



Howard County Government

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June 19, 2018

DC Metroplex BWI Community Roundtable
c/o Maryland Department of Transportation
Aviation Administration
991 Corporate Boulevard
Linthicum, Maryland 21090

Members of the DC Metroplex BWI Community Roundtable:

We write to the Roundtable as the elected officials of Howard County, in response to proposals the Roundtable has received from FAA to make certain changes to flight paths that were implemented as part of NextGen at BWI/Thurgood Marshall Airport. Howard County appreciates the hard work of the Roundtable in addressing the unlawful implementation of flight path changes that have severely impacted citizens in Howard County and many other areas of the State. The County is dedicated to working with the Roundtable to fight for relief from FAA and MAA. Although the County disagrees with FAA's handling of the harm it has caused, the proposed limited changes appear to be a first step towards returning flight paths to the status quo before the implementation of NextGen. As a result, Howard County asks that the Roundtable support the proposed changes, with the clear and express condition that it is only the first step in addressing the multiple problems caused by NextGen, and is not a sufficiently comprehensive remedy for all the continuing harms caused by the FAA's implementation of NextGen at BWI.

Although the proposal would appear to return flight paths for some departing flights over Howard County to their pre-NextGen locations, which could potentially bring them into compliance with existing Noise Abatement Plans, this is only a very limited and partial step toward a comprehensive and complete solution. FAA's newly proposed changes make only a weak effort to increase dispersion by utilizing two departure flight tracks from Runway 28, but that is not sufficient to reduce the incredibly concentrated flight paths. FAA must – and can – do more to increase dispersion so that it resembles the status quo before NextGen. FAA's failure to do so in the face of documented and unacceptable human impacts is arbitrary and capricious.

Additionally, as the Roundtable is aware, arriving flights, both in Howard County and Anne Arundel County, have been significantly altered since the implementation of NextGen. Along with departing flights, arriving flights have been concentrated in certain areas, leading to undue harm. The frequent low-altitude of arriving flights is completely unacceptable and must be

immediately addressed by FAA. We also believe that MAA can do more to change operations at BWI to provide some relief for those who are being unreasonably impacted. To that end, we ask the Roundtable to join Howard County in calling on MAA to begin a Part 161 process to adopt operational rules at BWI that will provide relief for Maryland citizens.

The limited changes proposed by FAA must represent only the first of other necessary changes but, until a more comprehensive solution can be developed, they are a beginning and we believe they could potentially, if implemented, provide some relief for some Howard County citizens. Therefore, Howard County respectfully requests that the Roundtable support implementation of the proposed changes, with the condition that much more needs to be done. Howard County remains committed to working with the Roundtable to address the additional changes that must take place at BWI. We hope the Roundtable will support the County in its efforts to seek relief for its citizens.

Respectively,



Allan H. Kittleman
County Executive, Howard County



Mary Kay Sigaty
Chair, Howard County Council