

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

September 18, 2008

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 September 18, 2008 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. The Committee members then introduced themselves.

THE ENVIRONMENTAL ASSESSMENT FOR THE PLANNED NEAR-TERM IMPROVEMENT PROJECTS (2008-2012) AT BWI MARSHALL AIRPORT

Mr. Kelly introduced Mr. Wayne Schuster the Director of the Office of Planning and Environmental Services for the Maryland Aviation Administration (MAA). Mr. Schuster noted that most of the projects undertaken by MAA require approval from the Federal Aviation Administration (FAA). This means that MAA has to generate plans for future development, improvements of the facilities at BWI Marshall and Martin State Airport. After getting approval for the various plans/projects, it is necessary to obtain environmental approval. MAA has to assess all the potential environmental impacts of any proposed development.

BWI Marshall is one of 400 airports in the country required to meet more stringent and more modern runway safety area standards by the FAA. The runway safety area is a graded area surrounding each runway at a commercial airport. There are certain dimensions beyond the runway and on the sides of the runway that have to meet those grading criteria.

MAA did a study 2002-2004 and developed a plan for these improvements. The plan was approved by the FAA and now MAA is doing an environmental assessment. In addition to the safety area program, there are a handful of projects that have been

approved previously that are also being environmentally assessed for possible impact to about 23 different categories. A brochure was passed out explaining this further.

There are two potential areas of impact. The first is the possibility we may have to relocate the safety area to the west side of Aviation Boulevard from Mathison Way up to the Stoney Run Road interchange. The second potential impact is the Dixon Park observation area. MAA will investigate the range of options available to meet the FAA standards.

Ms. Nancy Brown inquired about what would happen to the bike trail if it is relocated. Would it just stop dead? Mr. Schuster responded that MAA won't go into the design and construction phase until the environmental assessment is evaluated, but it is not MAA's intention to shut things down. They would try to keep things operational.

Mr. Hanna asked if the plan is not to disturb Dorsey Road. Mr. Schuster indicated that is correct. The plan some time ago was to not shorten the runway but to keep the runway length as it is, but that would have required MAA to put Dorsey Road into a tunnel and build the safety area across Dorsey Road. It involved a lot of expense and time so it is being put off for the future.

A draft of the environmental assessment for the public to review and comment on should be ready in the spring. If anybody has questions, you can contact Mr. Schuster at 410-859-7787.

Mr. Faith asked what kind of time frame is involved. Mr. Schuster indicated that it is subject to funding. The environmental assessment must be completed first then that kicks off the design and construction process. The deadline for the safety area improvement is 2015.

COMMUNITY OUTREACH SURVEY

Mr. Kelly introduced Mr. Ed Thomas of Kramer and Associates. Mr. Thomas explained that the MAA retained consultants to develop a community outreach strategy plan. Two surveys were conducted to determine how the public currently feels about some of the outreach activities the Airport has in place.

The public outreach activities deal with the BWI Neighbors Committee, quarterly noise report, grant programs, airport noise zone and noise abatement program, MAA community relations website and noise monitoring program. The survey was designed to find out what the public knew about them, what they thought about them and whether they thought they were very effective and how useful they were.

The first group surveyed included 26 people who were members of the BWI Marshall Neighbors Committee, Community Enhancement Grant Committee or had registered a noise complaint. About 90% felt that the programs were very informative

although those that registered a complaint indicated that they were less familiar with the programs.

With regard to how helpful they felt these communications are with regard to noise issues, about 75% they were helpful, either somewhat helpful or very helpful. Again the people on the committees felt they were more helpful than the people who had registered a complaint.

They were also asked how effective these outreach activities were. Seventy percent of the people thought that they were somewhat or very effective and again here was a bit of a split. The people who were on the committee thought they were more effective than those that registered a complaint.

When asked what the Airport could do to involve the communities more, there were a few suggestions such as reinstitute the Community Ambassador program with a representative of MAA attending community meetings, sharing more information, try to get new and younger people involved in these activities, send a newsletter and do more with regard to the website.

The second survey conducted, was a baseline survey. It is a baseline in that MAA wanted to find out now what the general community around the Airport knows about the programs, what they think about the programs, what they think about the Airport and MAA overall. A specialized marketing and research firm was retained to do the survey. They telephoned 302 people from the general public randomly. Those surveyed lived within two miles of the Airport and were asked similar questions as those in the first survey.

The overall group felt that BWI Marshall was a very good neighbor with 74% indicating that the Airport was a very good neighbor. Most of these people knew very little about the outreach program, had not received the products, had not read the products and didn't know how effective or useful they were. From this we concluded they don't really have issues or problems with MAA. Only a few of them thought that noise was an issue, that they therefore were not engaged and they weren't looking for these products because they didn't feel a need for this type of information.

The product and outreach activity that more people were aware of was the noise complaint process. Fifty-two percent of the 302 people, who knew about it, were familiar with it. Only 11% knew about the community relations website. This is probably because it is so new. Thirty-three percent knew about the noise abatement plan; 23% knew about the quarterly noise report; 25 % knew about the BWI Neighbors Committee; and 10% knew about the grant program.

They were asked what the MAA should do to enable them to get more information out there and there were a few suggestions. They indicated that they would like to get more information on a regular basis. They would like a newsletter, electronic newsletter or some more articles in the newspaper.

When asked about their concerns, there were a couple of concerns about noise, a couple of concerns about whether or not there may be a runway expansion in the future and a couple of concerns about environmental impacts.

In summary, the two surveys had similar results in terms of not a lot of understanding and not a lot of in-depth review of the materials that are available, but that's not because there was an issue or problem. It was probably more because there aren't issues or problems and people were not concerned about more information. Now that they have been informed that there is information that can be available they want to receive it.

More of the detailed responses and summaries of these reports and surveys are available if anyone is interested.

UPDATE OF MD 295 PROJECT

Mr. Roger Rager from the Maryland State Highway Administration (SHA) was introduced. Mr. Rager indicated that he is from District 5 Community Liaison for the Maryland State Highway Administration and covers Anne Arundel, Calvert, Charles and St. Mary's counties.

SHA is just getting started on a two-year project to widen MD 295 between I-195 and I-695. Another lane will be added in each direction in the median. Construction is starting now and should be completed around the fall of 2010. This is a 12.3 million dollar project. There is some federal funding involved.

This will be an overnight project during the weekdays. The contractor is allowed to put their construction zone for work, Monday through Friday from about 8:00 to 9:00 p.m. to about 4:00 to 5:00 a.m. Southbound the construction zone will be picked up by 4:00 a.m. and northbound the construction zone will be picked up by 5:00 a.m.

There will be no lane closures during the daytime. The shoulder will be closed because that's where most of the work will be going on inside the median. The contractor is Pete Flanagan and Sons from Baltimore. They will start by milling on the shoulders. They will mill out the rumble strips then drop the concrete barriers.

Mr. Rager left cards for those interested in contacting him with questions once the project is underway.

MAA COMMUNITY RELATIONS WEBSITE AND NOISE TRENDS

Arnie Vale from the MAA Noise Abatement Office was introduced. Mr. Vale made three construction announcements. The FAA will be installing air surface detection equipment which will consist of 18 antennas in and around BWI Marshall Airport. This is radar that tracks the airplane when it is taxiing.

The second announcement is that Park and Transportation Group is upgrading the current sanitary sewer system around the Airport. The final construction announcement is Runway 10-28 will close from September 2 for 30 days, weather permitting. The closure goes in effect midnight to 7:00 a.m. Monday through Friday. There are no plans for weekend closures at this time. The runway closures are due to electrical work underneath the runway. During this closure aircraft will use Runway 15R 33L.

Someone from FAA indicated that the project is ahead of schedule and will be completed in a few days then they will start closing Runway 33L for about three or four weeks in the same time frame.

The MAA website was discussed at the BWI Marshall Neighbors Committee meeting in December 2007. Since then, MAA has received feedback and suggestions for improving the website. The website is being redesigned. The website address is www.maacommunityrelations.com. The site has a new look and content with more community relations information.

A search engine such as google or yahoo can be used to search for the website. You can use the words BWI community or MAA community to do a search.

An online community calendar was added to the website. It will have information on upcoming community activities such as BWI four-mile run, strawberry festival etc.

The menu is more user-friendly. Also, there is a section called "Community News". It will list important community events or information of interest to the community such as runway closures. The website will contain information about such things as the USO, hiker/biker trail and other things the Airport provides to the community.

The functionality of noise reporting was also enhanced. There is a complaint form online. It can be printed out or filled in on-line then printed out. There is also an e-mail address for complaints as well as a form for portable noise monitoring that can be downloaded and printed out.

A member of audience asked if there was a link with the main MAA website. Mr. Vale responded that when the site goes live, there will be a dedicated link to this site.

A member of the audience from Glen Burnie Park asked about the soundproofing of homes. He said no one explained about soundproofing when he moved into his house. Ms. Sample responded by noting that there are some instances where the previous homeowners rather than sound proof their homes they sign an affidavit with the Airport and now the property is not eligible. It's the owner's choice to select resale assurance or to soundproof.

It was then asked if there was a requirement that real estate agents have to discuss this with a buyer. Ms. Sample stated it was not a requirement.

Mr. Vale noted that real estate is one of the services that MAA provides. If someone is looking at housing in Maryland and are not sure if it is close to the Airport, MAA will do a flight analysis.

Mr. Vale then went on to discuss noise trends. The Quarterly Noise Report which was distributed to the audience has the graphs to be discussed. For the months of April, May and June of 2008 there was an average of 631 daily flight operations which is 4% more than the same time in 2007.

The next graph depicts night time operations at BWI Marshall. The numbers were split between passenger planes and cargo planes. Night time operations at BWI occur between 10:00 p.m. and 7:00 a.m. For the second quarter, there was an average of 74 flight operations per night with an average of 6 cargo operations per night.

For the second quarter of 2008 there were 103 complaints from 38 individuals. The majority of complaints were from two individuals from Hanover and Severn.

The west flow operations occurred about 70% of the time. The majority of those departures are in corridor "B" which is going straight over Columbia.

The next graph monitors corridor "A" which depicts departures off Runway 28 turning at or beyond 3 DME. DME stand for distance measuring equipment, which is electronic equipment. It counts the distance based upon the VOR which is basically like radar. As the aircraft takes off, it measures the distance and that can be an angular distance. Seventy-six percent of all flights turned at or beyond 3 DME for corridor "A".

Mr. Hanna from the audience stated that his neighbors are complaining about aircraft disregarding the 3 DME limit particularly on Sundays. Ms. Sample noted that the airlines receive a Quarterly Noise Progress report which indicates how the airlines are doing in observing the noise abatement procedures. The report includes a list of flights that are not observing these procedures. However, observance of the noise abatement procedures is voluntary and cannot be enforced.

Mr. Hanna asked if MAA gets any feedback from the airlines indicating that they've taken steps to correct any errors. Ms. Sample indicated that MAA does not. Mr. Hanna stated that two parties had called and complained to the Airport and did not receive a response.

A representative from the FAA noted that a 3 DME time is not as exacting as it might sound. It is measured off of the VOR which makes them only a mile to a mile and a half off departure of the runway on 3 DME, and if they're making that turn and some of their equipment is older it could vary easily by half a mile or so. The controllers are told to tell them to turn 3 DME and I believe they do that most of the time. If there is a problem, you can call the tower.

Ms. Nancy Brown asked if the aircraft are turning shorter now in order to save fuel. The representative from FAA indicated that he didn't know, but stated that things were different this summer than other summers. About 1500 feet of runway was closed down for most of the summer which is going to mean that an aircraft departing on Runway 28 and that 3 DME turn is going to be lower and therefore noisier for the people that are underneath that turn so it may seem like they are turning early. We've finished that and have been back to normal for about a month now.

He indicated that the midnight operation here has been different all summer long. There have been a lot more arrivals coming in the middle of the night to Runway 33L than normal. The normal midnight operation once the traffic really settles down as the noise abatement we have on Runway 10 and we re-depart on Runway 28 which seems to have the least impact for everybody. We haven't done that at all this summer because once we finished the construction of Runway 28 then we started pulling the cables and shutting it down. Hopefully next week our midnight operation will be back to where it was prior.

Mr. Vale explained the data on some other graphs. Eight-one percent of departures on Runway 15R turn at or beyond 1 DME following the recommended noise abatement procedure. The noise abatement procedure for arrival on Runway 33L is to remain at or above 3000 feet at 10 DME. Forty-seven % of all arrivals followed this procedure.

COMMUNITY ENHANCEMENT GRANT PROGRAM SUMMARY

Mr. Kelly gave an update of the Community Enhancement Grant Program. Twelve applications were received for FY'08 and the Committee recommended eight of them for approval for a total of \$301,750. The communities receiving grants included the Village of Olde Mill Community Association, Olde Mill Condominium No. III, North Linthicum Improvement Association, Linthicum-Shipleigh Improvement Association, Glen Burnie Improvement Association, Council of Unit Owners of Montgomery Woods Condominium, and Millrace Property Owners Association. The budget for FY'09 is \$296,872.

SPEAKERS FROM THE AUDIENCE

Mr. Roger Fox, Vice-President of Harmans Civic Association spoke. Mr. Fox noted that he has lived in Harmans Woods for 25 years and the planes seemed to observe the noise abatement procedure for departures from Runway 28 that is going out 3 DME before turning. However, they are not observing this procedure now and they are experiencing flights at all hours of the day and night.

A representative from FAA indicated that he didn't know anything about flight patterns changing. He said if they depart off Runway 15R, the west bound departures, which are the majority of departures, make a turn about 330 degrees coming off the

runway and they do make it fairly quickly there to keep from going out farther because of noise abatement, plus we have a final that comes in on Runway 10 to the other side. The turn inside of those and go up to the northwest and then they turn to the left. We are not in that operation very often. It was done more than in the past starting last April or so, because of the construction on Runway 28 which is complete.

Someone from audience who lives behind Harmans Woods also indicated that there has been an increase in noise levels. Mr. Fox noted that they are experiencing a swirling activity of planes that they never had before which is constant. He said he wants to elevate the issue.

Mr. Ramos was going to speak, but said he was going to say the same thing.

Someone from the audience said that at the last meeting someone agreed to contact FAA about the bird grid over the stormwater management pond. He asked if that was done. Ms. Sample indicated the minutes from the last meeting would be checked to see exactly what was said about this.

Some members from the audience wanted to speak with Ms. Sample about soundproofing their homes after the meeting.

With no further questions, the meeting was adjourned at 9:05 p.m.