

## Baltimore-Washington International Thurgood Marshall Airport

IATA/ICAO CODE: BWI/KBWI  
 CITY: Baltimore  
 STATE: MD  
 COUNTRY: USA

### AIRPORT CONTACT

No changes reported by the airport in 2011  
 Verify information below with the airport

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ELEVATION: 146 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
04/22	6,000	-	04/3.0 22 /3.0	150
10/28	10,502	10/550 28/500	28/3.0	200
15L/33R	5,000	-	15L/3.0 33R/3.0	100
15R/33L	9,501	-	33L/3.0	150

[Check FAA Airport Diagrams for current information.](#)

### NOISE ABATEMENT PROCEDURES

#### Departure Procedures:

Distance measuring equipment (DME) departures for jet aircraft will commence departure turns using DME from the following runways, unless otherwise directed by BWI Tower.

Runway 15R: 2 mile DME, turning left and 1 mile DME turning right.

Runway 28: 3 mile DME, all turns.

Runway 10: 2 mile DME, all turns.

Runway 22: 2 mile DME, all turns.

Jet aircraft departures from runway 33L will commence turns immediately upon becoming safely airborne. Runway 04 will be used only when excessive cross winds or other emergency conditions dictate. Jets departing runway 04 will maintain runway heading until one mile from end of runway before turning.

Runway 33R departing for all aircraft going to the north or east will maintain runway heading until one mile from the end of the runway before turning right.

Departures from runway 15L of multi-engine aircraft are encouraged to maintain runway heading for one-half mile before turning on course.

Arrival Procedures:

Turbojet aircraft conducting visual approaches are expected to maintain 3,000 feet or above until 10 DME from the BWI VOR and, to the maximum extent feasible, remain at or above the Instrument Landing System or Visual Approach Slope Indicator.

The Interstate Visual Runway 33L procedure is to be used by turbojet aircraft arriving via the Nottingham VOR for visual approaches to Runway 33L, when air traffic and weather permit, and when cleared by the BWI Tower.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Preferential Runway Use

West operations which concentrate turbojet departures on Runway 28, are preferred for noise abatement.

Runway 10/28 is the preferred runway for noise abatement between 2300 and 0500 local time. Traffic and weather permitting, aircraft should arrive on Runway 10 and depart Runway 28. Runway 15R/33L and 15L/33R are available for use during the above hours, but are not preferred for noise reasons.

Runway 33R should not be assigned to departing aircraft between the hours of 2300 and 0500 local time. During these hours, Runway 15L should not be assigned to arriving aircraft except for unusual weather conditions, etc.

Runways 04/22 shall be closed to multi engine aircraft 2200 to 0700 local time. Runway 04 shall be closed to jet aircraft takeoffs. Runway 22 shall be closed to landing jet aircraft. The above restrictions apply except for unusual weather conditions, emergencies or runway closures which preclude the use of other runways.

Practice landings and approaches by jet and turbo prop powered aircraft are prohibited from 2300 to 0700 local time.

**Commuter Runway (15L/33R) Noise Rule Updated:**

As of February 2008, the Noise Rule was updated to simplify determination of compliance. The Noise Rule for Runway 15L/33R now states:

Any aircraft producing more than 87.0 EPNdB as determined by averaging the Take-off (TO) and Sideline (SL) 14 CFR Part 36 certification measurements is prohibited from operating on Runway 15L/33R, except for emergencies or mercy flights.

These certification values may be found in FAA AC 26-1H (or latest revision), the airplane's flight manual, or other suitable sources of the aircraft's 14 CFR Part 36 noise level certification measurements.

AC36-1H can be obtained at:

[Click to go to AC36-1H](#)

(Note that 15L/33R is designed to handle aircraft up to 60,000 lbs. Hence all aircraft exceeding this weight are considered prohibited regardless of sound level). MAA and the communities around BWI Airport greatly appreciate your cooperation in abiding by the Noise Rule. If you have any questions, please feel free to contact Ellen Sample of the MAA Division of Noise and Land Use Compatibility Planning at 410-859-7925.

OPERATING QUOTA - [NONE](#)

#### ENGINE RUN-UP RESTRICTIONS

Run-ups are authorized from 0700 hours to 2300 hours local time only at approved airfield locations and under procedures prescribed by the MAA. Run-ups are restricted between 2300 hours to 0700 hours local time and authorization must be obtained from the BWI Airport Operations Center for any run-ups above idle power setting. Only run-ups for emergency operations can be authorized between 2300 and 0700 hours local time. Certain exemptions for unscheduled maintenance can be allowed between 0400 and 0700 hours local time. Authorization during this time period can only be provided for aircraft that had an unexpected abnormality which had been discovered on an inbound flight segment to BWI Airport which required maintenance to assure a safe flight and in order to meet an early morning departure time. To meet an early morning departure time, run-ups may be performed beginning two hours prior to the scheduled departure time, but not earlier than 0400 hours, with prior approval from the MAA's Airport Operations Center. For example, an aircraft scheduled to depart at 6:00 a.m. may perform a run-up at 4:00 a.m..

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

#### NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

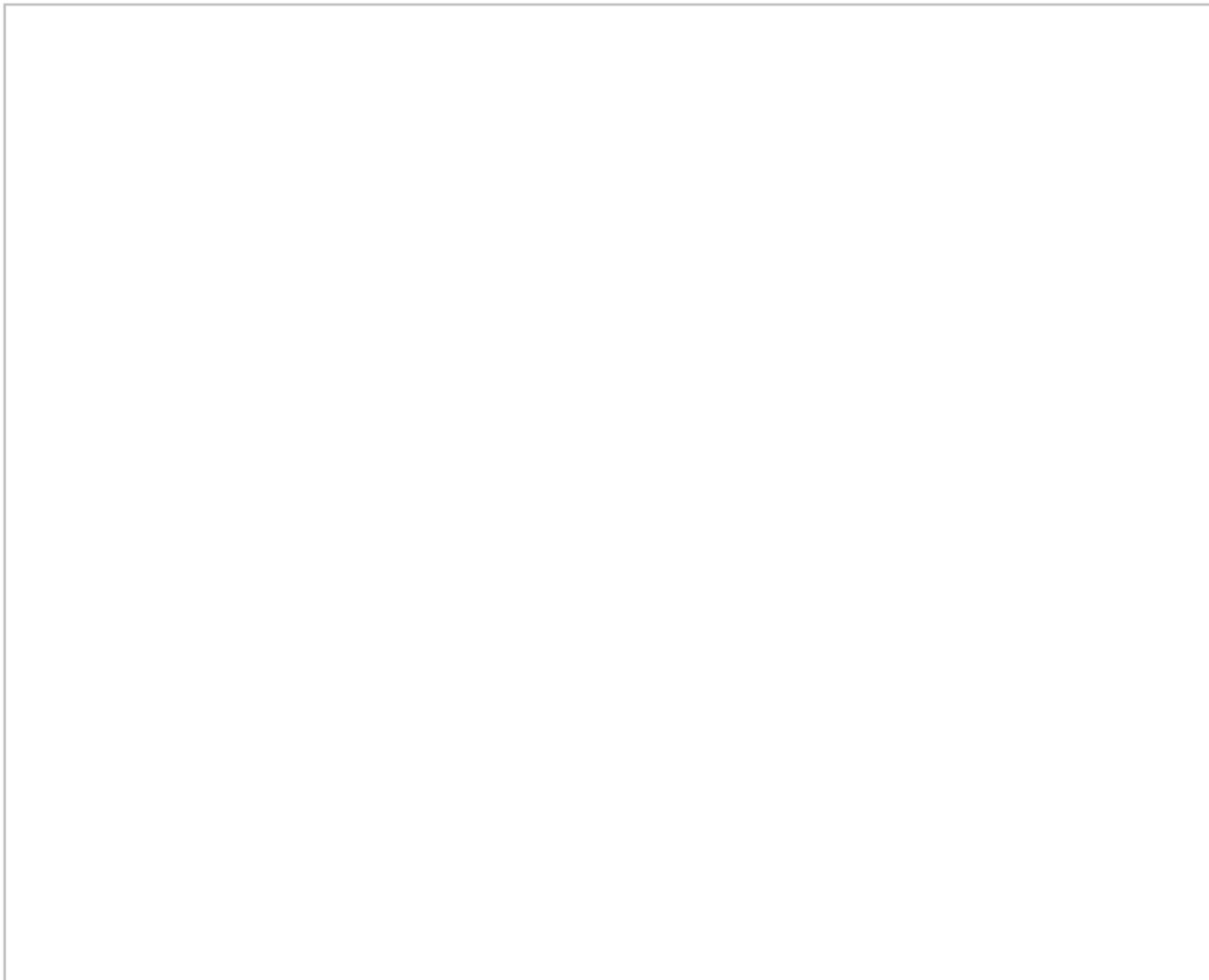
Information based on the Maryland Aviation Administration - BWI Airport Noise and Abatement Office Quarterly Noise Report.

Type of Program	Date Implemented	Status
Sound Insulation		Homeowners Assistance Program - Voluntary program for properties that are located in areas > 65 DNL as determined by the Airport Noise Zone contours. Progress as of 9/30/2008

(Residences and Public Buildings)	1988	Sound proofed: 752 On Waiting List: This program is currently inactive  School Sound Proofing - provided sound insulation at four schools and was completed in 1991 at a cost of \$9.3 million
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	1985	Homeowners Assistance Program - Provide financial assistance to home owners wishing to move from the Airport Noise Zone: Resale Assurance Program completed: 113 Resale Assurance Program waiting: This program is currently inactive
Avigation Easements	-	Required by state statute to grant an aviation easement to participate in the Homeowners Assistance Program.
Zoning Laws	1985	Property acquired through the Voluntary Noise Acquisition Program is rezoned by the local government from residential to a compatible land use.
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	1985	Voluntary Noise Acquisition Program - Acquired properties from property owners who volunteer to participate in the program and are located in areas > 65DNL as determined by the Airport Noise Zone contours. Progress as of 9/30/2008: Number of Eligible Properties: 343 Properties Acquired to Date: 250 Properties In-Process/Waiting List: This program is currently inactive Homeowners who declined: 45 Homeowners who did not apply: 44  1998 - Relocation (purchase) of Ridgewood Mobile Home Park located in the 65 DNL contour.
Population within each noise contour level relative to aircraft operations	none	There are 3,429 individuals within the 65 LDN contour of the 2007 Airport Noise Zone
Airport Noise Contour Overlay Maps	2007	<a href="#">Click for contour</a>
Total Cost of Noise Mitigation Programs to Date	none	Voluntary Noise Acquisition Program - \$40.0 million Homeowners Assistance Program - \$21.6 million Sound Proof Schools - \$9.3 million

		Relocation of Ridgewood Mobile Home Park - \$9.7 million
Source of Noise Mitigation Program Funding for Aircraft Noise	-	The MAA will be disposing of properties previously purchased with Federal Aviation Administration Noise Mitigation Grant Funds. The 80 percent Federal portion will be placed into an escrow account to fund additional FAA approved noise mitigation projects.

## NOISE MONITORING SYSTEM



The noise monitoring system now consists of nineteen permanent monitor sites. The purpose of the noise monitoring system is to:

1. Monitor long-term noise exposure in communities around the airport.
2. Evaluate existing noise abatement procedures and the need for future modifications.
3. Provide background data which can be used to respond to individual and community noise complaints and concerns.
4. Verify the accuracy of airport noise contours.

The monitoring system is not used to monitor noise levels of individual aircraft flyovers to enforce any type of noise budget or maximum SEL levels. The airport has no such requirement. There are no pre-set noise levels in the system which, if exceeded would

constitute a violation.

BWI Fixed Noise Monitoring Sites	
Site No.	Location
1	Elkridge
2	-
3	Dorsey
4	-
5	Harmans
6	Severn
7	Wicklow Woods
8	Glen Burnie Heights
9	Glen Burnie
10	Margate
11	-
12	Rippling Woods
13	Oakwood/Dundee
14	BWI Runway 15R Outer
15	BWI Runway 15R Inner
16	-
17	Timber Ridge
18	BWI Runway 15L
19	Hollins Ferry
20	Friendship Park
21	Glen Burnie Park
22	Columbia
23	Quarterfield

FLIGHT TRACK MONITORING SYSTEM - AirFlightScene.com by ERA

#### NOISE LEVEL LIMITS

Baltimore/Washington International Thurgood Marshall Airport has a noise rule for the commuter runway 15L/33R. The use of the runway is restricted to any aircraft producing a SEL of 87 dB or less, however, the noise monitoring system is not used in the enforcement of this rule.

#### STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

#### STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)