

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

**October 28, 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 October 28 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.

UPDATE OF MD 295 WIDENING PROJECT

Mr. Kelly introduced Ms. Lindsay Bobian from the State Highway Administration (SHA). Ms. Bobian noted that the widening of MD 295 began in October of 2008. Currently they are working on Phase I which is between MD 695 and the Nursery Road Bridge. The southbound side has been paved up to the base course. There are some issues with the stone and getting compaction on the northbound side. Once that is done, they will pave that side as well.

They've done some grading work in the median as well as some planting. The underdrain has been completed on the southbound side. They are now beginning the shift to the base tube work, which would be from Nursery Road down to I-195.

Rain has been a major problem for the project and has caused delays. In one month it rained twelve out of twenty work days.

SHA is not sure of the completion date. Hopefully it will be open to traffic in 2011. Also, within the next few weeks the barrier is going to be moving and drivers may think there is a new lane. Actually, that lane will not be open to traffic until the entire project has been completed. It doesn't make sense to shift traffic for a short distance then shift it back again.

Another SHA project which is about to start is the I-195 Relay community noise barriers. Construction should start November 10, 2009 with a completion date of Fall 2011. Five noise barriers will be installed between the I-95 exchange and Route 1.

Ms. Ellen Sample asked if Hanover Road is part of the MD 295 project. Ms. Bobian responded that it is part of Phase II of that project. That part of the project is still in the planning phase. They are waiting on some approvals from the Federal Highway Administration. At this time, there is no money to bring that to design.

#### BWI AIRPORT LAND RE-USE PLAN

Mr. Kelly introduced Ms. Ellen Sample, Director of the Maryland Aviation Administration's Office of Noise, Real Estate and Land Use Compatibility Planning. Ms. Sample noted that the Federal Aviation Administration (FAA) provided a program guidance letter, 0802, in February of 2008 with information on the disposal of acquired noise land parcels. All airports that have obtained noise grants over the years for property are required to do this plan to identify the status of the parcels, their current use and future plans for them.

Over the last 20 years, the MAA has purchased many parcels. Primarily, those parcels have been residential, but Anne Arundel County has re-zoned the majority of them to either W-1 or other commercial zoning classifications. This makes them compatible within the area related to the Airport.

We're currently in the process of identifying those parcels to see if any of them need to be retained by the MAA because of where they are in relation to some of the noise areas and along the protection zones. Additionally, we are looking at properties that need to be kept for environmental mitigation, wetlands, etc. We're also looking at parcels not needed by MAA which can be sold. They will be surveyed, appraised and then offered for sale.

Mr. Ken Glendenning asked how the parcels will be disposed. Ms. Sample stated that they would be sold according to the highest and best use. Industrial property has to be used for industrial use. When asked about residential property, Ms. Sample said that most properties are zoned for industrial use with some for commercial. We don't have any for residential use. When asked about property along Main Avenue and White Avenue off of Andover Road, Ms. Sample stated those properties were not purchased with the noise grant money.

Ms. Sample noted that MAA is required by the FAA to do an appraisal of each property and offer it at fair market value because 80% of the original purchase price is owed to the FAA. However, the FAA is allowing MAA to put the money received from the sale of the properties into an escrow account for future airport projects.

Mr. Melvin Kelly asked about the process for selling the property. Ms. Sample indicated that any parcels sold to the public will go through an auction. SHA and the

Maryland Department of Transportation (MDOT) are working with MAA on property sales. A few parcels have already been sold to SHA for the construction of Corporate Center Drive.

Mr. Rusty Bristow asked if any of the properties are along Ridge Road. Ms. Sample noted there are some and a lot of them are for environmental mitigation. Mr. Bristow asked if he could find out what will be done with the properties and Ms. Sample said yes once the project has been completed.

### NOISE TRENDS FOR THE SECOND QUARTER OF 2009

Mr. Kelly introduced Arnie Vale from the MAA Noise Office. Mr. Vale reminded the audience of the new website [www.maacommunityrelations.com](http://www.maacommunityrelations.com). Much of the information discussed tonight can be found on this website.

The average daily jet operations for the second quarter of 2009 was 620. This was down 1.7% from the same time last year.

Mr. Vale then discussed the nightly cargo and passenger operations. Night time operation is defined as “operations between ten p.m. and seven a.m. in the morning”. The average nighttime operations were 57 per night for the second quarter of 2009. That’s a 23% drop from nighttime operations the same time last year. A lot of this seems to deal with cancellations of the late-night flights. They are not profitable and the airlines tend to eliminate them. Nighttime cargo operations are averaging seven per night, which has traditionally been normal.

Concerning calls and callers per community, sixty-nine complaints were received from thirty-eight callers.

The Airport operates in a west flow direction about 70% of the time on an annual average. The most used departure is Corridor B, which is the departure off of Runway 28. Corridor A is the second commonly used departure corridor.

Mr. Vale then showed graphs of aircraft compliance with the noise abatement procedure for departures off of Runway 28. This procedure states that aircraft should turn at or beyond 3 DME. All noise abatement procedures are voluntary.

Slides of east flow operations were shown. The Airport is in east flow operations about 30% of the time. The majority of flights depart off Runway 15R going out at about one DME then heading west which is Corridor P. The second commonly used procedure is departing 15R and heading straight out which is Corridor O.

Graphs were shown concerning airline compliance with the noise abatement procedure for arrivals on Runway 33 L. This procedure requests that all planes on visual approach remain above 3,000’ at ten DME.

An attendee questioned why the planes weren't complying with the noise abatement procedures. It was explained that these procedures were put in place by the MAA and are voluntary. The pilots have to abide by what the FAA tells them to do and there are times when aircraft cannot abide by the noise abatement procedures due to safety reasons. The attendee wanted a more specific explanation and it was indicated that perhaps an air traffic controller can be at the next meeting to explain what they do.

### COMMUNITY ENHANCEMENT GRANT PROGRAM SUMMARY

Mr. Kelly gave an update of the Community Enhancement Grant Program. He noted that the program was put into place several years ago by Senator DeGrange and the legislature in Annapolis. The money comes from the Maryland Department of Transportation and it is used to provide grants to the communities in the vicinity of the Airport for transportation projects.

In FY'09 nine grants were awarded totaling \$293,852. They were given to the Ferndale-Linthicum Area Council, Rockburn Commons III Condo Association, Greater Elkridge Community Association, Village of Olde Mill Community Association and Mill Race Property Owners Association.

One grant has been awarded for FY'10. That went to the Ferndale-Linthicum Area Council for street lights.

With no further questions, Mr. Hanna made a motion to adjourn and Mr. Bristow seconded the motion. Mr. Kelly adjourned the meeting at 7:33 p.m.