

MARYLAND AVIATION COMMISSION
WEDNESDAY, FEBRUARY 15, 2023
ASSEMBLY ROOM A/B, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THRUGOOD MARSHALL AIRPORT

OPEN SESSION

MARYLAND AVIATION COMMISSION MEMBERS

Paul Wiedefeld, 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.
Annette Fisher
Staci Gorden
Jonathan Dean
Jordan Kayloe
William Lindsey
Shanae Murray
Wayne Pennell
Hazel Robinson
Paul Shank
James Walsh

OTHER EMPLOYEES OF THE STATE OF MARYLAND

Colter Menke, Department of Commerce

MEMBERS OF THE PUBLIC

None

Chairman Wiedefeld called the meeting to order at 1:00 p.m.

WELCOME AND APPROVAL OF MINUTES – Chairman Wiedefeld

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Chairman Wiedefeld welcomed commissioners to the meeting. He introduced himself as the new Chairman of the Maryland Aviation Commission and provided a summary of his professional background. The Commissioners also introduced themselves and gave summaries of their professional backgrounds. Upon request for a motion to approve the minutes of the November 9 Commission meeting, it was so moved by Commissioner Amin, seconded by Commissioner Hawkins and approved unanimously.

EXECUTIVE DIRECTOR'S REPORT – Ricky Smith

Ricky provided an update on state legislative activity pertaining to the Maryland Aviation Administration (MAA).

The Senate Hearing on February 8th and the House Hearing on February 13th were well received. MAA was asked to comment on the status of the current concession RFP, BWI's competitiveness in the national capital region, and the Southwest cancellations that occurred at the end of last year. Members also questioned MAA's vacancy rate and what actions they could take to help MAA decrease the number of open positions.

House and Senate Bills -- SB 162 and HB 204

SB 162 and HB 204 would alter the composition of the Maryland Aviation Commission by requiring four of the eight appointments originate from a list of nominees approved the BWI Community Noise Roundtable. The bills also alter the charge of the Commission to include mitigating noise impacts and requires the Commission be provided orientation on noise impacts. MAA has strong concerns with these bills, especially the proposed Commission appointments of the Roundtable, and is working to amend the bills. As a compromise, MAA is proposing an amendment that would give the County Executives of Howard and Anne Arundel Counties the authority to appoint two members to the Commission. MAA's amendments would also eliminate the new language related to the Commission purpose, orientation requirements, and other reporting requirements.

The Senate Hearing was held on February 1st and MAA submitted written testimony outlining concerns with the bill. The House Hearing was held on February 7th and Executive Director Ricky Smith testified before the Committee in addition to the written testimony. There is support for the amendment and MAA is actively working with key Committee members.

BUSINESS DEVELOPMENT & MANAGEMENT – James Walsh

Q1 & Q2 Financial Results

BWI Revenue for FY 2023 YTD December 2022 totaled \$126,323,279, compared to \$203,746,539 in FY 2022.

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Key Insights:

- MAA's revenue bond payments increased.
- Enplanements have increased to pre-COVID levels. Enplanement revenue is up 14%.
- The number of customers parking at the airport has increased to pre-COVID levels. Parking revenue is up 25%.
- The airport has recovered 85-90% since the pandemic.
- In this post-COVID period, "new travelers" have increased and they are parking in airport parking lots for a longer amount of time.

BWI Operating Expenses for FY 2023 YTD December 2022 totaled \$80,898,274, compared to \$71,736,390 in FY 2022.

Key insights:

- The airport is spending all of the appropriations.
- Consultant fees have increased to supplement staffing shortages.
- There was a cost-of-living wage increase for all state employees.
- There were also collective bargaining wage increases.

Martin State Airport (MTN) Revenue for FY 2023 YTD December 2022 totaled \$6,653,112, compared to \$5,887,673 in FY 2022.

Key insights:

- Four flight schools are still operating at MTN. Flight school activity remains strong.
- Revenue is up 13%, although flight activity is down 5%.

MTN Expenses for FY 2023 YTD December 2022 totaled \$4,780,001, compared to \$3,983,050 in FY 2022.

Key insights:

- Consultant fees have increased to supplement staffing shortages, particularly in the accounting department.

PLANNING & ENGINEERING – Paul Shank

Construction Progress Report

Concourse A/B Connector and Baggage Handling System – Anticipated Completion-July 2026

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This is a two-level terminal expansion project that includes a new connector between Concourses A and B, expanded holdrooms, new concessions, renovated restrooms, new in-line baggage system, and airline operations space. Project also includes capacity improvements to the Central Utility Plant and lighting improvements at the Lower Roadway. Program is using a Construction Manager at Risk (CMAR) project delivery method.

Final Funding Approved: BPW 100% Special (Transportation Trust Fund):

The CMAR contract was initially awarded for the pre-construction costs. As the design progressed and design information became more available, the contractor sequentially and competitively bid construction packages.

In December 2021, the BPW approved the CMAR to provide two (2) Guaranteed Maximum Price packages.

The first package, GMP1 awarded construction mobilization, site & facility preparation, utility surveying and test pitting, selective apron demolition.

The second package, GMP 2 awarded foundations, structures, baggage handling system, glazing systems, fit-out, airfield pavements, lower roadway lighting improvements, and central utility plant upgrades.

Trade packages include passenger boarding bridges & equipment; baggage handling system; earthwork & site utilities; civil; mechanical; electrical; communications; plumbing; HVAC; structural steel; roofing; interior glass wall panels; glazing curtainwall and skylights; terrazzo; flooring; tile; signage; elevators; fire suppression; interior and exterior doors; overhead coiling doors; staff inspectors; BIM consulting; commissioning.

Progress:

- 379 Days of Construction – Zero Safety Incidents.
- 85% of GMP1 scope of site utility work and project mobilization is complete.
- Interior demolition of interior spaces is complete.
- Site Utilization Security Plan is changing site from SIDA Operations to Non-SIDA Status while maintain SWA SIDA In-Bound Bag Tug Movement.
- With Support of Excavation complete, Foundation Micropile drilling operations underway, test piles approved, 6 of 127 production pile complete.
- Pile Caps and Foundations construction to begin March 2023.
- Phase 1 and Phase 2 of Program Public Information is complete. Phase 3 will be implemented in April 2023 as temporary phasing partitions are installed on the Concourse Connector, A & B.

Airline Maintenance Facility and Taxiway F (Phase 1/ Segment 1) – Anticipated completion – June 2025.

The project includes 26-acre site development for airline maintenance facility. MAA is preparing the site, and Southwest Airlines will build on it. 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:

- Mass AMF site excavation is 60% complete and continues through 2023.
- Completed TW-F Ph 1 Segment 1.
- Completed temporary Vehicle Service Road
- Completed AMF site and turned over for permit work ahead of schedule.
- Stormwater pipe, sanitary line and waterline installation ongoing in Phases 2B and 4.
- BGE is mobilizing for gas and electric work. On side work starts 1-2 weeks.

Airline Maintenance Facility and Taxiway F (Phase 1/ Segment 2) – Substantially complete by September 2022.

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

Progress:

- TW-F Ph 1 Segment 2 completed 9/22/22, ahead of schedule.
- Taxiway F and T/W G to Runway 10 reopened on schedule.

BWI Terminal Restroom Improvement Program – Anticipated Completion – January 2024

Work includes the renovation of six sets of restrooms; two sets each in Concourses B, C, and D. A phased approach for construction is reducing the impact on operations.

Gate Closures: All Gates Closures are Complete

Tentative Restroom Opening Schedule:

- Three Restrooms open by end of June.
- All Restrooms (six sets) open by end of the year.

Progress at B.R1 - Gate B1

Lower-Level Activities

- Hydro test - Passed

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- Above ceiling inspections
- Edge of slab firestopping (mockup)

Exterior Activities

- Test water/air on windows - Passed
- Completed metal panel installation
- Lightning protection

Upper-level Activities

- Install Solid Surface Materials (SSM)
- Install lights
- Installing drywall ceiling & painting
- Installing tile in ancillary rooms
- Installing Carvart Glass Panel system

Progress at B.R2 - Gate B8

- Metal panel & glazing completed
- Completed roof
- Installing mechanical/electrical/plumbing (MEP) utility hangers
- Fireproofing steel on lower level
- Interior Demolition Starts when BR.1 is turned over

Progress at C.R2 - Gate C2

Interior Activities

- MEP ceiling Rough-in
- Installed blocking and drywall
- Above ceiling inspections
- Installing lights

Exterior Activities

- Completed roof
- Install metal panels
- Insulated plumbing on lower level
- Started ceiling framing on lower level

Progress at C.R3 - Gate C9

Exterior Activities

- Installed decking
- Prepped & poured slab on metal deck (SOMD)

- Started exterior framing

Interior Activities

- Installed MEP hangers
- Prep slab penetrations
- Installing ductwork
- Installing plumbing
- Wall layout

Progress at DX.R2 - Gate D7

Exterior Activities

- Erected steel
- Installed decking
- Prepped & poured SOMD
- Installing exterior metal framing

Interior Activities

- Closed exterior walls
- Installing MEP hangers
- Prep slab penetrations
- Wall layout

Progress at DY.R2 – D23

Exterior Activities

- Completed metal panels
- Installed plumbing on lower level
- Installed heat trace and insulated plumbing

Interior Activities

- Framed walls
- Wall MEP rough-in
- Installed blocking
- Started to install drywall
- Pulling electrical wires
- Installing bulkheads

Concourse DX-DY HVAC Upgrades – Anticipated Completion – July 2023

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:

- All HVAC work is complete.
- QC testing and commissioning are in progress.
- Chiller System: New system tested and accepted.
- Rooftop Air Handling Units are installed and start up complete successfully.
- Ceiling Replacement: DX hold rooms corridor ceilings are complete.
- DY hold rooms and corridor are 45% complete.

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. A new upsized waterline will also be included for added fire suppression.

Contract award is under review by Procurement and Office of Fair Practice.

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.

Progress:

- BPW approved funding January 25th, 2023.
- Baseline schedule submitted and approved.
- NTP issued February 6, 2023.

Taxilanes N & N1 Rehabilitation

Work includes concrete reconstruction of Taxilanes N & N1. Project includes all areas of existing asphalt and an evaluation of adjacent gate aprons that have significant cracking.

Progress:

- Construction schedule meeting held 1/12.
- Anticipated NTP 3/13.
- Field construction to begin mid-April.
- 20-week lead time for OWS.
- Allan Myers preparing submittals.

BGE Feeder Upgrade – Phase 2

The project will improve electric system reliability at the 34.5 kV down to (3) 13.8 kV switchgear lineups. Phase 1 is the replacement of transformer T1, which was in service for over 43 years. Add liquid containment for T1, install underground ducts for Phase 2, and upgrade site lighting to LED for added safety. Phase 2 is the installation of new double-ended 35kV switchgear housings at the north and south substations, new BGE service feeders into the north and south switchgears, replacement of meters and relays in the 15kV switchgears.

Progress:

- Received FAA Funding Concurrence.
- Baseline schedule submitted and under review.
- NTP pending BPW.

Upcoming Capital Projects at BWI Marshall

Taxiway F Relocation - Phase 2

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

Project Status:

- Design complete.
- Advertised January 30, 2023
- Bids due March 16, 2023.

MDTA Police Relocation and D/E Bag Claim Improvements

The first phase of the project will relocate the Maryland Transportation Authority Police (MDTA) to Building 113 in the North Cargo area as well as a sub-station at the Central Terminal “Rabbit Warren.” The second phase of the project will install two (2) new baggage carousels between Concourses D and E.

Project Status:

- Design started for DE Baggage Claim.
- Design for the MDTA Police relocation is 60% complete.

Concourse E Baggage Handling System (BHS)

Expansion of the baggage handling system (BHS) on Concourse E to accommodate increased demand. Preferred alternative includes a third EDS, new diverter, and new make-up carousel. An expanded checked baggage reconciliation area (CBRA) may be necessary per TSA.

Project Status:

- Planning study complete.
- Design phase started.
- Waiver from TSA to reduce the number of resolution tables required for screening baggage was approved.

Concourse A/B Bag Claim 0-5 Reconfiguration

This project will first provide and install a new Carousel 0 conveyor and controls, then demolish and replace Carousels 1-5 conveyors and controls. Existing carousels were installed in 2004 and have been used heavily by Southwest and are becoming unreliable.

Project Status:

- Design initiated

Concourse C/D Connector and Air Traffic Control Tower (ATCT)

This contract will construct the final secure-side connector in the BWI Terminal. Project also programmed to include a new Airport Traffic Control Tower, Airport Operations Center, FAA office space, relocated gates and holdrooms, TSA screening, new inline baggage system, new passenger bag claim, and Airport Hotel.

Project Status:

- Concept Schematic Design ongoing.
- LIDAR survey of the terminal complete.
- Office space programming complete.
- Preparing Supplementary ATCT Program.

Upcoming Capital Projects at Martin State

MTN Runway 15-33 Rehabilitation

This contract includes the full-length rehabilitation of Runway 15-33 at MTN to support the Maryland Air National Guard (MDANG) and General Aviation tenants.

Project Status:

- Design Initiated.
- Advertisement summer 2023.
- Construction 2024.

MTN Air Traffic Control Tower Replacement

This project includes design and construction of a replacement air traffic control tower at MTN. The existing tower was built in 1942 and is past its useful life.

Project Status:

- Design Initiated.

MARKETING & AIR SERVICE DEVELOPMENT – Annette Fisher and Jordan Kayloe

Recent Media Coverage

Since the last Commission meeting in November 2022, MAA and BWI airport received news media coverage about:

- *Preparedness for Holiday Travel*
- *Busiest Holiday Travel Period in Several Years*
- *Southwest's Meltdown Draws Federal Scrutiny as Passengers Remain Stranded*
- *Southwest Airlines' Struggle to Return to Normal Operations Continues*
- *Travel Armageddon': What's going on?"*
- *FAA System Outage Triggers Flight Delays, Cancellations*
- *Governor Wes Moore Appoints Paul J. Wiedefeld as the Secretary of Transportation*

Air Service and Traffic Statistics

Looking at future capacity, Q1 seats are down 2% from Q1 2019. Q2 is still in flux, but an early look shows seats down 4% versus Q2 2019.

In Q1 2023, Southwest offers over 70% of seat capacity.

On July 28, 2022, JetBlue announced its intent to acquire Spirit. Regulatory approval is expected to take two years. The carriers will operate independently in the meantime.

In Q2 2023, Frontier is currently selling more seats than United.

Airlines have launched many new routes since the start of 2022:

Copa Airlines launched a new route from BWI to:
-Panama City, Panama

Delta launched a new route from BWI to:
-Boston, MA

Frontier launched new routes from BWI to:
-Las Vegas, NV
-Phoenix, AZ
-Dallas/ Fort Worth, TX

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Icelandair launched a new route from BWI to:
-Reykjavik

PLAY announced a new route from BWI to:
-Reykjavik, Iceland

Avelo announced new routes from BWI to:
-New Haven, CT
-Wilmington, DE

TSA statistics provide the most immediate look at passenger volumes. While they do publish numbers daily, they only count departing passengers – not arriving or connecting passengers.

The month of January had the best recovery from pre-pandemic levels to date. In December, there were holiday operational issues.

International traffic returned strong last spring. Play launched in April. Air Canada, British Airways, and Icelandair restarted in May. Condor restarted in June.

For air cargo, year-over-year cargo growth has slowed since the spring. Shoppers are returning to brick and mortar stores, so airlines are carrying less cargo as online ordering flattens.

Regarding flight capacity, total operations have generally fallen less than passenger numbers.

Martin State Airport (MTN) – Harold Fowler

Q1 MTN Operational Statistics

Fuel Activity and Terminal Operations (FY 2022 vs FY 2023):

The majority of the gallons sold is Jet A fuel. Year-over-year comparisons for November through January indicate fuel sales are down, but with adjustment to fuel prices, revenues are up.

There is about a 50-50 split between local operations and itinerant operations. The airport layout plan is currently being finalized. One of the things MTN is focused on for the future is the airport's hangar occupancy. There are plans to add ten corporate hangers.

BWI OPERATIONS & MAINTENANCE – Wayne Pennell

COMAR Final Action– Airfield Operator’s Permit

In accordance with Transportation Article §5-201 (b)(2), Annotated Code of Maryland, the Commission is responsible for approving regulations prior to their adoption by the Executive Director.

The MAA Office of Airport Operations is tasked with providing a safe environment for tenants and employees at BWI Marshall Airport. Maintaining a safe and secure environment is largely accomplished through regulating access to the non-movement and movement areas of the Airport. Access to these areas of the Airport is controlled by the MAA Airfield Operator’s Permit program under COMAR 11.03.01.04(Q).

Pursuant to the Annotated Code of Maryland, Transportation §5-208, MAA has the power to adopt regulations necessary to protect the safety of the general public, the safety of persons who operate, use, or travel in aircraft, or the safety of persons and property on land or water.

MAA has adopted COMAR 11.03.01.04(Q) to establish a standard for having an Airfield Operator’s Permit program. The proposed amendments to COMAR 11.03.01.01(B) and 11.03.01.04(Q) serve to update the definitions and more clearly describe the Airfield Operator’s Permit program description and requirements.

Upon request for a motion to approve the proposed amendment, it was so moved by Commissioner Hawkins, seconded by Commissioner Amin, and approved unanimously.

Meeting Adjourned

There being no further business, a motion to adjourn was made by Commissioner Hawkins, seconded by Commissioner Nichols, and approved unanimously. The meeting adjourned at 2:31 p.m.