

BWI MARSHALL AIRPORT NOISE ZONE UPDATE

Follow Up Responses to Questions posed during the 1/28/2021 Public Workshop

Question 1: Why add a new runway if there's almost no usage?

Response: Planning for additional parallel runways at BWI Marshall dates back to the original 1947 master plan although the configuration has evolved over time. The current planned parallel commercial service runway is primarily needed to ensure maintenance of operations in the event the existing intersecting runways are closed for maintenance, repair or incident (i.e. redundancy). The additional runway will also allow BWI Marshall to maintain a high level of customer service to airlines and passengers by managing/reducing the level of average aircraft delay.

Please note that although these improvements as detailed are not tentatively scheduled to be constructed until after 2030, they were included in the ten-year 2030 forecast for consistency with past BWI Marshall ANZ updates, to represent a reasonable projection of future airfield development and to maintain compatible land use (as has been done in previous ANZ updates).

Question 2: Of the areas of concentrated noise complaints the MAA now receives and maps, what percentage of the areas from which noise complaints are received falls under the total contour area of the 65+DNL identified in this ANZ process?

Updated Response: There were 11 complaints from 5 complainants filed in 2020 from complainants that fall within the 2020 ANZ contours. MDOT MAA received over 574,000 total complaints from approximately 600 complainants in 2020. The percentage of complaints received from complainants that live within the 65 DNL contour of the ANZ is 0.00001915%.

Question 3: With no improvements (like the planned runway extension or parallel runway completion), at approximately what percentage of its total capacity has BWI been operating since the 2014 ANZ (so over the past 3-4 years, excluding the recent post-Covid period)?

Response: MDOT MAA planning models indicate that the existing BWI Marshall airfield was operating at approximately 72% of its average annual capacity in 2014 and increased to approximately 77% in 2019.

Question posed during the Public Hearing: Regarding Arrival altitudes, there seems to be a disconnect between the BWI ANZ and the FAA procedures. Obviously, Safety comes first, but shouldn't the TRACON controllers be complying with BWI Noise abatement?

Response: MDOT MAA is responsible for the operation and maintenance of BWI Marshall facilities, including runways and taxiways. MDOT MAA is required to ensure that all facilities meet FAA regulations. Commercial pilots fly prescribed routes to and from BWI Marshall Airport as instructed by air traffic controllers. The FAA is responsible for managing BWI Marshall Airport's airspace and for ensuring the safe and expeditious flow of traffic. Flight path procedures are dictated by the FAA, taking into account considerations of operational, safety, and air traffic control procedures. The ultimate authority of the aircraft rests with the pilot.