

**BALTIMORE/WASHINGTON INTERNATIONAL
THURGOOD MARSHALL AIRPORT
NEIGHBORS COMMITTEE MEETING
March 25, 2009
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 March 25, 2009 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 introducing Mr. Jeremy Smith.

CONTROLLING BIRD STRIKES AT BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

Mr. Jeremy Smith is with the U.S. Department of Agriculture's Animal and Plant Health Inspection Service (APHIS), Wild Life Services. He is stationed full-time at BWI Marshall as a wildlife biologist.

He noted that the Federal Aviation Administration (FAA) and the USDA Wildlife Services have a Memorandum of Understanding for the management of wildlife hazards at airports around the country. His office works with MAA's Airport Operations Department and Environmental Planning Division. Robin Bowie, the manager of Environmental Planning who was going to speak tonight, is also part of the Wildlife Hazard committee that meets monthly to address wildlife issues on and around the airport.

He indicated that they do a lot of habitat management. There are no standing water ponds or water management retention or detention basins near the runways. There are fifteen headwater streams that flow from the Airport that are mostly in wooded areas.

The proper management of ponds. reduces the attractiveness of the airfield to water fowl (ducks and geese). There can be Canada geese, both migratory and resident, mallard ducks, wading birds and gulls on and around the airfield. Some years ago, all the storm water management ponds were drained, re-engineered and designed so they would drain within a 24 to 48-hour period.

Blackbird habitats in the wetland areas are also controlled. There's an invasive plant species known as phragmites. Control burns and mechanical manipulation have been done in those areas.

Abatement or harassment-type devices are also used. Twelve air cannon stations are out on the airfield. The cannons operate by solar power and propane gas. They are fired using a remote control radio or a computer from the Airport Operations Center. These units can be moved to other locations if necessary.

Wildlife Services also trains the airport operations staff on how to manage and identify a particular situation. For example, if a pilot reports birds or deer on the runway, the airport operations staff responds. If Mr. Smith is on site, he'll respond.

A hand held device can also be used which fires 15-millimeter pyro-technic rounds to deter or disperse wildlife. Common bird species at the airport include Canada geese, gulls, starlings, red-tailed hawks and American kestrels. There are also White-tailed deer, red fox, and ground hogs.

Someone from the audience asked how many deer were on airport property. Mr. Smith indicated that since 2002, they have removed close to 200 deer. Last year, a 10' fence with a foot of barbed wire was installed around the airport's southern perimeter. Also in areas where it could possibly wash out, the bottom of the fence was modified and draining systems were installed. The best guess as to the number of deer is probably less than five at this point. In the fall, that number will likely increase since the female deer will be giving birth to fawns.

There hasn't been a deer strike on the airport since 2002. A deer strike is an involvement where there is a collision with the airplane or jet on the runway coming in contact with an animal. FAA uses the term wildlife strike.

Someone from the audience asked if there are any plans to change the pond at Hammonds Ferry and Music Lane to a dry pond from the wet pond. Mr. Smith wasn't familiar with that pond, but indicated that he could ask MAA Environmental Planning about it. It was also mentioned that it may be maintained by the County in which case the State might not get involved.

Mr. Smith noted that the FAA recommends that the area within 2 miles of the airport be managed for wildlife. Any new construction or development has to get approved through the airport and Environmental Planning may confer with his office to make sure that there are no new wildlife hazards.

The audience member indicated that the pond had been there 20 years. Mr. Smith said he would check with them and see if it is a problem.

Ms. Nancy Brown asked Mr. Smith to explain what a bird grid is. Mr. Smith said he is familiar with the bird deterrent wire grids. They are used with storm water management ponds or permanent ponds, retention or detention. They used to use steel wire now they use kevlar and space them every five to ten feet and overlay it like a grid pattern over top of the pond to prevent duck and geese from landing in the pond.

INTRODUCTIONS

Mr. Kelly asked that everyone introduce themselves before proceeding with the meeting.

UPDATE OF MD 295 PROJECT

Mr. Kelly introduced Mr. Folden from the Maryland State Highway Administration (SHA). Mr. Folden noted that SHA is widening the median on MD 295. The project is slated to be completed in 2011. Originally, the completion date was 2010.

The original job was put out for advertisement in January of 2007. There were some issues with the original bid where the contractor that did not win the bid protested. SHA had to go back to the drawing board and revamp a few things and put it out for a second bid in August of 2007 for an October 2007 start time.

That bid was protested from the Contractor's Association and was not awarded until August of 2008. SHA didn't really get started until last August which is why the completion date is now the summer of 2011.

The work being done now is clearing work. SHA has completed the environmental controls. They've also started putting in some major drainage structures all in the median. They put out traffic barriers to channel traffic away from the work and started stripping the existing top soil that will be re-used when the job is over.

Soon they will start to excavate for the median widening. They will excavate it out to where the stones are placed and then the paving sections both northbound and southbound. That's probably going to be the main part of what will happen over this next construction season.

When everything is said and done, SHA will repave the whole roadway, add an extra lane in the median, put up a new median barrier, put up new overhead and ground mounted signs. Then SHA will re-surface the whole roadway.

A question was asked if all three segments have been bid on and the bid has been satisfied. Mr. Folden indicated that the one contract is from I 695 to 195. There are two other segments south of that which as far as he knows were in the planning stages and have been stopped at this stage due to issues with the economy and funding.

Mr. Folden was asked if the Hanover Road interchange was on hold. The Hanover Road interchange is just like the other two sections of MD 295.

THE EFFECT OF THE STIMULUS PACKAGE ON BWI MARSHALL

Mr. Kelly introduced Ned Carey with the Maryland Aviation Administration. Mr. Carey indicated that Jonathan Dean would assist with the information on the Stimulus Package. Ms. Merrilyn Williams, who was suppose to present this information, was called away on Airport business.

The Stimulus Package passed by the federal government included 1.1 billion dollars total for airports around the country. All the major airports will receive about \$15 million per airport. For organizations like MAA, they would be eligible for about \$20 million.

The MAA was just granted \$15 million to do the CD apron project which was on hold due to funding. The CD project is actually paving between Piers C and D. It's apron work where the planes park.

Mr. Dean indicated that the pavement in that area is over 30 years old. The project overall is about \$50 million. The pavement will be updated, totally renovated and restored to current FAA standards. \$15 million will come from the Stimulus Package. The rest of the funding will primarily come from Passenger Facility Charges as well as Federal AIP grant funding.

Now that the grant money has come through, bidding is underway. Construction could start this summer. One of the caveats with the Stimulus money is that it has to be completed within two years.

Ms. Brown asked about the lengthening of the runways. Mr. Carey noted that is an FAA project and concerns safety area renovations. The safety area is a rectangle about 500' wide by a 1000' off the end of the runway. If an airplane runs off the end, there are no objects that it can hit. This needs to be completed by 2015.

Ms. Brown asked about some kind of security testing that was going to be done. It was something about a six-month period for doing biometric scanning of the cockpit crews. She wanted to know what biometric scanning is.

Mr. Dean indicated that Southwest Airlines along with others, started a program with TSA where pilots and flight crews, rather than standing in the check point lines with

everybody else can by-pass and get through security to the aircraft. It does use biometric technology. It's a fingerprint scan.

NOISE TRENDS FOR THE FOURTH QUARTER OF 2008

Mr. Kelly introduced Arnie Vale from the MAA Noise Office. Mr. Vale noted that there is an updated website concerning community relations. It can be found on www.MAACommunityRelations.com. The updated site has some new pictures, features and menus that are easier to use.

Some of the things that can be found on the website include quarterly noise reports, airport noise zones, runway closures, noise complaint forms, BWI Hiker/Biker trail map and community news. Soon there will be a community calendar.

The noise trends are taken from the Quarterly Noise Report. The first graph is the Average Daily Jet Operations. For the fourth quarter 2008, the average daily jet operations were 579. That's a nine percent drop from the same time last year.

The next slide shows the Average Night Time Passenger and Cargo Operations. The night time is from 10:00 p.m. until 7:00 a.m. These operations averaged 54 for this quarter which is about a 17 percent drop from the same time last year. The average for the cargo operations is about 7 and is up by 2 planes per night from last year.

There were 45 noise complaint calls for the fourth quarter. The majority of calls were from Glen Burnie and Severn.

Mr. Vale showed a map depicting west flow operations. The Airport operates in a westerly direction about 70 % of the time. During west flow operations, the majority of planes depart off Runway 28. Some flights depart toward Corridor "B" and others turn left and go toward Corridor "A". MAA monitors departures off Runway 28 turning at or beyond 3 DME.

DME stands for Distant Measuring Equipment. This equipment is in the aircraft and measures the distance from the Airport in nautical miles.

Mr. Vale discussed east flow operations, which occurs about 30% of the time. The majority of flights depart off Runway 28 and some will continue on to Corridor "O" which goes out straight. The rest will turn left and follow Corridor "P". MAA monitors the departures off Runway 15R turning at or beyond 1 DME.

While in east flow, planes arrive through Corridor "C" and land on Runway 10. Seventy percent of the annual average, aircraft land here coming through Corridor "B".

The final slide shows the monitoring of arrivals onto Runway 33L. It shows arrivals on Runway 33L remaining above 3,000' at 10 DME. That 10 DME really only applies to visual flight rule or VFR on a clear day.

Mr. Hanna asked a question about noise monitoring equipment. He indicated that there was some discussion about replacing or updating portable noise monitoring equipment.

Ms. Sample responded that MAA has three or four portable noise monitors that are used in the field and are calibrated every six months. She said they are not that old. It's the permanent monitors that are in the field that are over 20 years old. It was put into the Noise Compatibility Program to the FAA to upgrade that system. They approved the upgrade, but funding is not available until the MAA goes through a process of disposing property. Those funds will go into an escrow account and MAA can draw on those funds. It will take a couple of years from any funding available to putting in a new system.

Mr. Faith asked what kind of communication MAA has with the noise monitors. Ms. Sample said a telephone line is used.

Mr. Glendenning wanted to know about the process used to respond to noise complaints. Ms. Sample noted that the noise complaints are taken off the noise hotline everyday. If the individual requests a response, the radar data which takes about 4 to 5 business days to get from the FAA is researched. From the radar data, MAA can determine the flight, airline, type of aircraft, altitude, whether it turned early or not.

Another question asked as to whether we can get to the specific pilot involved. Ms. Sample said that Quarterly Compliance Reports that show all of the early turns are sent to the Chief Pilots. Abiding by the noise abatement procedures is voluntary. These Compliance Reports shows how they are performing in relation to all of the other airlines, as well as give them a detailed listing of every one of their flights that didn't meet the procedure so that they can see if it's a particular pilot, particular time of day etc.

A discussion took place with some members of audience concerning soundproofing of their homes in Glen Burnie Park. Ms. Sample indicated that there are some situations where the previous owner took the re-sale assurance program that didn't sound proof the property, but they still signed an easement with the house in order to get the same sale price for the house that they would get if they were outside of the noise contour. It's a one time situation where you either got re-sale assurance or sound proofing. Once there's an easement on the property, you are no longer eligible.

The discussion continued about the noise from aircraft going over their houses. One audience member wanted to know if there was any money for soundproofing and if houses are being selected in the noise zone. Ms. Sample said the only funding that we will have is a small portion that will come from the sale of properties that had been purchased with federal dollars. Those dollars can go into an escrow account to be used

for additional sound proofing projects. It will probably only fund eight to ten houses and these houses are in the noise contours.

Beyond that, even houses that are in the contour are not going to be done until the MAA completes their reuse plan and provides it to the FAA which is due next October. The FAA will go through an analysis of that reuse plan, decide what properties they feel can be sold, properties to be held for airport development or properties to be held for mitigation.

Once it is determined which properties can be sold, they will be put up for sale. Eight percent of those funds will go into the escrow account and will fund the soundproofing program to start again. Beyond the eight to ten houses that we can do now with the limited funds that we have, there won't be anymore houses inside or outside that are done until we go through this reuse plan and additional funds are put into escrow.

Mr. Kelly interjected that this is a program that is run by the Federal Aviation Administration out of Washington DC. The State manages the program, but the money and rules are all set by people in Washington. There is nothing that anyone at the Airport can do to override the rules that are set in Washington.

Audience members asked for contact information for the FAA. It was also noted that there was a representative in the audience from Congressman Rupersberger's office.

Mr. Jordan from the Elmhurst Community stated that many planes go over his house and they are turning too soon. Ms. Sample said that these right-hand turns off of Runway 15 Right are monitored and the results are in the Quarterly Noise Report. Mr. Jordan asked about noise monitors in the area. Ms. Sample noted that MAA doesn't use the noise monitors to find out how the airlines are doing in adhering to this noise abatement procedure. She indicated that a flight track monitoring system is used. The FAA radar is run through software that separates those flights not complying. It was also noted that the noise abatement procedures are voluntary and that Quarter Progress Reports are sent to the airlines to let them know how they are doing with compliance.

Ms. Sample also noted that there are times when the tower may turn them earlier based on other traffic in the area particularly when they're in east-flow. They have traffic coming up from the south that are coming around to the west of the airport to land on Runway 28 and at the same time departures are coming off of Runway 15 Right. They have to maintain separation wing-to-wing, nose-to-tail between those aircraft. So there may be times when they turn them earlier and there may be times when they can go out further which is why it's a voluntary procedure because the FAA controls the air space.

Ms. Sample noted that when Ron Pusloskie was on the Neighbors Committee, a study was done to see if the planes could be moved further out before turning. MAA looked at one mile, mile-and-a-half, two miles, two-and-a-half and three miles. The FAA advised that they could not support any revision to the turn location for safety reasons.

Mr. Kelly asked if the FAA will ever use the GPS system? Ms. Sample said she would check on it. Mr. Kelly indicated that using a GPS where the pilots and controllers can see better and there would be a better design so the planes can fly closer.

COMMUNITY ENHANCEMENT GRANT PROGRAM SUMMARY

Mr. Kelly gave an update of the Community Enhancement Grant Program. He said the Community Enhancement Grant Program is available to communities located within two miles of the outer contour of the airport noise zone. They can apply for grants for transportation related projects. He said it has been successful to date although not as many communities are participating as they expected, but the ones participating are using it well.

We're in the third quarter of this fiscal year. Five grant applications have been submitted and all five have been recommended and approved. This totals \$148,944. They have been given to Linthicum-Shipley Improvement Association, Greater ElkrIDGE Community Association, Rockburn Commons and Olde Mill Community Association mainly for paving and sidewalks. Mr. Kelly encouraged other communities to apply for grants.

Someone from the audience asked about sidewalks for Glen Burnie Park. Mr. Kelly told them that if they don't have a community association, they should form one if they want a grant. It was noted that they needed a tax ID number. Mr. Kelly said they needed to do all of the legal things necessary to form an association.

With no further questions, the meeting was adjourned at 8:05 p.m.