

**BALTIMORE/WASHINGTON INTERNATIONAL
THURGOOD MARSHALL AIRPORT
NEIGHBORS COMMITTEE MEETING**

December 13, 2007

Meeting Summary

The Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) Neighbor's Committee serves as liaison between the Airport and the surrounding communities to ensure continuing and timely discussion of mutual Airport and community interests. Such interests include, but are not limited to: (1) highway access (2) long-range plans (3) operational procedures (4) parking (5) noise and (6) other environmental and land use concerns. This committee serves as a forum for exchanging information, ideas and suggestions.

INTRODUCTION

The BWI Neighbor's Committee convened on December 13, 2007 at 7:00 p.m. in the Maryland Aviation Administration (MAA) Assembly Rooms A and B, 991 Corporate Boulevard, Linthicum, Maryland 20901.

CHAIRMAN'S COMMENTS

Mr. Melvin Kelly, the BWI Neighbor's Committee Chairman, opened the meeting by introducing himself. Committee and audience members then introduced themselves.

MD 295 PROJECT UPDATE

Mr. Kelly introduced representatives from the Maryland State Highway Administration (SHA). Mr. Bryan Townsend with Whitman, Requardt & Associates, consultant to SHA and Ms. Lindsay Bobian, SHA project manager for the MD 295 project, gave a project update.

SHA is proposing the widening of MD 295 from four lanes to six lanes from just north of Interstate 195 to Interstate 695. The purpose of this project is to increase capacity on MD 295.

When the project is completed, traffic coming from the Airport on Interstate 195 will exit from the right lane heading north toward Interstate 695. The two existing lanes on MD 295 that are heading north will shift and become the two left most lanes.

Currently when traveling southbound on MD 295 there is a left exit onto Interstate 195 toward the Airport. The configuration at the completion of this project will make the left lane a drop lane and will depart onto Interstate 195 while the two right most lanes will continue southbound.

There is another project in the planning phases just south of this project which would add another lane to both northbound and southbound MD 295. If this project progresses and is completed, there will be a six lane highway from MD 175 to Baltimore City. MD 295 south of MD 175 is under the jurisdiction of the National Park Service.

Ms. Bobian noted that SHA advertised for construction bids in January 2007. However, there was a bid protest and all the bids were rejected. SHA advertised again in August 2007 and there was another bid protest which they hope to resolve. SHA may have to advertise again if it is not resolved. Construction was supposed to have started during the summer of 2007 with a completion date of 2009.

A question was asked as to why the bids were protested. Ms. Bobian responded that it had something to do with MBEs and waivers and it was in the best interest of the State to reject the first round of bids. SHA is ready to get going with the construction. All the plans are completed.

MAA COMMUNITY RELATIONS WEBSITE AND AIRPORT NOISE ZONE UPDATE

Mr. Kelly introduced Mr. Arnie Vale, Airport Planner with the Office of Noise, Real Estate and Land Use Compatibility Planning with Maryland Aviation Administration (MAA). Mr. Vale noted that the MAA has launched a Community Relations website. The web address is www.maacommunityrelations.com. This site contains a link to the Maryland Aviation Administration website, community news, community meetings, runway closures, quarterly noise reports, noise monitoring applications, noise complaint forms and noise zone updates including Martin State Airport.

Under the Neighbors Committee, there is listing of the committee members, community listing and minutes of previous meetings. Additionally, there is information concerning the Community Enhancement Grant Program and information about the Real Estate Division and programs.

Finally, the website contains a section about what is going on at BWI Marshall Airport. It contains the Airport Master Plan and information about current and future construction projects as well as any major issues.

A question was asked about the ability to fill out a complaint form and submit it online. Mr. Vale responded that MAA has no automated forms at this time. Ms. Ellen Sample, Director of Noise Real Estate and Land Use Compatibility Planning for MAA, indicated that there is a link on the main MAA website for general information and MAA receives complaints in the form of e-mails which the Planning Office downloads from the site and directs them to the Noise Office. At some point, the complaints will come directly to community relations website.

Mr. Vale then proceeded to discuss the noise trends for the third quarter of 2007. The average daily jet operations for the third quarter of this year is 664 which is 1.5% less than the third quarter of 2006 which averaged 674 operations.

Night time operations, which are defined as flights between 10:00 p.m. and 7:00 a.m., averaged 67 operations. This is up by three flights from the third quarter of 2006.

Cargo operations for the third quarter of 2007 averaged six operations per night which is down by one flight for the same quarter in 2006.

For the third quarter of 2007, MAA received 82 complaints. The majority of the complaints were from Severn, and were mainly from one or two people.

BWI Marshall Airport encourages the airlines to follow the noise abatement procedures which are voluntary. We provide the airlines with a quarterly progress report to let them know how they are doing in following the three main noise abatement procedures. Mr. Vale showed graphs depicting the results for each airline in following these procedures for the third quarter of 2007.

BIRD GRID USE IN SUBDIVISIONS

Mr. Kelly introduced Ms. Leyla Lange with MAA's Office of Environmental Planning. Ms. Lange's presentation is in response to an inquiry at the last BWI Marshall Neighbor's Committee meeting concerning bird grids. Bird grids are only one facet in the overall approach to the stormwater management program set up at BWI, which is part of the wildlife hazard management program. Ms. Lange provided some background and context regarding the overall wildlife hazard management program.

In 1997 the Federal Aviation Administration (FAA) issued an advisory circular regarding hazardous wildlife and how to manage it in and around airports due to an increase in strikes nationwide. In 1999, FAA inspected BWI Marshall Airport and found ducks in a pond adjacent to the runway and cut off all funding until something was done about it. MAA then took action by setting up wildlife hazard working groups at BWI Marshall Airport and Martin State Airport.

The United States Department of Agriculture (USDA) was contracted to perform wildlife hazard assessments and wildlife hazard management plans for both airports. The two major components of that are stormwater management and landscape specifications.

Stormwater management strategies include the use of dry ponds whenever feasible. The main goal is to minimize standing open water since that is what attracts waterfowl to an area. If it is not feasible to be completely dry, there are draw down times of 24 hours to 48 hours depending on the significance of the storm event. MAA uses linear ponds with very steep slopes. As a last resort, bird grids will be used.

Landscape specifications are also a major component to wildlife hazard management plans. The goal is to not attract any hazardous wildlife to the facility and surrounding area. The rule is no fruits, nuts or berries. MAA developed an extensive plan that is shared with the County for new developments at the Airport or in the surrounding airport zoning district. There are also preferred species.

In addition to the landscape specifications and stormwater management, there are also specific management plans. These include covering trash, underground stormwater management facilities and masking open standing open water with vegetation, gavesan, baskets, or riprap.

Code of Maryland Regulations (COMAR) gives MAA the authority to review and approve newly proposed developments or change some land use within the airport zoning districts. BWI's airport zoning district is a four-mile radius from the central point on the airfield while Martin's is 3.3 miles. Anne Arundel County incorporated MAA guidelines into their development process.

There was a question about who enforces the four mile zone. Ms. Sample indicated that the county probably does this through the development process when inspecting the development.

Someone in the audience thought that four miles was too high to be affected by waterfowl. Ms. Lange noted that the FAA actually recommends five miles and Maryland could possibly change it to five when COMAR is revised.

A question was raised about ponds along Maryland 100. Ms. Lange stated that those were in place before the current plan was put into effect. An existing facility does not need to be retrofitted unless something has altered it to either increase its overall volume in terms of capacity or service area.

COMMUNITY OUTREACH AUDIT

Mr. Kelly introduced Mr. Alan Hass with Landrum & Brown. As a consultant for the MAA Noise Office, he will be taking a look at all of the outreach efforts the Noise Office undertakes for BWI Marshall Airport. They will be looking at such programs as BWI Neighbor's Committee, quarterly noise reports, the Community Enhancement Grant Program, airline progress reports, the website and anything else used to reach out to the community. They will be talking with select MAA employees and conduct a survey of community members.

Additionally, Landrum & Brown will be looking at community outreach programs from other airports to determine if there is anything that can be done to enhance and/or support program efforts. Ultimately, they will develop a strategic plan for community outreach.

Team members include Diane Carter from Landrum & Brown, Kate Schott and Carolyn Grisko from Carolyn Grisko & Associates and Andrew Bing and Bob Kramer from Kramer & Associates. The study began on December 12, 2007 and should conclude by the end of April 2007.

A question was asked if this is a one time thing. Ms. Sample responded that MAA wants to look at what is being done, what can be improved and are there things we should add. Also, we're trying to find some measurable way to see how we are doing. Mr. Ned Carey, Deputy Executive Director of MAA's Office of Airport Technology and Community Affairs, added that MAA is trying to see how effective the outreach programs are and what the community perception is of the work being done. Through this study we hope to establish a benchmark that will be updated and measured periodically.

COMMUNITY ENHANCEMENT GRANT PROGRAM SUMMARY

Mr. Melvin Kelly gave an update of the Community Enhancement grant program. For FY'08, the program has a budget of \$305,630. To date, four grants were forwarded to the Secretary of Maryland Department of Transportation for approval. They include Village of Olde Mill Community Association in the amount of \$45,950 for repaving a community road; Old Mill Condominium Association III in the amount of \$16,600 for speed bumps, parking lot repair and sidewalk repairs; North Linthicum Improvement Association in the amount of \$63,600 for sidewalk renovations and Linthicum Shipley Improvement Association in the amount of \$23,800 also for sidewalk renovations. This leaves an amount of \$155,680 in the budget.

Mr. Kelly also noted that several of the more active communities constantly submit grant applications and sometimes they are held until the end of the fiscal year in order to see if a community who has not received a grant will submit one. The Committee is trying to spread the wealth.

SPEAKERS FROM THE AUDIENCE

Mr. Kelly indicated that two people would like to address the Committee. The first person is Roger Fox from the Harmans Civic Association. Mr. Fox noted that he has lived in Harmans Woods for over 24 years. Earlier this year his community started getting a lot of overflights. It was very quiet the last 20 years. He believes that the TRACON may not be having the flights go out as far as they should before turning. He has documented many of these flights and sent them to MAA. He would like a follow up to this concern.

Ms. Sample noted that these turns are monitored and sent to the airlines. Also, a letter was sent to the Potomac TRACON about his concern.

The second speaker is Ron Pusloskie with the Elmhurst Improvement Association. He has been involved in airport issues since 1990. Noise has increased over

this community from traffic heading east on Runway 15R. He has been in contact with the MAA Noise Office and feels the noise complaint process is useless other than to allow you to vent. He has been dealing with this for seventeen years and nothing has changed. He is concerned that the noise monitoring technology is old and that when the new monitors are in place they may not be in the footprint due to funding.

Ms. Sample noted that when they went through the process of identifying the new noise monitoring site locations, Elmhurst was one of the communities listed. She also stated that the amendment to not authorize funding for noise monitors outside the airport noise zone may not be in the new FAA authorization bill.

Mr. Pusloskie also asked about study to put sport turf down at the Airport. It is good because it is not necessary to cut the grass and it is good for impervious areas for runoff. Mr. Jonathan Dean with MAA's Office of Community said a small patch may be tried on the airfield just to test it out.

With no further questions, the meeting was adjourned at 7:55 p.m.