



April 20, 2015

Paul J. Wiedefeld, A.A.E.  
Executive Director/CEO

Mr. Elliott Black  
Director  
Office of Airport Planning and Programming  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington DC 20591

Dear Mr. Black:

SUBJECT: FAA Recommendations and Request for Information Regarding the FY2015 Competition Plan Update Submittal for Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall)

Thank you for your letter regarding FAA’s review and approval of the BWI Marshall July 2014 Competition Plan Update (Plan Update). Your letter noted three recommendations and needed clarifications to which we offer the following responses.

Website Posting

The first recommendation was that the Plan Update should be posted on our website. The Plan Update was posted on the Maryland Aviation Administration (MAA) website on April 16, 2015 on the page entitled, “About the MAA.”

Majority in Interest

The second recommendation was for a change to the “Majority-in-Interest” (“MII”) clause in the BWI Marshall Use and Lease Agreement (Use Agreement) to specify that the “MII” is not applicable to BWI Marshall imposed PFCs or PFC financed projects. The Use Agreement does not contain the term “MII” but does provide a Signatory Airline Concurrence process for expenditures that will impact the Airline Cost Centers through an allocation of amortization and Operations and Maintenance (O&M) expenses.

The Signatory Airline Concurrence process applies to proposed Capital Improvement Project expenditures, net of PFC and grant funds. The Use Agreement further specifies that Signatory Airline Concurrence is not required for projects to provide facilities requested by Air Transportation Companies when such facility requests cannot be accommodated in existing passenger terminal facilities. Such capacity-enhancing Passenger Terminal Capital Improvement Project amortization and O&M costs are included in the applicable Airline Cost Center rate base upon substantial completion.

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In accordance with FAA's recommendation, MAA will negotiate with the Signatory Airlines to stipulate in the next Use Agreement that PFCs imposed or used to finance projects are inapplicable to the Signatory Airline Concurrence process. We will include the status of this clarification in the next Plan Update.

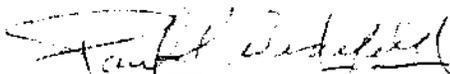
Air Carrier Access Dispute Resolution

The third concern raised by FAA regarding the Plan Update is that procedures for resolving access disputes between air carriers have been unchanged since the 2009 Update. This topic is a focal point of MAA's Airline Accommodation Committee, comprised of representatives from the Offices of Commercial Management, Airport Operations, Air Service Development, Planning, Engineering and Information Technology (IT). Projected needs for terminal, gate, operations and aircraft parking space at BWI Marshall are planned for future accommodations.

The current dispute resolution process for gate assignments is managed by Airport Operations in accordance with BWI Tenant Directive 211.2, Assignment and Use of Gates and Gate Holdrooms. This Tenant Directive is being revised and updated by members of the Airline Accommodation Committee to better reflect and serve current needs. The revised Tenant Directive is planned to become effective by the end of this calendar year.

In addition, BWI Marshall IT and Operations divisions are exploring implementation of automated gate management programs that may offer increased utilization of gate and aircraft parking facilities. If you require additional information, please contact Mr. James G. Walsh, A.A.E., Chief Financial Officer, at 410-859-7969 or by email at [jwalsh1@bwiairport.com](mailto:jwalsh1@bwiairport.com).

Sincerely,



Paul J. Wiedefeld, A.A.E.  
Executive Director/CEO

cc: Ms. Helen M. Tremont, C.M., Director, Office of Commercial Management, MAA  
Mr. James G. Walsh, A.A.E., Chief Financial Officer, MAA