process to develop and implement NextGen and a DC Metroplex plan is undertaken.

This Resolution satisfies the FAA's request that a Community Roundtable reach a consensus position before the FAA will consider returning to previous flight paths. Now that the Roundtable has acted, we call upon you to accept the Roundtable's Resolution and take swift action to revert to pre-NextGen flight paths. It is essential to provide relief to the affected residents until an acceptable solution can be devised.

We look forward to your prompt response.

Sincerely,

Benjamin L. Cardin
United States Senator

Chris Van Hollen
United States Senator

Steny H. Hoyer
Member of Congress

Elijah Cummings
Member of Congress

C.A. Dutch Ruppersberger
Member of Congress

John Sarbanes
Member of Congress

John K. Delaney
Member of Congress

Anthony Brown
Member of Congress

Jamie Raskin
Member of Congress

Attachment 4

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

LARRY HOGAN
GOVERNOR

May 11, 2017

Michael P. Huerta, Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Re: NextGen Flight Path

Dear Mr. Huerta:

As you are aware, the Next Generation Air Transportation System (NextGen) at Baltimore/Washington International Thurgood Marshall Airport and Ronald Reagan Washington National Airport in November 2014 has dramatically increased the noise levels in several populous Maryland jurisdictions. To date, there has been little to no action taken to mitigate this noise pollution. In fact, the problem has only metastasized into the National Capital Region and beyond.

When the Maryland State Highway Administration designs and constructs new highways and bridges, we work hard to minimize the impact of traffic noise on our citizens. While vehicular noise is to be expected, we strive to provide reasonable actions. We do not willfully ignore the local communities and circumvent their input.

You advised the Maryland Aviation Administration to create a Community Roundtable of residents and industry representatives, indicating that the FAA requires a consensus prior to developing, testing and implementing any significant air space procedural changes. The Community Roundtable **unanimously** adopted the following resolution:

"The DC Metroplex BWI Community Roundtable requests and recommends that the FAA immediately revert to flight paths and procedures that were in place prior to implementation of NextGen and the DC Metroplex plan (i.e., the status quo ante) in order to provide urgent relief to residents adversely affected by these new flight paths and procedures, while a more deliberate and public-facing process to develop and implement NextGen and a DC Metroplex plan is undertaken."

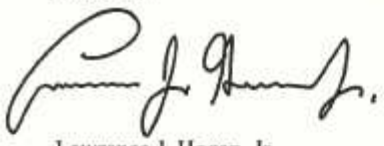
STATE HOUSE, ANNAPOLIS, MARYLAND 21401
(410) 974-3901 1-800-811-8336
TTY USERS CALL VIA MD RELAY

Regardless, your agency has refused to make any meaningful adjustments. In fact, your agency stated at the April 18th meeting that the FAA would not return to the pre-NextGen flight paths, and would only make minor modifications. This is completely unacceptable. The FAA has a duty to listen and work with the communities it impacts. I am asking for the FAA to reconsider these procedures.

There is certainly merit to transitioning into a satellite-based air traffic control system. However, while the NextGEN system will provide savings for the airline industry, I will not have the citizens of Anne Arundel, Baltimore, Howard, and Montgomery Counties pay a human cost with their health and emotional well-being.

Therefore, I ask the FAA to immediately return to the pre-NextGEN flight patterns for a period of time while state and local stakeholders are engaged. I sincerely hope that we are able to find common ground and an amicable resolution. I welcome the opportunity to continue this discussion as soon as possible - please contact my Chief of Staff, Sam Malhotra, at sam.malhotra@maryland.gov, or at 410-974-5154, for arrangements. Thank you.

Sincerely,



Lawrence J. Hogan, Jr.
Governor

Cc:
The Honorable Kevin Kamenetz
The Honorable Allan Kittleman
The Honorable Ike Leggett
The Honorable Steven Schuh

Attachment 5

LARRY HOGAN
GOVERNOR

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

August 01, 2017

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE - 9th Floor
Washington, DC 20590

Re: Next Generation Air Transportation System (NextGen)

Dear Secretary Chao:

Two months ago, I wrote a letter to Federal Aviation Administration (FAA) Administrator Michael Huerta expressing my deep concern about increased noise levels in several populous Maryland jurisdictions as a direct result of implementing the FAA's Next Generation Air Transportation System (NextGen). I also shared my strong displeasure that the FAA had not provided immediate and meaningful reform to date.

Following this recurring theme of little to no action by the FAA, I have yet to receive a reply to my May 11, 2017 letter (enclosed). The Administrator does not seem to understand that chronic aircraft noise exposes otherwise healthy people to stress and potential medical conditions, as well as directly negatively impacting property values for Maryland homeowners.

Baltimore Washington International Thurgood Marshall (BWI) Airport is the number one airport in the Mid-Atlantic region. With travel on the East Coast rapidly growing, this noise issue has been adversely affecting citizens in Anne Arundel, Baltimore, and Howard Counties for the past three years.

In addition the noise issues generated at BWI, our Montgomery County residents have been adversely affected by flight path changes at Ronald Reagan Washington National Airport. Montgomery County citizens are experiencing a growing sense of disenfranchisement when attempting to voice their concerns to the appropriate authorities.

I respectfully request a review and path forward to address our citizens' concerns, and ask that the Administrator address these issues via a written response to my letter no later than August 15,

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(410) 974-3901 1-800-811-8336
TTY USERS CALL VIA MD RELAY

2017. Our administration is committed to seeking sincere resolution on this important matter, and we intend to maintain an open dialog with your office as we work to achieve a mutually acceptable solution.

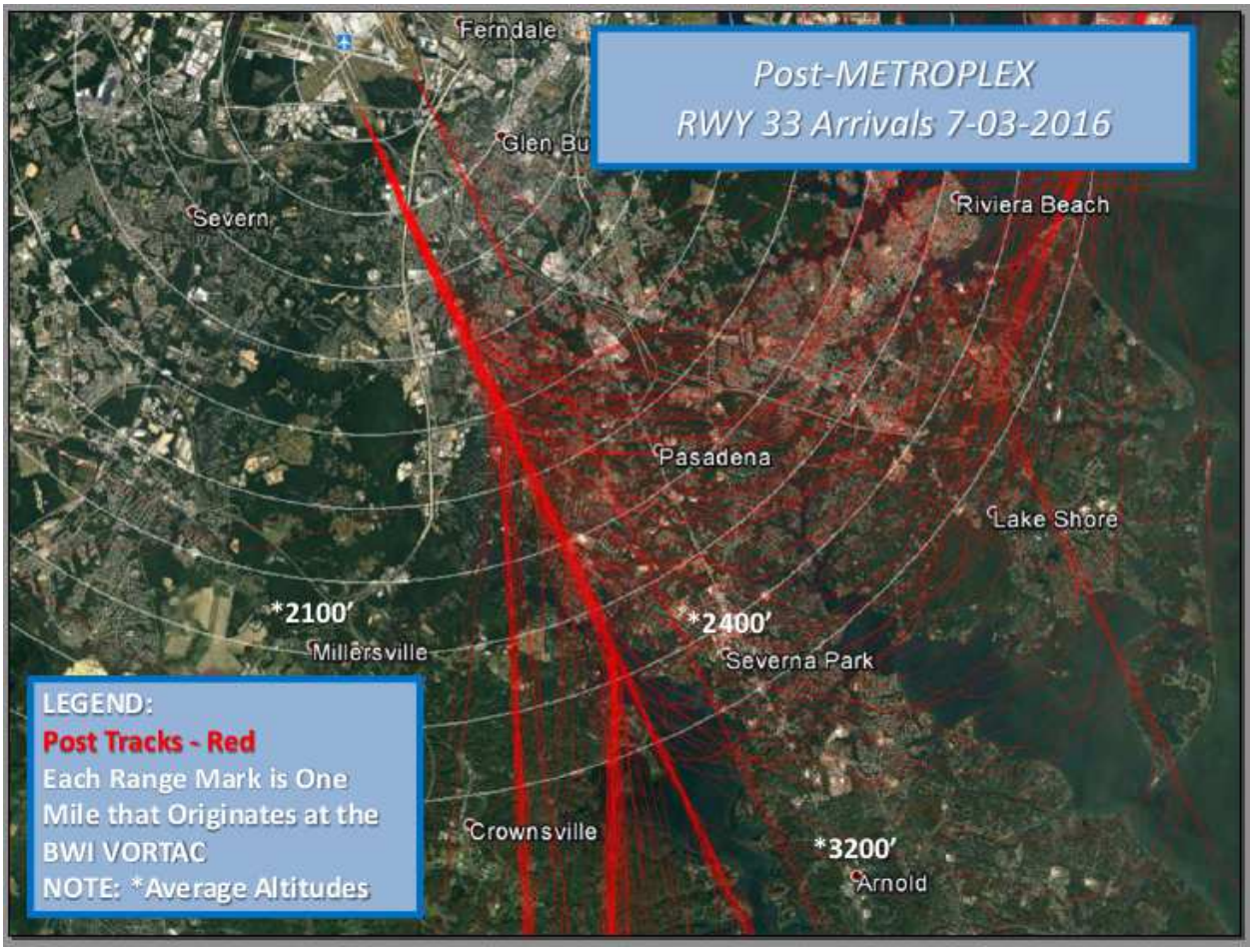
I thank you for your time and attention to this matter. The Maryland Secretary of Transportation, Pete Rahn, is available to discuss further at 410-865-1000 or prahn@mdot.state.md.us, and of course, you may always contact me directly.

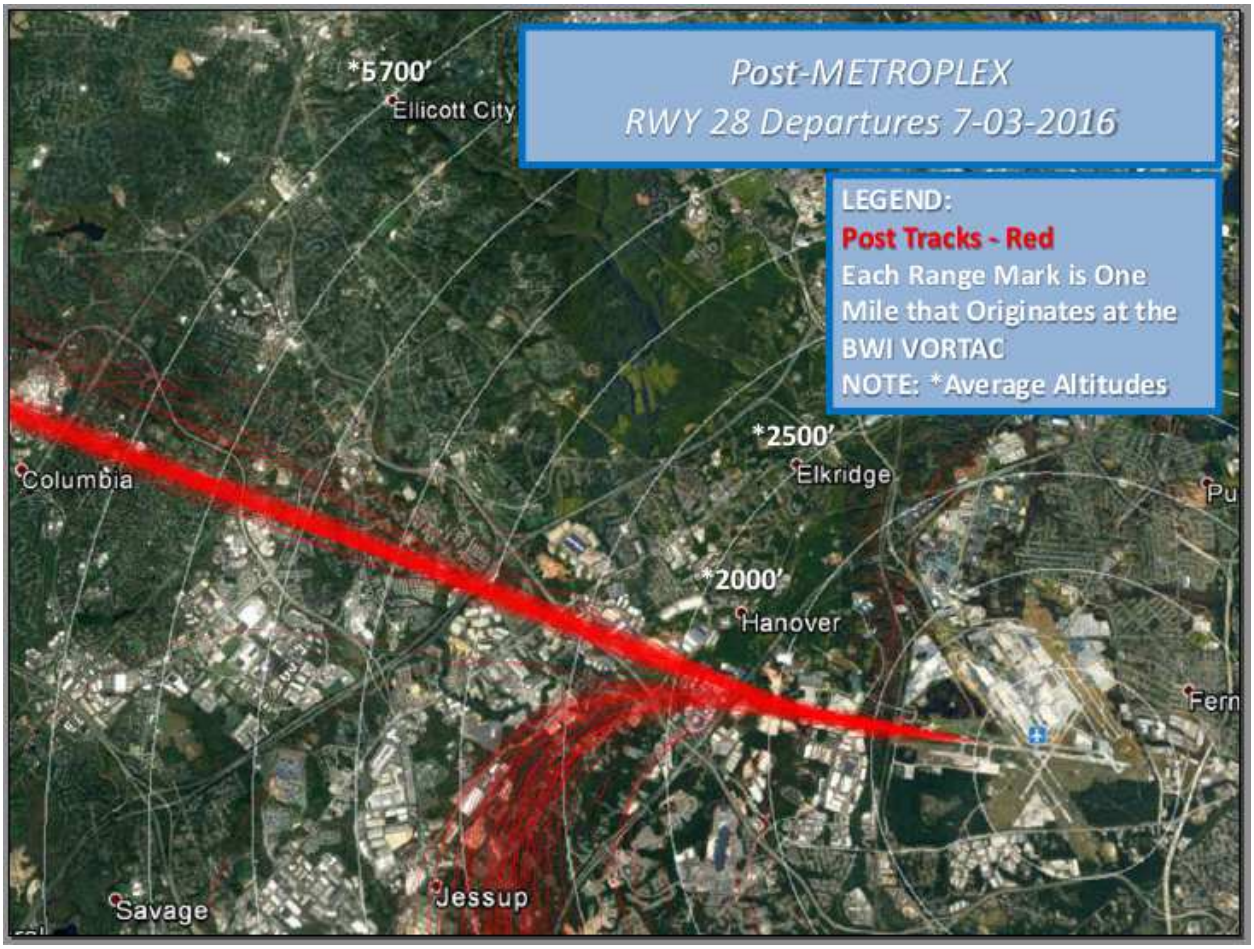
Sincerely,

Lawrence J. Hogan, Jr.
Governor

Encl: 2017.05.11 Governor Hogan Letter to Huerta Re NextGen

Attachment 6




Post-METROPLEX
RWY 28 Departures 7-03-2016
LEGEND:
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NOTE: *Average Altitudes
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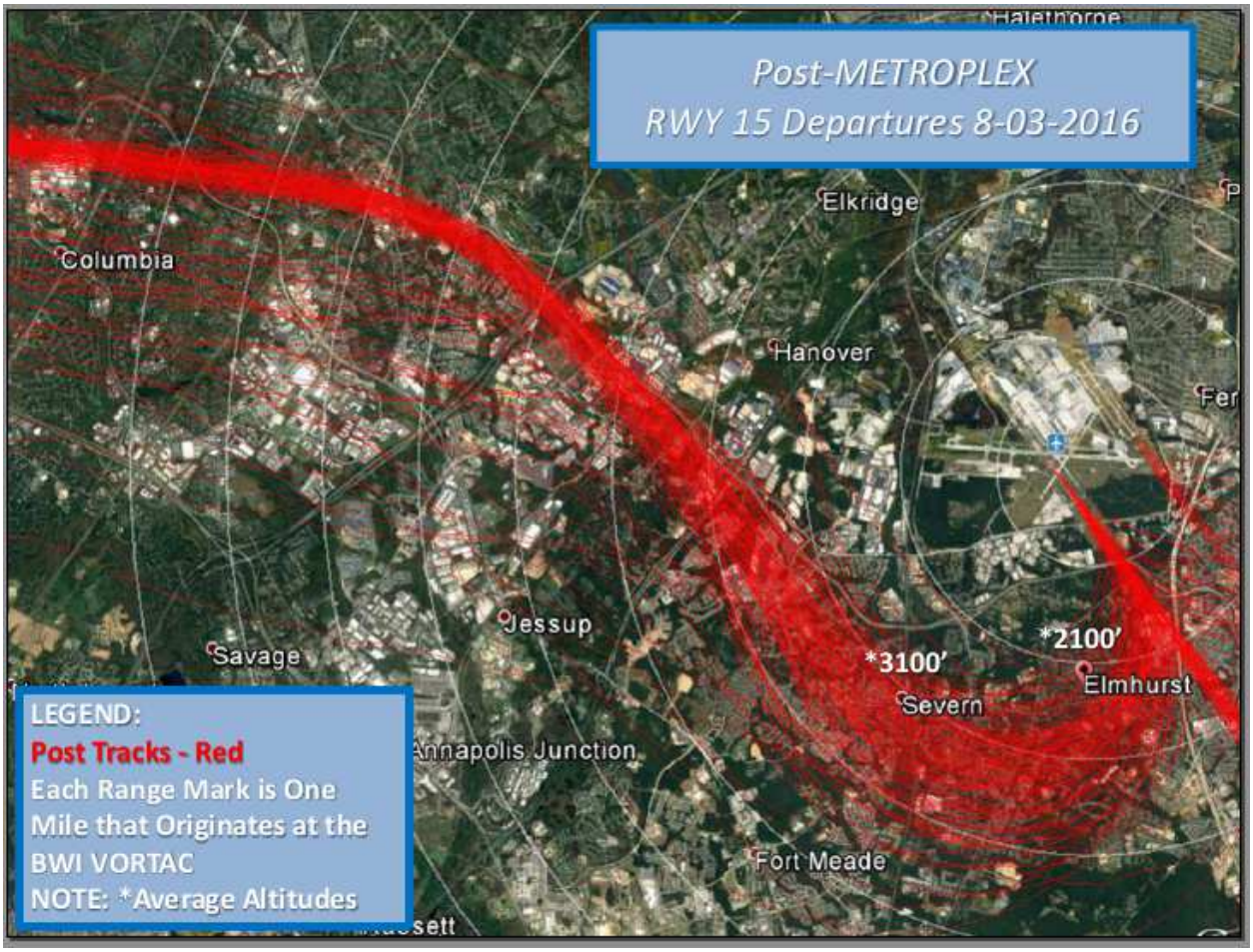
Post-METROPLEX
RWY 15 Departures 8-03-2016
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Columbia
Hanover
Jessup
Savage
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*2100'
Elmhurst
Severn
Annapolis Junction
Fort Meade
LEGEND:
Post Tracks - Red
Each Range Mark is One Mile that Originates at the BWI VORTAC
NOTE: *Average Altitudes

Attachment 7

**DC METROPLEX BWI COMMUNITY ROUNDTABLE**
c/o Maryland Department of Transportation Aviation Administration
991 Corporate Boulevard
Linthicum, Maryland 21090

July 25, 2017

Mr. Robert A. Owens
Terminal Assistant District Manager
Capital District
Federal Aviation Administration
800 Independence Ave SW
Washington DC 20591

Re: Operational Remedial Measures Related to BWI Community Roundtable *Status Quo Ante* Resolution

Dear Robert:

Thank you and Scott Proudfoot for your presentation on behalf of the FAA at the BWI Community Roundtable meeting on July 18, 2017. At the meeting, three remedial actions were discussed that the FAA could pursue while the FAA PBN Working Group develops changes in instrument flight procedures and other remedial actions are considered in response to the Roundtable's *status quo ante* resolution and request submitted to the FAA on March 31, 2017:

(a) On departures from BWI Airport, seek the waiver you described during your presentation to the Roundtable that would allow air traffic controllers to vector aircraft to recreate some of the flight path dispersion indicated on the attached FAA diagrams, and train and instruct controllers to do so;

(b) On arrivals to BWI Airport, revert to air traffic controllers vectoring aircraft on a course to the line of intercept (i.e., final approach course) rather than vectoring to a fixed way point, with the objective of recreating flight path dispersion of which the attached FAA diagrams are indicative. Controllers would not vector aircraft to fixed way points on arrivals;

(c) With respect to aircraft altitudes, FAA would train controllers and coordinate with airlines, making them aware of the noise, vibration and other harmful effects thrust upon BWI community residents by low-flying aircraft, and request controllers and airlines maintain aircraft on the glide slope intercept altitudes out to 10 DME and, beyond 10 DME, maintain altitudes of at least 4000 feet, absent a compelling reason to the contrary (e.g., maintaining separation).

As we discussed, the Roundtable hereby requests that the FAA implement these measures as soon as possible. The Roundtable also inquires whether it is possible for controllers to instruct and require aircraft to achieve and maintain specified altitudes during takeoff and descent and, if so, include that as a measure to be implemented.

We are hopeful that implementing these steps as soon as possible will bring relief to harmed BWI Community residents which is badly needed. The efficacy of these measures can be evaluated while changes to instrument flight procedures are being developed by the FAA PBN Working Group and may factor into required instrument flight procedure changes.

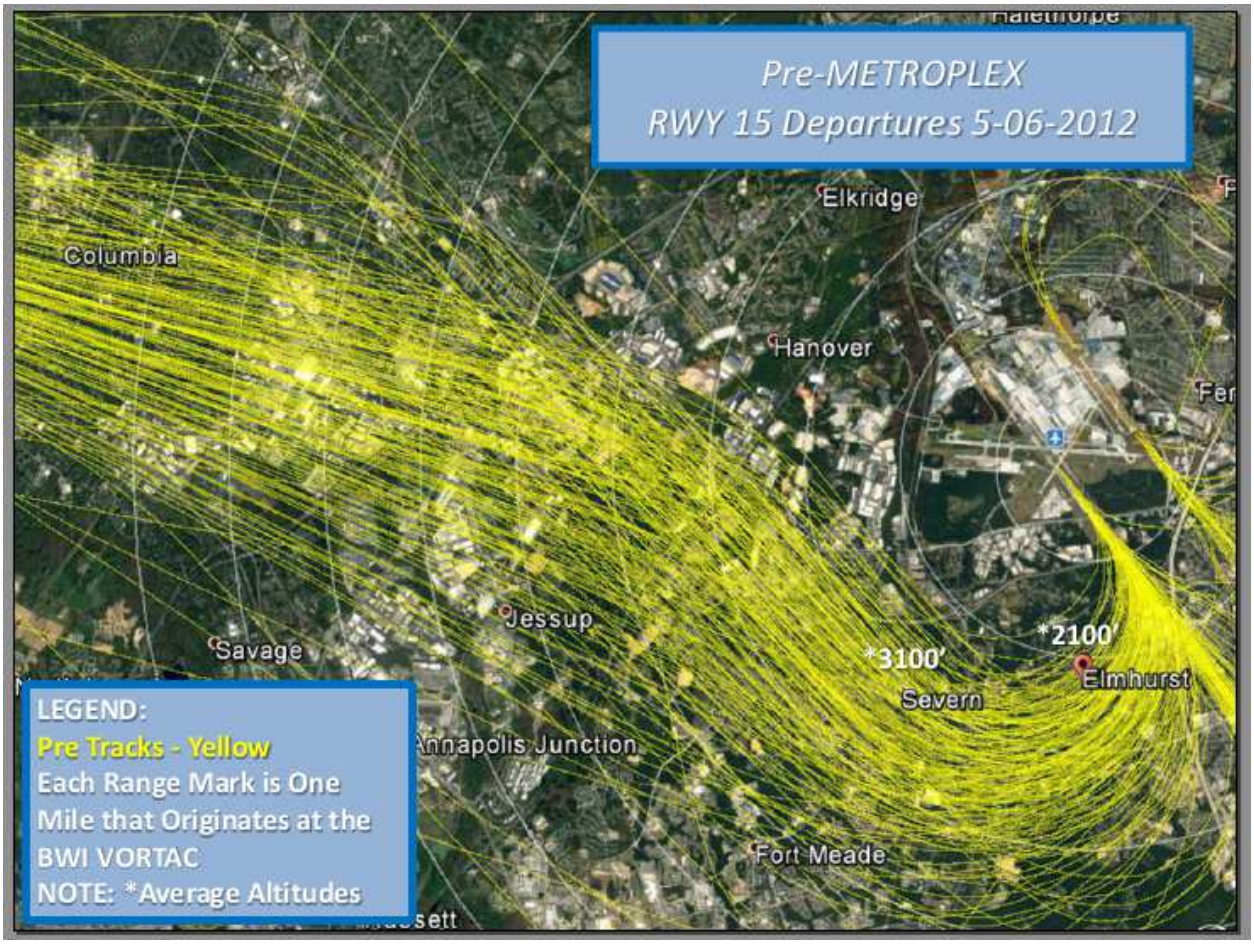
We look forward to the expeditious implementation of these measures.

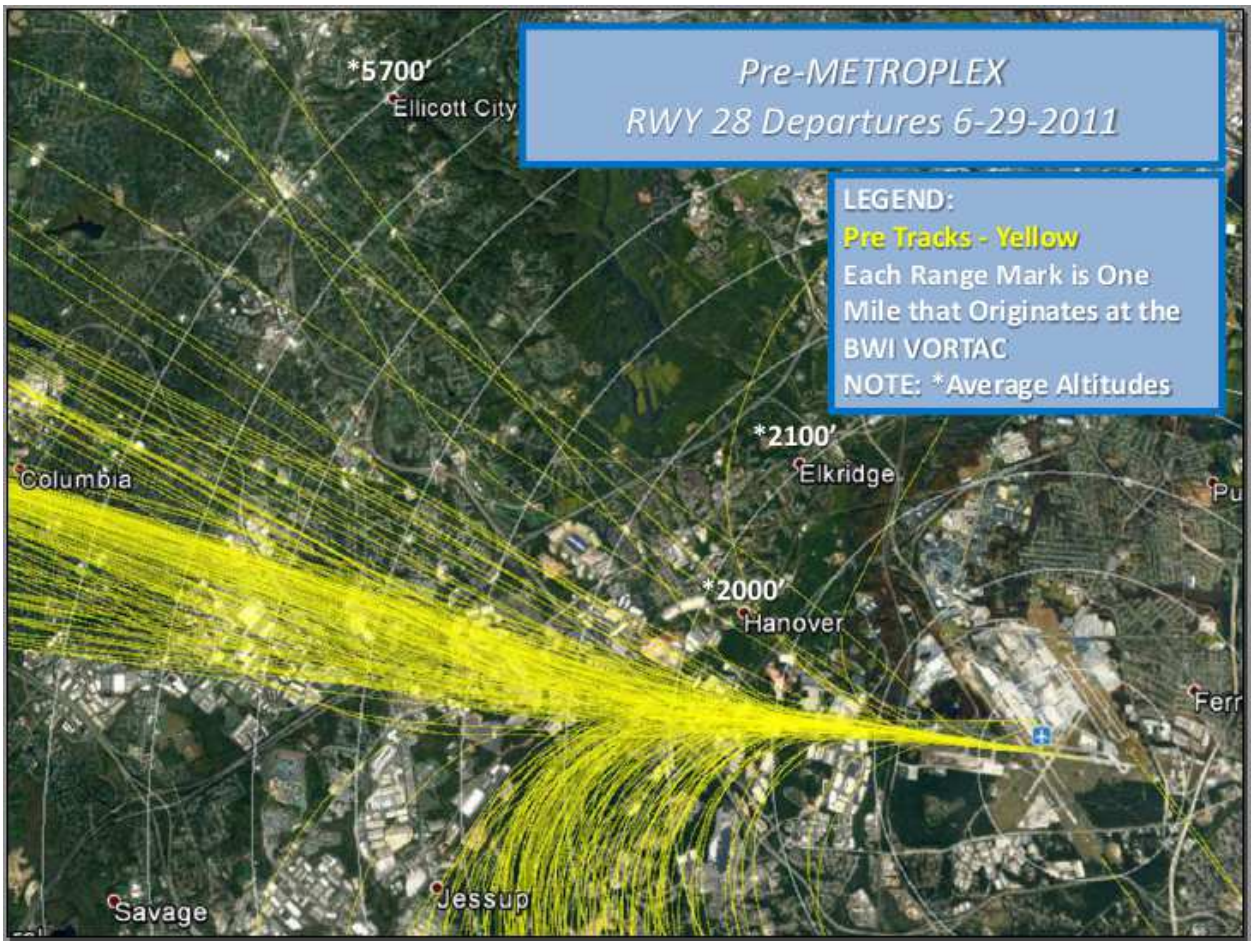
Very sincerely,

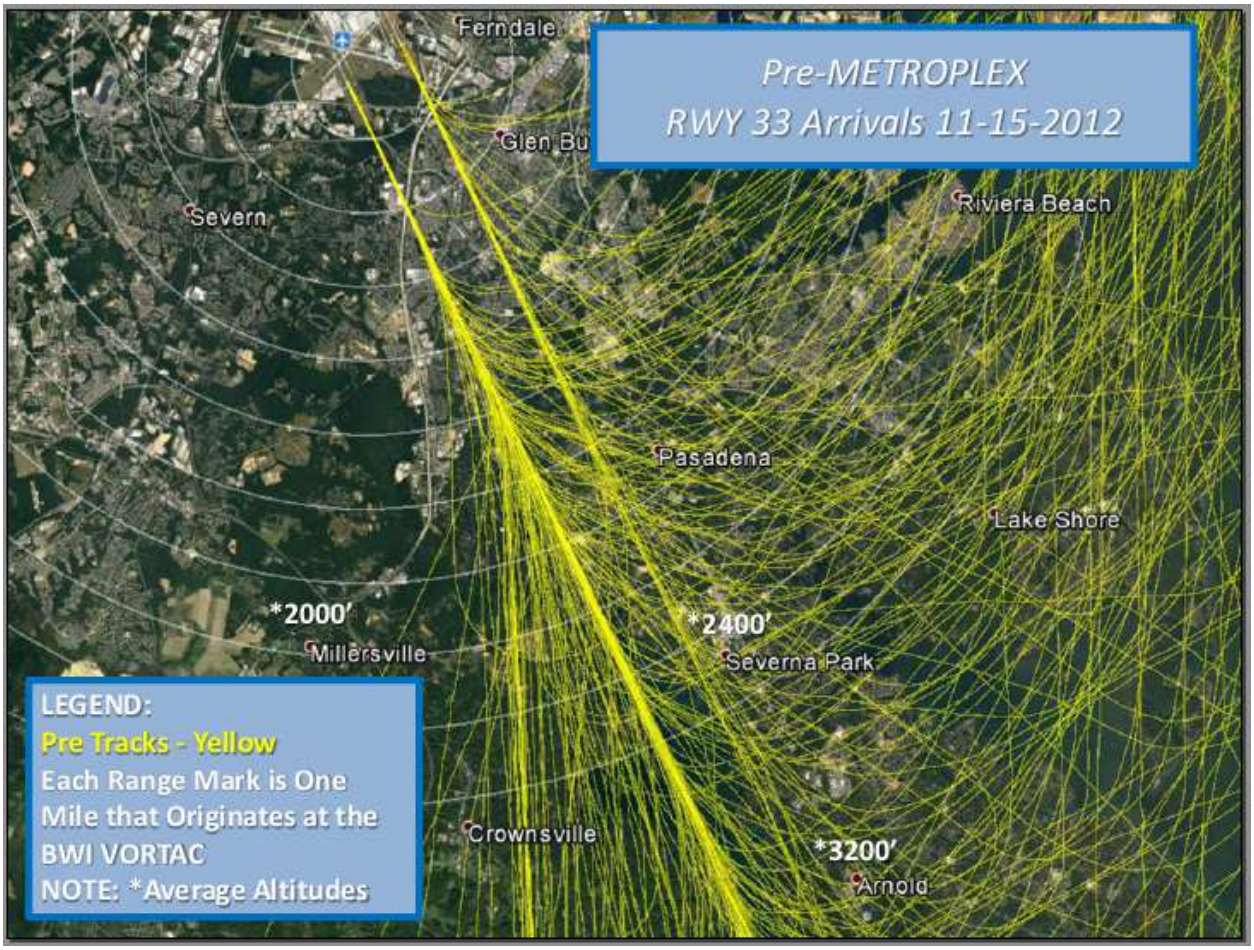
Lance Brasher
Chairman
DC Metroplex BWI Community Roundtable

Attachments: FAA Diagrams from FAA BWI Workshop October 27, 2016

cc: Mr. Christopher Yates, DC Metroplex BWI Community Roundtable Vice Chair
Ms. Marie Kennington-Gardiner, Regional Administrator, Eastern Region, FAA
Ms. Elizabeth Ray, Vice President, Mission Support Services, FAA
Mr. Paul Shank, P.E., Chief Engineer, Div. of Planning & Engineering, MAA
Ms. Ellen Sample, Director, Office of Real Estate & Noise Abatement, MAA


Pre-METROPLEX
RWY 15 Departures 5-06-2012
Elkridge
Columbia
Hanover
Jessup
Savage
*3100'
*2100'
Elmhurst
Severn
Annapolis Junction
Fort Meade
LEGEND:
Pre Tracks - Yellow
Each Range Mark is One Mile that Originates at the BWI VORTAC
NOTE: *Average Altitudes


Pre-METROPLEX
RWY 28 Departures 6-29-2011
LEGEND:
Pre Tracks - Yellow
Each Range Mark is One Mile that Originates at the BWI VORTAC
NOTE: *Average Altitudes
*5700'
Ellicott City
*2100'
Elkridge
Columbia
*2000'
Hanover
Savage
Jessup


Pre-METROPLEX
RWY 33 Arrivals 11-15-2012
Ferndale
Glen Bu
Severn
Riviera Beach
Pasadena
Lake Shore
*2000'
Millersville
*2400'
Severna Park
Crownsville
*3200'
Arnold
LEGEND:
Pre Tracks - Yellow
Each Range Mark is One Mile that Originates at the BWI VORTAC
NOTE: *Average Altitudes