

BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL
AIRPORT
NEIGHBORS COMMITTEE MEETING
March 29, 2006
Meeting Summary

The Baltimore/Washington International Thurgood Marshall Airport (BWI) Neighbors 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) ground (highway) access, (2) long-range plans, (3) operational procedures, (4) parking, (5) noise, (6) and other environmental and land use concerns. This committee serves as a forum for exchanging information, ideas and suggestions.

INTRODUCTION

The BWI Neighbors Committee convened on March 29, 2006, 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 Neighbors Committee Chairman, opened the meeting by introducing himself. All attendees and Committee members in attendance introduced themselves.

Chairman Kelly explained that there will be a new designation of Executive Advisory Committee membership for the BWI Neighbors Committee. This designation is for longstanding past members of the Neighbors Committee with historical knowledge of value to the current members and they will serve in an advisory capacity.

Chairman Kelly introduced Mr. Timothy Campbell, the new Executive Director of the MAA. Mr. Campbell stated he looked forward to working with the Neighbors Committee. He noted he has been in the airport business for over 30 years, starting at Boston-Logan in the mid-70s. There he helped set up the first airport noise program and was involved in the acquisition of the first noise monitoring system. Mr. Campbell stated he has also worked at Newport News, Virginia; Knoxville, Tennessee; Fort Lauderdale, Florida; Nashville, Tennessee for 13 years and Salt Lake City for 5 years, before coming to BWI last December.

CONSTRUCTION OVERVIEW

Mr. Michael Rafter, MAA, Director of Engineering and Construction Management, provided the following information:

The new terminal A/B for Southwest Airlines will provide a total of 26 gates. Phase one of Terminal A/B was opened in May 2005. Phase two has just recently opened. The terminal area is approximately 500,000 square feet. There are still some amenities that need to be completed, such as the canopies and the front roadway, which are part of another project.

An aerial photograph was shown of the B/C apron reconstruction. This project involves replacing the concrete between Concourses B and C to repair drainage and other issues. The contractor is a little behind schedule due to replacing some work because of material non-conformance issues. The anticipated restart is April 5, 2006 with a completion date of late this spring.

Mr. Rafter also mentioned an aircraft sewage processing facility, a.k.a. triturator building, Gate A improvements and associated site work. Phase one of the associated site work and Gate A work was completed August of 2005. Phase two is substantially complete now.

Mr. Rafter reviewed the existing terminal upgrades. This project has been ongoing for several years and will continue through the end of 2006. It includes new window walls, elevators, escalators, floor tile in the north and south terminals and moving walkways through the new skywalk structures. There are skywalks in place in Piers A, B and D. There is a pedestrian tunnel also under construction at Pier C. Anticipated completion date is December of this year. Widening of the upper level roadway is ongoing. Once the canopies are in place, the traffic patterns will shift to allow for completion of the work in front of the terminal. Another project is the airline relocation and baggage screening system upgrade. American Airline ticket counters have been relocated. Work is also being done to upgrade Air Tran Airways outbound baggage conveyor system.

Heating, ventilation and water heater control replacement was done throughout the terminal. This project was completed in January 2006.

Comprehensive interior modifications are also being done throughout the terminal facility. A couple of these include the relocation of the children's play area and lighting enhancements at the USO.

Mr. Rafter stated that there are new towers being installed around the Airport. This is the new 800 megahertz radio communications system that is now being used at BWI for police, fire, maintenance, parking, snow removal, etc.

Mr. Rafter mentioned the pavement repair, which is currently underway at the rental car entrance off of Stoney Run Road. The pavement repair is underway and should be completed shortly, and will enable Thrifty and Dollar Rental Car companies to off-load their rental cars inside of the garage facility.

Mr. Lisowsky questioned the status of the runway extension. Mr. Rafter stated that there is a project for runway safety areas. Ms. Karen Kuczinski, MAA, Manager of Capital Programs, stated that the areas have been identified on an airport layout plan that has been reviewed and approved by the FAA. There will be an environmental study done of the various alternatives that are being suggested. Ms. Kuczinski stated that BWI is a few years from any actual construction. Mr. Ned Carey, Deputy Executive Director, Airport Technology and Community Affairs, stated that Mr. Paul Shank, Deputy Executive Director of Facilities Development and Engineering, would address this issue at the next Neighbors Committee meeting.

Mr. Lisowsky questioned the outcome of the light rail accident at the BWI terminal a few years ago. Mr. Rafter stated that repairs were made to the terminal and modifications have been made to the system so that the light rail comes in at a slower speed.

ROUTE 295 UPDATE

Ms. Carmelita Harris from the State Highway Administration (SHA) provided the following update. At a workshop in January, SHA provided several alternatives for this project. These alternatives, as well as impacts and cost analysis were given to the Committee. SHA went through the process and the selected alternatives that they felt were feasible for that area. They have selected option one, which is the no-build, and options three, four, six and seven. Hanover Road has been selected for the southern option. A hearing is anticipated for the spring of 2007.

CARGO APPRENTICESHIP PROGRAM

Mr. Robert Shaffer, MAA, Cargo Development, provided an update on the Cargo Apprenticeship Program. He has been with the MAA for about two and a half years and involved in the cargo business for about 30 years. The program went into effect last year and involved three area schools; North County, Old Mill and Glen Burnie High School. The program sought good students who might be interested in going through the apprenticeship-training program and start a career at BWI working in the cargo community. The program was very successful the first year with about 30 applicants from the three schools. Fifteen were selected to start July 5, 2005, for orientation. This was done in cooperation with cargo employers in partnership with the Anne Arundel County Work Force Development Corporation. Those selected for the program worked about 120 hours over a period of about five weeks, on a part time basis, and the Anne Arundel County Workforce Development Corporation provided fifty percent of their salary for this program. Through this 120-hour training program, students are trained in all facets of cargo operations. Last year, 12 of the 15 participants graduated from the program. Out of the 12, five immediately started working full time in the cargo community at the Airport. The program will be offered to students again this year.

Answering a question from Ms. Brown, Mr. Shaffer stated that the applicants are required to be 18 years old by July 5 and have no criminal record.

Mr. Shaffer mentioned that the program is also working with Anne Arundel Community College to set up a complete series of college credit courses at BWI where the students and existing employees can go back to school and get a degree in transportation. It is anticipated that by next year, students completing this course will receive three college credits.

In answer to a question, Mr. Shaffer stated that 50 percent or more program participants are women.

COMMUNITY ENHANCEMENT GRANT PROGRAM

Chairman Kelly provided an overview of the program. The program began approximately four years ago and was initiated by Senator DeGrange. The number of take-offs and landings at BWI, on an annual basis, determines the amount of funding. He noted that monies that are not used in a fiscal year are not carried over to the next fiscal year. The budget for this fiscal year was \$306,246. To-date \$141,512 has been awarded for projects. Two grants were awarded for sidewalks for Linthicum Shipley. Glen Burnie Improvement Association received two grants for sidewalks and one for speed bumps. Old Mill received one grant for sidewalk renovations. The program committee consists mainly of Neighbors Committee members, who make the recommendation for the grants to the Secretary of Transportation who makes the final decision.

BWI BIKE TRAIL

Mr. Lisowsky provided an update on the feasibility study for the BWI Bike Trail to Arundel Mills Mall. The Linthicum BWI Small Area Planning Committee made the recommendation that there be a linkage between the BWI Trail and Arundel Mills Mall. The BWI Enhancement Committee funded a \$15,000 feasibility study and the best route was found for the trail. The feasibility study estimated the project at about \$3.5 million, with \$1.5 million to \$2 million for a bridge across Route 100. Mr. Lisowsky stated that he is working on trying to get the County to include this project in their Capital Program. The proposed route and its use were discussed.

NOISE TRENDS

Ms. Ellen Sample, MAA Noise Office provided the following information.

During the fourth quarter of 2005, average daily jet operations were 625 per day, compared to 647 for the same quarter of 2004.

The average number of nighttime passenger and cargo operations for the fourth quarter of 2005 were 63 passenger operations per night, compared to 64 for the same quarter of 2004. Cargo operations were seven operations per night for the fourth quarter of both years.

Noise complaints are received via the telephone as well as the BWI website. There were 23 noise complaints for the fourth quarter 2005, compared to 68 for the fourth quarter of 2004.

A table was shown to the Committee of the quarterly compliance reports that are sent to the airlines, which include three main noise abatement procedures of concern to the communities. Major carriers and cargo operators are listed, as well as their performance for each procedure.

Next, Ms. Sample discussed the BWI Airport Noise Zone (ANZ) Update. She stated that the ANZ is a State process and is identified in the Maryland Code of Regulations, as well as the Annotated Code of Maryland Transportation Article. It is used to control the land uses surrounding the Airport. The ANZ produces three contours: a base contour, a five-year future contour and a ten-year future contour. These contours define the areas that are exposed to existing noise levels, as well as future noise levels. These noise contours are developed using an integrated noise model. Ms. Sample stated that the Airport Noise Zone process is a public participation process. There is an advisory committee made up of airport users, community representatives, and county planning officials. A public hearing will be held once the proposed contours are developed. Once the ANZ map is completed, it will go through the COMAR process to become part of the law.

Next, Ms. Sample discussed the Noise Compatibility Program. The existing Noise Compatibility Program for BWI was approved in 1990. Some of the elements currently in place are noise abatement departure procedures, initiating turns at various locations depending on the runway, arrival procedures, a preferential runway use for nighttime operations, ground noise control, power back restrictions, engine maintenance restrictions, as well as a tree buffer along the eastern airport boundary. The existing Noise Abatement Plan has a Voluntary Land Acquisition Program and Homeowner Assistance Program. MAA is looking at requesting noise mitigation funding down to the 65 DNL contour as well as funding to upgrade the noise monitoring system.

SPEAKERS

Mr. Lisowsky expressed his concern about not being able to see the signage for the cell phone lot. Someone stated that the consultants would be reviewing ways to improve the signs for the cell phone lot.

Chairman Kelly stated his goal would be to keep the Neighbors Committee meetings to an hour.

With nothing further to discuss, the meeting was adjourned at 8:30.