

**MARYLAND AVIATION COMMISSION
WEDNESDAY, NOVEMBER 18, 2020**

**Virtual Meeting via Microsoft Teams
OR**

Call-In Number: 443-409-5228 | Conference ID: 820 941 498#

OPEN SESSION

MARYLAND AVIATION COMMISSION MEMBERS

Gregory Slater, Chairman*
Vishal Amin
T. Chineta K. Davis
William Drew Hawkins
Raymond C. Nichols
Philip A. Parenti
Calvin D. Peacock
Ivory E. Tucker
David L. Winstead

* MDOT Deputy Secretary Sean Powell, as designee for
Chairman Slater

**MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION (MDOT MAA)**

Ricky D. Smith, Sr.
Royce Bassarab
Edward Carey
Jonathan Dean
Randy Dickinson
Annette Fisher
Staci Gorden
Dale Hilliard
Jordan Kayloe
Shanae Murray
Al Pollard
Hazel Robinson
Robert Sager
Paul Shank
Ashish Solanki
James Walsh
Tanya Wojtulewicz

OTHER EMPLOYEES OF THE STATE OF MARYLAND

Secretary Kelly Schulz, Maryland Department of Commerce
Jayson Knott, Maryland Department of Commerce

MEMBERS OF THE PUBLIC

Jane Toskes, AmAv Inc.
Alex Fleming, Austin Commercial

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Deputy Secretary Sean Powell called the meeting to order at 1:00 p.m.

APPROVAL OF MINUTES – Sean Powell

Upon request for a motion to approve the minutes of the July 15 Commission meeting, it was so moved by Commissioner Winstead, seconded by Commissioner Parenti, and approved unanimously.

EXECUTIVE DIRECTOR’S REPORT – Ricky Smith

Overview of COVID-19 Impact on BWI Marshall:

- Air traffic is currently down approximately 62% at BWI Marshall.
- This month, most states are experiencing some level of surge in COVID-19 cases.
- A number of restrictions continue at BWI Marshall and Martin State Airports in regard to operations and with the workforce. Many employees are still working from home. The focus is on ensuring the public and staff are safe.
- MDOT MAA is well-positioned for recovery, with a large portion of air service coming from Southwest Airlines.
- After service and market suspensions by many airlines across the board in the Spring, airline traffic has slowly returned in the Fall. The majority of passengers are flying for leisure travel.
- Although not a return to normal, increases in traffic are expected for the Thanksgiving and December holiday seasons. An uptick in travel is also expected for the Presidential Inauguration in January.

Other Noteworthy Items:

2021 Aviation Commission Meeting dates were announced:

Wednesday, January 13th, 1:00-3:00pm
Wednesday, March 17th, 1:00-3:00pm
Wednesday, May 12th, 1:00-3:00pm
Wednesday, July 14th, 1:00-3:00pm
Wednesday, September 15th, 1:00-3:00pm
Wednesday, November 10th, 1:00-3:00pm

The Airports Council-North America named Baltimore/Washington International Thurgood Marshall Airport recipient of the Inclusion Champion Award 2020 for Large Hub Airport.

BUSINESS DEVELOPMENT & MANAGEMENT – James Walsh

Fiscal Year Results

Since March, revenues have fallen drastically due to the COVID-19 pandemic. Between March and June 2020, MDOT MAA has incurred \$24 million in losses. In FY 2020, operating revenues totaled \$233,082 and non-operating revenues totaled \$66,477. Appropriation expenditures totaled \$205,507 and operating expenditures totaled \$119,864. In FY 2019, operating revenues totaled

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\$257,924 and non-operating revenues totaled \$84,332. Appropriation expenditures totaled \$201,013 and operating expenditures totaled \$205,073.

Both BWI Marshall and Martin State airports benefited from CARES Act grant funding. BWI Marshall received \$87 million of CARES Act funding which was allocated to cover FY 2020 expenses incurred January 20 through May 2020. MDOT MAA has claimed reimbursement from the Maryland Department of Health, and is seeking reimbursement from the Federal Emergency Management Agency (FEMA) as well as from the Transportation Security Administration (TSA) for some expenditures related to the pandemic. In addition, cost containment measures were taken to mitigate the financial impacts of the pandemic.

Enplanement Forecasts— Many forecasters predict an L-shaped recovery. Annual enplanement numbers are expected to return to normal levels in FY 2025 or FY 2026.

Approval of MDOT MAA Six Year Capital Program FY 2021 – 2026

The Maryland Aviation Commission is mandated to approve major capital projects at BWI Marshall Airport and Martin State airports prior to submitting the projects to the General Assembly.

MDOT MAA’s final capital program for the FY 2021-2026 period has been submitted to the Maryland Department of Transportation (MDOT). The resulting Major Construction and D&E projects portion of MDOT MAA’s program includes fifteen (15) projects at BWI Marshall and MTN airports totaling \$736 million for the six-year program period. The projects and total estimated cost (TEC) are listed below:

New Major Capital Projects

- Taxiway T Reconstruction Phase 1 - \$13,115,000 TEC
- Airfield Lighting Vault Relocation - \$9,853,000 TEC

Development & Evaluation Projects Moved to Construction Program

- Taxiway F Relocation – \$6,440,000 TEC
- Conc. A/B Connector & Baggage Handling System Construction – \$494,090,000 TEC

Previously Approved Construction Project Moved to D&E during Draft CTP Update

- Concourse A/B Enabling – Central Utility Plant Upgrades – \$94,000 TEC

Existing Projects Previously Approved

- MAA Shuttle Bus Replacement (FY 2018-2023) – \$37,348,000 TEC
- Concourse D HVAC Replacement (FY 2018-2023) – \$22,148,000 TEC
- FIS Hall Reconfiguration (FY 2018-2023) – \$10,002,000 TEC
- Restroom Improvement Program (FY 2018-2023) – \$64,673,000 TEC
- Residential Sound Mitigation Program (FY 2018-2023) – \$34,379,000 TEC
- Aircraft Maintenance Facility Infrastructure (FY 2019-2024) – \$67,701,000 TEC

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Completed Projects

- Midfield Cargo Area Improvements (FY 2018-2023) – \$33,941,000 TEC
- Concourse A Improvements Phase II (FY 2019-2024) – \$68,361,000 TEC
- Taxiway B Pavement Reconstruction (FY 2019-2024) – \$13,376,000 TEC

Upon request for a motion to approve the Major Capital Projects and Existing Projects Previously Approved as discussed above for inclusion in the Final FY 2021-2026 CTP, it was so moved by Commissioner Hawkins, seconded by Commissioner Nichols, and approved unanimously.

MARKETING & AIR SERVICE DEVELOPMENT – Annette Fisher and Jordan Kayloe

Marketing Update – Recovery and re-opening strategies that the Division has implemented are: a) the Safe to Fly campaign to bolster confidence in air travel and inspire passengers to fly again, (b) the Safety Awareness Campaign to remind the airport community of the importance of wearing PPE and practicing social distancing to stop the spread of COVID-19, (c) terminal communications that include public messaging and a virtual information desk to assist customers, (d) the installation of floor markings and signage to promote social distancing, (e) virtual townhall webinars for airport stakeholders including tenants, contractors and the business community.

Other Noteworthy Items – MDOT MAA’s Marketing and Air Service Development Division was awarded the 2nd National Capital Emmy, an American Advertising Gold ADDY, and the Hermes Creative Platinum Award for the “We’ll Take You There” Campaign.

Air Service – In February, BWI Marshall boasted a 12-month passenger record of 27.234 million for the year ending February 2020. After a record-setting year, passenger traffic fell steeply in March with the onset of the COVID-19 pandemic. In April passenger numbers were down 96%, with May rebounding slightly down 88%. As of September, passenger traffic was down 60%.

International traffic fell to nearly zero in late March. The remaining international flights came from military charter flights. In April and May, international traffic was down 96%. By September, international traffic was down 68%. However, cargo service continues to grow strongly. Increased service from Amazon has driven significant growth in air cargo.

TSA numbers show that recovery at BWI Marshall leads the region. Since mid-May, BWI Marshall has had more passenger traffic than Reagan National (DCA) and Dulles (IAD). Looking at future seat capacity, the 4th quarter is down 40% year-over-year. However, BWI Marshall leads the capital region airports in seat capacity. In the 4th quarter, Southwest Airlines offers over three-quarters of seat capacity at BWI Marshall.

New route launches continue sparingly during the pandemic. Frontier Airlines launched service to Miami on June 25, and plans to launch service to San Juan on February 9. Southwest Airlines launched service to Pensacola on July 5, and ran seasonally through August 10. Southwest

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Airlines also launched a four times daily service to Miami on November 15, and plans to launch a four times daily service to Chicago on February 14. Spirit Airlines is planning to launch service to San Salvador on January 6.

PLANNING & ENGINEERING – Paul Shank

Key Projects Update – Phase 2 of Concourse A Improvements (Five gate extension) are now complete. The project includes: five new gates for B737-800 aircraft, new restrooms, loading bridges, concessions, electrical, mechanical, and storage.

Phase 2 of Taxiway T2 construction is now complete. The project includes: new asphalt pavement, storm drain and inlet installation, pavement markings, turfing, and removal and installation of airfield lighting and signage.

Capital Projects ongoing under \$10,000,000 include:

- Snow removal equipment building at Martin \$1,896,779
- Employee parking lot sidewalk repairs \$86,388
- Long Term Lot A culvert replacement \$1,406,578
- Air traffic control tower elevator rehabilitation \$588,888
- Hourly garage stormwater pumps \$1,762,195
- DE connector gate transition ramp security door \$444,100
- Concourse E gate transition building renovations \$2,499,482
- Primary runway repairs \$1,735,000

Other Noteworthy Items – MDOT was awarded the 2020 John L. Martin Partnered Project of the Year Award, Diamond Level Civil Construction Projects, Under \$25 M.

Approval of Airport Noise Zone Update and Noise Abatement Plan at BWI Marshall

MDOT MAA proposes to update the Code of Maryland Regulations (COMAR) to reflect an updated Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). The MDOT MAA develops and certifies the BWI Marshall ANZ pursuant to the Maryland Environmental Noise Act of 1974 (See Transportation Article, §§5-805, 5-806, and 5-819, Annotated Code of Maryland). The current certified ANZ for BWI Marshall, certified in 2014, is referenced in COMAR Section 11.03.02.10 and incorporated by reference in COMAR Section 11.03.01.01-1(B)(5)

In accordance with Transportation Article §5-201 (b)(2), Annotated Code of Maryland, the Maryland Aviation Commission is charged with the approval of regulations prior to their adoption by the MDOT MAA Executive Director.

Noise modeling analysis required to complete the ANZ update results in a better understanding of current and future noise conditions at the airport for both MDOT MAA and BWI Marshall stakeholders, including communities surrounding the airport. This ANZ update accounts for changes in total annual

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aircraft operations, aircraft types, aircraft flight paths, changes in airfield layout, runway utilization, and the day/night distribution of operations which may result in changes in overall aircraft noise levels. Updating the ANZ involves modeling airport noise and developing noise contours for both existing and future conditions at BWI Marshall necessary for local land use planning. The ANZ provides a means for MDOT MAA to identify, control, and prevent incompatible land development around the airport. The study also includes a review of the BWI Marshall NAP. The NAP prescribes measures to monitor and reduce or eliminate impacted land use areas to the extent feasible, while maintaining efficient airport operations.

The NAP is comprised of two parts: (1) aircraft operating procedures, and (2) the efforts MDOT MAA is taking to mitigate noise in the areas surrounding BWI Marshall. While operational measures receive the most public attention, the program is well rounded, and includes complementary compatible land use measures and other measures that focus on program implementation, communication, monitoring, and updating. The NAP was reviewed and updated as part of the 2020 BWI Marshall ANZ update process in order to accurately reflect current operating conditions at BWI Marshall. Notable changes to the NAP identified in this update include removing references to Runway 4/22 (which was decommissioned in 2014), clarifying units of distance, removing references to completed programs such as the Resale Assurance program, school soundproofing and acquisition of a mobile home park.

Upon request for a motion to approve the Airport Noise Zone Update and Noise Abatement Plan at BWI Marshall, it was so moved by Commissioner Parenti, seconded by Commissioner Hawkins, and approved unanimously.

Approval of Airport Noise Zone Update and Noise Abatement Plan at Martin State Airport

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) proposes to establish an updated Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for Martin State Airport (MTN) as required by Maryland Law. See Annotated Code of Maryland, Transportation §§ 5-805, 5-806, and 5-819 and COMAR Section 11.03.02.10 – Certified Martin State Airport (MTN) Noise Zone. The current certified ANZ and NAP for MTN are incorporated into COMAR by sections 11.03.01.01-1 (B) (6) and 11.03.02.10.

In accordance with Transportation Article §5-201 (b)(2), Annotated Code of Maryland, the Maryland Aviation Commission is charged with the approval of regulations prior to their adoption by the MDOT MAA Executive Director.

Noise analysis required to complete the ANZ study results in a better understanding of current and future noise conditions at the airport for both MDOT MAA and MTN stakeholders, including communities surrounding MTN. The ANZ update intends to account for changes in total annual aircraft operations, aircraft types, and aircraft flight paths, which may result in changes in overall aircraft noise levels. Updating the ANZ involves studying airport noise and developing noise contours for both existing and future conditions at MTN necessary for local land use planning. The ANZ provides a means for MDOT MAA to identify, control, and prevent incompatible land development around the airport. The study also includes a review of the MTN NAP. The NAP prescribes measures to monitor and reduce or

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eliminate impacted land use areas to the extent feasible, while maintaining efficient airport operations.

MDOT MAA has a long history of noise abatement at MTN. The NAP1 is designed to minimize the noise of aircraft operations within the constraints of the Federal Air Traffic Control System and ensure aircraft safety. The NAP was developed with the cooperation of Maryland Air National Guard (MDANG), airport users, the aviation industry, and local governments. The NAP was reviewed and updated as part of the 2020 MTN ANZ update process in order to accurately reflect current operating conditions at MTN. The NAP is formulated to minimize noise disturbance to neighboring communities while maintaining safe and efficient MTN Airport operations. The MDOT MAA Division of MTN Airport Operations is responsible for the overall administration of the MTN NAP.

The NAP is comprised of two parts; (1) the efforts MDOT MAA is taking to mitigate noise in the areas surrounding MTN, and (2) aircraft operating procedures.

Upon request for a motion to approve the Airport Noise Zone Update and Noise Abatement Plan at Martin State Airport, it was so moved by Commissioner Nichols, seconded by Commissioner Winstead, and approved unanimously.

There being no further business, a motion to adjourn was made by Commissioner Hawkins, seconded by Commissioner Winstead, and approved unanimously. The meeting adjourned at 3:03 p.m.