



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

Office of the Regional Administrator
Eastern Region

1 Aviation Plaza
Jamaica, NY 11434-4809

MAY 03 2019

Ms. Mary Reese, Chair, DC Metroplex
BWI Community Roundtable
c/o Maryland Aviation Administration
P.O. Box 8766
BWI Airport, MD 21240-0766

Dear Ms. Reese:

Thank you for your March 15, 2019, email in which you provided clarification on the views of the DC Metroplex BWI Community Roundtable (BWI Roundtable) with respect to the conceptual air traffic procedures presented by the FAA in April 2018. The FAA invited feedback from the BWI Roundtable as a whole, and we read your recent correspondence as reflecting the views of all BWI Roundtable members.

Based on the BWI Roundtable's recent endorsement, which was contained within your correspondence, the FAA intends to propose implementation of the noise related modification to the TERPZ procedure and creation of the LINSE procedure. In your correspondence, you requested a detailed implementation timeline for the FAA's proposed procedure changes. Unfortunately, the FAA is unable to provide such a timeline, as there are a number of factors, including funding, that could affect the time it will take to implement the proposed procedures.

Once we have identified the resources needed, the first step in implementing this proposal will be for the FAA to reconvene the Performance Based Navigation Full Working Group to finalize the design of the procedures. Next, the FAA will initiate an environmental review to assess the impacts of the procedure changes. The FAA will first need to determine the appropriate level of environmental review for the changes. Once the level of environmental review is established, the FAA will work to identify funding and personnel resources, including potentially hiring a contractor, to complete the environmental review. As part of that environmental review, the FAA will also assess the proposed changes to the CONLE, FIXET, and potentially changes to other inter-related Standard Instrument Departure Procedures. Upon completion of the environmental review, there are a number of additional steps that must take place prior to publication, including safety verifications, updates to FAA's procedure databases, and air traffic controller training. All of the steps described above require considerable agency resources. The FAA must manage its resources in a manner that gives priority to safety-related procedure changes. As a result, we are not able to provide a timeline when the necessary resources will be available to complete implementation.

Your correspondence also requested that a waiver be issued for the STABL waypoint to allow it to remain in place for the CONLE and FIXET procedures. The FAA's proposed re-location of STABL is due to criteria requirements, and the new location is estimated to be at 11,300 feet

AGL. The proposed re-location is consistent with existing voluntary noise abatement procedures at BWI. However, in response to the BWI Roundtable's request, the FAA will consider whether a waiver is possible to allow STABL to remain in its current location. The FAA's Office of Flight Standards will need to review the request to determine if a waiver is appropriate.

The BWI Roundtable also requested an additional explanation regarding the proposed shift of low altitude overflights (T-Routes). The FAA is currently in the process of decommissioning VORs in the BWI area. As part of the design process to the TERPZ and LINSE SIDs, the FAA created a T-route that replaces present day V44/214 (in the BWI area). This T-route deconflicts general aviation traffic with the new TERPZ/LINSE SIDs. The T-route will pass north of BWI and must be implemented in order to publish the new SIDs. One of the benefits of T-routes is they allow aircraft departing BWI to climb higher faster. The FAA is willing to try and answer any additional questions from the BWI Roundtable on this topic, and will ensure any answers do not delay the FAA's implementation of the noise-related TERPZ and LINSE procedure changes.

The FAA appreciates the feedback from the BWI Roundtable on the FAA's conceptual procedures. Having received an endorsement from the BWI Roundtable, the FAA will proceed toward implementation of the TERPZ modification and creation of the LINSE procedure. In addition, the FAA will also proceed with proposed changes related to safety, technology, and criteria requirements. As additional information becomes available about the status of these proposed changes, the FAA will keep the BWI Roundtable notified and consider their feedback.

Sincerely,

A handwritten signature in cursive script that reads "Maria Stanco". The signature is written in black ink and is positioned above the typed name and title.

Maria Stanco
Acting Regional Administrator