

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

**October 18, 2011
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 October 18, 2011 at 6:00 p.m. in the Maryland Aviation Administration (MAA) Assembly Rooms A and B, 991 Corporate Boulevard, Linthicum, Maryland 21090.

CHAIRMAN'S COMMENTS

Mr. Melvin Kelly, the BWI Neighbor's Committee Chairman, opened the meeting by having everyone introduce themselves.

UPDATE OF MD 295 BRIDGE PROJECTS

Mr. Kelly introduced Mr. Bob Rager from the State Highway Administration (SHA) Office of Community Outreach. Mr. Rager said that he wanted to give an update of SHA bridge projects close to the Airport.

He noted that the Hammonds Ferry Road bridge has been closed for a while. They were hoping to have the project completed by mid-August before the schools opened. However, SHA ran into a lot of problems with this project. The contractor put up scaffolding as containment for the bridge deck demolition and the containment was struck about seven times by trucks on MD 295.

The last time it was struck, the safety inspector shut the project down until a better way was found to do the demo. They ended up using a bucket truck and doing a single lane closure while using a curtain to contain the debris which slowed things down.

Then a small amount of lead paint was found on top of the bridge beams and the project had to be shut down until they found a good way to remove the paint with proper containment. The project was two months late, but the bridge is expected to open again

this evening. The project engineer is out there now and said he will remain there until it is completed.

The sister project, which is under the same contract, is MD 168 and Nursery Road over MD 295. That job will start up again in earnest once the Hammonds Ferry Road bridge project is completed. This project will run through the Spring and this bridge will not be closed.

SHA received a lot of criticism concerning the Hammonds Ferry Road project. When doing this type of work, they can't go out of sequence. Concrete has to be poured then cured. Nothing else can be done until it cures and reaches a certain strength. This is going to be the same way on Nursery Road, but again that will stay open.

The other project with problems is Ridge Road over MD 295. That project has been going on close to two years. SHA has had problems with the contractor. There are going to be legal matters to resolve with this project.

Often when a project runs this far behind, SHA will call the contractor's bonding company and basically get rid of the contractor and have another contractor finish the job. In this case, SHA didn't do that for a couple of reasons. First there is always a legal hassle that is going to drag on and on and cost the taxpayers' money. Because the road was passable throughout construction, SHA felt it was probably best just to keep going and try to get it done. SHA is on the second half of the bridge and hope to make a lot of progress before winter sets in.

The next bridge is West Nursery Road which has not started yet. SHA is going to try to do something new with that particular bridge project. It has been approved and they are going to use what is called "self-propelled modular transporters" (SPMT). This will allow the bridge decks for West Nursery Road to be built in the MD 295 median so there won't be any closures while the new bridge decks are being built.

Once the bridge decks are completed then the self-propelled modular transporters, which are basically a big lift with wheels to distribute the weight of the bridge deck, will wheel those bridge decks into place. This will take about one weekend for each side of MD 295.

This will save a lot of money as well as save folks a lot of hassle. Other options would have been to cut down the lanes or close West Nursery entirely. SHA did consider closing West Nursery, but SHA has been approved for the SPMT technology. It will be the first time it has ever been used in Maryland. The job should start in the Spring of 2012 and there shouldn't be any real impacts to traffic until the Fall of 2012 when we get ready to cut the old decks out and move them out of the way and roll the new ones into place.

Ms. Brown asked Mr. Rager what the lifters were called. He said it is called a self-propelled modular. They have been used a lot in Utah and some in Florida and have been very successful.

Mr. Glendenning noted that the contract for the Hammonds Ferry Road bridge project states that there was an \$8,000 per day bonus for early completion and an \$8,000 per day penalty if they were late. He asked where that stands. Mr. Rager replied that the State sent a letter to the contractor indicating the State's intent to levy those disincentives and liquidated damage charges. There will be a legal process involved and there will be a dispute.

SHA's main concern throughout this process was to keep the contractor working to keep things open. There were a lot of disagreements with the contractor on this job. It will end up in legal.

Corporal Knight asked if SHA is taking a look at the steel plates that are on West Nursery Road at MD 295 because the police are receiving numerous complaints about people going over the plates and damaging their vehicles. Mr. Rager noted that SHA received complaints as well. It is his understanding that SHA maintenance put the plates on Nursery Road as a patch. When the contractor takes on the job they assume responsibility for maintenance of that work zone. Those plates now fall in the work zone. The contractor has to recess those plates once they finish the Hammonds Ferry Road project. They will be recessed and put down flush with the surface.

UPDATE OF MD 295 WIDENING PROJECT

Mr. Kelly introduced Ms. Lindsay Bobian, the SHA project manager for design for the MD 295 project between I-695 and I-195.

Ms. Bobian indicated that this project has been around for about six years. The good news is that it is expected to be open to traffic the first week in November. Last night they set some new overhead signs and paved the "fast lane" on the northbound side of MD 295. Tonight they're going to be paving the northbound middle lane. They are also working on some patching along Ramp B of MD 195, that's southbound, the ramp that goes to MD 195. Within the next two weeks, they'll be paving that and both lanes should be open by the first week of November.

Ms. Bobian indicated that the Project Engineer for the MD 295 project is also the Project Engineer for MD 175/ Rockenbach. Work has started on this project and they are excavating ditch lines and clearing trees.

Ms. Brown asked Ms. Bobian if the hurricane and earthquake affected the project in any way. Ms. Bobian responded that with the rain from the hurricane and tropical storm they weren't able to work. Ms. Bobian mentioned that the MD 295 project was very dramatic with someone attacking the speed camera and the pigs that were loose on the Parkway.

RUNWAY SAFETY AREA PAVEMENT MANAGEMENT AND STANDARDS COMPLIANCE PROGRAM

Mr. Alan Peljovich, the Program Manager for the Runway Safety Area Project gave an update. Mr. Peljovich coordinates all of the design firms that are involved in this program. This is an ongoing project between now and probably 2016.

This program was explained in depth at the last Neighbors' Committee meeting. This is a large program that will ultimately address all of the runways at BWI. The intent is to meet Federal standards for the areas adjacent to the runways to insure that if an aircraft lands short or slides off the runway catastrophic damage won't occur to the aircraft and passengers will be able to safely evacuate the aircraft. There are very stringent standards that need to be met by 2015.

Because doing this work will have such an impact on the runways, we will also address other standards that have to be done at the same time as well as pavement rehabilitation that hasn't been done for quite some time. We've taken these three needs and developed this very comprehensive program.

Over the past few months, people living in the Linthicum and Brooklyn areas may have noticed some unusual aircraft patterns. This is because the intersection of the two main runways was being repaved which only occurs once in a generation. One runway is 10,500 feet and the other is 9,500 feet.

During the evenings, the main runways have been closed and the only runway available for the larger aircraft is Runway 4-22. Then from September 9th through September 12th the intersection of the two main runways were closed for 54 hours. MAA negotiated with the airlines for about two years to adjust their flight schedules and switch out their larger equipment to accommodate this closure.

Each runway has lights which are flush with the pavement and are located on the center line and along the edges. With all the improvements that are slated to happen between now and 2015, 2016 such as the edges of one runway will move in 25' and the other runway will shift 3', these changes will move the center lines and edges so the lights have to be installed now for future use.

There was a lot of preparatory work for these projects.. The runways closed at 11:00 p.m. and opened at 6:00 a.m., any aircraft arriving or departing at that time, had to live with a 6,000' runway which has no navigational aids or instrumentation on it. It is a visual runway and therefore very weather dependent. Rain wasn't the only weather concern. If the visibility minimums such as fog or low cloud ceiling were affecting the aircraft we couldn't close for construction.

About half inch to two inches of pavement was milled then paved back to three and a half inches of pavement. So, the existing light cans were pave over. Every night after the 54 hour closure a surveyor would go out and locate the lights. Then, drill a pilot

hole down and find the light can and core out the light can. A spacer was installed to the fixture. The light was attached and bolted down. This phase is completed. All the lights on runways, all the runways and the associated taxiways are back up.

Then there was a waiting period. Concrete was used in some areas, but most areas used asphalt. The asphalt needs about 28 days to cure because on runways you have to groove it to keep aircraft from hydroplaning. That was an additional five closures.

If it doesn't rain tonight, there is exactly one more closure scheduled. When the program is finished, Runway 4-22 will become a taxiway since it would cost \$250 million to meet the RSA standards and this runway is seldom used.

Some minor taxiway work needs to be done, but won't be noticed by the public. Next year we'll be working on Runway 10-28 which will increase activity on Runway 15R-33L.

Mr. Kelly asked if this is the whole update taking care of the safety barriers at both ends of the runway. Mr. Peljovich indicated that Runway 10-28 is in pretty good shape so there isn't much to do. He said there is a localizer which is an antenna that the aircraft hone in on to give it guidance left and right at the center line. There are two sets of antennae. A localizer gives left and right and a glide slope gives you up and down so there are two needles in the cockpit. If you put the cross hairs on the aiming point and as long as you fly both of those beams down, you're going to land right where those big white stripes are.

The localizer here is in the safety area. So, it has to be moved 1,000'. That's the requirement, which puts it right up almost against MD 170.

The other runway is much more complicated so work on it has been put off until 2013 or 2014. This runway has to move 3' and in order to get the 1,000' off both ends, we're going to make the runway shorter. The landing will be moved in, the thresholds and the 1,000' goes from the threshold. At 8,700', it would accommodate probably 98% of the fleet. Only the very largest long haul aircraft wouldn't be able to use it.

Ms. Brown asked how many runways are at National Airport. Mr. Peljovich indicated there are three, but he believes they only use two.

Ms. Brown asked if you can survive with just two runways. Mr. Peljovich noted there is another runway which is mainly used for general aviation. Although he is not a planner he believes the runway configuration in place right now is okay.

Mr. Dean commented that National Airport's two major runways are shorter than BWI's major runways. Their runways are like BWI's Runway 4-22.

Ms. Brown asked that if there is only one runway in use, is the airport shut down? Mr. Peljovich noted that during the weekend closure of the main runways, the weather was fine, but that night around 1:00 a.m. fog rolled in and the Airport was closed for about two hours. Construction had already started and couldn't be stopped.

NOISE TRENDS FOR THE SECOND QUARTER OF 2011 AND BWI AIRPORT LAND RE-USE PLAN

Mr. Kelly introduced Ms. Ellen Sample, Director of Noise, Real Estate and Land Use Planning for MAA to speak about noise trends. Ms. Sample noted that she was going to review the noise trends for the second quarter of 2011.

With regard to the runway closures, MAA did track the number of noise complaint calls. From August 5th through last week, MAA received 185 calls. Additional information was either sent to the callers or their calls were returned if they left a phone number.

During the 2nd quarter of 2011, there were 81 noise complaint calls.

There are a number of noise abatement procedures used at the Airport, three are of primary importance to the community because they have the biggest noise impact and those three procedures are Runway 15R departures, initiating the turn at 1 DME; Runway 28 departures initiating turns after 3 DME and Runway 33L visual approach arrivals maintaining 3,000'.

The 15R departures are doing a fairly good job in terms of meeting these procedures. The procedures are voluntary, although we do expect compliance whenever possible. Sometimes there may be a reason why an aircraft may turn early. About 88% complied with this procedure.

The departures turning off of Runway 28 had a good compliance rate. About 92% complied with this procedure.

The noise abatement procedure for aircraft remaining above 3,000' at 10 DME is more difficult to measure because it only applies to visual approaches. It does not apply to instrument approaches and there is no way to separate the two. It looks like the compliance is around 50%.

The percentage of runway use show's that the majority of arrivals, about 50%, came over the Glen Burnie area. When in east flow operations, arrivals use Runway 10.

The primary departure corridor is west over Columbia with 61% going west and 34% heading south.

Ms. Sample then spoke about the reuse plan. The Federal Aviation Administration program guide requires the Maryland Aviation Administration to dispose of noise properties that it has purchased over the last twenty years. A report was sent to the FAA identifying the properties MAA is interested in retaining for airport development and identified those for disposal.

Ms. Sample showed a slide of all the properties that the MAA has purchased over the last twenty years that are identified in the report. They were divided into four different phases, addressing those first that are more likely to sell on the market today.

There was another slide showing the parcels that are currently moving forward. A handout was distributed showing the parcel numbers and addresses. The ones in phase 1A may go to auction before the end of this year. Some of the ones from 1B and 1C have gone through modal clearance. Others are going through a strict clearinghouse process and those may move towards auction in the spring.

Mr. Kelly asked if this study shows all of the Dorsey Road property. Ms. Sample pointed to the properties.

Mr. Hanna asked the number to call for low flying planes or noise. Ms. Sample gave him the noise hotline number of 410-859-7021.

Mr. Donovan asked about the number of callers. Ms. Sample noted there were 50 callers and 81 calls.

Ms. English noted she tells her neighbors to call with noise complaints and wanted to know if it was crucial for everyone in the neighborhood to call to make an impact. Ms. Sample noted that when someone calls in we provide information pertaining to that complaint. If we find that there are aircraft that are turning early and we get a number of complaints about it we can follow up with the airlines.

Ms. Sample also indicated that the noise abatement procedures are voluntary. There are times when a plane is going to turn early. All aircraft don't perform the same, some gain altitude quicker than others. So this is more of an exchange of information. If there is a runway closure that individual is given feedback letting them know that it was a runway closure or something else was going on.

Ms. English asked if she noted a date and time of a noise incident the MAA would be able to tell her what plane it was. Ms. Sample said yes and explained the MAA's flight track monitoring system.

COMMUNITY ENHANCEMENT GRANT PROGRAM SUMMARY

Mr. Kelly gave an update of the Community Enhancement Grant Program. Mr. Kelly noted that this program started several years ago under the guidance of Senator DeGrange, so that communities that were within a certain distance of the Airport Noise Zone that were impacted by aircraft and airport operations could apply for grants to do transportation related projects in their communities.

Ms. Sample noted that the money comes from the Transportation Trust Fund and the budget is determined by the number of take offs and landing each year.

Mr. Kelly continued that the communities can apply for a grant. There is a committee that reviews the grant applications and they make recommendations whether or not to approve the applications to the Secretary of the Maryland Department of Transportation.

In FY'11, ten grants were awarded totaling \$163,831.40. Elvaton Town Condominium Regime 2 received three grants; Linthicum-Shipley Improvement Association was awarded two grants; Greater Ferndale received two grants and Orchard Club Condo, Montgomery Woods Condo and Elmhurst Improvement Association each received one grant.

The budget for FY'12 is \$276,457. Someone from the audience asked if leftover money was carried over into the next fiscal year. It was noted that the money is not carried over and is returned to the State.

Mr. Donovan asked about the grant requirement concerning the submission of two project estimates with the grant application. He noted their community was having problems getting a second estimate. Mr. Kelly indicated that we work under the MDOT grant guidelines. Ms. O'Connor said that she would check with the attorney who provides guidance to the grant committee.

Mr. Donovan asked how often the committee accepts applications. Ms. O'Connor indicated it was four times a year.

With no further questions, Mr. Kelly adjourned the meeting at 6:55 p.m.