

**MARYLAND AVIATION COMMISSION  
WEDNESDAY, NOVEMBER 10, 2021  
MARTIN STATE AIRPORT  
HANGAR #4, LOWER LEVEL, ROOM #418**

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**OPEN SESSION**

**MARYLAND AVIATION COMMISSION MEMBERS**

Sean Powell, Acting Chairman\*  
Vishal Amin  
T. Chineta K. Davis  
W. Drew Hawkins  
Raymond C. Nichols  
Calvin D. Peacock  
Ivory E. Tucker  
David L. Winstead

**MARYLAND DEPARTMENT OF TRANSPORTATION**

**MARYLAND AVIATION ADMINISTRATION (MDOT MAA)**

Ricky D. Smith, Sr.  
Mobolaji Akadri  
Geraldine Bailey  
Jonathan Dean  
Annette Fisher  
Staci Gorden  
Jordan Kayloe  
Edward Maccantelli  
Shanae Murray  
Al Pollard  
Ned Carey  
Robert Sager  
Paul Shank  
LaTeesha Swann  
James Walsh

**OTHER EMPLOYEES OF THE STATE OF MARYLAND**

Colter Menke, Maryland Department of Commerce

**MEMBERS OF THE PUBLIC**

Paul Ellington, Martin Maryland Aviation Museum  
Jane Toskes, Martin Maryland Aviation Museum  
John Einhaus, Martin Maryland Aviation Museum  
Bill Jones, Martin Maryland Aviation Museum  
Kevin O'Neil, Martin Maryland Aviation Museum

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John Bartkowiak, Martin Maryland Aviation Museum  
Stan Byeth, Martin Maryland Aviation Museum  
Bill Alcorn, Hensel Phelps

Deputy Secretary Sean Powell called the meeting to order at 1:01 p.m.

**WELCOME AND APPROVAL OF MINUTES** – Deputy Secretary Sean Powell

Deputy Secretary Powell welcomed commissioners to the meeting. Upon request for a motion to approve the minutes of the September 15 Commission meeting, it was so moved by Commissioner Amin, seconded by Commissioner Hawkins, and approved unanimously.

**EXECUTIVE DIRECTOR’S REPORT** – Ricky Smith

Pandemic Recovery

BWI and MTN have recovered ahead of what was forecasted. Full recovery was forecasted for 2023-2024. Passenger traffic is currently down approximately 25% compared to prior to the pandemic. Leisure travel has picked back up, but business travel has not returned yet. As the holiday season approaches, high passenger volumes are expected. Other indicators of strong recovery include concessions, parking, new airport amenities and new air service. 95% of the airport’s food and retail locations are back open. Long term and express lots are back open. Regular parking rates have been restored.

All MAA employees have returned to work. Close to 40% of the workforce is teleworking a portion of the work week. Employees with telework schedules or other modified work schedules will need to have their arrangements reapproved at the end of the year.

MAA is feeling the impact of labor and supply chain issues. Many airport tenants, food and retail especially, are having difficulties with hiring employees and obtaining some supplies.

Legislative Update

The next legislative session begins in January. MAA is laying the groundwork and working with Senator Beidle to sponsor peer-to-peer legislation in the 2022 Legislative Session.

Regarding federal funding, the Infrastructure Investment and Jobs Act (H.R.3684) was passed. The \$1.2 trillion bill includes \$550 billion in new spending, and 25% will go to the aviation industry as new funding. The FAA will distribute the money.

2022 Maryland Aviation Commission Meetings

- Wednesday, January 19th, 1:00-3:00pm
- Wednesday, March 16th, 1:00-3:00pm
- Wednesday, May 11th, 1:00-3:00pm

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- Wednesday, July 13th, 1:00-3:00pm
- Wednesday, September 7th, 1:00-3:00pm
- Wednesday, November 9th, 1:00-3:00pm

**MTN OPERATIONS & MAINTENANCE – Al Pollard**

Overview of Martin State Airport

The property encompasses 775 acres of land. The facility was constructed in the 1930s as the Glenn L. Martin Aircraft Company. The company developed, assembled and tested of Civil and Military aircraft employing over 50,000 people. The property was purchased by the State of Maryland in 1975 and became the “Glenn L. Martin State Airport”. It was re-named Martin State Airport in 1985 and is Maryland’s largest, federally-designated reliever airport. It is the primary airport in the region for corporate jets and supports BWI capacity as the “4th Runway”. Since 1975, state and federal investment in the airport has totaled more than \$60 million. Martin State Airport maximizes the long-term efficiency and capacity at BWI. The airport meets the demands of a rapidly growing corporate aviation market. The airport fosters and promotes general aviation and enhances local and regional economic development strategies.

Martin State Airport’s Economic Impact (2018 data)

Jobs → 2,405

Personal Income – (\$1,000) → \$169,280

Revenues – (\$1,000) → \$297,241

Taxes – (\$1,000) → \$41,931

Aircraft Operations and Fuel Sales

Since 2009, aircraft operations increased steadily until the pandemic began. Since then, aircraft operations declined, but are now rebounding.

Since 2013, fuel sales increased steadily until the pandemic began. Since then, fuel sales declined but are now rebounding.

Airport Layout Plan

The revision of the Airport Layout Plan has been delayed due to significant delays with completing the environmental assessment for Martin State. It’s been an 8-year process working with the FAA to get this done. Hopefully by the end of the year, it will be complete.

Once the Environmental Assessment is complete and the FAA issues a Finding of No Significant Impact, the Airport Layout Plan can be updated and the airport can move forward with a host of projects at Martin.

Pending capital projects include:

- Obstruction removal

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- Lower Amtrak Catenary Lines
- Taxiway Foxtrot Extension
- Runway Rehabilitation
- New Air Traffic Control Tower
- T-Hangar Relocation
- Perimeter Fence Replacement

**BUSINESS DEVELOPMENT & MANAGEMENT – James Walsh**

Financial Results – Comparative Statement of Revenue, Expense and Income

*(Thousands)*

**Operating Revenue**

	FY 2021	FY 2020	Difference	% Change
<b>BWI</b>	\$ 176,877	\$ 223,828	\$ (46,951)	-21.0%
<b>MTN</b>	\$ 8,996	\$ 9,254	\$ (258)	-2.8%
<b>Total MAA Operating Revenue</b>	\$ 185,873	\$ 233,082	\$ (47,208)	-20.3%
<b>Revenue Bond Debt Service<sup>1</sup></b>	\$ (1,019)	\$ -	\$ (1,019)	-
<b>MAA Operating Revenue to the TTF</b>	\$ 184,854	\$ 233,082	\$ (48,228)	-20.7%

**Other Revenues to the TTF<sup>2</sup>**

	FY 2021	FY 2020	Difference	% Change
<b>CRRSAA</b>	\$ 21,462			
<b>CARES</b>		\$ 75,107		
<b>Department of Health</b>		\$ 2,415		
<b>Total Other Revenue to the TTF</b>	\$ 21,462	\$ 77,522	\$ (56,060)	

**Notes:**

1) 2021 A Revenue Bonds Debt Service Payment

2) FY2020 received \$75,107,395 from FAA CARES and \$2,414,922 from Department of Health to offset expenses to the TTF. FY2021 received \$21,462,068 from CRRSSAA. \$20M to payback TSO for \$100M State Advance for PFC12. \$1,405,068 to use for COPS Shuttle Bus Debt Service and \$57,000 for Martin Expenses.

**Infrastructure Bill**

The Infrastructure Investment and Jobs Act that was recently signed into law will enable the allocation of \$2.5 billion in new money for commercial airports. BWI Marshall will receive at least \$137 million (based on the number of enplanements). There will be additional money available for general aviation and control towers.

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Major Capital Projects

MDOT MAA submitted its Final Consolidated Transportation Program (CTP) to The Secretary's Office on November 5, 2021. The MDOT MAA's final capital program submission totals approximately \$897 million for the FY 2022-2027 period.

MDOT MAA's proposed Final FY 2022-2027 CTP reflects projects and programming levels consistent with MDOT TSO guidelines. The projects provide MDOT MAA the ability to proceed with an expansion project necessary to improve level of service, respond to changing customer needs and projected service levels. There are no new major capital projects. The Final FY 2022-2027 CTP will be presented to the General Assembly to support the Department's capital budget request for the budget year.

Upon request for a motion to approve the Major Capital Projects and Existing Projects Previously Approved for inclusion in the Final FY 2022-2027 CTP, it was so moved by Commissioner Hawkins, seconded by Commissioner Nichols, and approved unanimously.

**MARKETING & AIR SERVICE DEVELOPMENT** – Annette Fisher and Jordan Kayloe

BWI Marshall Recovery Marketing Campaign

The tagline is – “When you're ready, we'll take you there.” The campaign takes an integrative approach and includes social media content, television commercials, sponsored news segments, airport advertising, targeted geo-fencing and digital display advertising. The geographic regions targeted are Baltimore, Washington, DC and Philadelphia.

Media Coverage

BWI Marshall received a variety of press coverage recently. News stories were about:

- BWI Thurgood Marshall Airport Introduces GateWaiter Delivery Service
- Maryland Board of Public Works Approves New Southwest Airlines Maintenance Facility at BWI Thurgood Marshall Airport
- Air Sheetz to Develop First Anne Arundel County Store Location at BWI Thurgood Marshall Airport
- BWI Thurgood Marshall Airport Restroom Improvement Plan Approved by Board of Public Works

Air Service and Traffic Statistics

Traffic increased in March 2021, falling 49% vs 2019; April 45%; May 36%; June 32%; July 24%; August 28%; September 26%; October 25%.

TSA statistics show recovery at BWI Marshall leads the region. Since May 2020, the airport has recovered more quickly than DCA and IAD. BWI Marshall has maintained the top position since May 2020.

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Total passenger numbers recovered strongly, peaking in July. 2021 monthly passenger numbers: January fell 59%; February 58%; March 43% from 2019; April 33%; May 26%; June 26%; July 22%; August 24%; September (preliminary) 21%. The recent declines are lower than TSA declines, meaning more passengers are connecting at BWI Marshall.

Cargo movement also peaked in July 2021. 2021 monthly cargo numbers: January grew 9% from 2020; February 3%; March 1%; April 23%; May 2%; June 0%; July 6%; August 8%; September prelim 4%. While year-over-year gains have gone down, absolute numbers are reaching all-time highs. Total operations have fallen less than passenger numbers.

Looking at future capacity, Q4 seats are down 21% from 2019. DCA offers slightly more seats than BWI Marshall in Q4 2021. DCA's "Use It or Lose It" slot rules returned in late Oct, so carriers must operate all pre-pandemic flights.

New route announcements continued during the Pandemic.

Air Senegal has launched a new route from BWI to JFK to:

- Dakar, Senegal

Southwest Airlines has launched new routes from BWI to:

- Chicago, IL
- Jackson, MS
- Destin, FL
- Sarasota, FL
- Syracuse, NY
- Savannah, GA
- Myrtle Beach, SC

Delta has launched a new route from BWI to:

- Boston

Frontier has launched a new route from BWI to:

- Cancun, Mexico
- Atlanta, GA

Icelandair has launched a new route from BWI to:

- Reykjavik

Spirit has announced new routes from BWI to:

- Miami, FL

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-San Salvador (*the launch date continues to slip*)

Allegiant has launched a new route from BWI to:  
-Punta Gorda, FL

Boutique has launched a new route from BWI to:  
-Massena, NY

**PLANNING & ENGINEERING – Paul Shank**

Key Projects Update

**Taxiway T reconstruction**  
**(Phase 1 – Complete | Phase 2 – Complete)**

The project includes new asphalt pavement and new concrete behind gates B2, B4, A1-A5, A7 & A9. Work also includes removal and installation of airfield lighting.

Progress:

- Phase 1 and Phase 2 work is complete.
- TW-T is open
- Gate A1-A5 will remain closed for duration of the A/B Connector and BHS Replacement Project.

**Airline Maintenance Facility and Taxiway F (Phase 1/ Segment 1) – Anticipated schedule is three years.**

The project includes 26-acre site development for airline maintenance facility. Utilities brought into the site for connection to the facility. Construction of perimeter roads will be realigned to allow for both landside and airside access to the facility and connectivity to the existing perimeter road near Taxiway 'W'. In addition, a portion of Taxiway 'F' will be relocated.

Progress:

- Revised schedule & phasing review ongoing
- Awaiting MDE approval
- Mobilization: December 2021

**Airline Maintenance Facility and Taxiway F (Phase 1/ Segment 2) – Anticipated schedule is 1+ year.**

Work includes building a new parallel taxiway system. The project will relocate 1,300 feet of Taxiway F from the existing intersection with Taxiway G to a point east of the new taxiway

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entrance to the airline maintenance facility. It will also address taxiway/runway FAA geometric standards.

Progress:

- Revised schedule and phasing review ongoing
- Operational coordination ongoing
- Mobilization: December 2021

**BWI Terminal Restroom Enhancement Program.**

Work includes the renovation of six sets of restrooms; two sets each in Concourses B, C, and D.

Progress:

- Initial schedule and phasing approved.
- Operational coordination ongoing with other terminal projects and SWA. Pre-con held.
- Mobilization: Started upon INTP

**DX-DY HVAC Upgrades**

Work includes Concourse D Chiller Plant Expansion and replacement of existing air handlers in Concourse DY and the Commuter Concourse. Project also includes ceiling replacement and lighting improvements .

Progress:

- Initial schedule and phasing review ongoing
- Operational coordination ongoing with other terminal projects
- Mobilization: Started upon INTP.

**Remote Transmitter / Receiver (RTR) Relocation**

Work includes supporting the relocation of the RTR (RR) installation by providing site infrastructure to allow FAA installation of the tower. Install concrete shelter building with antenna tower platform, cable ice bridges, grounding, lightning protection. Project add alternate includes a wind cone and segmented circle marker system.

Progress:

- Initial project construction schedule in being reviewed.

*Upcoming Capital Projects at BWI*

**Terminal A/B Connector and Baggage Handling System - Anticipated Schedule is 2021-2026.**

Work includes two-level expansion to Terminal A/B, new expanded baggage handling system, extensive sitework to include underground utility relocations and concrete apron



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reconstruction. This project has had updates to the design, which has yielded tens of millions of dollars in cost savings. Funding for this project has been secured because of the MAA bond sale.

**Taxiway F Segment 2**

Work includes relocation of the taxiway to rectify deficiencies in geometry and pavement conditions. Project includes TW lighting and signage.

**Airfield Lighting Vault Relocation (ALV) – Building Package**

Project includes building a new replacement ALV with dedicated rooms for each R/W system with fire separation for improved reliability and redundancy. The current program is being designed as a single project covering both the building and fit outs.

**North Area Fuel Farm Storage Tanks**

This contract will provide two new 700,000 gallon above ground storage tanks for storage of Jet-A aircraft fuel. The existing site will be improved to allow fuel truck delivery between the limits of the North Area Fuel Farm and Southwest Fuel Farm.

**Long Term B Parking Lot Pavement Rehabilitation**

Project includes replacement of pavement in the main parking lot area and bus lanes, revised pavement markings, and removal of select fencing.

Upcoming Capital Projects at Martin State Airport

- Martin State Airport – Existing Facility Refresher
- Maryland Air National Guard Facility Expansion
- T-Hangar Relocation
- Critical Vehicle Storage
- Replacement ATCT
- Corporate Hangar and Apron Development
- Wilson Point Road Drainage and Flood Prevention Improvements
- Taxiway F Extension
- Obstruction Removal (*lower Amtrak catenaries lines at Eastern Blvd*)
- Runway Pavement Rehabilitation
- Taxiway T and Apron Regrading

**PUBLIC COMMENT** – Paul Ellington

Mr. Ellington spoke as a representative of the Glenn L. Martin Museum and its core group of volunteers. The Museum, located at Martin State Airport, offers educational programs for all ages. Mr. Ellington seeks to expand the educational opportunities that the museum provides by establishing an aircraft mechanic training program. The aim of the program would be twofold –

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to provide educational opportunities and jobs to the local community. Mr. Ellington also spoke about the museum's efforts to obtain the historic Mars airplane and house it on-site at Martin State. He requested support from the Maryland Aviation Administration in the form of an in-kind donation.

There being no further business, a motion to adjourn was made by Commissioner Peacock, seconded by Commissioner Hawkins, and approved unanimously. The meeting adjourned at 2:55 p.m.