

Maryland Aviation Commission Annual Report

(Transportation Article, § 5-201.2)

A Report to the Maryland General Assembly

Maryland Department of Transportation

Maryland Aviation Administration

MSAR # 268

January 2023

Introduction

The Maryland Aviation Commission offers this report in response to language contained in the Transportation Article, § 5-201.2. The language states:

(a) Subject to § 2-1246 of the State Government Article, the Commission shall report by January 15 of each year to the General Assembly on the activities of the Commission during the previous year.

(b) The report shall include:

(1) A review of the financial and operational results for all State-owned airports during the previous year and any recommendations of the Commission for future changes in legislation, capital funding, or operational flexibility;

(2) Subject to review by the Department of Budget and Management, an estimate of all expenditures necessary for the operation of the Commission. The estimate shall identify staff resources allocated to the Commission that are provided by the Department or other State agencies; and

(3) Actions taken by the Commission pursuant to § 5-201.1(a) of this subtitle, including the consideration of the comparative status of employees serving at comparable airports or aeronautical agencies.

SECTION I

BACKGROUND

Establishment of the Maryland Aviation Commission

The 1994 General Assembly passed Chapter 457, Acts of 1994 (Transportation Article, §5-201.2 (c)) established the Maryland Aviation Commission, effective October 1, 1994. The Commission is the successor to the Baltimore Washington International Airport Commission, a gubernatorial advisory panel created in September 1993 by Executive Order.

The Maryland Aviation Commission consists of nine voting members. Eight of the members are appointed by the Governor with the advice and consent of the Senate, with the Secretary of the Maryland Department of Transportation serving as Chair and ninth voting member, and the Secretary of the Maryland Department of Commerce serving as a nonvoting ex officio member. The Commission's duties include:

- Establishment of policies to improve and promote Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) as an airport of service to the Washington-Baltimore Metropolitan area;
- Approval of regulations for the operation of State-owned airports prior to adoption by the Executive Director, Maryland Department of Transportation (MDOT) Maryland Aviation Administration (MAA);
- Direction to MDOT MAA in developing and implementing airport management policy for all State-owned airports;
- Approval of major capital projects at State-owned airports as defined in the Transportation Article, §2-103.1(a) (4), Annotated Code of Maryland;
- Consideration of information and advice from air carriers, airport concessionaires, the airport support services industry and citizen advisory groups in carrying out the provisions of law relating to the Maryland Aviation Commission; and
- Determination of qualifications, appointment and compensation for 12 senior management personnel positions and provide advice to the Chair on the appointment or removal of the Executive Director.

SECTION II

MARYLAND AVIATION COMMISSION MEMBERS

James F. Ports, Jr., Chairman
Secretary, Maryland Department of Transportation

Vishal Amin

T. Chineta K. Davis

W. Drew Hawkins

José Morales

Raymond C. Nichols

Calvin D. Peacock

Ivory Tucker, Esq.

David L. Winstead, Esq.

R. Michael Gill
Secretary, Maryland Department of Commerce
ex officio, nonvoting member

SECTION III

MESSAGE FROM THE CHAIRMAN

I am pleased to present the Maryland Aviation Commission Annual Report for 2022, which highlights the continued success of the Maryland aviation system.

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) is committed to making our State's airports the most efficient, user-friendly facilities for passengers, airlines, cargo operations, and tenants. Baltimore/Washington International Thurgood Marshall (BWI Marshall) Airport, Martin State (Martin) Airport, and public use airports across Maryland remain key transportation assets that support residents, visitors, and business development while attracting economic activity to the state and region.

Throughout 2022, as the travel and aviation industries rebounded from the impacts of the global COVID-19 pandemic, we continued our resilience and momentum at BWI Marshall Airport by welcoming growing passenger traffic and added airline service. Three new airlines launched service at BWI Marshall, and several carriers resumed international and domestic routes that were temporarily paused since 2020. Passenger traffic approached, and at times surpassed, levels not seen since before the pandemic. Cargo activity continued to grow and BWI Marshall now supports more cargo activity than the other two major commercial airports in our region combined.

We have several major capital projects underway at BWI Marshall that will add new services and amenities for our customers, while also providing important facilities for our airline partners. These multi-year, large-scale enhancement projects will shape the airport for decades to come.

Martin State Airport continues to serve as a critical general aviation airport in Maryland and the primary reliever for BWI Marshall. Martin State's tenants and customers include corporate, law enforcement, military, and private aviation users. There are now four flight schools at the airport. Aircraft operations and fuel sales at Martin State increased during Fiscal Year (FY) 2022. In September 2022, Martin State Airport played an important role in supporting Maryland Fleet Week and Flyover Baltimore by holding a festival and open house during the event.

The MDOT MAA remains committed to a robust network of public use airports. The Office of Regional Aviation Assistance (RAA) works to support these 35 airports across the State of Maryland. Each year, the office manages an important grant program to assist airports in maintaining safe, efficient facilities. For FY 2022, the MDOT MAA administered \$1.65 million in grant funding for enhancement projects at airports throughout Maryland.

The continued success at the MDOT MAA is the direct result of the experience and hard work of our employees. I am honored to work with these individuals, and I thank all MDOT MAA employees for their commitment. In addition, I appreciate the leadership and support of the Maryland Aviation Commission and the Maryland General Assembly for helping to advance the success of our airport system.

SECTION IV

OVERVIEW OF MARYLAND AVIATION ADMINISTRATION AIRPORT ACTIVITIES AND ACCOMPLISHMENTS FOR 2022*

The MDOT MAA is responsible for fostering safe and efficient operations, economic viability, and environmental stewardship in aviation activity state-wide. The MDOT MAA operates two airports, BWI Marshall and Martin. In addition, the MDOT MAA Office of RAA develops and regulates aviation activities at Maryland's 35 public-use airports. These efforts are guided by an MDOT mission, which reads:

“The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, exceptional and inclusive transportation solutions in order to connect our customers to life’s opportunities.”

Baltimore/Washington International Thurgood Marshall Airport

Based on economic data from Calendar Year (CY) 2017, BWI Marshall supports 106,488 total jobs in the regional economy. Further, BWI Marshall produces \$4.1 billion in personal wages and is responsible for \$9.3 billion in business revenue for the state. The overall activity at BWI Marshall Airport produces an estimated \$579 million in tax revenue for state and local governments.

In Fiscal Year (FY) 2022, 21.5 million passengers flew through BWI Marshall. This is a 62 percent increase over FY 2021, indicating a strong rebound in travel demand. BWI Marshall has, on average, more than 240 daily departures to 88 nonstop destinations. Total passenger levels are still below pre-COVID-19 FY 2019 levels; however, peak period activity during holiday travel is within a few percent difference of FY 2018 and FY 2019 levels.

BWI Marshall remained the busiest airport in the Baltimore-Washington region with a 36 percent market share, ahead of both Dulles and Reagan National airports. In FY 2022, BWI Marshall added airline service from new carriers including Air Senegal, Play, Icelandair, and Avelo and expanded service from existing carriers including Frontier, Spirit and Southwest.

Over the last five years (2016-2021), air cargo processed at BWI Marshall has more than doubled. Much of this can be attributed to the shift in consumer buying patterns to e-commerce and last-mile delivery. With the opening of the new Midfield Cargo building in late 2019, BWI Marshall has become one of Amazon's top five busiest air cargo facilities in the nation (out of 35) and currently employs over 1,200 people. In 2021, BWI Marshall handled 4 percent more cargo than the previous year and maintained 55 percent of the regional market share handling more cargo than Dulles International and Reagan National airports combined. Moving forward, the MDOT MAA continues to explore opportunities to accommodate growth in both the domestic and international air cargo markets.

*Activities are for CY 2022, except as noted. FY data is based on FY 2022 (July 1, 2021 through June 30, 2022).

Martin State Airport

Martin State Airport is home to the Maryland State Police Aviation Command Headquarters and the Maryland Air National Guard, along with Baltimore County and Baltimore City Police Aviation Units. Martin continues to provide quality facilities and services in support of over 250 aircraft based at the airport and those visiting the greater Baltimore metropolitan area from around the world.

In FY 2022, Martin handled nearly 96,000 aircraft operations and generated over \$12 million in revenue. Aviation fuel sales in FY 2022 totaled just over 1.5 million gallons.

Martin continues to be an economic engine for the state, supporting both national and international business travel. Economic data from CY 2017 indicates that Martin supports more than 2,400 total jobs and generates \$297 million in business revenues. The associated state and local tax revenues were \$41.9 million.

Regional Aviation Assistance

The MDOT MAA continues to foster and develop aviation in Maryland by providing support for airport infrastructure improvements to meet a wide variety of business and personal needs. In FY 2022, \$22.4 million was invested into Maryland's regional airport infrastructure (excluding BWI Marshall and Martin). The MDOT MAA provided \$1.65 million in grants for airport improvements, while the Federal Aviation Administration (FAA) contributed \$18.6 million and airport owners invested over \$2 million.

Through the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL), an additional \$5.29 million of federal funds have been programmed (excluding BWI Marshall and Martin). These funds will be used towards projects improving the airport infrastructure to include but not limited to pavement maintenance, obstruction removal and runway extensions.

As the industry continues to recover from the COVID-19 pandemic, through partnering with the aviation industry, the FAA, and the Maryland Airport Managers Association (MAMA), the MDOT MAA continues to support aviation safety programs and aviation promotional activities to encourage the use of Maryland's aviation gateways. In-person gatherings, meetings and seminars have increased this past year and increased participation is planned for the coming year. The MDOT MAA continues to support MAMA in the *Explore Maryland by Air* program, designed to encourage flyers and non-flyers to visit the many regional airports across the State.

The MDOT MAA continues to support the growing interest in Unmanned Aircraft Systems (UAS) and is engaged in supporting and promoting safe, responsible use of UAS and their integration into the National Airspace System. The FAA has promulgated the "remote id" rules designed to further integrate UAS into the NAS safely. The MDOT MAA has outreach tools for the UAS community available through social media and online to encourage safe UAS operations. The MDOT MAA continues to work with regional airport stakeholders in developing best practices for safe flight operations while maximizing life's opportunities that UAS technology brings.

Planning & Engineering

Noise Program

DC Metroplex BWI Community Roundtable (Roundtable)

The MDOT MAA continues to serve as a technical advisor to the DC Metroplex BWI Community Roundtable (Roundtable), an initiative the MDOT MAA formed in 2017 at the request of the FAA. The Roundtable serves as a vehicle for the FAA to engage with community residents to address noise issues related to the FAA's 2013 decision and ultimate implementation of the Next Generation Air Transportation System (NextGen) in the region and to receive a consensus recommendation from representatives of the affected communities. A series of FAA-proposed flight procedure changes were presented to the Roundtable in October 2019, and a subsequent series of flight procedure changes were developed by the Roundtable's Technical Committee and submitted to the FAA in late 2019. Following COVID-19 delays, the FAA presented its findings and disposition on the procedures to the Technical Committee in May 2022 and to the full Roundtable in August 2022, and the Roundtable accepted the FAA's design package. Once the MDOT MAA and industry partners concur with the FAA's final design package, the FAA is expected to initiate the environmental review process as required by the National Environmental Policy Act (NEPA).

BWI Marshall Residential Sound Insulation Program

The MDOT MAA strives to be a good neighbor within the community and has been participating in the FAA's voluntary Code of Federal Regulations (CFR) Part 150 Airport Noise Compatibility Program since the mid-1980s. Under this program, the sound insulation of eligible residences and schools intends to mitigate aircraft noise impacts to within federally accepted levels which in turn will improve the quality of life for citizens and help preserve the long-term operational sustainability of the airport. To date, more than 700 homeowners and 4 schools have participated in the BWI program. The MDOT MAA is working on the next phase of the program, which includes sound insulation for up to 136 single-family homes and 17 multifamily structures (comprised of 344 units). The program is eligible for federal Airport Improvement Program funding assistance and the current multi-year phase will be pursued over multiple construction packages, all at no cost to eligible homeowners. In FY 2022, the MDOT MAA completed design of the first construction package (18 homes) and pending FAA approval, construction is planned to begin in FY 2023 while design of additional construction packages continues to progress.

Transportation Community Enhancement Grants

The MDOT MAA's Transportation Community Enhancement Grant program supports neighbors who live in the communities impacted by noise from BWI Marshall's daily operations by providing an opportunity to apply for transportation-related grants. Typical enhancement projects include sidewalk repairs and speed bumps. Grant applications are reviewed by a committee of 11 members that have been appointed by the Secretary of the Maryland Department of Transportation. During FY 2022, a total of one grant totaling \$28,550 was recommended for award.

Environmental Services

Martin State Airport Environmental Assessment

In accordance with the NEPA, the MDOT MAA received a favorable Finding of No Significant Impact (FONSI) / Record of Decision (ROD) from the FAA in February 2022 on the Environmental Assessment for near term improvements at Martin after holding two virtual public workshops during the pandemic. The proposed action includes projects related to capacity, operational efficiency, standards compliance, improved customer service, and system preservation. System preservation projects include airspace and navigational aid protection, wildlife hazard mitigation, security fence replacement, and multiple airfield pavement rehabilitation projects. The finding and associated can be found on the MAA Environmental Planning webpage: <https://marylandaviation.com/environmental/environmental-planning/>

BWI Marshall Forest Conservation Easement

Working collaboratively with the Maryland Department of Natural Resources (DNR), the MDOT MAA finalized a Forest Conservation Easement of over 122 acres which encompass 84 acres of wetlands of special state concern (WSSC). The Forest Conservation Easement benefits rare, threatened, and endangered species located within the easement, and the MAA by serving as a forest mitigation bank to support ongoing airport development.

BWI Marshall Kitten Branch Stream Restoration

The Kitten Branch Stream Restoration Project, a compensatory mitigation project for unavoidable impacts to Kitten Branch as a result of safety related projects at BWI Marshall. The restoration was constructed in 2014 and continues ongoing monitoring and adaptive management. Project objectives of channel stability, vigorous vegetative establishment, and low invasive species coverage continue to improve. In FY 2022, a Phase 3 adaptive management repair project was completed to enhance geomorphic stability.

Environmental Compliance

Environmental compliance activities at both BWI Marshall and Martin continued with the completion of yearly reviews for Spill Prevention, Control and Countermeasures Plans, Stormwater Pollution Preventions Plans, and Asbestos Management Plans. Other compliance activities included Title V Permit reporting, continuous training of BWI Marshall and Martin employees in stormwater pollution control, hazardous waste management, asbestos and lead-based paint awareness, and emergency spill response requirements. The MDOT MAA continues to perform necessary inspections, sampling, testing, and reporting to maintain compliance with National Pollution Discharge Elimination System permits.

Sustainability

The MDOT MAA's ISO 14001-based Environmental Management System continues to address and report on the Environmental Pillar of sustainability. The MDOT MAA has decided to develop a formal Sustainability Program that builds on the Environmental Management System framework, which allows the MDOT MAA to rapidly stand up a formal Sustainability Program to address three additional Pillars (Economic, Social and Human) by:

- Utilizing existing procedures, relationships, communication and tracking tools
- Expand existing procedures where needed
- Expanding the current cross-organizational team and meeting structure to include additional managers
- Expanding the setting and tracking of goals and initiatives process

The Sustainability Program will set goals, identify initiatives, track and report on all four pillars of Sustainability.

Airport Zone Permitting

Per the Code of Maryland Regulations (COMAR), the MDOT MAA collaborates with the local jurisdictions to review proposed development plans and/or construction activity within the established BWI Marshall and Martin Zoning Districts. For BWI Marshall, this encompasses the land area within a 4-statute mile radius of the airport, and for Martin State, it is a 3.3-mile radius. Proposals are reviewed for airspace protection, land use compatibility, and hazardous wildlife attractants and acceptable proposals are issued an MDOT MAA Airport Zoning Permit prior to the jurisdictions issuing their corresponding permits. In FY 2022, the MDOT MAA processed 261 Airport Zoning Permits and approved 62 Stormwater/Landscape Permits. Additionally, the MDOT MAA updated its Airport Zone Website to include a GIS lookup application and revised guidance to make the permitting process more efficient for all stakeholders.

BWI Marshall – Terminal Improvements

Replacement Airport Traffic Control Tower – Siting Studies

Collaboration with the FAA on the new BWI Marshall Airport Traffic Control Tower siting studies continued in FY 2022. Following multiple meetings held at the FAA’s Airport Facility Terminal Integration Laboratory in 2019 and 2020, that virtually modeled the airfield to confirm line-of-sight from the proposed tower and the MDOT MAA’s strategic airport development plan, the Final Comparative Safety Assessment report was received in May 2022. As of October 2022, the final overall FAA Siting Study, including tower program requirements, is still pending. Based on the selected location for the new tower at the junction of Concourse D and the terminal (site A1), the MDOT MAA is coordinating with the FAA for the environmental approval of the new location as required by NEPA. The environmental evaluation is expected to be complete in 2023.

New Restroom Improvement Project

The design of the Restroom Improvement Program was completed, and the project was advertised and awarded. The initial notice to proceed was issued in October 2021, with completion expected in January 2024. The Restroom Improvement Program includes six new sets of restrooms which include two new restroom sets in the B, C and D Concourses. Each set of restrooms includes a Men’s Restroom, Women’s Restroom and a suite with Adult Change, Nursing Room, and Family Restrooms. The new restrooms include full-height stalls and state-of-the-art technology. Increasing the size of the individual stalls for the comfort of the passenger, the restroom design has created building additions which add an architectural feature to the exterior facades of the terminal.

Concourse A/B Connector and Baggage Handling System (BHS) Project

This project includes a terminal expansion between Concourses A and B to provide an improved passenger connector between the two concourses, five relocated gates with expanded hold rooms, new concessions, airline operations space, and a new in-line baggage screening and handling system capable of accommodating approximately eight Explosive Detection System machines meeting the latest Transportation Security Administration (TSA) design requirements. As part of the project, capacity upgrades are required at the central utility plant and energy efficient lighting improvements will be included on the adjacent lower-level roadway to comply with the Maryland State Energy Code.

The project is being pursued as a construction manager at risk delivery method. Design progressed through several bid packages and was on track for the first guaranteed maximum price (GMP) package advertisement when the project was placed on hold due to COVID-19 in April 2020. In February 2021, the program design was completely restarted with a reduction of \$98 million in funding. Major objectives of the original project are being maintained. In an effort to recover lost project delivery schedule due to the COVID-19 hold, the project was split in to two construction procurement packages. The first GMP package of \$25.6 million for early mobilization and site preparation, received Board of Public Works (BPW) approval on January 5, 2022, with construction starting shortly thereafter. The second GMP package of \$332.5 million to complete the terminal expansion, received BPW approval on October 12, 2022. Completion of the project is scheduled for fall 2026.

DX-DY Concourse HVAC System Improvements

The DX-DY concourses' HVAC system improvement project, originally constructed in 1984 and 1987, was designed and awarded. The initial notice to proceed was issued in October 2021 and the project has an anticipated completion date of June 2023. The project includes the upgrade of the Concourse D Chiller Plant, the replacement of the existing direct expansion air handlers, and the replacement of the variable air volume boxes in the terminals, as well as a replacement of the central concourse ceilings with an architectural enhanced ceiling system.

Electrical System Improvement Projects

Phase 1 of the BGE Feeder Upgrade Project completed the first leg of construction to improve the electrical system reliability in April 2022. The project replaced Transformer T1, which has been in service for over 43 years and provided liquid containment for Transformer T1 as well as upgraded LED site lighting for energy efficiency and added safety. The project also installed underground ducts in preparation for Phase 2.

Phase 2 of the BGE Feeder Upgrade Project has been advertised and is in the procurement process with competitive bids received in August 2022. This project has a construction duration of two years and will continue to improve the overall electrical system reliability with the installation of a new double-ended 35kV switchgear at the North and South substations to facilitate switching and the installation of new BGE service feeders into the North and South switchgears to eliminate single point of failure. The project will also remove BGE automatic selector switches at the North and South, replace meters and relays in the 15kV switchgear, integrate new work on the SCADA for remote monitoring and alerts, and add security features to include CCTV and access control.

North Area Fuel Farm Additional Storage Tanks

The North Area Fuel Farm project increases the jet fuel storage capacity and facilitates provision of additional supply to BWI Marshall. This project will also upgrade the existing waterline capacity to an acceptable level to support firefighting operations and complete the waterline loop around the North Area Fuel Farm. The project is expected to be awarded in November 2022 with construction expected to start in the Spring of 2023.

Maryland Transportation Authority (MDTA) Police Relocation

The MDTA Police will be relocated from the Terminal to Building 113. In addition, a police substation will be created in the Central Terminal area. Design of the project has started and is scheduled to be completed by January 2023. This relocation will enable the planned expansion of the baggage claim system in the D-E zone including two additional carousels.

BWI Marshall - Airside Improvements

Airline Maintenance Facility

The Airline Maintenance Facility (AMF) site work received Construction Notice to Proceed in December 2021. The project has completed 40 percent of the excavation as of October 2022 and continues to progress. The associated Taxiway F Relocation (Phase 1) Segments 1 and 2 have also started construction. Construction of Segment 1 is part of the AMF construction package, and all the pavement work is complete as of October 2022. A second contract was awarded for Segment 2 with a Construction Notice to Proceed issued in February 2022 and substantial completion being reached in September 2022. Southwest Airlines awarded their contract for construction of the maintenance hangar in October 2022. The construction of the hangar is projected to start Spring 2023 with an 18-month duration. The entire AMF program is targeting a June 2025 completion of all work areas.

Taxiway F Relocation (Phases 2 & 3)

As described with the AMF project, Phase 1 of the Taxiway F Relocation project is in construction. Design of Phase 2 is nearing completion with bid planned in early CY 2023. Phase 2 will extend the taxiway from Taxiway F Phase 1 towards the Runway 10 end. In addition, the MDOT MAA has initiated final design of Phase 3 which would complete the realignment to the intersection with Runway 15R-33L. Phase 3 is being scheduled for advertisement in Spring of 2023 and is anticipated to take advantage of additional funding being provided by the federal IIJA/BIL legislation.

Remote Transmitter/Receiver (RTR) Relocation

The RTR relocation project continued to make progress during FY 2022. The RTR relays voice communication from the Airport Traffic Control Tower to and from aircraft on approach. The relocation was required to restore frequencies impacted from airport development projects and allow for future projects within the line of sight from the existing RTR. This project is also installing duct bank for FAA fiber optic utilities. The project began construction in February 2022 and is nearing completion in early 2023.

New Airfield Lighting Vault

Bidding for the replacement of the existing Airfield Lighting Vault at BWI Marshall has been completed; the project has received a sizable \$23 million FAA Airport Improvement Program Discretionary Grant and construction is planned to start in late 2023. The existing facility is a repurposed Airfield Rescue & Fire Fighting building that is less than ideal for the provision and layout of the lighting infrastructure, workspaces, and equipment access. Additionally, the facility represents a significant risk of single point of failure for the entire airfield electrical system, and its location causes a congestion point on the airfield. The new facility will be designed with each runway and associated taxiway lighting infrastructure segregated into separate fire-rated electrical rooms, reducing the risk of airfield wide loss of service. Space is provided for layout of switch gear and transformers with service areas, storage, workspace, and appropriate maintenance vehicle access. The new site also relocates the Airfield Lighting Vault from the entrance of the apron between Concourses B & C, and therefore greatly improves operational efficiency by providing for a dual-taxi entrance to the apron.

Taxilane N & N1 Reconstruction

The pavement on Taxilanes N & N1 between the D and E Concourses has needed rehabilitation for several years. The reconstruction project will replace the asphalt pavement with concrete pavement for increased durability longevity. The project has completed procurement and will begin construction in Spring of 2023.

Cargo Facility

The MDOT MAA continues to support the growth of air cargo services via Amazon at the Midfield Cargo Complex. The Building Permit team has provided program management support for the Renovation of Cargo Building G and supported approximately 36 improvements to the site, including trailers for COVID-19 breakroom space, security improvements, HVAC improvements, utility and generator improvements, aircraft and vehicle parking layouts, and lighting improvements.

BWI Marshall - Landside Improvements

Long-Term Parking Lot B

Landside facility improvements have been ongoing, including the construction of pavement rehabilitation to Long-Term Lot B. As of October 2022, the Lot B construction is nearing completion with only the installation of LED lighting improvements remaining due to long lead time of the light fixtures.

CRCF – Bus Maintenance Facility Equipment Replacement

The bus wash equipment, maintenance bays, compressed natural gas detection system and lighting were replaced and upgraded at the Bus Maintenance Facility. The project will provide added safety to the employees working at the facility.

Parking Guidance System

The Hourly Garage Parking Guidance System has reached the end of its useful life and a project to replace the system has been awarded and was approved by BPW in October 2022. The project

has a construction duration of one year to replace the parking space monitoring sensors, associated signage of the existing system, and includes maintenance of the system for five years.

Hourly Garage Storm Water Pumps

The storm water pumps at the Hourly Garage were replaced due to corrosion and damage. The new storm water pumps will ensure that any future storms and flooding are safely discharged away from the hourly garage and increase passenger safety.

Hourly Garage Level 6 Ramps

In October 2021, the exterior Americans with Disabilities Act (ADA) access ramps to the terminal on the sixth level of the Hourly Parking Garage had been severely deteriorating due to the weather, and some of the safety handrails had been broken. The project replaced the existing ramps, handrails, and re-striped the areas around the ramps to increase safety to all passengers entering and exiting the terminals.

Electric Vehicle Charging

In May 2021, the MDOT MAA and BGE installed new electric vehicle charging stations at BWI Marshall Airport. The four new DC fast charging stations located in the airport's Cell Phone Lot will allow motorists to charge their electric vehicles while waiting for airline passengers to arrive at the airport. The four new state-of-the-art, 150kW DC fast charging stations provide up to an 80 percent charge in as little as 15 minutes. The fast chargers are the first of this speed and capacity that BGE is installing in Maryland. The utility company is also working to place six additional DC fast charging stations in the airport's rideshare lot, which serves as a staging area for rideshare drivers. BWI Marshall Airport also has ten existing electric vehicle charging stations in the Daily Garage and Hourly Garage that were first installed in 2011.

Martin State (MTN) Capital Projects

Snow Removal Equipment Building

This project is complete. The MDOT MAA constructed a 12,000 square foot (SF) storage building to protect and extend the useable lifespan of Martin State Airport's specialized airfield snow removal equipment. Prior to this, equipment was stored outside, uncovered, and exposed to the elements. The building provides pull-through access to optimize the site and operational efficiency and is considered the first phase of an equipment storage facility with future building expansion of 5,600 SF and a separate 9,900 SF critical equipment storage building planned into the site design.

Storm Damage

Hangars 1 and 2 were severely damaged due to a storm that damaged the roof, which was repaired under a maintenance contract. The capital project repaired damaged tenant areas and replaced the existing offices on the second level with new modular spaces for the tenants.

Airport Operations Area Fence Upgrades

To improve security of the airport and limit hazardous intrusions by wildlife, the MDOT MAA plans to remove the existing fence and install a 10 foot high fence with barb wire, clear brush

and vegetation, remove trees and repair eroded areas and the gravel access road. The project has been awarded and is expected to begin construction in Spring 2023.

GIS & Engineering Technology

The Engineering Technology group has advanced several projects including updates to the AirPortal document management system; development of asset management standards, tools and processes; developed GIS based application for pavement management and airport zoning permit applications; refined Building Information Management system requirements; and updated airport wayfinding data with Google Maps and Apple Maps.

Special Achievements and Awards

The MDOT MAA projects continue to be recognized locally, regionally, and internationally garnering several awards, including:

Industry Awards

- *Partnered Project of the Year Award* – In June 2022, the construction and engineering team at the MDOT MAA was honored with the 2022 Partnered Project of the Year Award for work to reconstruct Taxiway T at BWI Marshall Airport. The award was presented by the International Partnering Institute, a nonprofit that encourages and supports the construction industry in achievement of exceptional results through a culture of collaboration. The taxiway project included full depth reconstruction along with mill and overlay of pavement. Additional improvements included associated grading, drainage, lighting, airfield signage and pavement markings. The construction was completed early and under budget, thanks to the project team: MDOT MAA as the airport owner; Allan Myers, prime contractor; Michael Baker International, designer and construction management and inspection; Airport Design Consultants Inc., program management; and Ventura Consulting Group, facilitator.
- *BWI Marshall Taxiway T2 Award* – the MDOT MAA was recognized by the American Society of Civil Engineering (ASCE) Maryland Section for Outstanding Civil Engineering Achievement in the under \$20 million category for the construction of Taxiway T2, which was unique in that it was designed in 90 days after notification of availability of supplementary funds from the FAA. To leverage the funds and execute the grant the project, involving elimination of a potential runway incursion risk, needed to be designed and bid in an unusually short time frame. The team met the requirements, and the resulting construction was completed on time and on budget, awarding them recognition by ASCE and by the Maryland Quality Initiative.

Maryland Quality Initiative Awards

- Modal Award Under \$5 million for Long-term Lot A Culvert Replacement at BWI Marshall Airport
- Modal Award Over \$5 million for Taxiway T2 at BWI Marshall Airport

Marketing and Air Service Development

Marketing

The COVID-19 pandemic resulted in changes to advertising, marketing, promotional, and media spending, forcing the MDOT MAA to reevaluate its current and future advertising and marketing campaigns to maintain a steady stream of travelers.

“When You’re Ready, We’ll Take You There” launched on Monday, October 11, 2021, for ten weeks to various markets nationally; the goal was to reassure travelers of their safety when flying through BWI Marshall. The campaign consisted of streaming video, television commercials, paid social media, and both print and digital advertising. The campaign encouraged key travel groups to consider BWI Marshall once again as the airport of choice in their travel decisions.

An integrated campaign with WUSA-9, a key station within the Washington, DC designated market area, was also secured to enable the MDOT MAA to reach its targeted audiences through broadcast and multiple messaging tactics. This effort across owned and operated channel properties allowed the agency to capitalize on the trusted reach of this crucial station within its respective market by the use of known on-air personalities. Campaign elements included Get Up DC, Get Uplifted, Great Day Washington “Travel Tuesdays” segments, broadcast schedule, geo-targeting, Over the Top strategies, Facebook-sponsored posts, and advertising on WUSA9.com.

To increase market share, the MDOT MAA is currently running a conquest marketing and geotargeting campaign for Martin State Airport’s affluent jet flyers, with the tagline “It’s All Here,” and a new video located on the campaign’s modern landing page. Activities for the program include advertising by associations and trades, social media, development of strategically necessary relationships and working with media outlets, creation of press releases, and events.

Air Service Development

Air service at BWI Marshall Airport took strong steps in 2022 to recover the capacity lost during the pandemic. Many carriers returned to the airport in the spring, with Air Canada, British Airways, Condor, and Icelandair restarting international routes, and JetBlue Airways returning with domestic service. Early 2022 also welcomed the arrival of two recent startup airlines: Avelo Airlines launched routes from BWI Marshall to New Haven, CT; Orlando, FL; and Wilmington, NC, while Icelandic startup Play granted BWI Marshall the honor of being its first point of entry into North America from its Reykjavik base. BWI Marshall also saw new routes from its existing carriers, with Frontier launching Las Vegas and Phoenix, and Delta launching Boston.

BWI Marshall developed a new Air Service Incentive Program to help attract more air service, and the Maryland Board of Public Works approved the program in April, which includes fee waivers to offset the airline’s costs of starting new routes and a joint cooperative marketing program to help attract passengers to the new service. Avelo, British Airways, and Condor

entered contracts to take advantage of both the marketing and fee waiver programs, while Air Canada, Icelandair, and Play entered a contract to receive fee waivers.

Communications

The Office of Communications manages BWI Marshall Airport and Martin State Airport's public information, media relations, social media, and website programs. The office works to highlight the airports and aviation services for Maryland residents, businesses, and visitors. Throughout 2022, the Office of Communications showcased the continued growth and recovery at BWI Marshall and Martin State from the impacts of the global pandemic, with an emphasis on rising passenger traffic and new and returning airline service. The MDOT MAA's organic social media efforts continued to expand follower base and increase customer engagement. The percentage of follower growth on Facebook and Instagram in 2022 is strong relative to airport industry peers. More customer inquiries than ever have been received and addressed, and it's expected that this digital engagement will increase indefinitely.

Customer Experience

The Office of Customer Experience's goal is to ensure a positive experience for every customer at BWI Marshall and the MDOT MAA prides itself on exceptional customer service. In addition, Pathfinder volunteers play a crucial role in helping to provide a class-leading customer service experience working daily with the traveling public to provide them with critical and timely travel information.

On February 10, 2022, BWI Marshall Airport was among 227 airports worldwide to earn the 2021 Airports Council International's Voice of the Customer Award. The recognition is the latest award recognizing BWI Marshall for commitment to its passengers during the global pandemic. BWI Marshall Airport acted quickly at the onset of the international health crisis to ensure continued excellent customer service and to provide safe, healthy facilities for passengers and employees.

Junior Pathfinders Program

Junior Pathfinders are high school juniors and seniors volunteering at BWI Marshall Airport. The Junior Pathfinder Program was initiated in 2019 but was placed on hold until 2021. As volunteers, Junior Pathfinders learn about the airport, airlines, and ground transportation so they can answer specific questions about the airport and surrounding areas. They are expected to stay current with airport changes by walking the terminal frequently and reading all information issued by the Office of Customer Experience. Junior Pathfinders also greet customers with a smile and assist passengers. This program allows high school students to earn service-learning hours while helping BWI Marshall provide excellent customer service.

Building a One BWI Marshall Community

The MDOT MAA, with the leadership of its Customer Experience team, led the creation of BWI Marshall's first ever Customer Service Awards and Airport Employee Intranet.

The airport community participated in several exploratory sessions to determine what the airport partners needed to build a “One BWI Marshall Community”, with three key themes identified: better communications of airport news, an employee intranet, and recognizing airport employees for creating exceptional customer experiences. This would later turn into the Customer Service Initiative.

The first annual Employee Customer Service Awards event was held on May 25, 2022, when 16 awards were presented in various categories to tenant employees to acknowledge their exceptional customer service. The launch of the Intranet prototype was held on September 8, 2022, with a showcase of the benefits of the site and promoted opportunities for employees to participate in the future growth of the site.

Corporate and Community Relations

Heartsaver Hero Award

An impressive event was held to honor the life-saving work of first responders at BWI Marshall Airport. Fifteen members of the BWI Fire Rescue Department, four members of the MDTA Police force, and one airport passenger were recognized as recipients of the American Heart Association Heartsaver Hero Award. These individuals took part in three separate lifesaving events at the airport.

Dignified Transfer

Airport staff and partners honored the return of fallen hero Marine Corps Corporal Thomas H. Cooper, who lost his life during World War II. His family, including his daughter, who was born four months after his death, attended the solemn ceremony. Cpl. Cooper will be laid to rest at Arlington National Cemetery.

Summer Youth Initiative

BWI Marshall’s signature corporate social responsibility program, the Summer Youth Initiative, was held for the sixth time and was re-instituted after a two-year hiatus due to the pandemic. This life-changing program is a one-week program for 50 youth from Baltimore City who are immersed in the exciting work environment at BWI Thurgood Marshall Airport. The program includes exposure to daily flight operations, security, transportation, and many businesses in the airport community. The program activities include going onto the airfield, observing air operations from the flight tower, visiting the Airport Fire & Rescue Department, learning about the Transportation Security Administration and Customs & Border Protection, canine demonstrations, airport security training facilities, climbing into snow removal equipment, and interaction with people who work in a variety of interesting jobs. Each day includes inspirational speakers from diverse backgrounds who talk about the importance of education, hard work, commitment, and the personal discipline required to achieve career goals. This year’s program was rolled out with a new professional logo and collateral to re-engage BWI Marshall and Martin State Airport tenants, and to support the BWI Business Partnership fundraising efforts, which have been the most successful to date.

Business Development and Management

The MDOT MAA awarded a five-year management contract for the operation, maintenance, and revenue collection of BWI Marshall's parking facilities including the Hourly and Daily Garages as well as the Express and Long-Term parking lots. Prior to the pandemic, the MDOT MAA's parking contract was a concession in which the operator kept a percentage of gross parking revenues in exchange for the operation, maintenance, and revenue collection. The management contract is now an expense contract as part of the MDOT MAA's annual budget.

Federal Funding Strategy Continues

The MDOT MAA continues to act on the federal statutes that went into effect in FY 2021 including the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan Act (ARPA) of 2021. The MDOT MAA received approximately \$100 million through the FAA and these federal funds were used to offset operating expenses, capital expenses and debt service obligations. Under CRRSAA, the MDOT MAA was allocated approximately \$21 million and applied it to a debt service obligation and operating expenses. Finally, under ARPA, the MDOT MAA received \$95 million most of which was applied to debt service obligations. The funding received by both CRRSAA and ARPA was also used to provide relief to BWI Marshall Airport's concessionaires. Of the approximately \$100 million the MDOT MAA received from CRRSAA and ARPA, a total of \$14.2 million in concession grant relief was awarded. These grants remain open with the FAA.

The passage of the IIJA/BIL in 2021 made additional federal funding available to the MDOT MAA to improve airport infrastructure over the next several years. MDOT MAA programmed \$170 million in anticipated federal Airport Improvement Program funding to construct critical airfield and terminal improvement projects at BWI Marshall Airport and Martin State. For the next five years, the MDOT MAA entitlement increased at least \$25 million for BWI Marshall and \$763,000 for Martin State. In addition, the MDOT MAA has been aggressive in submitting applications to compete for discretionary grant opportunities that have been expanded under the passage of the IIJA/BIL. For the competitive funding, the MDOT MAA submitted three grants but was not successful – Martin Tower, BWI Supplemental Tower and BWI Baggage System Replacement and Rehabilitation. A pending grant application for FY 2023 is outstanding for the Concourse A/B and Baggage Handling System project under the Airport Terminal Program.

Revenue Bond Structure

In July 2021, the MDOT issued its second series of airport revenue bonds for \$200 million in new funding which also received investment grade ratings and favorable interest rates. This new funding will be used for the Terminal A/B Connector & Baggage Handling System Project. A third series of approximately \$225 million of airport revenue bonds will be issued to fund the remaining cost of the Terminal A/B Connector & Baggage Handling System Project.

FY 2022 Profit and Loss Statement

As COVID-19 restrictions began to ease and travel started to resume, the MDOT MAA has started to see revenues recover from the impacts of the COVID-19 pandemic. Operating revenues (e.g., airlines rates and charges, concession, and parking revenues) rose by \$90 million over FY 2021, with flight activity revenue increasing by \$15 million and a strong recovery in public parking revenues by \$49 million. The MDOT MAA operating expenses increased by \$15 million, or 7 percent, over FY 2021 due to enhanced cleaning protocols and operations. In FY 2022, without consideration of various federal funding, the MDOT MAA net operating result was \$75 million, rising from a deficit of \$14 million in FY 2021.

Overall, the MDOT MAA is up over pre-pandemic revenue levels and continues to make a strong financial recovery. The following shows a comparison of FY 2022 to Pre-Pandemic FY 2019 revenues and expenses.

	FY 2022	FY 2019 (Pre- Pandemic)
Operating Revenues	\$275M	\$257M
Operating Expenses	\$211M	\$205M
Net Operating Surplus	\$64M	\$52M

**See Statement of Revenues and Expenses Reports at the end of this document for FY 2022 financial details.*

BWI Operations and Maintenance

The FAA conducts an annual comprehensive inspection and audit of commercial airports for compliance with federal aviation safety regulations as outlined in Title 14, CFR Part 139, Certification of Airports. BWI Marshall successfully completed the annual Airport Safety and Certification Inspection with minimal findings.

In September 2021, the FAA required each certificated airport to develop and submit an airport specific UAS Response Plan. As required by 14 CFR Part 139.325(b)(7), and CertAlert 21-04, the Office of Airport Operations developed and submitted the BWI Marshall UAS Response Plan which was ultimately approved by the FAA. BWI Marshall Airport was one of the first large hub airports to receive this approval.

As the Airport community began to rebound from the pandemic, the credentialing office remained busy processing new applicants as airlines, vendors, and contractors were feverishly hiring employees. By maintaining positive relationships with Federal partners (Federal Bureau of Investigation, TSA, and U.S. Customs and Border Protection), the Office was able to achieve timely results while adhering to all federal mandates, as noted during regulatory inspections and audits. During this time, the Office introduced new online remote learning sessions on BWI Emergency Preparedness and Human Trafficking Awareness; this allows the team to continue to educate the community on Security and Safety items relative to the Airport environment. Coordination with MDTA Police on enhanced crime prevention and homeless/mental health awareness has resulted in significant reductions in crime in key areas of concern and enhanced collaboration with area subject matter experts.

In the first nine months of 2022, the BWI Airport Fire & Rescue Department (FRD) responded to 2,605 incidents, of which 1,658 were on the BWI Marshall campus and 947 were in support of mutual aid partners. Of the 2,605 incidents, 776 were for fire-related incidents and 1,829 were medical. Also, through this period of 2022, FRD's mutual aid colleagues responded to a total of 189 separate apparatus responses on the BWI Marshall campus. Of those responses into BWI Marshall, 101 were from the Anne Arundel County Fire Department, 78 from the Baltimore County Fire Department, 7 from the Howard County Fire Rescue Department, and 3 from the Baltimore City Fire Department.

To improve our operational efficiency during winter emergencies, additional potassium acetate storage facilities to include additional fill rack stations were designed and installed. These additional facilities, along with the associated remote monitoring systems, will decrease the time required to recharge the deicing chemical trucks. The maintenance team developed and implemented an Airfield Markings Assessment program to assist with identifying both satisfactory or unsatisfactory markings regarding retro-reflectivity and placement.

The Office of Custodial Services worked with BWI Marshall's cleaning contractors to develop and implement a comprehensive, multi-layered cleaning and disinfecting program designed to safeguard the Terminal Building using EPA Rated disinfectants to kill the coronavirus. This initiative included contractual amendments to our cleaning contract, and contracts with our federal stakeholders, to ensure our policies and procedures met or exceeded the recommendations and requirements of the Centers for Disease Control and Prevention.

The following are several initiatives implemented and maintained during the COVID-19 pandemic:

Routine Cleaning Adjustment

- Daily Touch Point Disinfecting Cleaning – Focus on “High Touch Point Areas” (elevator buttons, door handles, handrails, etc.)
- Hand Sanitizer Stations - serviced throughout the Terminal Complex
- Developed and implemented an Autonomous Scrubber Cleaning Program

Comprehensive Cleaning Addition

- Nightly Terminal Building Disinfecting – transitioned the Electro-Static Spraying service into our existing contractor

Emergency Cleaning

- BWI Marshall Go Team – On-demand disinfecting performed by BWI Marshall's cleaning contractor has continued to be a big success in minimizing any COVID-19 related impact to operations. This team can respond to COVID-19 cleaning and disinfecting requests on a 24/7 basis with Electrostatic Sprayers, with EPA approved

disinfectant, in areas throughout the Terminal Complex. This initiative allows any room with a reported positive case to be safely reused within hours rather than days.

- Received recertification regarding the Global Biorisk Advisory Council Star Accreditation Program on Cleaning, Disinfection, and Infectious Disease Prevention for Facilities (GBAC STAR Program).

Airport Technology

Multi-year 800 MHz life safety radio system upgrades

During the reporting period, MDOT MAA started the process of obtaining FAA approval for the head end equipment replacement funding. This funding will be used with the State of Maryland 800 MHz contract to perform a forklift upgrade of the aging life safety system. The handheld radios are being replaced this year with programmed capital funding.

Wi-Fi and Distributed Antenna System (DAS) System

Airport Service Quality scores for BWI Marshall's Wi-Fi/Cellular service are on the rise. With the onboarding of a new service provider in 2020, internet access speeds have increased from 2mbps to 65mbps in most areas in the terminal and even 100mbps in select areas. With this vast improvement in speeds, Wi-Fi service at BWI Marshall remains fast and free. These high connection speeds allow passengers to download large work files in seconds, stream video, FaceTime and more.

As of September 2021, the number of users logging on to the Wi-Fi network averaged 40,000 per week. Since 2020, Wi-Fi and Cellular service has been added to the car rental facility as well as select areas in the hourly parking garages.

Despite unforeseen Information Technology (IT) equipment supply chain issues, the upgrade of the Wi-Fi and DAS (cellular) networks at BWI Marshall Airport continues to progress at a steady pace. Averaging close to 7,800 users per day, BWI Marshall's improved Wi-Fi network currently provides connectivity rates up to 75mbps. This increase in speed allows airport visitors to stream movies, video conference and play video games with no buffering.

To date, more than 200 new Wi-Fi access points and 19 network switches have been installed in the airport. The final phase of the Wi-Fi upgrade will be the installation of thousands of feet of new "Cat6a" cabling throughout the airport. The new Cat6a cabling will allow for even higher connectivity rates; rates as high as 100mbps and beyond. This improvement in Wi-Fi service is nothing short of amazing considering just 18 months ago, connectivity rates at BWI Marshall averaged 5mbps. The projected completion date for the Wi-Fi upgrade is April 2023.

AT&T is leading the DAS (cellular) upgrade at BWI Marshall. To date, new cellular equipment has been installed in mission critical areas: Southwest Airlines baggage processing and TSA office areas. Going forward, cellular equipment in the airport and surrounding campus will be upgraded/installed in four phases in the following order: hourly garages and car rental facility, Concourses A and B, Concourse D, and Concourses C and E.

Installation in the hourly garages and car rental facility is scheduled to begin in early January 2023. The final Concourse, E, is projected to be completed by January 2024. After completion, cellular coverage will be available in every corner of the airport including apron and jet bridge areas.

Website Upgrades and Redesigns

Major website rebuilds were performed on:

- MartinStateAirport.com;
- MarylandRegionalAviation.aero;
- The new limited access BWI Marshall tenant website; and
- The reconsolidation of MarylandCommunityRelations.com back into the MarylandAviation.com website.

These sites were rebuilt on new virtual servers with enhanced user interfaces that resulted in better organized structures with reduced number of clicks to find information, more language translations and greater search capabilities.

Redesigns of the following public-facing websites:

- Martinstateairport.com;
- Marylandregionalaviation.aero;
- Marylandaviation.com; and
- BWICommunity.com;

These sites were re-designed and updated to accommodate visitors from desktop computers, tablets, and mobile devices. Each site responds to the size of the user's web browser, making it easy to access from virtually anywhere. Each site has the ability to be easily maintained with updated content, a user-friendly back-end content management system, and now has the ability to be updated with just a few clicks. In addition, and most importantly, backups and security patches can be applied in a fraction of the time it took to fix the old, antiquated process using manual coding.

User engagement has increased across all websites compared to the previous year, as many users now access our family of websites via mobile and tablet versus traditional desktop computer systems.

Blue LED Lights Installation

With the Parking Location Signs and the signs for the Emergency Call Boxes location all being yellow, as well as the signs indicating the location of an Emergency Call Box in the garages typically being hidden by the garage columns, SUVs, or large vehicles parked near them, travelers using the garages could not properly identify the location of Emergency Call Boxes. The installation of new blue LED beacon/strobe lights at each Emergency Call Box location in the Hourly and Daily Garages, provides high visibility of the call boxes and makes them easier to find by travelers in the event of an emergency and acts as a deterrent to potential crime.

ACTIONS TAKEN BY THE MARYLAND AVIATION COMMISSION

The Commission was regularly briefed and consulted on the following:

- Air service trends and air service marketing efforts;
- Mid-year and year-end financial results;
- Airport operational activities and aviation security issues;
- Various airport construction projects;
- State and federal legislative issues impacting BWI Marshall;
- COVID-19 impacts and pandemic recovery plans.

The Commission approved the following major capital projects with total estimated cost (TEC) for the FY 2022-2027 period:

New Major Capital Projects
(None were added)

Future Development Projects Moved to Construction Program

- North Fuel Farm \$16,800,000 TEC
- Perimeter Fence \$11,300,000 TEC

Moved to Development & Evaluation during Final CTP Update
(None were added)

Existing Projects Previously Approved for BWI Marshall Airport

- Taxiway T Reconstruction Phase 1 \$13,400,000 TEC
- Airfield Lighting Vault Relocation \$12,100,000 TEC
- Conc. A/B Connector & Baggage Handling System Construction \$452,000,000 TEC
- Shuttle Bus Replacement \$41,300,000 TEC
- BWI Concourse D HVAC Replacement \$26,500,000 TEC
- FIS Hall Reconfiguration \$20,000,000 TEC
- Restroom Improvement Program \$67,600,000 TEC
- Residential Sound Mitigation Program \$34,400,000 TEC
- Taxiway F Relocation \$21,800,000 TEC
- Aircraft Maintenance Facility \$54,400,000 TEC

The Maryland Aviation Commission approved the revised and proposed updates to COMAR for the Airfield Operator's Permit Program. COMAR 11.03.01.04(Q) served to establish a standard for having an Airfield Operator's Permit program. The amendments to COMAR 11.03.01.01(B)3 and 11.03.01.04(Q) served to update the definitions and more clearly describe the Airfield Operator's Permit program description and requirements.

FINANCIAL RESULTS

**Maryland Aviation Administration
Baltimore/Washington International Thurgood Marshall Airport
and Martin State Airport
Comparative Statement of Revenue, Expense and Income
(Thousands)**

	FY 2022	FY 2021	Difference	% Change
TTF Revenue and Expense				
TTF Operating Revenue	\$275,372	\$184,854	\$90,518	49.0%
TTF Revenue - Federal	\$83,640	\$21,462	\$62,178	289.7%
MAA Operating Expense	\$211,981	\$198,943	\$13,038	6.6%
TTF Surplus/(Deficit)	\$147,031	\$7,374	\$77,480	1050.8%
Non-TTF				
Non-Operating Revenue	\$47,852	\$36,700	\$11,152	30.4%
Non-TTF Debt Service	\$32,272	\$34,801	(\$2,530)	-7.3%
Non-TTF Surplus/(Deficit)	\$15,580	\$1,898	\$13,682	720.7%
Total MAA Surplus/(Deficit)	\$162,611	\$9,272	\$153,339	1653.8%
Capital Program Expenditures	\$104,698	\$77,186	\$27,512	35.6%
Enplanements	10,694,176	6,645,250	4,048,926	60.9%

FINANCIAL RESULTS
Maryland Aviation Administration
Statement of Revenue
Fiscal Year Ending
June 30, 2022, and 2021

	FY 2022	FY 2021	Difference	% Change
<u>BWI Operating Revenue (TTF)</u>				
Flight Activities	\$68,794,611	\$53,659,142	\$15,135,469	28.2%
Rents & User Fees	\$81,791,818	\$75,331,974	\$6,459,844	8.6%
Public Parking	\$67,340,275	\$18,271,571	\$49,068,704	268.6%
Rental Cars	\$16,601,801	\$10,032,329	\$6,569,472	65.5%
Retail, Food & Beverage	\$17,194,335	\$7,456,065	\$9,738,270	130.6%
Other Passenger Concessions	\$6,363,894	\$3,582,103	\$2,781,791	77.7%
Non-Passenger Concessions	\$4,493,009	\$2,770,552	\$1,722,457	62.2%
Other Revenue	\$2,932,864	\$5,773,246	(\$2,840,382)	-49.2%
Total BWI Operating Revenue	\$265,512,607	\$176,876,982	\$88,635,625	50.1%
MTN Operating Revenue (TTF)	\$12,012,931	\$8,996,269	\$3,016,662	33.5%
Total MAA Operating Revenue	\$277,525,538	\$185,873,251	\$91,652,287	49.3%
Revenue Bond Debt Service¹	(\$2,153,493)	(\$1,019,133)	(\$1,134,360)	-
MAA Operating Revenue to the TTF	\$275,372,045	\$184,854,118	\$90,517,927	49.0%
Other Revenues to the TTF²				
Federal Stimulus Reimbursements	\$83,639,679	\$21,462,068		
Total Other Revenues to the TTF	\$83,639,679	\$21,462,068	\$62,177,611	
Total TTF Revenue	\$359,011,724	\$206,316,186	\$152,695,538	74.0%
<u>Non-Operating Revenue</u>				
Customer Facility Charges	\$8,415,033	\$5,062,734	\$3,352,299	66.2%
Passenger Facility Charges	\$39,019,393	\$23,356,806	\$15,662,587	67.1%
Trustee Retained Parking Revenue	\$0	\$9,327,592	(\$9,327,592)	-100.0%
Interest Income	\$417,687	(\$1,047,253)	\$1,464,940	-139.9%
Total Non-Operating Revenue	\$47,852,113	\$36,699,879	\$11,152,234	30.4%
Total MAA Revenue	\$409,017,330	\$244,035,198	\$164,982,132	67.6%

Notes

1/ 2021A Revenue Bonds Debt Service Payment

2/ FY 2022 received \$83.6M in ARPA Funds, \$79.5M repayment to the Transportation Trust Fund for advance funding of PFC-eligible projects. FY 2021 received \$21.5M from CRRSAA, \$20M repayment to the Transportation Trust Fund for advance funding of PFC-eligible projects.

FINANCIAL RESULTS
Maryland Aviation Administration
Statement of Expense
Fiscal Year Ending
June 30, 2022, and 2021

	FY 2022	FY 2021	Difference	% Change
<u>BWI Operating Expense (TTF)</u>¹				
Salaries and Wages	\$47,586,232	\$46,985,958	\$600,274	1.3%
Technical and Special Fees	\$2,716,085	\$2,188,280	\$527,805	24.1%
Communications	\$1,457,384	\$1,048,917	\$408,467	38.9%
Travel	\$197,178	\$16,224	\$180,954	1115.4%
Fuel and Utilities	\$14,089,225	\$11,711,410	\$2,377,815	20.3%
Motor Vehicle Operations	\$2,758,379	\$1,581,430	\$1,176,949	74.4%
Contractual Services	\$106,350,283	\$97,623,149	\$8,727,134	8.9%
Supplies and Materials	\$4,607,487	\$4,867,820	(\$260,333)	-5.3%
Replacement Equipment	\$146,115	\$97,929	\$48,186	49.2%
Additional Equipment	\$59,236	\$75,982	(\$16,746)	-22.0%
Grants/Subsidies/Contributions	\$919,255	\$1,082,757	(\$163,502)	-15.1%
MEDCO and COPS Debt Service	\$4,053,137	\$7,325,573	(\$3,272,436)	-44.7%
Other Fixed Charges	\$5,280,669	\$2,236,935	\$3,043,734	136.1%
Land and Structures	\$10,704,872	\$13,501,383	(\$2,796,511)	-20.7%
Total BWI Operating Expense	\$200,925,537	\$190,343,747	\$10,581,790	5.6%
<hr/>				
MTN Operating Expense (TTF)	\$10,567,120	\$8,269,659	\$2,297,461	27.8%
Regional Aviation (TTF)	\$488,335	\$329,239	\$159,096	48.3%
Total MAA Operating Expense	\$211,980,992	\$198,942,645	\$13,038,347	6.6%
<hr/>				
Federal Reimbursements ²	(\$4,053,137)	(\$1,462,068)		
Total TTF Operating Expense	\$207,927,855	\$197,480,577	\$10,447,278	5.3%
<hr/>				
<u>Non-TTF Debt Service Expense</u>				
Passenger Facility Charge Backed Debt	\$23,339,374	\$23,331,855	\$7,519	0.0%
Customer Facility Charge Backed Debt	\$8,932,268	\$8,941,166	(\$8,898)	-0.1%
Parking Debt ³	\$0	\$2,528,375	(\$2,528,375)	-100.0%
Total Non-TTF Debt Service Expense	\$32,271,642	\$34,801,396	(\$2,529,754)	-7.3%
<hr/>				
Total MAA Expense	\$244,252,634	\$233,744,041	\$10,508,593	4.5%
<hr/>				
Capital Program Expenditures				
State Funds - TTF	\$44,519,728	\$49,890,897	(\$5,371,169)	-10.8%

Federal Funds	\$12,990,871	\$7,560,235	\$5,430,636	71.8%
Other Financing ⁴	\$47,187,348	\$19,734,977	\$27,452,371	139.1%

Total Capital Program Expenditures	\$104,697,947	\$77,186,109	\$32,883,007	42.6%
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Note:

1/ Operating expenses shown are net of security expenses for K9 and MDTA Police covered by law enforcement grant of \$645,500 in FY 2022 and FY 2021; net of TSA COVID-19 Cleaning FY 2021 \$626,995 and FY 2022 \$500,709. OGT Contractual FY 2022 Expenses, COPs Shuttle Bus and Martin sewage are prior to the Federal Reimbursement.

2/Federal Reimbursements are net of repayment to the Transportation Trust Fund for advance funding of PFC-eligible projects.

3/ Refunded 2012A&B Parking debt February 2021 with 2021A Revenue Bonds.

4/ Other financing includes Passenger Facility Charges, Customer Facility Charges, Revenue Bonds, MDTA Loan.

**BALTIMORE/WASHINGTON INTERNATIONAL
THURGOOD MARSHALL AND MARTIN STATE AIRPORTS
AVIATION ACTIVITY**

	<u>FY 2022</u>	<u>FY 2021</u>	<u>Difference</u>	<u>% Change</u>
BWI Domestic Passengers	20,394,572	12,750,679	7,643,667	59.9%
BWI International Passengers	1,056,398	512,513	543,885	106.1%
BWI Total Passengers*	21,450,970	13,263,192	8,187,552	61.7%
BWI Aircraft Operations	213,185	182,549	31,266	17.1%
MTN Aircraft Operations	95,642	86,451	9,191	10%

PASSENGER ACTIVITY COMPARISON FOR FY 2022

	<u>BWI Marshall</u>	<u>Dulles</u>	<u>Reagan National</u>
Total Commercial Passengers	21,450,970	19,374,489	20,605,237
Percent Change over FY 2021	61.7%	121.7%	186.6%

Total Regional Market:	<u>2022</u>	<u>2021</u>
	61,430,696	29,192,001

NOTE: Statistical data is subject to change as subsequent information is received from airlines.

*Total Passengers include both enplaned and deplaned passengers.

SECTION V
MARYLAND AVIATION COMMISSION COSTS
FISCAL YEAR 2022*

Technical and Special Fees		\$13,500.00
Travel Reimbursement to the Commissioners for Meetings		\$1,007.34
Contractual Services:		\$1,218.75
Public Notice Advertisements for Commission Meetings	\$0	
Food Services	\$1,218.75	
Miscellaneous		\$0
Total Maryland Aviation Commission Cost		<hr/> \$15,726.09

*Fiscal Year 2022: July 1, 2021, to June 30, 2022