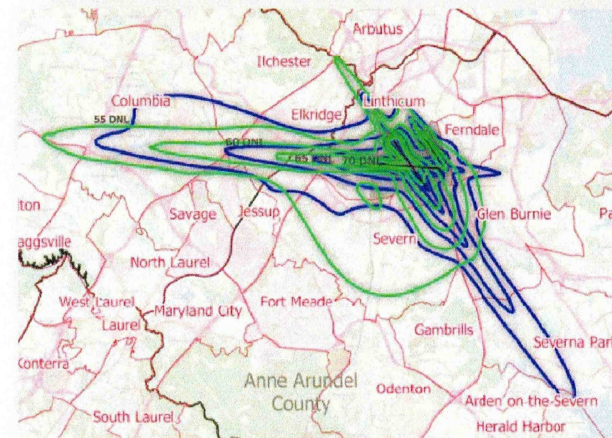
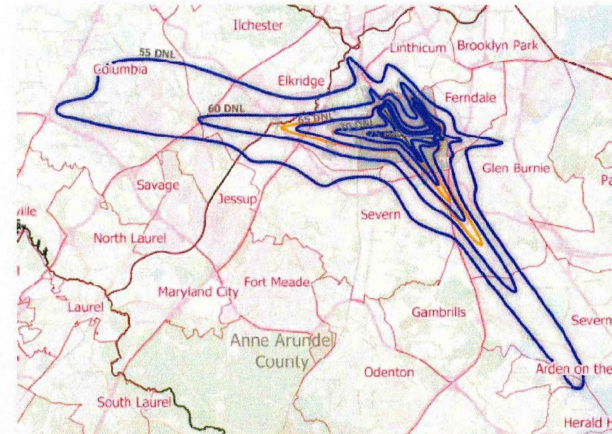


Outcomes & What's Next

- Aviation Noise remains a top concern of the communities surrounding BWI Marshall
- Implementation of NextGen has changed how MAA identifies noise
 - Looking at levels below 65DNL
 - Separating East and West Flow Contours
- MAA and the Roundtable remain dedicated to addressing improvements to flight procedures – recently filed a request through the FAA's Instrument Flight Procedure (IFP) Gateway
- Future flight procedures (and other potential improvements) will be considered in an upcoming 14 CFR Part 150 Study, beginning late 2026

Example of Expanded DNL Contours



Example of DNL Contours by Flow

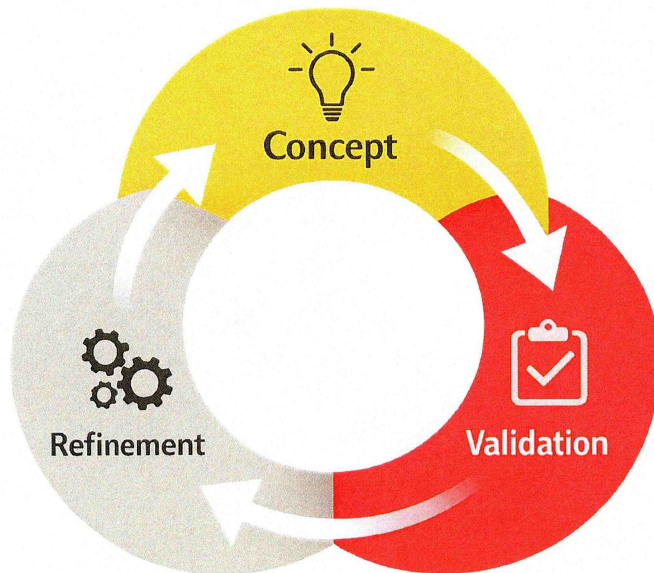
Key Themes & What Enabled Progress

- **Roundtable** - Technical Subcommittee
 - Roundtable formed a Technical Committee to review airspace changes and make recommended changes to the FAA
 - Roundtable experts, MAA's Chief Engineer, Airlines, MAA Consultants
 - Proposed changes to Standard Terminal Arrivals (STARs), Approaches
 - MAA modeled procedure changes and presented to Roundtable Technical Committee and full Roundtable for review
- **Collaboration** – FAA invited MAA and Roundtable Tech Committee to participate in PBN Working Groups
 - Changes to procedures were modeled by MAA and presented to Roundtable for review
- **Persistence** – FAA initially proposed changes to departures, Roundtable approved but pushed for additional arrival changes
- **Patience** - MAA and Roundtable worked with the FAA over six years to develop procedures that would help mitigate noise from Nextgen
- **Expertise & Money** – Industry, MAA and the Roundtable all contributed technical expertise, with MAA investing nearly \$2M in this effort.

Key Themes & What Enabled Progress

- **Consensus** - FAA's mechanism for considering flight track revisions was to create a Roundtable to allow the community to reach concurrence on any recommendations
- **Representation** - MAA established the Roundtable as a body of appointees by local elected officials – and MAA serves in an administrative and technical advisory capacity
- **Constraint** – Knowing that FAA would not return to previously published procedures established the framework for finding potential solutions
 - FAA would not return to long-standing practice of vectoring
 - Airspace considerations for Dulles (IAD), National (DCA), and Military
 - FAA would not consider solutions without concurrence from MAA, Industry (airlines), and Community (Roundtable)
- **FAA** - proposed changes to departure procedures
 - MAA modeled procedures and brought before Roundtable for review
 - Departure procedure changes were reviewed and approved by Roundtable
 - “Notionally” put things back the way they were (example TERPZ to TERPZ/LINSE)

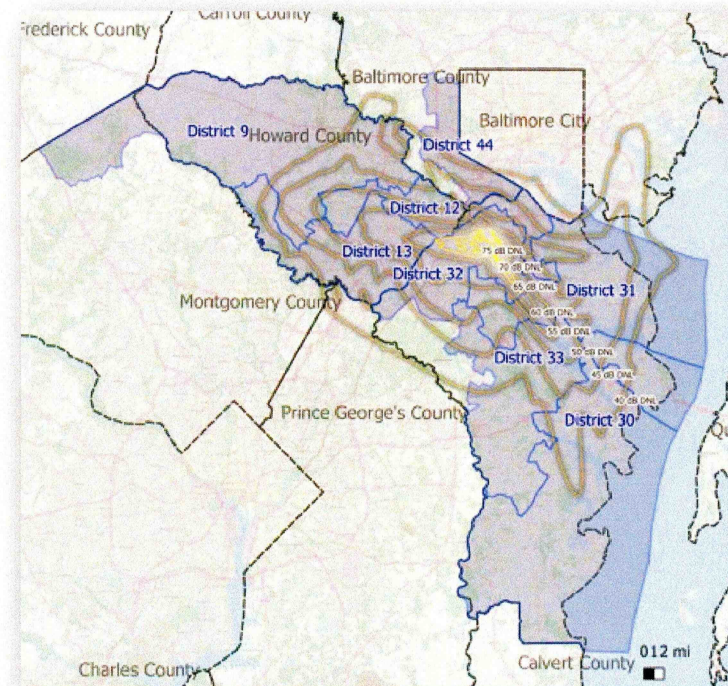
Iterative and Collaborative Process



- FAA initially proposed departure changes
- MAA reviewed, simulated, and modeled potential noise exposure
- Feedback to FAA, including the need to address arrivals
- MAA/Roundtable identified proposed updates to arrivals
- FAA reviewed and adjusted per criteria
- MAA performed a full simulation and noise analysis
- FAA required written concurrence prior to moving to implementation

Purpose of DC Metroplex BWI Community Roundtable

- The DC Metroplex BWI Community Roundtable (Roundtable) is an initiative of the MAA, at the request of the FAA. The Roundtable shall be responsible for the following:
 - Monitoring the implementation of air traffic procedures established by FAA in the DC Metroplex Project, including but not limited to the procedures implemented under the NextGen program;
 - Identifying possible alternative routings and procedures;
 - Evaluating noise effects and other environmental effects, of possible route changes;
 - Making recommendations to the FAA for further consideration.
- MAA provides administrative and technical support for the Roundtable



Collaborating to Find Solutions

NextGen is the FAA's plan to modernize the National Airspace System (NAS). One of the first phases of NextGen implementation was an initiative called the Optimization of the Airspace and Procedures in the Metroplex (OAPM).

2013: DC Metroplex OAPM – FAA Environmental Review of new PBN Procedures for BWI Marshall, DCA, IAD and other regional airports

2014-2016: Implementation of OAPM procedures

2017: DC Metroplex BWI Community Roundtable Formed

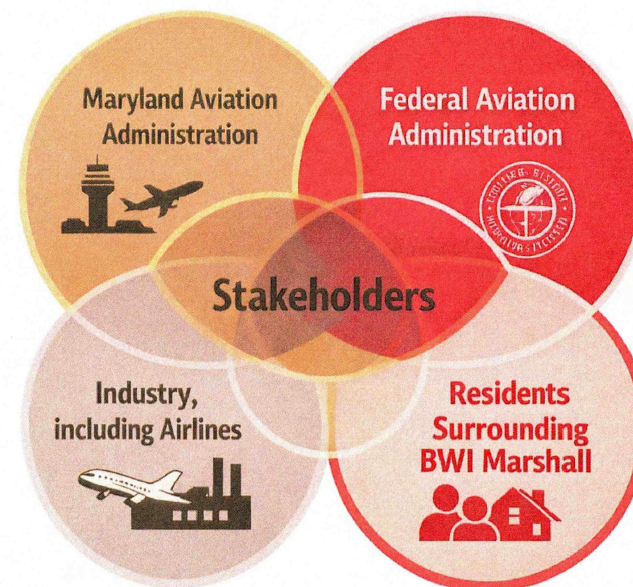
2018: FAA presents potential revised procedures

2019: Roundtable Technical Committee develops and proposes additional procedures

2020-2024: Stakeholder consultation & FAA PBN Working Group

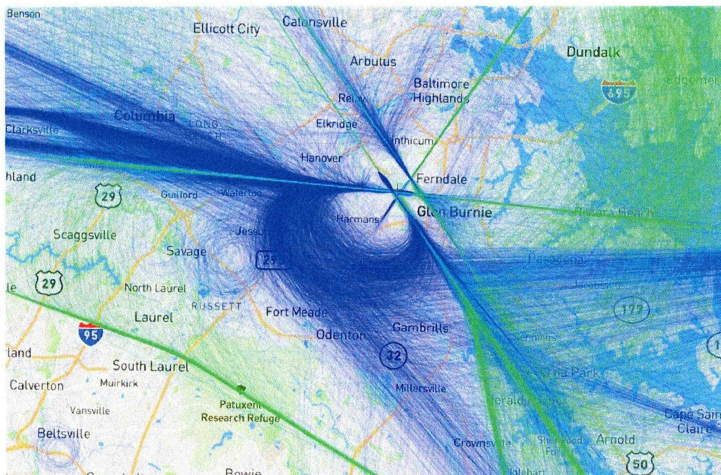
2024: Implementation of new departure, arrival and instrument approach procedures

2025: MAA Post-Implementation Review

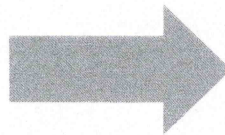
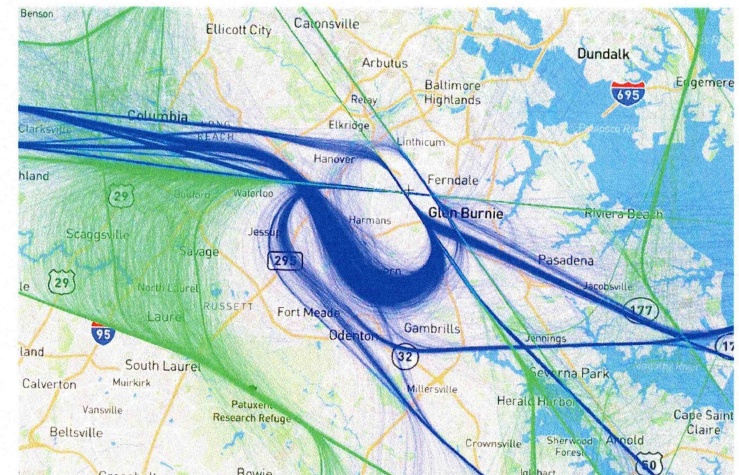


Federal Aviation Administration (FAA's) Implementation of Performance-Based Navigation (PBN) Procedures (2014-2016)

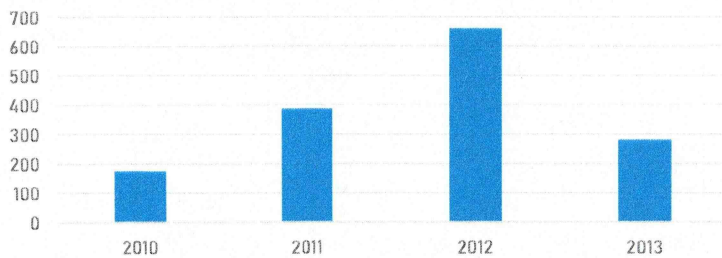
Example of 2012 Operations



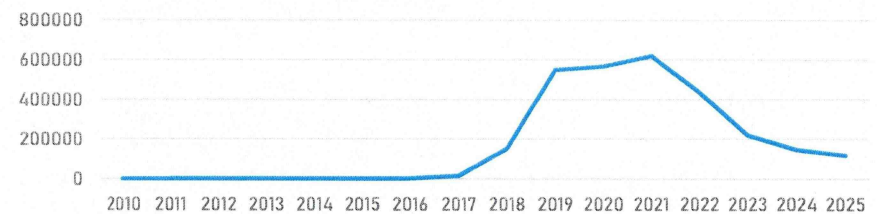
Example of 2025 Operations



2010 - 2013 Annual Noise Complaints



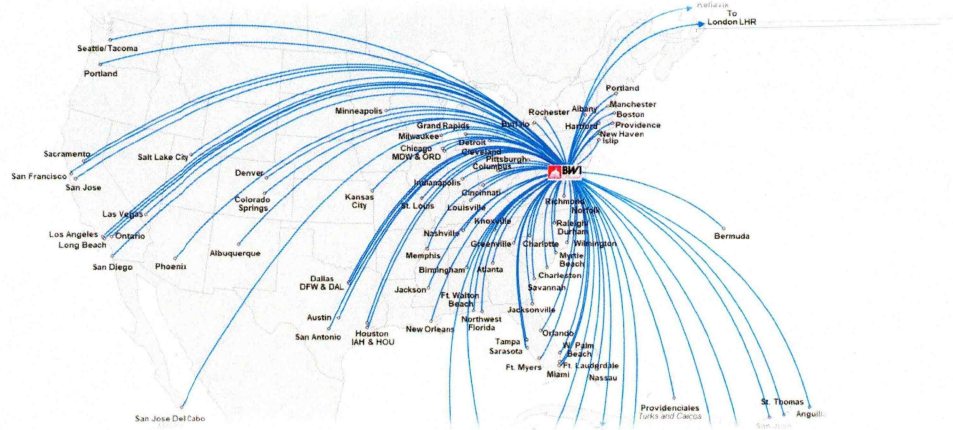
2010 - 2025 Noise Complaints





MAA operates Baltimore/Washington International Thurgood Marshall Airport and Martin State Airport, and licenses and supports 32 other public use airports throughout the state.

- 22nd Busiest Airport in the U.S.
- 27 Million Total Passengers in 2024, including 1.4 Million International Passengers
- 667 Daily Flights to 87 domestic & international markets from 14 airlines





Maryland Aviation Administration in support of the DC Metroplex BWI Community Roundtable

Bruce Rineer
Noise Manager

March 11th, 2026