

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

**June 21, 2007
Meeting Summary**

The Baltimore/Washington International Thurgood Marshall Airport (BWI) 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 June 21, 2007 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 Neighbor's Committee Chairman, opened the meeting by introducing himself. Committee and audience members then introduced themselves.

MD 295 PROJECT UPDATE

Mr. Kelly introduced Mr. Alvaro Sifuentes of the Jacobs Engineering Group who was representing Carmeletta Harris, the Project Manager for the Maryland 295 project planning study. Mr. Sifuentes gave a brief description of the State Highway Administration's (SHA) proposal for this project.

SHA is proposing the widening of Maryland 295 from four lanes to six lanes between Maryland 100 and I-195. On the north end, it will tie into another State Highway project that is currently under construction or will start in the very near future. On the south, it will tie into the improvements made near Arundel Mills. It will be a continuing six-lane section between the Baltimore City line and Maryland 175.

SHA is also looking at a proposed new interchange at Maryland 295 and Hanover Road as well as improvements to Hanover Road between High Tech Drive in Howard County and Maryland 170 in Anne Arundel County.

The Maryland Aviation Administration requested SHA to look at direct access ramps at Maryland 170 and Stoney Run Road. These ramps have been included in all of the alternatives. If traveling southbound on Maryland 170, you would take a ramp onto Stoney Run Road. You can go either west toward the rental car facility or east toward Northrop Grumman.

By including these ramps, the signal at Maryland 170 and Stoney Run Road would be eliminated and the intersection would become a right in and right out only intersection.

A public hearing will be held on September 25, 2007 at Lindale Middle School. Citizens in the area will be sent a mailer with information about this hearing and ads will be placed in The Sun and local newspapers. This hearing will include a presentation on the proposal and an opportunity for the public to comment either in private, with a court reporter or publicly.

Since there were no questions, Mr. Sifuentes indicated that he would be available after the meeting to answer questions and show interested parties a map of the proposals.

COMMUNITY ENHANCEMENT GRANT PROGRAM SUMMARY

Mr. Melvin Kelly gave an update of the Community Enhancement grant program. Thirteen grant applications were submitted for FY'07. Eight of these applications were forwarded to the Secretary of the Maryland Department of Transportation for approval.

The total amount recommended for approval was \$282,866. Old Mill Community Association received \$54,630 for sidewalks. North Linthicum Improvement Association received \$117,073 for sidewalks. Linthicum-Shipley Improvement Association received \$3,452 for speed humps. Council of Unit Owners of Montgomery Woods Condos received \$32,830 and Peach Orchard Civic Association received for \$74,800 for sidewalks.

The budget for FY'08 is \$305,630. This budget is determined by the number of take-offs and landings at BWI Airport in a calendar year. The program receives \$1 for each take-off and landing. The communities eligible for this program include those within two miles of the outer contour of the Airport Noise Zone.

BWI AIRPORT CONSTRUCTION UPDATE

Mr. Kelly introduced Mr. Hank Lily, Assistant Manager of the Division of Facilities Construction for MAA. Mr. Lily discussed three recently completed projects. The CSB Complex which consists of a customer service building, bus maintenance building and garage for the storage of rental cars has been finished for about two and a half years.

The second program is the terminal curbside expansion and skywalks which is known as TC&S. This included improvement to all the roads at the front of the terminal on both the upper and lower levels. The entire window on both levels was also redone as well as the foyer area behind the window, and some of the ticket counters were upgraded.

In conjunction with this program, MAA also did the A/B Southwest pier which has been a tremendous success. This is very significant since BWI is one of Southwest's hubs.

In addition to the larger projects, there are some smaller ones underway. In the Southwest A/B pier area, there is an exit lane security breach modification. This particular technique is being tested. It prevents passengers unknowingly going back into the secured area. If it is successful, it will probably be expanded.

In the Southwest terminal there has been a problem with the bright afternoon sun. Therefore, the Sun Shade Project was implemented to install sun shades across that front face.

Currently MAA is renovating the fire department and the Mack Building kitchens. Both of these facilities can be used 24/7 particularly during an emergency situation.

MAA has started a very aggressive program to paint the exterior of the terminal. So far, the air side has been completed and a small part of phase one. This ongoing program will refurbish and brighten up the back of the terminal.

There are a few larger projects that have just begun or will begin shortly. The biggest one is the airfield pavement rehab. We are currently rehabbing and reconstructing some of the runway and taxiway areas that have outlived their 25-year period. This project has so far been successful and will continue through November of next year. It could be up for an award because of the way the contractor is getting it done even with a fully operational airport.

The D/E apron job is another project. It is the hard stand in the area of the AirTran and American gates. This consists of replacing concrete that has deteriorated.

The airfield cable replacement job has not started yet, but will start shortly. The cable will be upgraded and updated.

There is a new C/D project similar to the D/E apron rehab. However, this area is closer to the International pier.

On the land side, MAA is starting a sanitary sewer upgrade. The sanitary infrastructure will be upgraded.

Currently underway is a roadway improvement project. This includes the rehabbing and refurbishing of some of the ramps.

The constantly changing security and TSA requirements have affected construction at BWI. With so many projects on the air side, the majority of contractors are required to get a badge which is a major undertaking. Additionally, all equipment

such as concrete, asphalt, etc. has to be stamped, inspected and sealed before it can go into the air side.

The surveillance camera program has expanded and security checkpoints are located on the airfield in addition to the ones normally seen in the airport.

With all the emphasis on security, the rules are constantly being re-written. MAA is constantly performing enactments and practice procedures in the event of a breach.

Ms. Nancy Brown asked about installing a big sign on the Dorsey Road side of the Airport to show that we're proud of our Airport. Mr. Lily responded that MAA is in the process of doing this. Although the project is not underway yet, there was a pre-bid on it last week and MAA is putting up a new sign at the hot air balloon which can be seen as you come into BWI.

AIRPORT NOISE ZONE UPDATE

Mr. Kelly introduced Ms. Ellen Sample, Director of the Office of Noise, Real Estate and Land Use Compatibility Planning with MAA. Ms. Sample reported on the Noise Zone update.

Ms. Sample indicated that MAA is getting close to the end of this process. Additionally, she stated that there is a copy of the proposed 2007 Airport Noise Zone and other graphics showing the comparison between 2007 and 1998 in the back of the room for those interested.

Updating the Airport Noise Zone began with the "Environmental Noise Act of 1974." The act was put in place to provide protection for citizens against the impact of transportation related noise. The Act outlines the regulations for the development of airport noise zone contours for BWI and Martin State Airports.

The Airport Noise Zone is a State process and is outlined in the Code of Maryland Regulations. It allows BWI to control land use around the Airport. It controls land use in areas that fall within the three contours with noise levels of 65, 70 and 75 Ldn.

The contours for the 2007 Airport Noise Zone include a base year of 2005, a five-year post-certification forecast contour for 2012 and a ten-year post-certification of 2017. Certification of the noise zone will occur before the end of 2007.

The contours are developed using the integrated noise model which was first developed in the 1970s by the Federal Aviation Administration (FAA). It has undergone several revisions and is used throughout the world because it's the most comprehensive database of aircraft noise information.

Additionally, MAA conducts a Part 150 study, which creates noise exposure maps. The FAA requires the use of the integrated noise model to develop those contours.

Basically, the contours are developed by taking 365 days of data which includes such information as runway layout, types of aircraft, direction of flights, times of day and engine types and inputting this data into the model. A ten decibel penalty is applied to noise events that occur between ten at night and seven in the morning because noise is more intrusive at night.

A table was shown which indicated compatible and incompatible land use. Anything outside of 65 is compatible and doesn't need an airport zoning permit. Certain types of land use are not permitted within the noise zone. However, an individual can apply for an airport zoning permit. If denied by MAA, it can be appealed to the Board of Airport Zoning Appeals (BAZA).

BAZA is comprised of ten citizens appointed by the Governor. They hear cases concerning noise as well as high structures and have the authority to grant or deny a variance. If a variance is granted for noise, the property must be soundproofed to an interior noise level of 45 db and an aviation easement must be signed with BWI.

Updating Airport Noise Zone has involved public participation. Briefings have been provided at three BWI Neighbors Committee meetings. The Advisory Committee consisting of community representatives, airport users and local county representatives has met three times in the last year and a half. Additionally, one public workshop was held and a public hearing is scheduled for September of 2007. MAA is also going forward with the Code of Maryland regulation process for incorporating the document in the Code of Maryland.

A graphic of the 2007 Airport Noise Zone was displayed. The contours typically follow the direction of the runways.

When developing the contours for the base year and five-year, the existing runway layout was used. However, the runway layout for the 2017 contours includes the proposed parallel runway since it has been on the Master Plan since 1987.

A graphic showing the difference between the 1998 and 2007 contours was shown. Ms. Sample indicated that there were graphics in the back of the room for those interested in viewing them.

Ms. Sample stated fences have been installed on some MAA property. This is due to problems with people dumping tires, furniture and other trash on the property.

She also indicated that there was some concern about the use of bird grids in some subdivisions. They are very rarely used in subdivisions, but MAA will look into the one subdivision identified as having done this. Someone from MAA's Planning Department who reviews the subdivision plans will speak at the next BWI Neighbors Committee meeting.

The meeting was opened for questions. Ms. Page from the audience asked if details of the noise analysis was available. Ms. Sample responded that it will be advertised in the Federal Register. Also prior to the public hearing, notices will be sent out and it will be in the local libraries. For about an hour before the public hearing MAA consultants will be available to answer questions.

Ms. Page asked about noise monitors. Ms. Sample responded that MAA is working with Severna Park to determine where they want the monitor and if it is feasible in terms of getting the most accurate information.

With no further business, Mr. Kelly adjourned the meeting at 7:40 p.m.