

Update on requests to review alternative departure procedure for Runway 15R

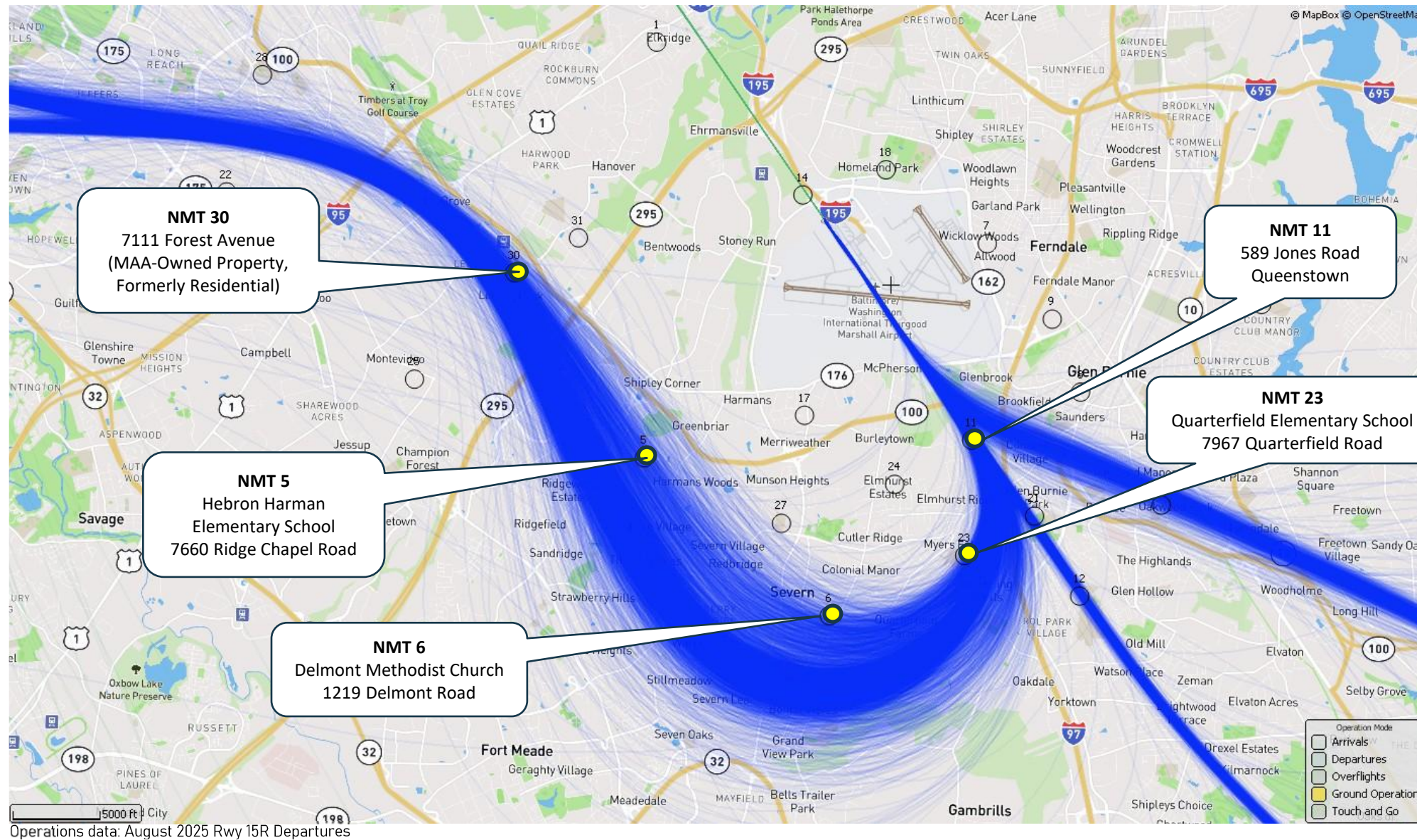


DC Metroplex BWI Community Roundtable
February 24, 2026

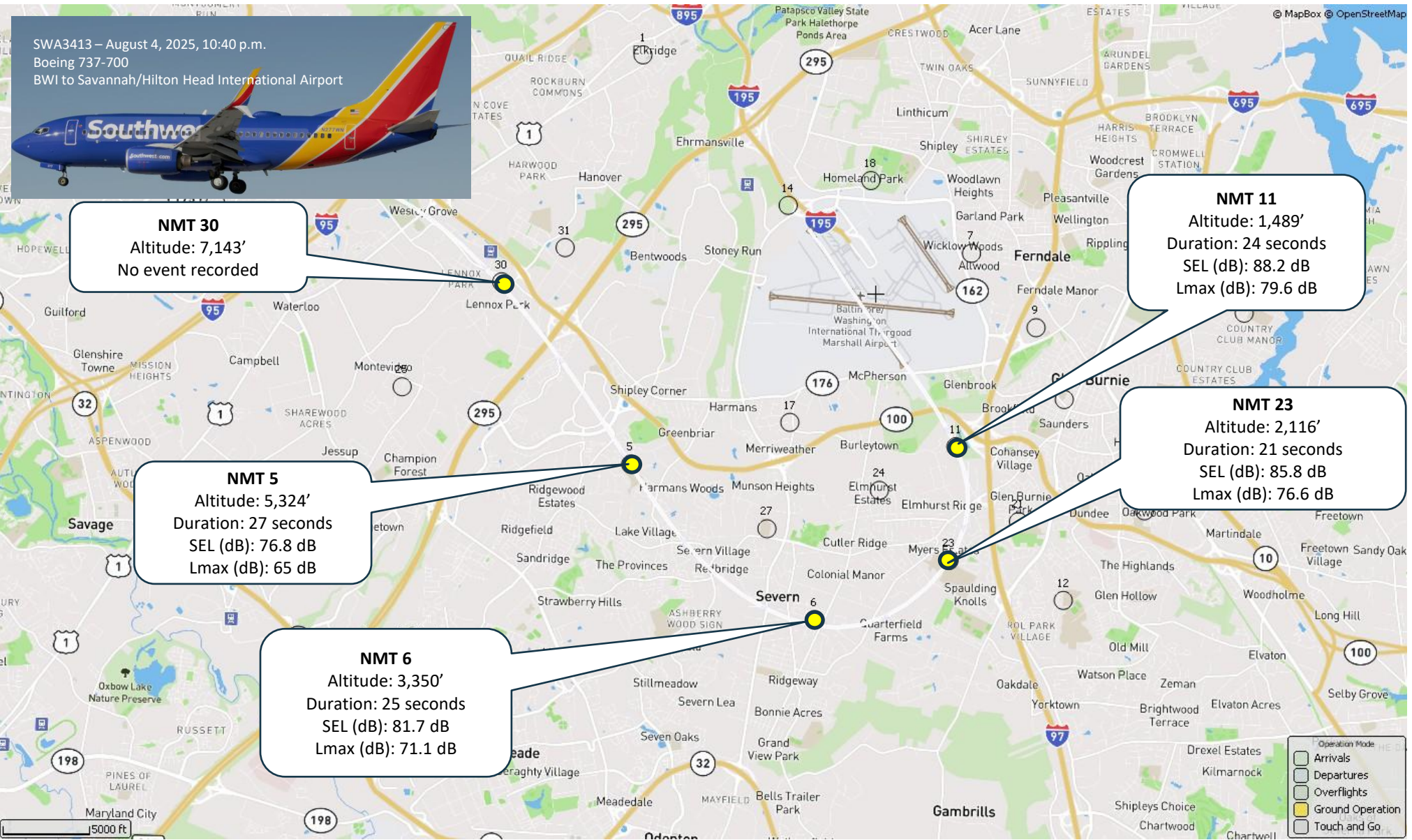
Significant Activities

- Technical Committee held a planning meeting in September to review discuss the range of data that MAA could provide for further analysis, to review past analysis undertaken by MAA, and to determine reasonable next steps.
- MAA and Roundtable met in October to determine the appropriate path forward
- Technical Committee met in December 2025 to review departure operations from three time periods to compare altitudes and flight track density. The Technical Committee considered the range of potential changes to the WARYN waypoint for Runway 15R TERPZ, LINSE and FOXHL departures.
 - The Committee, with industry input, determined that an altitude-based turn as best determined by FAA is the most reasonable path forward.
- In January, MAA sent a letter request to the FAA's Eastern Regional Administrator and input the request on FAA's Instrument Flight Procedure Gateway (IFP Gateway).
- As of early February, FAA is undertaking a feasibility study to determine whether any change can be made and will communicate findings to MAA when complete.
- Further technical analysis by FAA will be required, and any timeline for implementation is expected to be 3-5 years away, due to FAA's publication cycle, priority on procedures for safety, and limited resources.

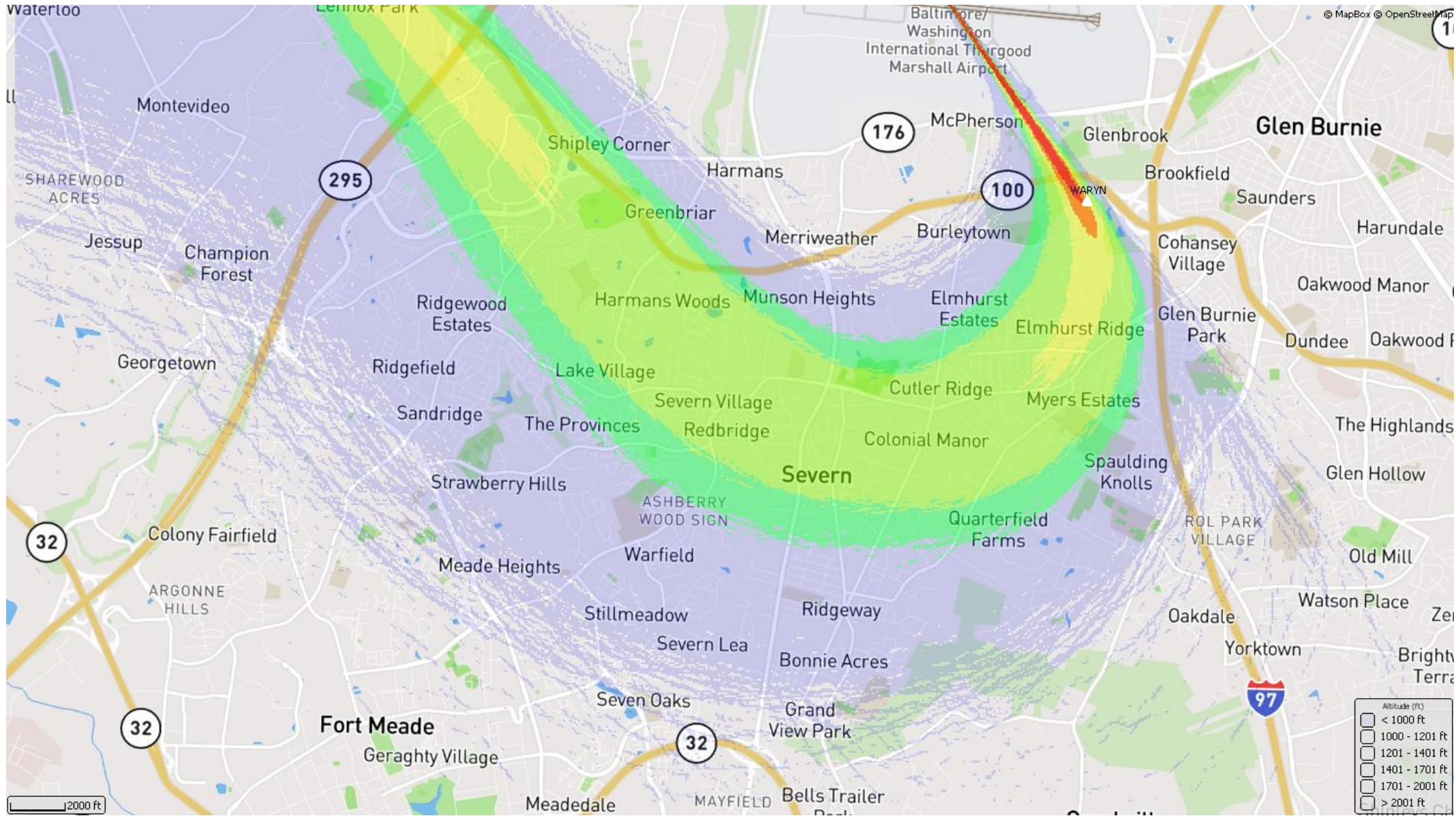
Example - Correlating Aircraft Altitude and Noise Levels



Example 2 - Correlating Aircraft Altitude and Noise Levels



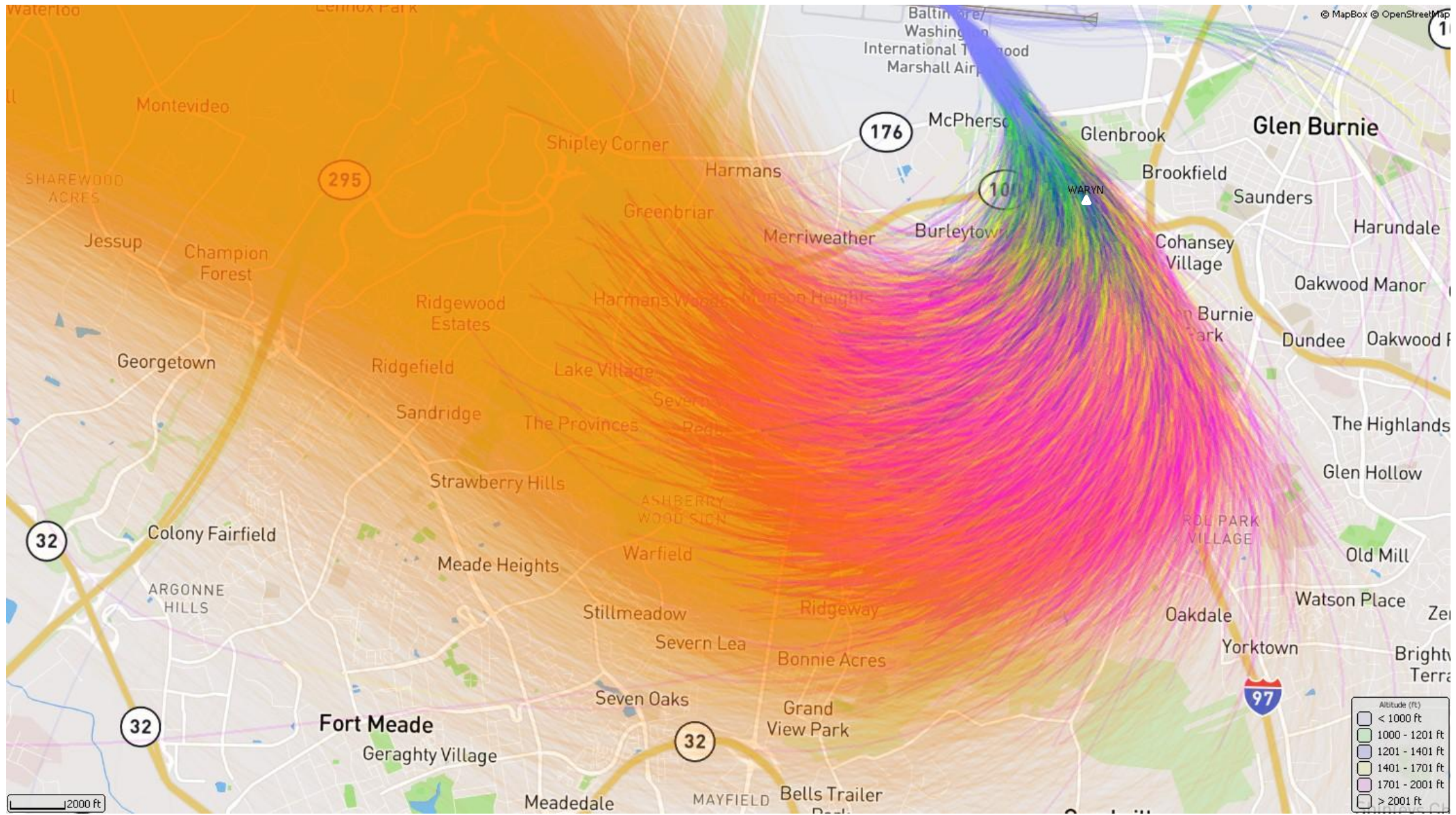
TERPZ 6/7 – All 15R Westbound Departures



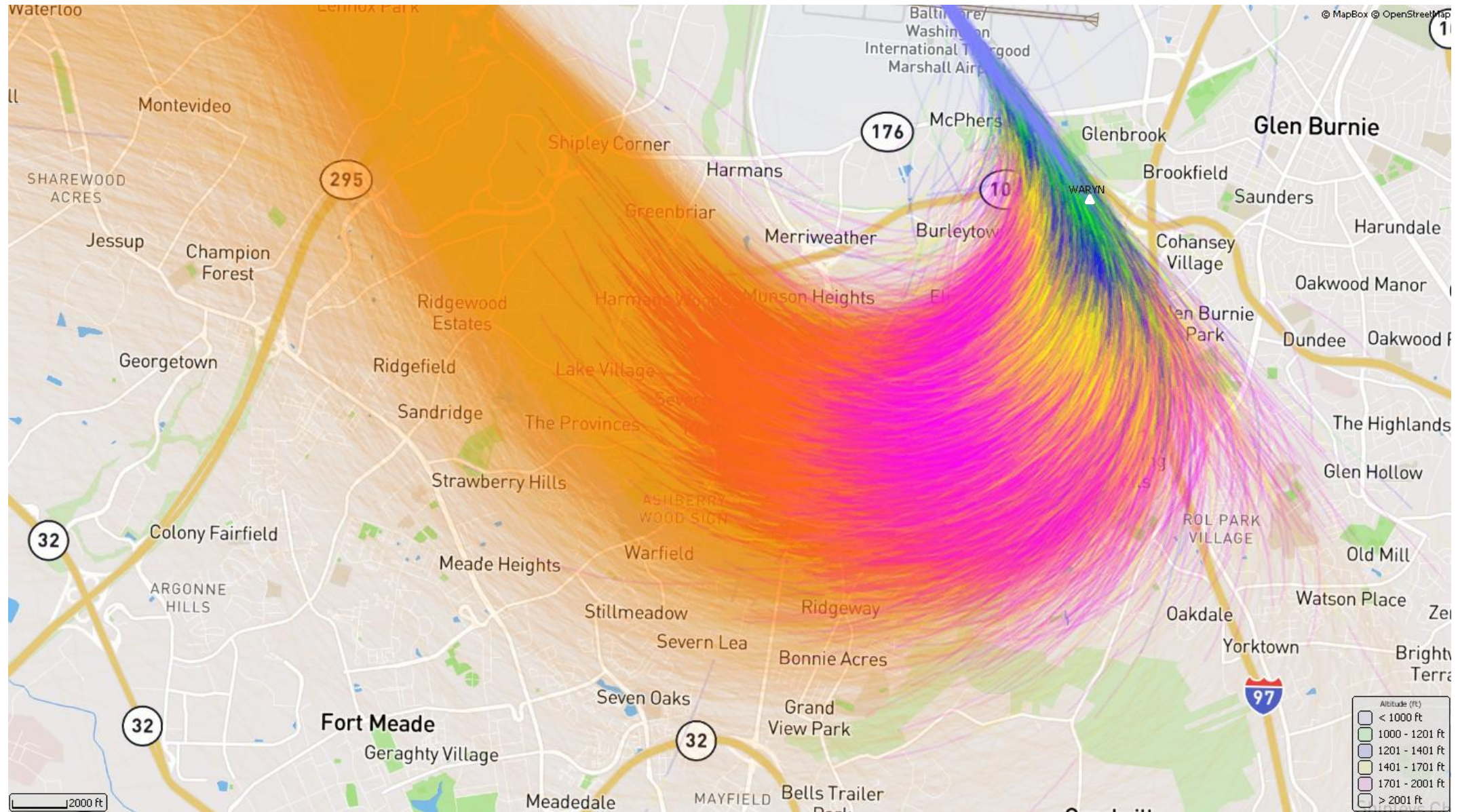
TERPZ 8 – All 15R Westbound Departures



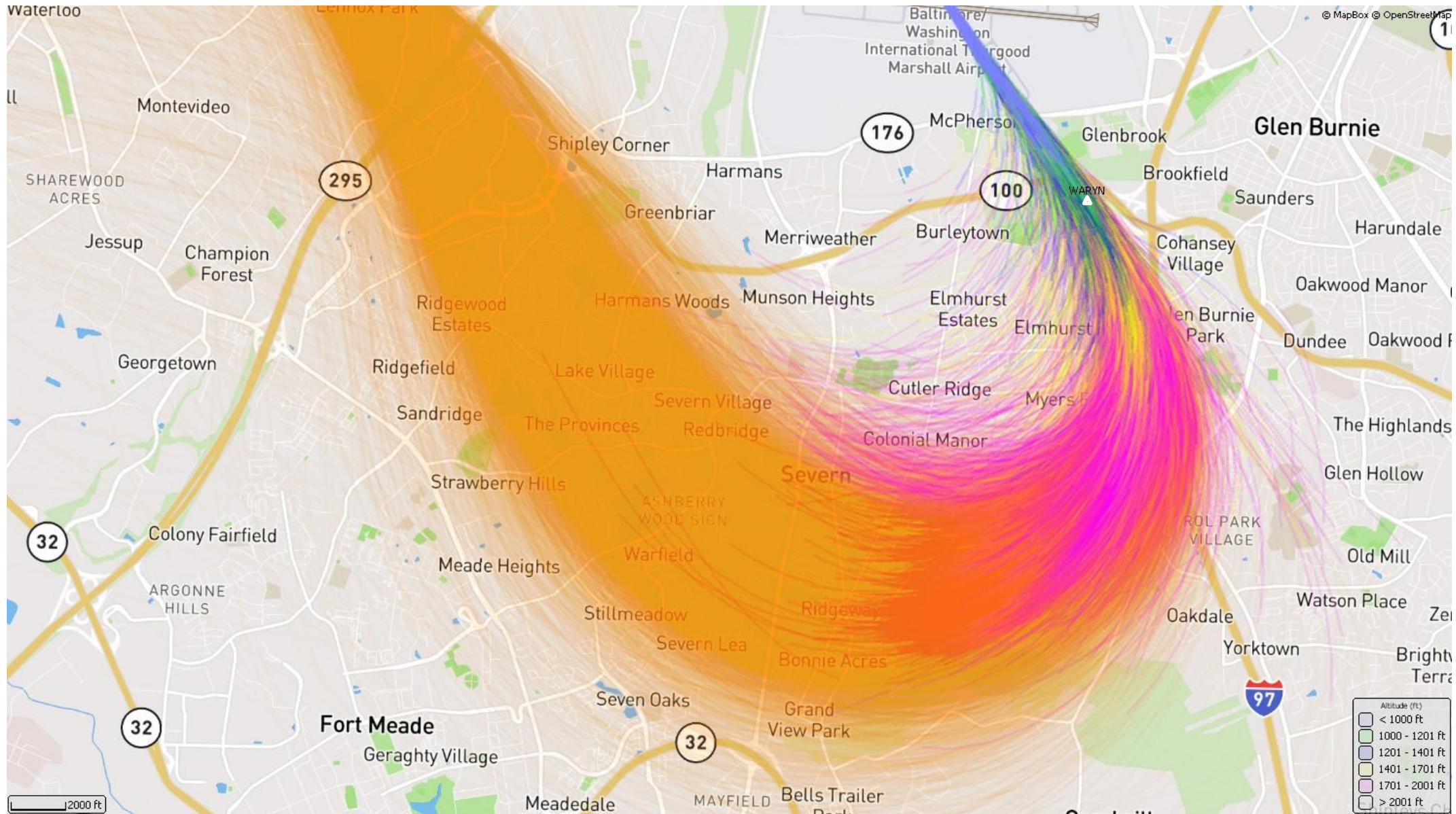
TERPZ 3 – All 15R Westbound Departures (Altitude)



TERPZ 6/7 – All 15R Westbound Departures (Altitude)



TERPZ 8 – All 15R Westbound Departures (Altitude)



January 7, 2026 Letter to FAA Regional Administrator



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Kathryn Thomson
Acting Secretary
Shannetta R. Griffin, P.E.
Executive Director/CEO

January 7, 2025

Marie Kennington-Gardiner
Regional Administrator, Eastern Region
Federal Aviation Administration
1 Aviation Plaza
Jamaica, NY 11434

Dear Administrator Kennington-Gardiner,

On July 11th, 2024, and September 5th, 2024, the Federal Aviation Administration (FAA) published new Standard Instrument Departure (SID), Standard Terminal Arrival Route (STAR), and Instrument Approach Procedures (IAP) serving aircraft at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). The new procedures represent the collaborative efforts of the FAA, Maryland Aviation Administration (MAA), DC Metroplex BWI Community Roundtable (Roundtable) and key industry partners.

The MAA, Roundtable, and aviation industry partners appreciate FAA's continued engagement through attendance at Roundtable meetings and the FAA's willingness to continue engaging with the MAA and the Roundtable.

As part of the implementation of new departure procedures for westbound departures from BWI Marshall's Runway 15R (TERPZ EIGHT, LINSE ONE, and FOXHL ONE SIDs), westbound aircraft are directed from Runway 15R to fly to a new waypoint (WARYN) prior to initiating a westbound turn. While this procedure mimics MAA's long-standing Runway 15R noise abatement departure procedure, the initiation of a departure turn at this specific location has resulted in a significant concentration of flight tracks over the Severn, Maryland community. This concentration of flights has resulted in a notable increase in community concern, including an increase in noise complaints, attendance at Roundtable meetings, and correspondence with elected officials. The concentration of flights over the Severn community was an unintended consequence of the addition of the WARYN waypoint. The MAA believes that this concentration of departure flight tracks is unacceptable.

Consultation with industry representatives has pointed towards the feasibility of a procedure which directs aircraft to climb to an altitude prior to initiating a westbound turn would both increase the altitude of departing aircraft and reduce flight track concentration. This approach could return the dispersion of aircraft to patterns that existed prior to implementation of NextGen.

PO Box 8766, BWI Airport, Maryland 21240-0266 | 410.859.7100 | 800.435.9294 | Maryland Relay TTY 410.859.7727 | marylandaviation.com

The MAA requests the FAA to remove publication of the WARYN waypoint, and, instead, adopt a minimum altitude restriction prior to initiating the westbound turn, with the restricting altitude chosen to better balance the impacts over the Elmhurst and Severn communities.

The use of Runway 15R for departures has been increasing in recent years due to wind and weather conditions, and, with critical safety improvements to Runway 10/28 expected to close that runway for months in 2026, aircraft overflights and associated noise will continue to impact community members in Severn. MAA requests the FAA to agree with our preference to eliminate the WARYN waypoint and adopt the turn upon reaching an altitude approach recommended above. MAA intends to submit this request via the FAA's Instrument Flight Procedure Gateway this month.

On behalf of MAA, we appreciate FAA's continued engagement with BWI Marshall and the communities surrounding BWI that call it home. We would welcome the opportunity to work with the FAA in determining the optimum altitude that should be adopted before making a westbound turn.

Sincerely,

The MAA requests the FAA to remove publication of the WARYN waypoint, and, instead, adopt a minimum altitude restriction prior to initiating the westbound turn, with the restricting altitude chosen to better balance the impacts over the Elmhurst and Severn communities.

Captain Trey Turner, Chief Technical Pilot, CNS, Airspace, & Flight Procedures
Flight Operations, Southwest Airlines

January 15, 2026 IFP Gateway Submission

Instrument Flight Procedures Information Gateway

The **IFP Information Gateway** is your centralized instrument flight procedures data portal, providing a single-source for:

- **Charts** — All Published Charts, Volume, and Type.
- **IFP Production Plan** — Current IFPs under Development or Amendments with Tentative Publication Date and Status.
- **IFP Coordination** — All coordinated developed/amended procedure forms forwarded to Flight Check or Charting for publication.
- **IFP Documents - Navigation Database Review (NDBR)** — Repository and Source Documents used for Data Validation of Coded IFPs.

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https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/

Excerpts from IFP Gateway Submission:

- Procedure to be amended: TERPZ, LINSE, FOXHL
- Preferred Routing Description: This amendment pertains to departures off of Runway 15R on the TERPZ, FOXHL, and LINSE SIDs. The MAA requests the FAA to remove publication of the WARYN waypoint, and, instead, adopt a minimum altitude restriction prior to initiating the westbound turn, with the restricting altitude chosen to better balance the impacts over the Elmhurst and Severn communities.
- Request Justification: As part of the implementation of new departure procedures for westbound departures from BWI Marshall's Runway 15R (TERPZ EIGHT, LINSE ONE, and FOXHL ONE SIDs), westbound aircraft are directed from Runway 15R to fly to a new waypoint (WARYN) prior to initiating a westbound turn. While this procedure mimics MAA's long-standing Runway 15R noise abatement departure procedure, the initiation of a departure turn at this specific location has resulted in a significant concentration of flight tracks over the Severn, Maryland community.

February 19, 2026 Response from FAA Regional Administrator



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

Office of the Regional Administrator
Eastern Region

1 Aviation Plaza
Jamaica, NY 11434-4809

February 19, 2026

Paul L. Shank, P.E.
Chief Engineer
Maryland Aviation Administration
P.L. Box 8766
BWI Airport, MD 21240

Dear Mr. Shank:

Thank you for contacting the Federal Aviation Administration (FAA) concerning Runway 15R departure procedures at Baltimore/Washington International Thurgood Marshall Airport (BWI). We appreciate the BWI Community Roundtable and the Maryland Aviation Administration working collaboratively to address noise impacts in the surrounding communities.

We are in receipt of the request to remove the WARYN waypoint and implement a minimum altitude restriction for departures from BWI's Runway 15R. The requested procedure amendment has been entered into the FAA's Instrument Flight Procedures (IFP) Information Gateway and will undergo the standard evaluation process accordingly.

Please note the process to design or modify procedures can take up to five years, with projects addressing safety having priority. Given the scope of this request, which involves a comprehensive review, we cannot provide an estimated completion at this time. A more definitive timeline can be considered once the review and coordination phases are complete.

The statement above is the FAA's most recent update on the 15R departure review. At this time, we have no new information to brief on at the next roundtable. The FAA will engage with the roundtable regarding the procedure when we have substantial developments to share.

The FAA will continue to manage the National Airspace System safely and efficiently while exploring measures to reduce aircraft noise in the future.

Sincerely,

MARIE T KENNINGTON Digitally signed by MARIE T
GARDINER KENNINGTON-GARDINER
Date: 2026.02.19 14:57:43 -05'00'

Marie Kennington-Gardiner
Regional Administrator, Eastern Region

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Summary

- FAA has acknowledged receipt of the IFP Gateway Submission
- Informal “background” discussion between FAA Air Traffic Organization Eastern Service Center Operation Support Group, Flight Procedures Team and MAA and industry on January 29th, 2026
- FAA moving forward with feasibility study, timing may have been impacted by funding lapse.
- Pending favorable outcome of feasibility study, additional coordination within FAA would be required
- Due to publication cycles and limited resources, publication is up to five years away.