

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

February 24, 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 February 24, 2011 at 7:00 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.

DIRECTOR'S COMMENTS

Mr. Kelly introduced Mr. Paul Wiedefeld the Executive Director of BWI Marshall. Mr. Wiedefeld indicated that he had been the Executive Director of BWI Marshall from 2002 until 2005. He worked in the private sector and public sector on two different occasions. He returned as Executive Director of BWI Marshall a little over a year ago. He stopped by the meeting to reconnect and see if anyone had any questions for him. No one had any questions.

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 discuss SHA projects close to the Airport. He noted that SHA just awarded contracts for the rehabilitation of two bridge decks which are located on Nursery Road and Hammonds Ferry Road over MD 295.

The bridge rehabilitation of Nursery Road over MD 295, will start shortly. During this process, traffic will remain open so there won't be a big traffic impact.

The Hammonds Ferry Road bridge over MD 295 will be closed over the summer as soon as school is finished. The contract for this work requires the contractor to finish the work before school resumes. This gives them about 12 weeks to complete the job. If the contractor is late, they have to pay a penalty and if they are early they receive some incentives. The handouts include a map showing the detour for the Hammonds Ferry Road closure.

The next project is West Nursery Road over MD 295. This is going to come up in 2012. SHA gave this project a lot of thought on how to do it since they didn't want it to have a huge impact on the hotel district, airport operations and businesses that support it. Initially SHA looked at building a temporary span to keep traffic going across MD 295 while the renovations took place. It was then decided that it was feasible to use self-propelled modular transported technology. It consists of building the bridge decks in the MD 295 median and constructing the entire top surface of the bridge. Just wheel it into place and get it up and running with a very minimal closure to traffic. Road closures would probably be intermittent over a two night weekend. It would save a lot of time and money since a temporary span would not have to be built.

Another project is a bridge deck rehabilitation on Ridge Road over MD 295. This has been going on the past year and is taking longer than anticipated. There has been some contract personnel issues and some design changes as well as weather issues. This should be completed by late summer.

There is a resurfacing project on southbound MD 295 from I-195 to Hanover Road. It is a leftover project from the 2009 stimulus projects included in the American Recovery Reinvestment Act.

Another leftover project is MD 100 eastbound from the Howard line to MD 713 which is a resurfacing project. Both of these projects will be completed this summer.

A contract was just awarded for the next project. It will be a multi-year effort along MD 175 with BRAC intersection capacity improvements in front of the base at Ft. Meade. The end date is undetermined at this point due to issues that need to be resolved.

Mr. Rager noted his contact information and indicated that he would be happy to meet with any civic or community associations.

An audience member asked how much of the BRAC intersection project is SHA work and how much is the developer doing. Mr. Rager responded that from Rockenbach to the parkway is the developer's responsibility. The intersection improvements at Rockenbach/Ridge, MD 713, Disney Road, and 26th Street are SHA projects. Once this is completed, SHA will be moving east.

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. She is also the project manager for design for MD 295 between I-195 and MD 100 which includes the Hanover Road interchange at MD 295 this is still in project planning and doesn't have any design funds.

The contractors have been in a partial shutdown for winter and can only work when the weather cooperates. They have been working on the overhead signs. One of the signs was installed wrong and the contractor will correct that at their cost.

Half of the patching has been completed along I-195 ramp "B." This is located south on MD 295 when existing onto I-195. The patching along the left side has been completed. This spring, the other side will be done so you will be driving along the left side. The barrier wall between I-695 and Nursery Road on the southbound side is going to be moved later this spring.

Barrier installation and the installation of a new guardrail have been completed in the corridor between MD 695 and Nursery Road.

In the spring, SHA will be working on the main line of MD 295 doing full depth concrete patches. This will require single lane closures. That work is going to typically be done on the weekends. There will be closures from Friday to Sunday. SHA will be coordinating with any events downtown and there will be plenty of notification when those lane closures are going to happen.

Speed cameras were recently added along the MD 295 corridor. It has worked to slow down the traffic. Ms. Bobian heard that in the first few weeks about 4,000 tickets were issued. That number has severely dwindled since the cameras have been up.

RUNWAY SAFETY AREA PAVEMENT MANAGEMENT AND STANDARDS COMPLIANCE PROGRAM

Mr. Kelly introduced Mr. Paul Shank, Deputy Executive Director of Facilities Development and Engineering for MAA.

Mr. Shank indicated that the Runway Safety Area Pavement Management and Standards Compliance Program has been in planning for five years. This has been completed and now MAA is beginning the design phase. The focus for this evening will be on the immediate work that is coming up in 2011, specifically the RSA project which will involve the simultaneous closure of two primary air carrier runways. That is Runway 15R/33L and R10-28.

They will be closed due to major maintenance on the intersection of those two runways. It is the first lead up project to the program that will run from 2012 through 2015.

The Airport will not be closed, but the operations will be adjusted to accommodate the commercial traffic for the 54 hour period that the two primary carrier runways are closed. It will be scheduled during the weekend from about 11:00 p.m. on a Friday until 5:00 a.m. on a Monday in September. During these runway closures, R4-22 will be open to help maintain those operations. It accommodates about 80% of the fleet that flies at BWI Marshall. Historically it has been used in emergencies and high wind conditions. The other 20% will be standing down from their operations or significantly reducing the load they they carry in order to operate on a 6,000' runway safely.

This program is a federal mandate to bring our runways up to modern day standards. When this airport was built in 1951, the concepts and the standards that existed at those times have evolved over the years, and the airport has not necessarily always kept up with those standards over the years just because it is so difficult to do so.

As noted earlier, the intersection will be taken care of first and then we will bring R10-28 up to standards in the year 2012. Then, in 2013 improvements will be made to R15R/33L. In 2014, major improvements will be made to 15R/33L. So, that means the primary air carrier runways will be brought up to today's standards by 2014 which is a year ahead of the mandate. It also is being used as an opportunity to bring the small commercial service runway up to standards too. This includes grading, navigational aid improvements and lighting for the airfield.

In addition to all of these improvements, the runway pavement will also be brought up to standards. We will overlay the runways which will structurally give it a new wearing surface expected to last 20 years.

At the end of this program, MAA is proposing to close Runway 4-22. It will be converted to a taxiway. When the master plan was done, it was found that this was needed in order for the airport to function properly.

For 2011, the intersection will be repaved which means anywhere from ½" to a couple of inches of asphalt will be milled off and then replaced with new asphalt, ranging from two inches to three-and-a-half inches to meet the federal standard for the grades. In addition, in-pavement lighting and new edge lighting will be installed. Shoulders will also be put in to meet the federal standards.

After the weekend 54 hour closure, one primary runway will always be open with a backup of R4-22. It will remain like this until the end of 2015. We know the airfield can function safely and efficiently during that period of time for the next few years.

In addition, MAA will have to do some land acquisitions. MAA needs to recover land that is in the envelope of the runway safety area. Years ago this land was transferred

to SHA then to the county rather than back to MAA. By federal standards, MAA has to control the property associated with the runway safety area.

Minor maintenance will be done to R4-22 to handle the traffic during the 54 hour runway closure. Also, the taxiways used during this closure will also need to be structurally enhanced because of the concentration of aircraft that would be taxiing on those pavements.

There is a rain date built into the schedule. We have to tell the airlines a year in advance what the impacts will be for the airfield maintenance. And we're advancing this work at the request of the airlines. This is the way they felt it ought to be done in terms of sequencing. As engineers, on the technical side, we agree.

After paving work has been done, you need to wait about 30 days to allow the pavements to set and cool so the volatiles work their way off of the new asphalt pavement. The last thing to be done is a series of nightly closures to finish the grooving, which enhances the run-off of any precipitation on the pavement. It improves the traction of aircraft as they operate.

Ms. Ellen Sample mentioned that during these nightly closures for construction activity, there will be a message on the noise hotline. If an individual is hearing noise out of the ordinary, they will know a project is going on.

Mr. Shank noted that the primary closure dates will be September 9th through September 12th with a rain date of September 16th through September 19th. If it rains during both of those weekends, the fall back is to do the work in 2012.

Mr. Hanna asked if the aircraft on Runway 4-22 will take off depending on wind conditions. Mr. Shank responded that it is set up for both directional operations during that brief period. At the end of 2015, 2016 that runway will be closed.

Mr. Kelly asked if the runway could handle a 757. Mr. Shank noted that it can. Eighty percent of all flights can use it for both take-off and landing.

ENVIRONMENTAL ASSESSMENT

Mr. Wayne Schuster, Director of Planning and Environmental Services spoke about the environmental assessment for this project. MAA has been in the development of this environmental assessment, which is a public process, since last summer. A public workshop was held on November 18, 2010. It is primarily focused on the runway safety area project, the pavement management program and other standards that the FAA identified which need to be met.

The runway safety area project, involves grading and navigational aides. The navigational aides are moving slightly. They are being moved to standard locations.

When doing an environmental assessment, we need to look at all of the water quality and air quality impacts of any proposed development on the Airport. A very comprehensive grading analysis is done along with a very detailed evaluation of the potential impact of any project.

Mr. Schuster reviewed the proposed projects. The first one is the runway safety area improvements. Then, there is a perimeter roadway around the airport that's inside of our fence that allows security vehicles, safety vehicles, maintenance, etc. to traverse and not have to cross runways, which is primarily reserved for aircraft. So the perimeter roads need to be put in the proper locations to meet standards outside of the safety areas. They were originally designed in the 1950s with the original airport as being a little bit closer to the runway than current standards allow.

There will be the navigational aid relocations. These are slight movements of the navigational aids associated with each runway.

There is also a terminal improvement program. Just as the FAA has standards for design of the airfield, we also have code compliance standards that have changed over the years. We need to modernize portions of the building to meet the standards.

There will be improvements to the terminal roadway exits. There is a segment of I-195 as you leave the terminal area that needs to be widened a little bit.

There is a central utility plan that houses all of the boilers and chillers. It needs to be slightly expanded to replace some of the boilers that we have there. It needs a little bit larger footprint.

There is also a new pavement which is a hold apron. If an aircraft is delayed, it will park here while other aircraft are allowed to pass them to start their take-off.

The runway safety area has a lot of pavement to be demolished. In trying to meet all the standards, we're cleaning up the taxiway system. When runways are turned into taxiways, and pavement widths are reduced, we may achieve a reduction of overall pavement, which will benefit the environmental condition of the airport.

The pavement management program improvements were mentioned. There are small bits of property that are not currently owned by MAA that we need to acquire or have an easement. Mr. Schuster pointed out some of these areas on a map.

MAA has to meet the FAA standards on clearing obstructions both man-made and natural. The majority of these trees and man-made obstructions are on airport property as they exist now. Mr. Schuster pointed out these areas on a map.

There is a 15-acre parcel on Main Avenue that has to be included as well. This is the most onerous piece of property off the airport's main property. Design dealing with the removal of these trees hasn't been done yet. If the MAA needs to clear to the

point that it becomes intrusive to the community, they will look for ways to mitigate that such as replanting at a lower growing materials or doing something to benefit the community.

An environmental assessment draft document will be available for public review in early summer. Then there will probably be another public workshop to receive your input. It will then go through the formal FAA process to review and approve. Once the assessment is approved, the MAA will complete its design of all the projects mentioned and proceed towards construction assuming that the FAA finds that the environmental impacts are not significant.

Ms. Nancy Brown pointed out something on the map and wanted to know if it is pavement or something else. Mr. Schuster indicated that it is not pavement. It is actually the shortening of the runway thresholds.

Ms. Brown asked about putting a drinking fountain in the Dixon Observation Park. Mr. Shank noted that a drinking fountain may attract birds.

Mr. Ken Glendenning asked when all of this will take place? Mr. Shank stated it would be completed by December 31, 2015.

Mr. Glendenning then asked Mr. Schuster if he would be a speaker at one of their community meetings. He replied that he would.

NOISE TRENDS FOR THE THIRD QUARTER OF 2010 BWI AND AIRPORT LAND RE-USE PLAN

Mr. Kelly introduced Ms. Ellen Sample to speak about noise trends and the land re-use plan. In the third quarter of 2010, there were 32 noise complaints from 22 callers. Also, as a reminder, the MAA will be putting the runway closures that were discussed earlier on their noise hotline so people won't think it is a permanent change.

A quarterly airline performance report is done that monitors the three primary noise abatement procedures that are of most concern to the community. They are Runway 15R departures, Runway 28 departures and Runway 33L visual approach. The airlines are doing a good job with regard to going out one mile before initiating the turn off of Runway 15R.

A slide of one day of an east flow operation was shown. The quarterly report is done for a 90 day period.

A slide of the turns off of R28 was then shown. The airlines are doing a good job with this noise abatement procedure as well.

A west flow operation slide was presented.

A slide showing the arrivals on R33L was depicted. Aircraft are to remain at 3,000' at 10 DME. Compliance with this noise abatement procedure is hard to measure because it only applies to visual approaches. Instrument approaches are not required to maintain the 3,000'.

Ms. Sample then spoke about the reuse plan. Over the last 20 years the MAA has been purchasing properties that have been impacted by noise. And over that period of time most of the property has been rezoned from residential to either commercial or industrial. Now the MAA is going through the process of identifying those pieces of property that are no longer needed.

The FAA gave MAA a program guidance letter with the method to be used in conducting this study. MAA has a full inventory, an overview of the disposal and the phase one through four that will be done.

The FAA's letter of program guidance was shown. It indicates that MAA will do an inventory of reuse and a disposal plan of all of their properties. They will identify those properties that will be kept for airport development, whether it's for AIP eligible or converted to non-AIP eligible projects. All of those pieces of property that need to be disposed will be sold. Eighty percent of the federal proceeds will go into an escrow account that we can use for future noise mitigation projects, primarily soundproofing.

A slide showing the full inventory of noise parcels that have been purchased over the last 20 years was shown.

A slide was shown of the disposal plan. There are a number of parcels that are going to be retained on the airport. There are some that are inside the airport operations area, forest conservation area and consolidated rental care facility. There are 63 that will be retained. Ms. Sample showed the properties that are going to be sold. They are broken down into four different phases of disposal.

Ms. Sample showed the properties to be retained. Using slides, she showed properties in phase one, two, three and four.

Mr. Hanna asked if we had any control over helicopters. One tried to land on his roof about two weeks ago. Someone from the FAA responded that it was the President. He went to Parkville. There was a test run on Monday and he was there on Tuesday.

Mr. Arrington stated that he lives in the hotel corridor of Linthicum and asked if we ever get calls about explosions. He said it occurs sometimes a couple of times a week, sometimes once a month or three times a day. It rocks his house like an underground tremor, but is like an explosion. He has called Anne Arundel County police, the Airport, State Highway and no one knows anything.

After some discussion no one knew what might cause it and Mr. Schuster told him to keep track of it and to call him or Ms. Sample. They would try to track it down.

COMMUNITY ENHANCEMENT GRANT PROGRAM SUMMARY

Mr. Kelly gave an update of the Community Enhancement Grant Program. The Committee met on February 16th. They reviewed six grant applications. Four were forwarded to the Secretary for her approval. The total amount recommended for approval was \$84,795. They included Orchard Club Condominiums in the amount of \$15,700 for asphalt repairs. Elvaton Condominiums were recommended for three grants totaling \$69,095. These grants were for asphalt repairs (\$32,500), sidewalk repairs (\$34,500) and a gateway sign for (\$2,095). There is a total of \$183,210 left in the budget for this fiscal year. The next application deadline is May 1, 2011.

With no further questions, Mr. Kelly adjourned the meeting at 8:08 p.m.