



Federal Aviation
Administration

BWI Roundtable Meeting

Presented to: BWI Roundtable

By: Lynn Ray, VP Mission Support

Date: April 18, 2017



Roundtable Resolution

- March 21, 2017 resolution recommending “the FAA immediately revert to the flight paths and procedures that were in place prior to implementation of NextGen and the DC Metroplex”.
- FAA discussion on the resolution
 - Current procedures versus old procedures
 - Benefits of Performance Based Navigation
 - Roundtable engagement



How the FAA Engages with Roundtables

- Participates when invited to provide technical information and advice.
- Is not a member and does not vote on recommendations.
- Provides technical expertise on operational issues and procedural design when requested by the roundtable.
- Looks for “well-established” recommendations through the airport sponsor.
- Sees the most effective recommendations as those that reflect consensus from all affected communities.
- Commits to review recommendations and implement when feasible.
- Keeps the roundtable informed about the status of recommendations made.



September 12th Meeting with MAA

Technical Exchange & Public Meeting Discussion

MAA identified 3 specific areas of concern: RWY 15R & 28 departures and RWY 33L arrivals for upcoming Public Meeting.

- FAA agreed to focus on those 3 specific areas to include specific communities identified by MAA
- FAA agreed to address typical questions/community concerns at meeting.

October 27 FAA/MAA Public Meeting

- Purpose:
 - Transparency with the public and acknowledge concerns
 - Brief the DC Metroplex changes and environmental process
 - Stress importance of community roundtable process
- Feedback:
 - 214 feedback forms collected and reviewed
 - FAA commitment to provide feedback; not individual responses
 - Copies of comments provided to MWAA in November

Comments from October 27

- Collected 214 hand-written comments and categorized based on similar interests/views from 450 attendees.
- Hand-written comments were mailed to MAA in November and an electronic spreadsheet copy was provided.
- Industry specific comments, such as those around scheduling, will be provided to them.
- Spreadsheet will be shared with the roundtable and industry once PII is removed.



Summary of Comments

- Noise:
 - Flight times and frequency; flight routes; flight noise; flights too low
- Air/Noise Pollution:
 - Jet exhaust; wildlife habitat; quality of life
- Miscellaneous:
 - Property value/historical site; Risk; other
- Forum Feedback:
 - Policy, Accountability and Meeting

General Observations

- Many attendees expressed concern about aircraft noise and flight paths
 - Sleep disruption; inability to enjoy the outdoors; property values
- Many comments were directed at early departures and late arrivals
 - Requests to limit flights between 11:00PM and 6:00AM and follow noise abatement procedures
- A majority of comments expressed the belief that noise pollution is due to NextGen.
 - Some attendees observed that flight schedules and legacy noise rather than newer technology were most likely cause for concern

General Observations (cont.)

- Several comments expressed concern that new procedures tend to eliminate track dispersion.
- More than half the attendees were in favor of the creation of a roundtable or working group
- About a third of the attendees like the information/format of the open house; about a third did not and about a third were neutral.

Feedback Spreadsheet Categories

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Public Comments from BWI Outreach Meeting on 10/27/16														
2	with identification of entity (FAA, MAA, Airlines) with purview over comment topic														
3		Forum Feedback			Noise				Air/Noise Pollution			Miscellaneous			
4	Name (Last, first) or Page # if anonymous (Wanting to be part of future Roundtable)	Positive	Negative	Neutral	Policy, Accountability & Meeting Forum FAA, MAA	Flight Times & Frequency	Flight Routes	Flight Noise	Flights too Low	Jet Exhaust	Wildlife Habitat	Quality of Life (Medical, Sleep Deprivation, Concentration)	Property Value or Historical Landmark	Risk Assesment (Crash or Terroristic)	Other
5	Doc 1-Volunteering for the Maryland Aviation Noise Work Group			*	Accountability and transparency from FAA. Online public access for Noise studies. BWI Meeting was good to have but too late		Use water ways as approach instead over land FAA, MAA, AIRLINE	Can't use outdoor patio do to noise FAA, MAA	Planes so low can see details of all planes. Raise altitude, noise heard within homes with windows closed			Stop blocking wifi and cellular service FAA, MAA	Resources provided of home values impact FAA, MAA		
6	Doc 2-Volunteering for the Maryland Aviation Noise Work Group		*		Attended for Rwy 28, not discussed. Contacts MAA, refers to FAA then vice versa			Rwy 28 so loud, Installed double paned windows, triple insulation, interior shutters. FAA, MAA		Jet Fuel effects on health FAA, MAA		Family watches TV in basement FAA, MAA			
	Doc 3	*			Good information shared. Wants more public forums. Redirected several times to others with no answers. Clearly define goals to	Departure noise 30 minutes to 2 hours, impossible to be outside MAA, AIRLINE		Rwy 15 right turn has increased noise significantly FAA, MAA				Concerns about health and sleep deprivation FAA, MAA			

Feedback Spreadsheet (cont.)

Doc 1-Volunteering for
the Maryland Aviation
Noise Work Group

Doc 1 will correspond with comment sheet
1 (see Doc 1 on previous page)

Feedback Spreadsheet (cont.)

Noise			
Flight Times & Frequency	Flight Routes	Flight Noise	Flights too Low
	Use water ways as approach instead over land FAA, MAA, AIRLINE	Can't use outdoor patio do to noise FAA, MAA	Planes so low can see details of all planes. Raise altitude, noise heard within homes with windows closed
		Rwy 28 so loud, Installed double paned windows, triple insulation, interior shutters. FAA, MAA	
Departure noise 30 minutes to 2 hours, impossible to be outside MAA, AIRLINE		Rwy 15 right turn has increased noise significantly FAA, MAA	

Comments are identified for

- FAA
- MAA
- Airline

Feedback Form

ltr 1

Your Feedback is Important to Us

What are your thoughts about tonight's meeting?

Appreciate something was done but it really is too little too late. There needed to be this reach out before the implementation of NextGen. There needed to be (and needs to be now) a program to not only educate on changes but provide a forum to discuss before implementation, provide evidence of pre- and post-implementation environments

Did you find the one-on-one conversations with subject matter experts over- beneficial and educational? Yes No Glad to have a meeting but ATIs are not necessarily addressing BWI specifically

What are your thoughts for a Maryland Aviation Administration organized community noise working group compiled of representatives from the surrounding communities? and did not provide (generally) materials for further review or their info on one-way street

Yes, please! I would love to represent our community that has no HOA/formed organization and to my knowledge was not previously included in the old community group. Please contact me:

What are your general concerns reference BWI aircraft flight operations?

(please use back of form if more room is needed)

① Accountability - where are the noise studies/regular reports? There needs to be a public forum where the noise abatement program is clearly outlined and measured w/ calibrated instruments that are acceptable and the results of these measurements need to be reported in an audited report that is transparent and clear to users.

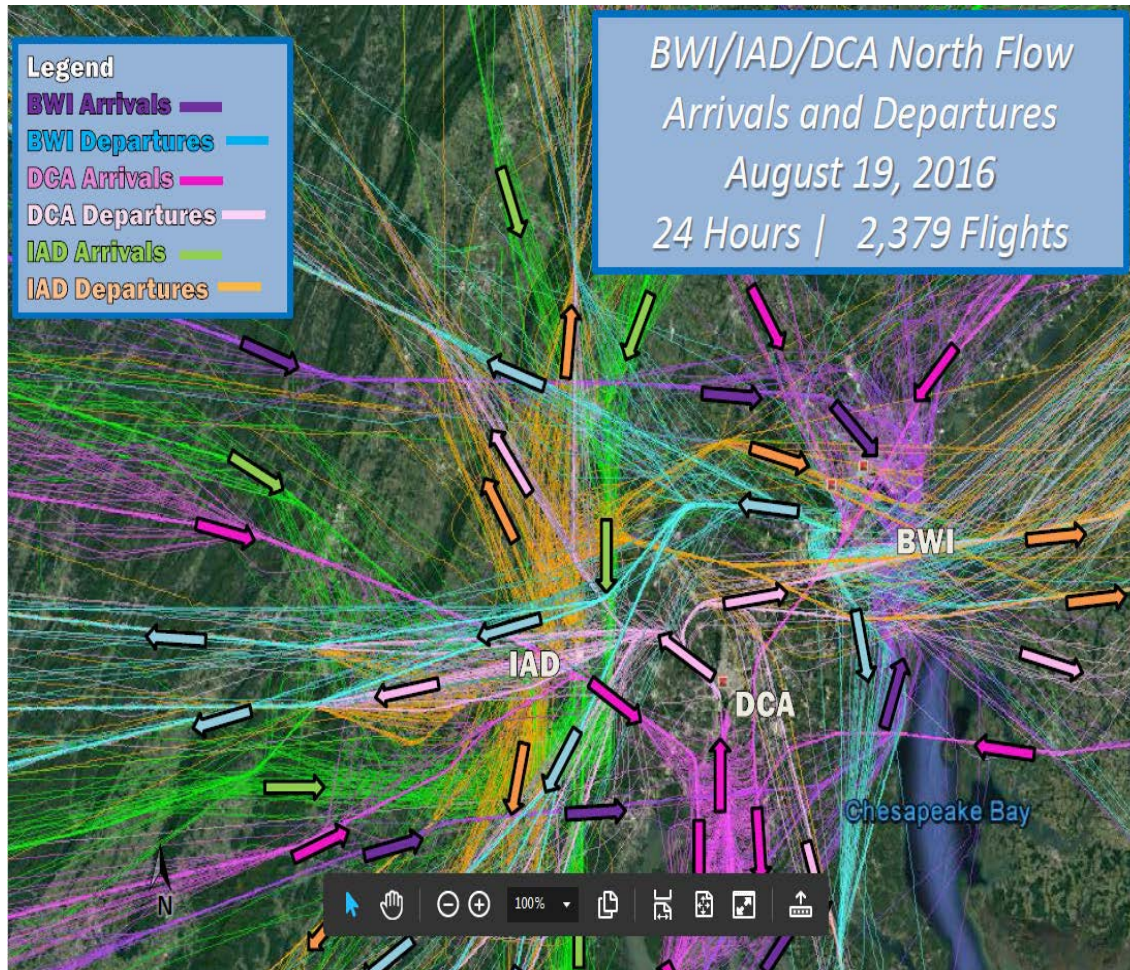
- LTR # corresponds with spreadsheet
- PII redacted
- All saved as PDFs



Since the October 27th meeting.....

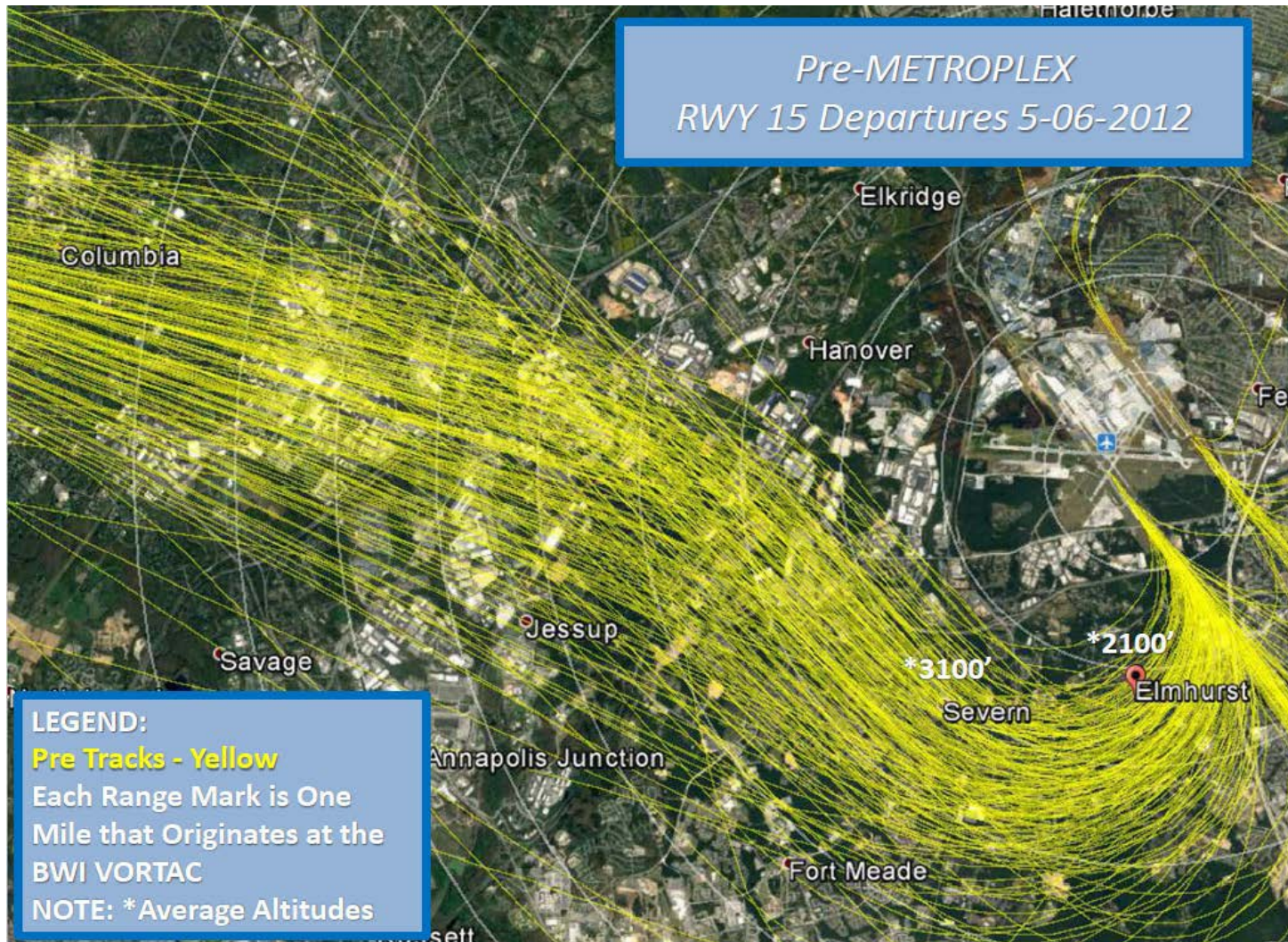
- Submitted a placeholder to amend the TERPZ SID to address specifically RWY 15R & 28 departure routes. Changes affect other procedures. Tentatively slotted for 11/8/2018 publication. Once formal development begins we will have a better idea of the time frames needed.
- Amendment will be worked via the Performance Based Navigation (PBN) 7100.41A process. This process consists of 5 Phases:
 - Preliminary Activities
 - Development of Work
 - Operational Preparations
 - Implementation
 - Post-implementation monitoring and evaluation
- The TERPZ SID project is currently in Phase 1 of the PBN 7100.41A process.

Interdependent Traffic Flows

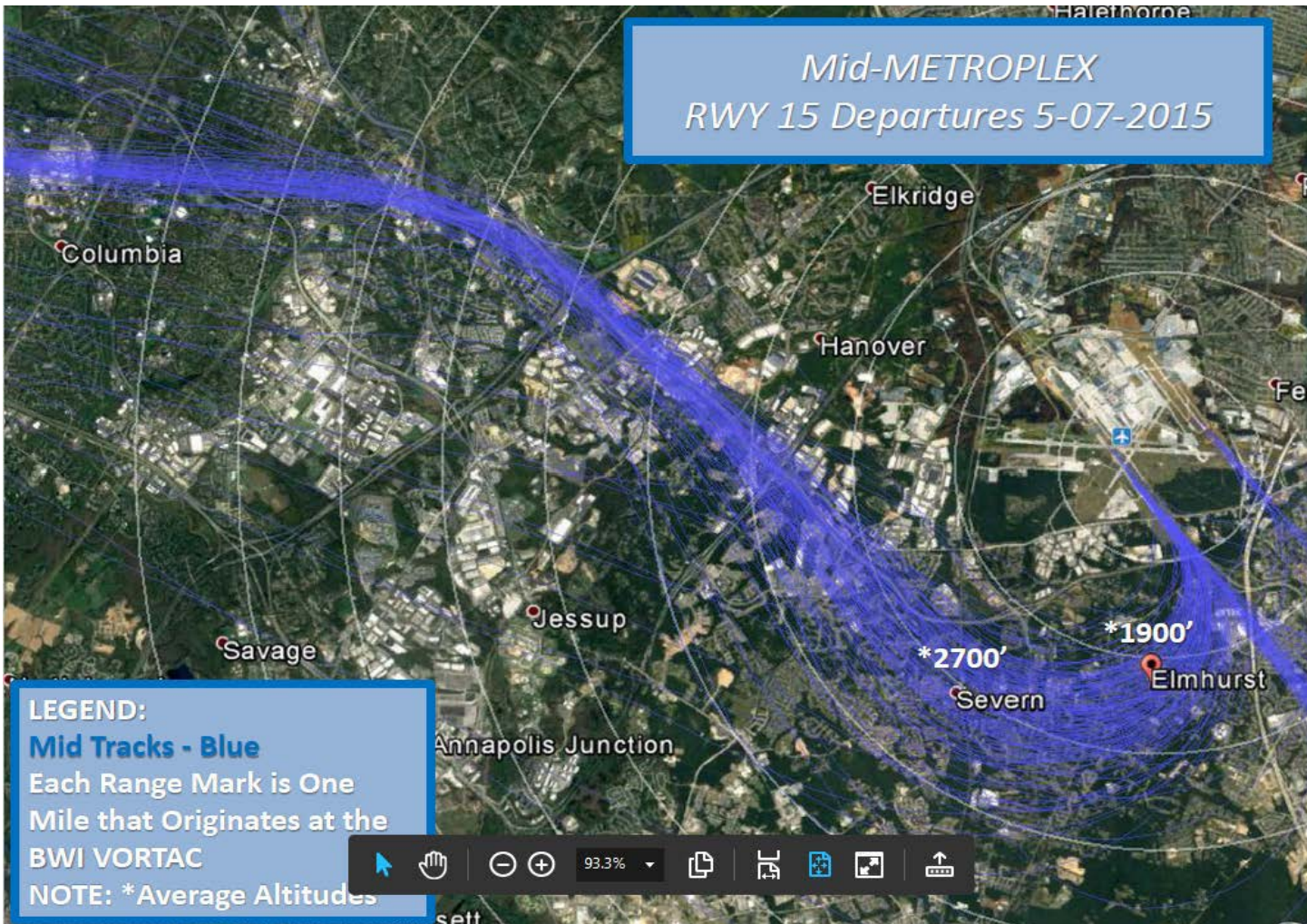


The traffic into and out of BWI airport is interdependent on traffic flows shared by BWI, IAD, ADW, DCA and numerous satellite airports.

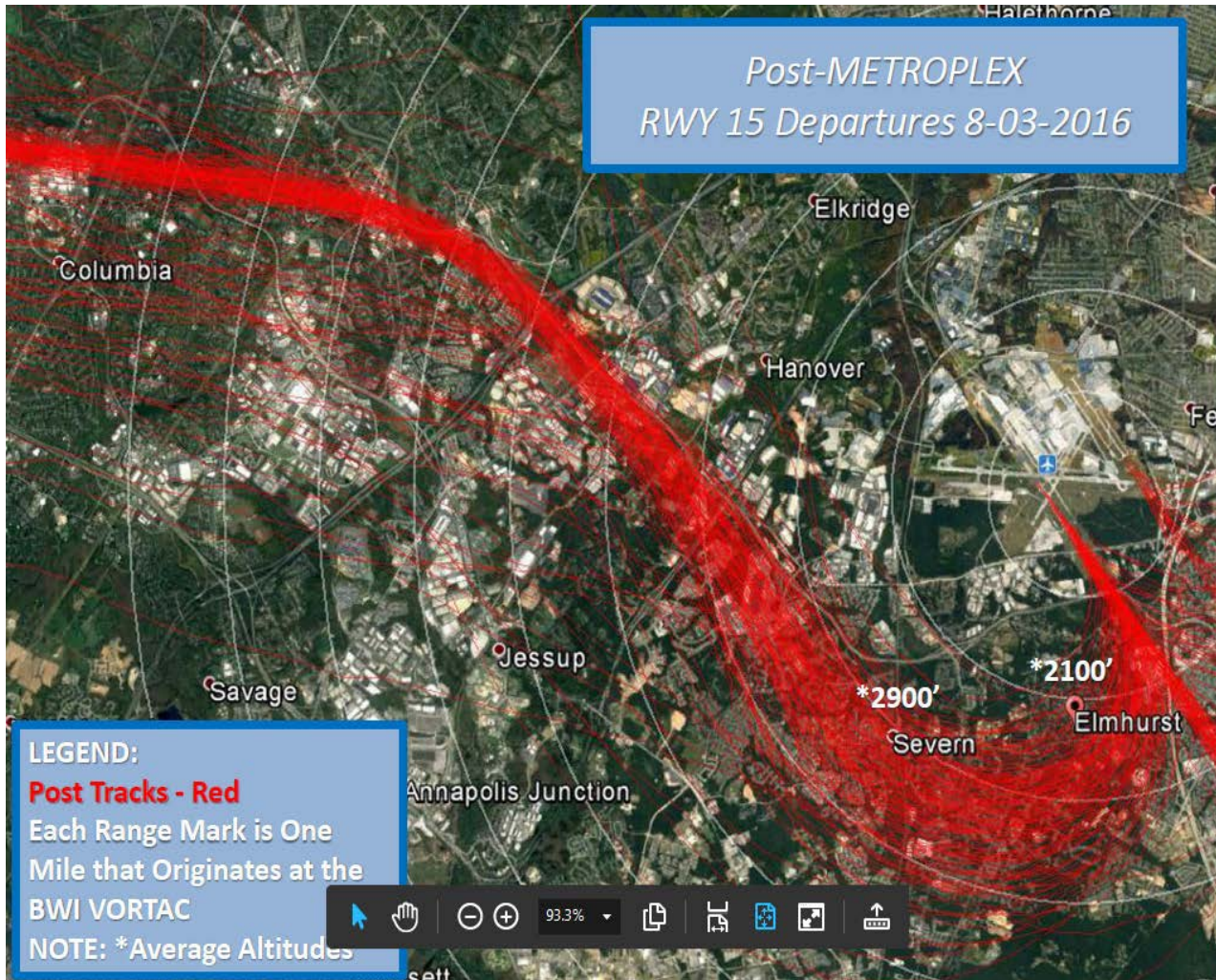
TERPZ SID - RWY 15R (Pre)



TERPZ SID - RWY 15R (Metroplex Implementation)



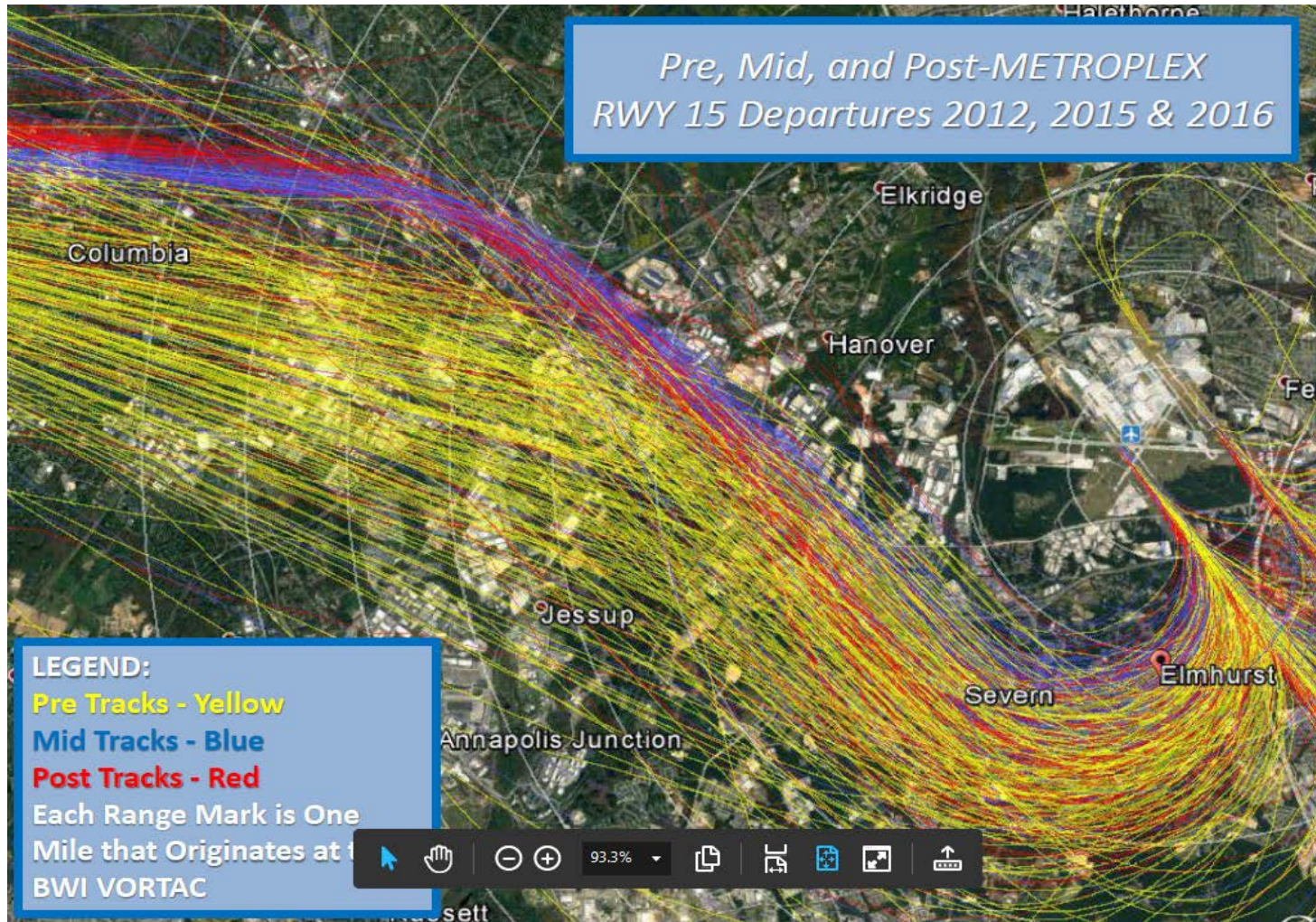
TERPZ SID - RWY 15R (Post)



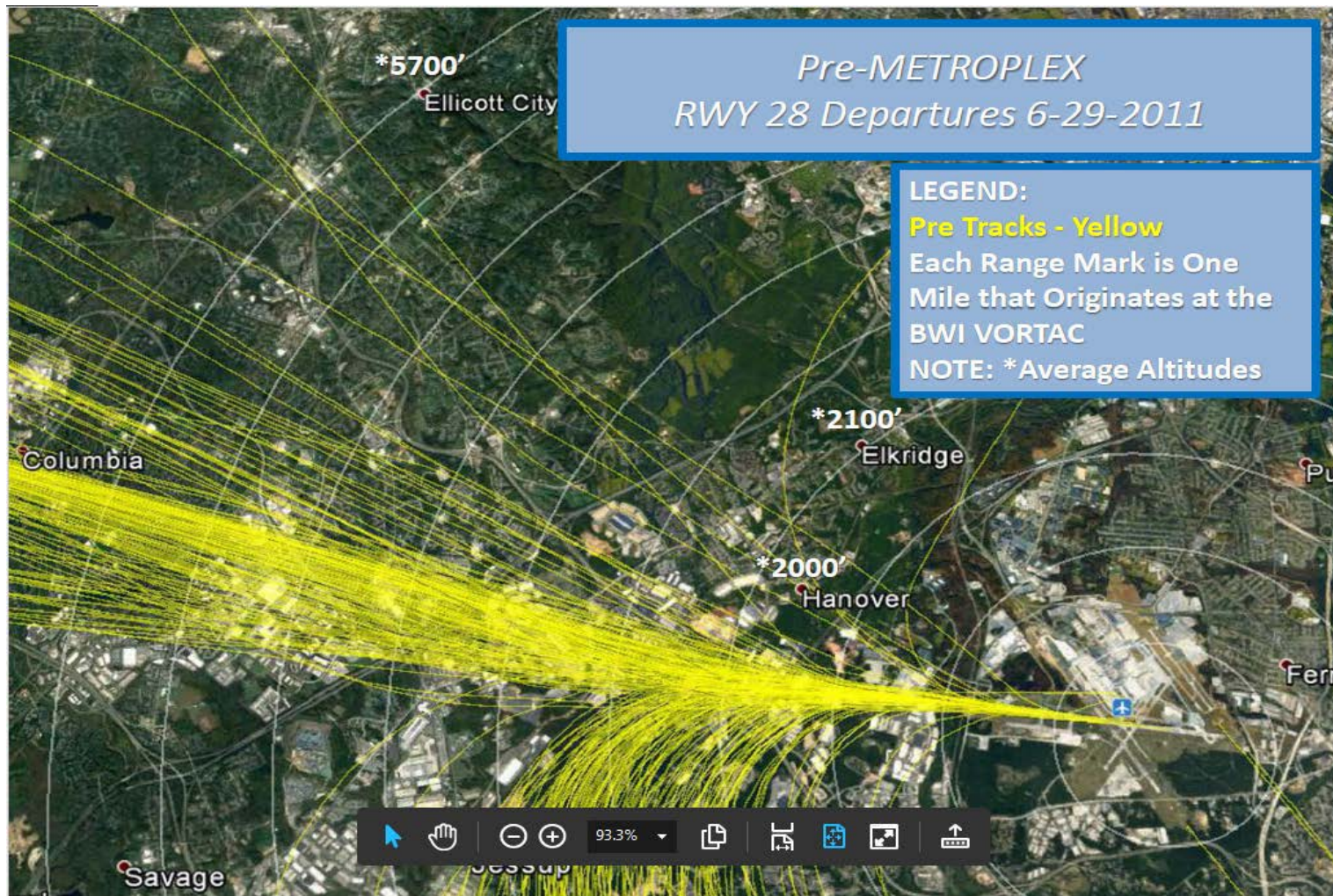
To address community concerns, the FAA revised the RWY 15R departure procedure to require that aircraft climb higher before turning west.

TERPZ SID - RWY 15R

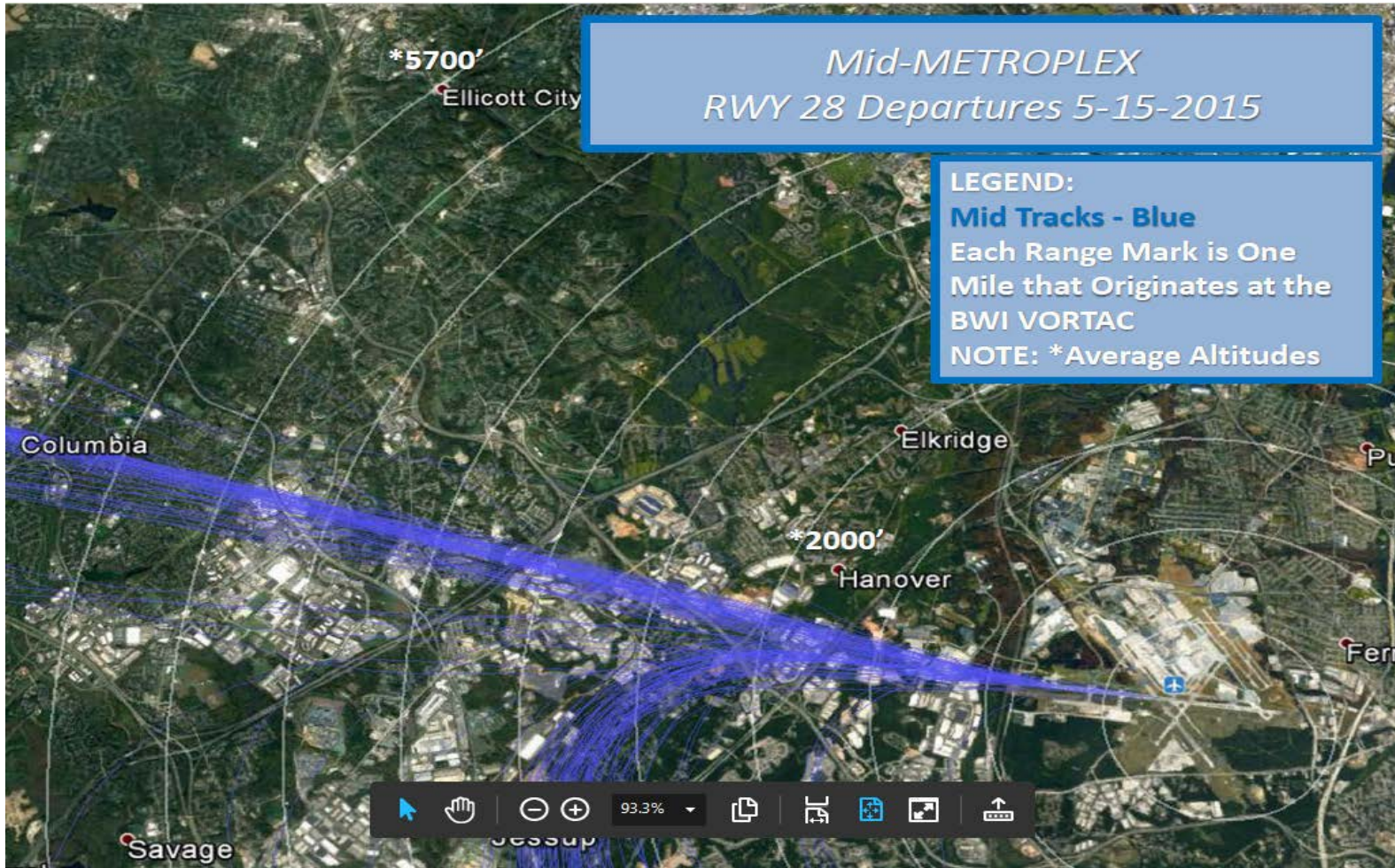
Pre/Mid/Post Metroplex



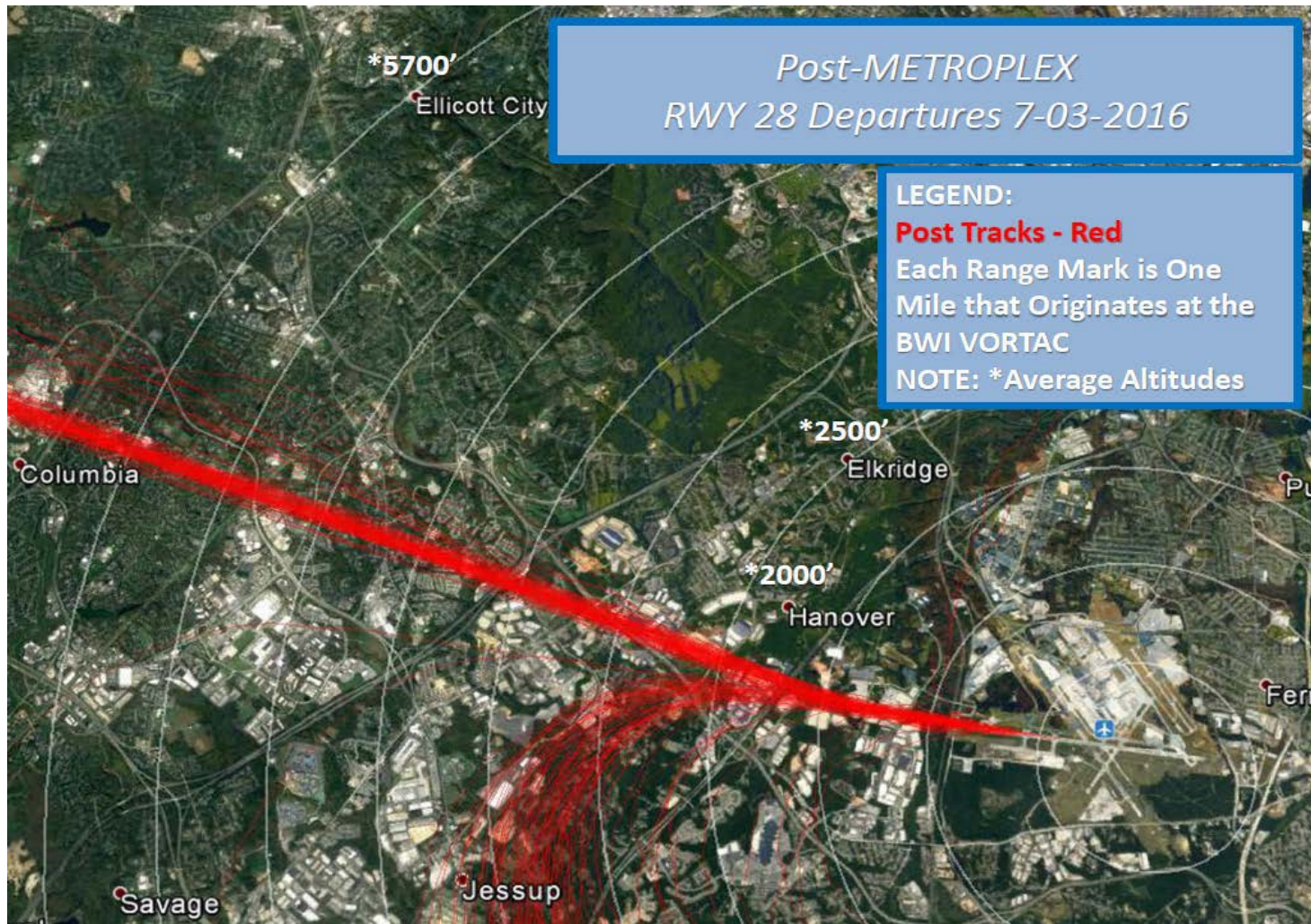
TERPZ SID - RWY 28 (Pre)



TERPZ SID - RWY 28 (Metroplex Implementation)

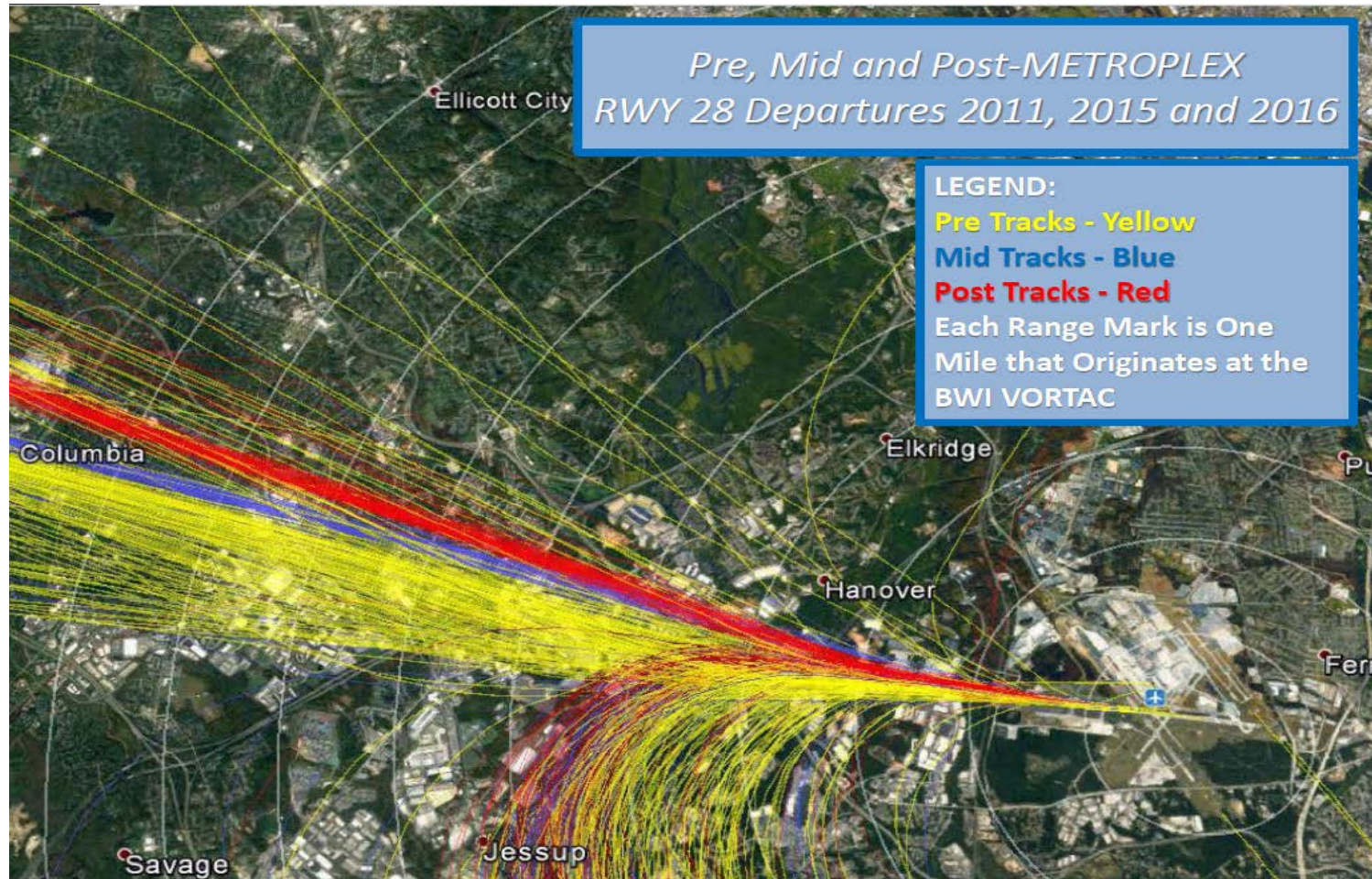


TERPZ SID - RWY 28 (Post)

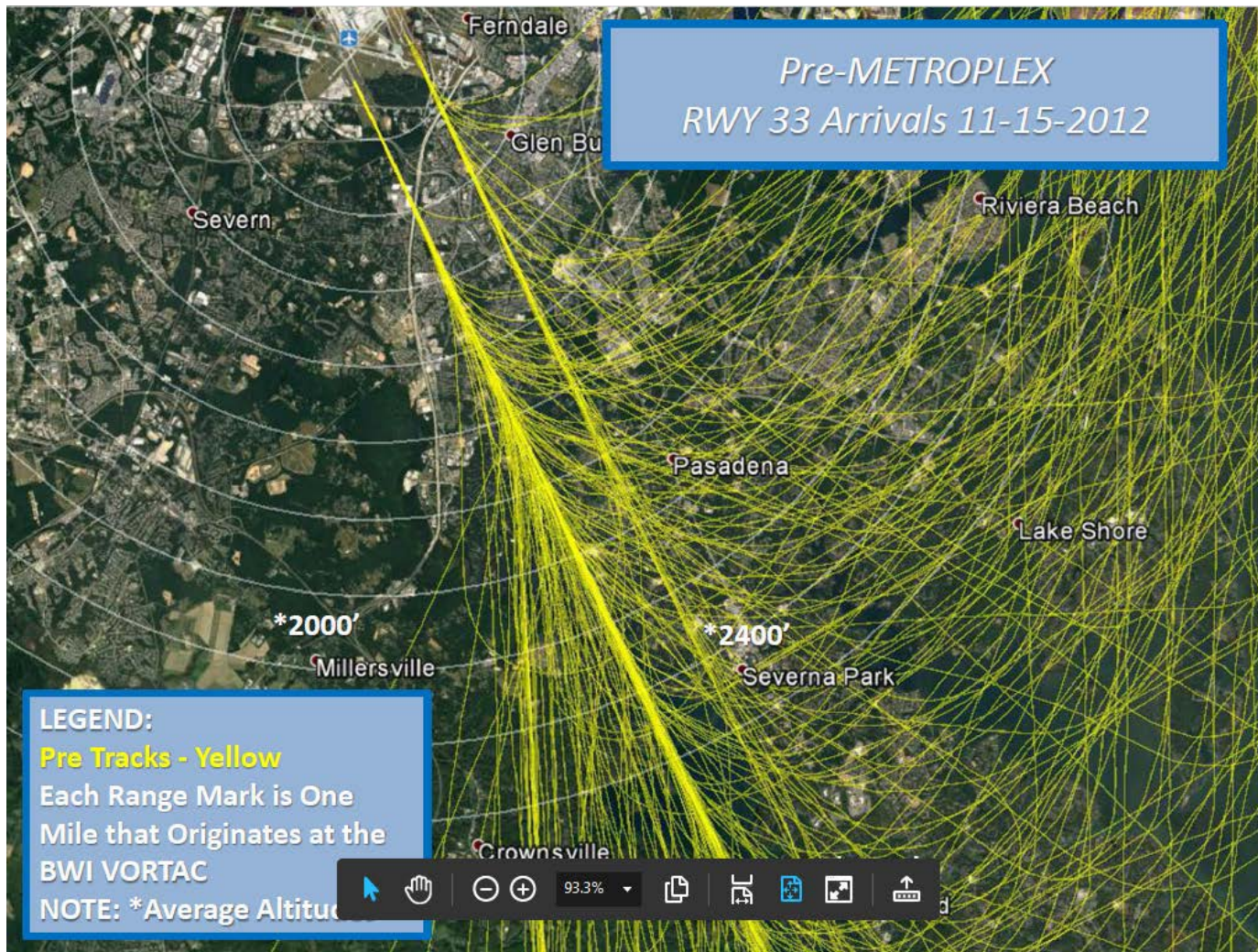


TERPZ SID - RWY 28

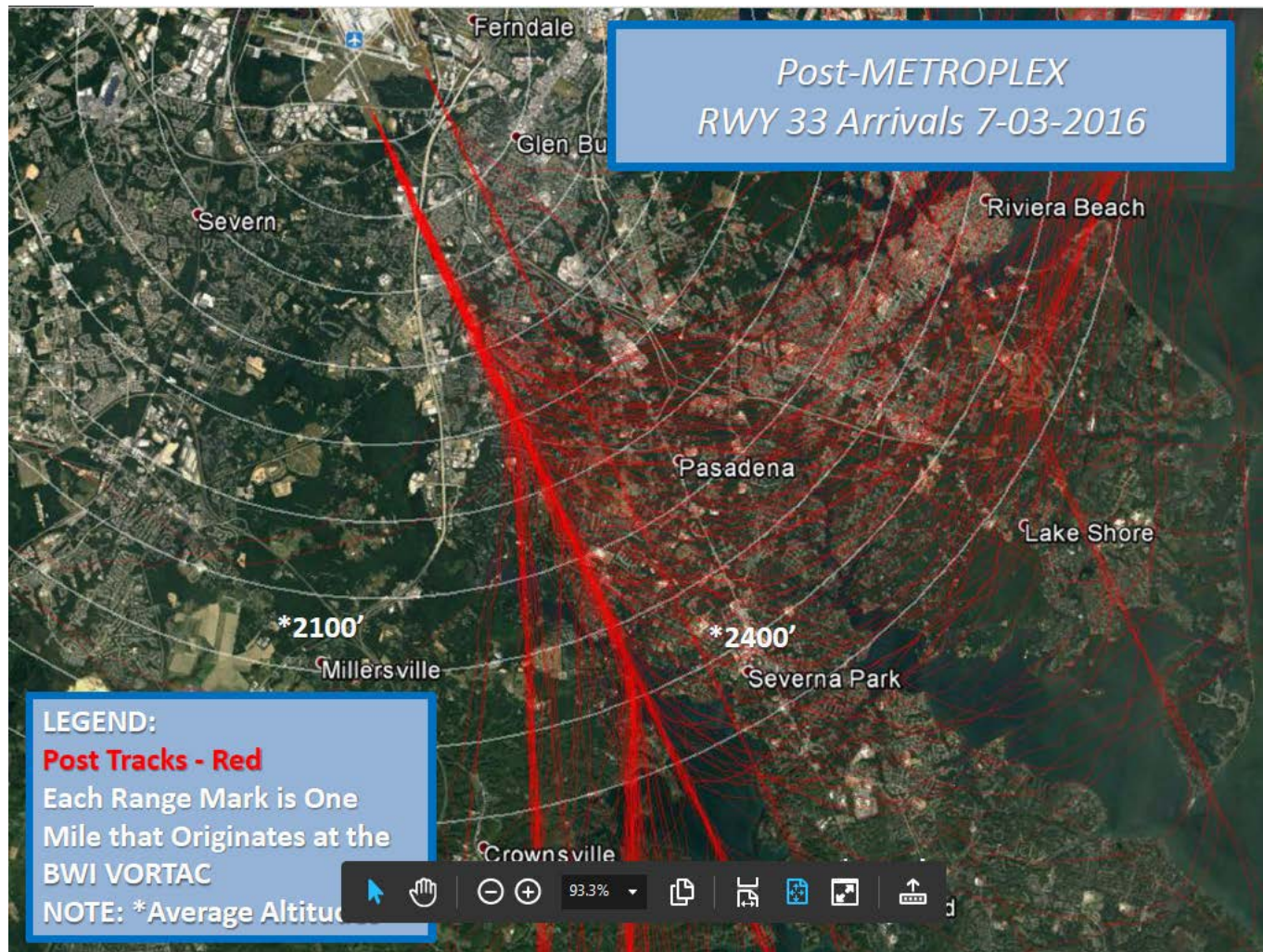
Pre/Mid/Post Metroplex



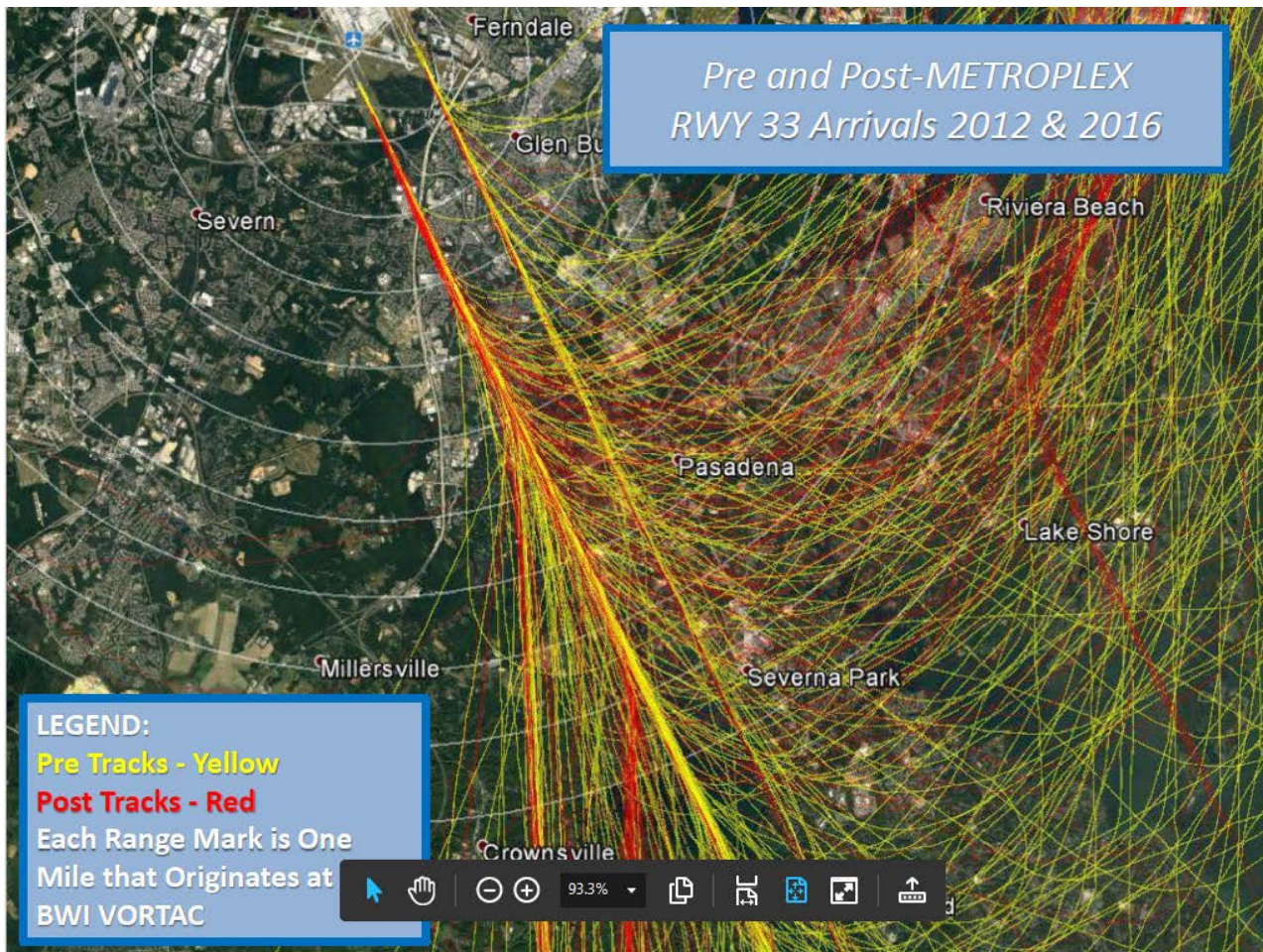
Arrivals into RWY 33L (Pre)



Arrivals into RWY 33L (Post)



Arrivals into RWY 33L Pre/Post Metroplex



The main concern for arrivals into RWY 33L was that they appear lower and louder. Data shows aircraft are flying the procedure as published and follow the published altitudes required.