

MARYLAND AVIATION COMMISSION
WEDNESDAY, MARCH 16, 2022

VIRTUAL MEETING VIA MICROSOFT TEAMS
OR
CALL IN (AUDIO ONLY)
(443) 409-5228 | CONFERENCE ID: 545 913 334#

OPEN SESSION

MARYLAND AVIATION COMMISSION MEMBERS

Jim Ports,
Chairman Vishal
Amin
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. Jonathan Dean
Staci Gorden
Dale Hilliard
Cedric Johnson
Jordan Kayloe
William
Lindsey Shanae
Murray Al
Pollard
Paul Shank
Ashish
Solanki James
Walsh

OTHER EMPLOYEES OF THE STATE OF MARYLAND

Sean Powell

MEMBERS OF THE PUBLIC

None

Chairman Ports called the meeting to order at 1:01 p.m.

WELCOME AND APPROVAL OF MINUTES – Chairman Ports

Chairman Ports welcomed commissioners to the meeting. Upon request for a motion to approve the minutes of the January 19 Commission meeting, it was so moved by Commissioner Amin, seconded by Commissioner Hawkins, and approved unanimously.

EXECUTIVE DIRECTOR’S REPORT – Ricky Smith

Pandemic Recovery

Federal regulations continue to require face coverings or masks in airports and on commercial flights until April 18. Since COVID numbers have decreased significantly, MAA returned to hybrid modified and/or telework schedules for all eligible staff on March 1.

Legislative

Update Turo

Legislation:

MAA executed an agreement with Turo, a peer-to-peer car sharing company, in early March. It will require Turo to pay a percentage of its revenue to MAA. This will level the playing field between this peer-to-peer car sharing company and traditional rental car companies. The agreement makes the proposed state legislation (SB142 and HB393) unnecessary. Both of the peer-to-peer bills (SB142 and HB393) were withdrawn, and neither were given a hearing in the General Assembly.

Maryland Aviation Infrastructure Impacts Commission:

If passed into law, SB 658 and HB 1103 will establish the Maryland Aviation Infrastructure Impacts Commission to, among other things, (1) study information related to the public health, medical, and environmental impacts of commercial aviation infrastructure on individuals residing in nearby communities and (2) make related recommendations. This bill establishes a mandated appropriation of \$430,000 to the Commission from FY 2024 through 2027.

Howard County Executive Calvin Ball and Anne Arundel County Executive Steuart Pittman both testified in support of the legislation.

MAA has submitted letters of opposition. The position of MAA is that the proposed Maryland Aviation Infrastructure Impacts Commission is duplicative. There is already a governing body — the Maryland Aviation Commission — and a process in place for reviewing projects. Letters of opposition were also submitted by Southwest Airlines, Howard County Chamber of Commerce, BWI Business Partnership, Northern Anne Arundel Chamber of Commerce, & Central MD Chamber of Commerce. MAA Executive Director Ricky Smith has written an opposition editorial that was published in the Baltimore Sun and the Capital Gazette.

Regional Aviation – Ashish Solanki

Overview of the Statewide Aviation System:

The aim is to encourage, foster, and assist in the development of aeronautics statewide (Annotated Code §5-204)

- 131 licensed or registered landing facilities
- 35 public-use facilities (18 owned by public entities)
- 3 Air Carrier Service airports
- 5 Reliever Service airports
- 17 General Service airports
- 8 Local Service airports
- 2 Special Facility (heliport and seaplane base)

Statewide Economic Impact *

Total Jobs:	7,523
Total Personal Income:	\$413M
Business Revenue:	\$570M
Local Purchases:	\$200M
State/Local Taxes:	\$ 89M

(* CY 2018 data, excludes BWI and MTN)

Overview of the Airport Inspection and License Program:

- COMAR 11.03.04, Aeronautical Regulations
- Flying public’s expectation of safety, standardization, and mitigation/correction of deficiency
- Annually inspect every landing facility in MD
- Combines state regulatory inspection and Federal safety data reporting (5010)

Statewide Aviation Grant Program:

Allocated	
2018	\$4,900,000
2019	\$4,460,000
2020	\$2,350,000
2021	\$2,159,232
2022	\$1,650,000
Funded	
2023	\$2,450,000

2024	\$2,450,000
2025	\$1,800,000
2026	\$1,800,000
2027	\$1,800,000

Key Focus Areas:

- Grant Program Funding - levels to meet high priority regional airport project demands.
- System preservation - Land-use compatibility protection at public-use airports.
- Airspace integration - non-crewed flight operations (UAS) in the NAS.
- Environmental stewardship - avgas alternatives, construction permitting approvals.

BUSINESS DEVELOPMENT & MANAGEMENT – James Walsh

Passenger Forecasts

Prior to COVID, BWI Marshall’s annual passenger numbers reached \$27 million in 2019. Some aviation industry projections estimate that BWI Marshall’s passenger numbers will not reach 27 million again until 2027. Other forecasters anticipate that passenger numbers will rebound more quickly and reach 27 million in the next year or two.

Operating Revenues and Expenses – MAA

Operating revenues had been irregular over the past year because the airport received a significant amount of federal funding due to the pandemic. The positive news is that revenues now exceed expenses with and without federal grants.

The number of enplaned passengers for FY 2022 (year-to-date January) is 6,086,808 vs. 3,087,318 in FY 2021. This is an increase of 97.2%. MAA’s Operating Revenues are up 68.4% over last fiscal year (\$147,864,979 in FY 2022 (year-to-date) vs. \$87,798,960 in FY 2021). Operating Expenses are up 4.9%, compared to last year (\$96,299,877 in FY 2022 (year-to-date) vs. \$91,786,520 in FY 2021). The net Transportation Trust Fund Operating Surplus is \$135,090,264 in FY 2022 (year-to-date), compared to \$17,474,507 in FY 2021.

At Martin State Airport, Operating Revenues are up 35.8% (\$6,700,691 in FY 2022 (year-to-date January) vs. \$4,932,596 in FY 2021). Operating Expenses are up 20.5% (\$4,896,707 in FY 2022 (year-to-date) vs. \$4,063,818 in FY 2021). The net Transportation Trust Fund Operating Surplus is \$1,803,984 in FY 2022 (year-to-date), compared to \$868,778 in FY 2021.

Passenger Facility Charge

- New PFC Application Underway
 - Airline Consultation – May
 - All PayGo – No Bonds

- 2012 PFC Bonds Refunding
- \$70,000,000
- NPV Savings estimated at approximately \$6 million

MARKETING & AIR SERVICE DEVELOPMENT – Jonathan Dean and Jordan Kayloe

CIAA Sponsorship

The CIAA Men's and Women's Basketball Tournaments were held at Royal Farms Arena in Baltimore from February 21-26, 2022. MAA was an event sponsor. The sponsorship package included:

- Welcome Reception
- Full page advertising
- Promotion in Baltimore Afro
- Promotion in Baltimore Times
- Visit Baltimore e-blasts
- CIAA program advertising
- Visit Baltimore CIAA Baltimore Website landing page

BWI Marshall Spring Marketing Campaign

The aim of the spring marketing campaign is to increase the awareness and consideration of BWI Marshall as the airport of choice to leisure and business travelers. The campaign takes an integrative approach and includes social media content, outdoor advertising, video and digital display advertising. The geographic regions targeted are Baltimore, Washington, DC and Philadelphia.

Martin State Airport Marketing Campaign

The aim of the Martin State Airport marketing campaign is to increase market share and to increase brand awareness. The tagline is– “It's All Here.” The campaign takes an integrative approach and includes video, media, SEO/PPC, geofencing, landing page, and organic social media.

Media Coverage

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

- Restroom Improvement Project
- Opposing Slot Machines at BWI Marshall (editorial)

Awards

In early 2022, BWI Thurgood Marshall Airport was awarded the Voice of the Customer recognition from Airports Council International (ACI). The acknowledgement honors international airports that prioritized customer service and remained committed to ensuring that passengers' voices were heard throughout 2021 during the COVID-19 pandemic.

Air Service and Traffic Statistics

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.

Total passenger numbers declined due to the Winter season and the uptick of COVID-19 cases (Omicron variant).

Cargo movement fell in January, but only slightly versus 2021. Amazon operations have reached a steady level, so year-over-year gains have stabilized compared to 2020's growth. January data is still preliminary.

Looking at future capacity, Q2 seats are down 15% from Q2 2019. Current summer capacity is approaching 2019 levels, with carriers planning to capture increasing demand. Southwest Airlines is adjusting its schedule to balance staffing challenges with higher demand.

Reagan National (DCA) will offer more seats than BWI Marshall in Q2 2022. Reagan's "Use It or Lose It" slot rules returned in late October, so carriers must operate all pre-pandemic flights.

BWI:

33%

DCA:

36%

IAD:

31%

New route announcements continued during the Pandemic.

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

-Dakar, Senegal

Southwest Airlines has launched new routes from BWI to:

-Chicago, IL

-Jackson, MS

-Destin, FL

-Sarasota, FL

-Syracuse, NY

-Savannah, GA

-Myrtle Beach, SC

Delta has launched a new route from BWI to:

-Boston

Frontier has launched a new route from BWI to:

-Cancun, Mexico

-Atlanta, GA

Icelandair has launched a new route from BWI to:

-Reykjavik

Spirit has announced new routes from BWI to:

- Miami, FL
- San Salvador (the launch date continues to slip)

Allegiant has launched a new route from BWI to:

- Punta Gorda, FL

Boutique has launched a new route from BWI to:

- Massena, NY

PLAY has announced a new route from BWI to:

- Boston, MA

Avelo has announced a new route from BWI to:

- New Haven, CT

PLANNING & ENGINEERING – Paul Shank

Key Projects Update

Terminal A/B Connector and Baggage Handling System (Anticipated Completion-2026)

This project will connect Concourses A and B. The project includes two-level expansion to Terminal A/B, new expanded baggage handling system, modernized restrooms, increased concessions opportunities, extensive sitework to include underground utility relocations and concrete apron reconstruction. Overall, it will improve inbound baggage claim, enhance the passenger level of service and consolidate Southwest Airlines facilities

Progress:

- 16 Sub-contracts awarded.
- Apron and trailer lot surveying and utility location confirmation underway.
- Placement of Maintenance of Traffic devices at Gate A7 starting Mid-March.
- Apron demo begins Mid-March.
- Secure PBB Portals and prepare PBBs & ramp lighting for deconstruction and recycling at end of March.
- Submit CMAR BIM execution plan for MAA review and acceptance.

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

The project includes 26-acre site development for airline maintenance facility. Utilities brought into the site for connection to the facility. Construction of perimeter roads will be realigned to

allow for both landside and airside access to the facility and connectivity to the existing perimeter road near Taxiway 'W'. In addition, a portion of Taxiway 'F' will be relocated.

Progress:

- Erosion and sediment control measures continue to be installed at the stockpile area and the main project site.
- The temporary SIDA fence placement is ongoing.
- Mass excavation ongoing.
- Utility relocations ongoing.

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

Work includes building a new parallel taxiway system. The project will relocate 1,300 feet of Taxiway F from the existing intersection with Taxiway G to a point east of the new taxiway entrance to the airline maintenance facility. It will also address taxiway/runway FAA geometric standards.

Progress:

- MDE permit issued.
- Submittals ongoing.
- Operational coordination ongoing.
- Pre-Construction Meeting: January 27th Mobilization: February 2022

BWI Terminal Restroom Enhancement Program.

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

Progress:

- Security barricades and sediment controls measures installed at Restroom B.R1 (Gate B3)
- Subgrade work started at new Restroom B.R1
- Demolition work started at Restroom C.R2 (Gate C4)

DX-DY HVAC Upgrades

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

Progress:

- Operational coordination ongoing with other terminal projects
- TMI mobilized Airside near D7 and in Gold Lot.
- Field verification and testing and balancing measurements complete.
- Temporary chiller installation is complete.

Remote Transmitter /Receiver (RTR) Relocation

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

Progress:

Material procurement is underway for the FAA building and the antenna tower.

Long Term B Parking Lot Pavement Rehabilitation

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

Progress:

- Initial project construction schedule under review.
- Mobilization pending construction schedule approval.

Upcoming Capital Projects at BWI Marshall

Taxiway F Phase 2

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

Progress:

- 100% Design submitted 2/25.

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:

- 100% design complete.
- FFY23 Project.

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.

Progress:

- 100% design is complete.
- Final review and procurement in progress.

D/E Bag Claim

The first phase of the project will relocate the Maryland Transportation Authority Police (MTAP) 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 Update:

- Planning study complete. Initiating design phase

Concourse E 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 Update:

- Planning study complete. Initiating design.
- Pursuing waiver from TSA to eliminate CBRA upgrades (potential \$8M savings)

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.

Project Update:

- Phase 1: Expected completion March 2022.
- Phase 2: Planning for advertisement Spring 2022.

Bag Claim 0-5

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 Update:

- Project currently unfunded.
- If funding is received, project will be constructed in 2025.

C/D Terminal Improvement and Tower Replacement

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 Update:

- Initiating schematic design.

Martin State Airport (MTN) – Al

Pollard Aircraft Operations and Fuel

Sales

When the pandemic began, aircraft operations declined, but have since rebounded. Likewise, fuel sales declined when the pandemic began but have now rebounded. A year-over-year comparison of FY22 and FY21 indicates that both fuel sales and aircraft operations are holding steady. Operations and fuel sales are impacted by both the weather and the flight schools operating at MTN.

Flight Schools

Currently there are four flight schools operating at MTN – Brett Aviation, First Class Flight Academy, Advanced Aviation Group, ATP Flight School.

Environmental Assessment

After 10 years, the Environmental Assessment at MTN was completed and the FAA issued a Finding of No Significant Impact. Now the MTN Airport Layout Plan can be updated and MAA move forward with a host of projects at this airport.

BWI OPERATIONS & MAINTENANCE – Cedric Johnson

Overview the Office of Airport Security’s Homeless Initiative

During 2016, the homeless population increased at BWI Marshall Airport. To address this issue, a comprehensive community-driven strategy was developed to enhance the quality of life for homeless individuals and to support a safe and secure Airport environment.

The vision -- to continuously partner with community experts and advocates through monthly meetings along with informing the community of the social services readily available which support a healthy sustainable lifestyle and limiting public access overnight.

The Airport’s Homeless Initiative involves a coalition of partners including:

- Department of Housing & Community Development MOU
- MDTA Police
- Airport Operations
- Airport Security Anne Arundel County Police
- Anne Arundel County Crisis Response Team
- Anne Arundel Department of Social Services
- Baltimore City, Project Homeless

- People Encouraging People
- Veteran’s Affairs Homeless Services
- UM Baltimore Washington Medical Center
- Concessions, Air Carriers
- USO

In 2017, BWI reached out to a few airports to identify “best practices.” Numerous airports reported the airport terminal as closed during early morning hours. Some reported that they utilized homeless outreach contracts, and some indicated that they had provided appropriate staff with law enforcement crisis response training.

MAA leadership met with Maryland Governor’s Office to establish a Maryland COMAR: Public Hours of Operation-- 4am – 11pm. It was approved and implemented in 2020.

BWI Homeless Service Provider:

- Prologue, Inc. awarded 3-year contract w/2-year option.
- Provides 1 Outreach Supervisor and 2 Outreach Workers.
- 3-5 nights per week in the Airport Terminal, making contacts, developing relationships, and offering identification assistance, housing opportunities, shelter assignments, etc.

BWI Homeless Service Provider Stats (May 2020 to Present):

Contacts to date	312
Individuals seen once	77
Duplicated contacts	235
Birth certificates/SS Cards	20
Housed	8
Long Term Shelters	12
Employed at BWI	3
Behavioral Health services referrals	7
Enrolled in benefits food stamps, Social Security, etc.	8
Veteran’s Administration referrals	3

BWI Continuous Strategies:

- Monthly Security Committee meetings to discuss Intel, Security and Crime.
- Increased MDTA Police assignments in public areas of the Terminal.
- Recently increased camera coverage in public areas of the Airport and roadways.
- Contract Security Guards have all received formal behavior detection training.
- Provide voluntary Mental Health First Aid training to members of the Airport Community. <https://www.mentalhealthfirstaid.org/>
- Bi-weekly homeless meetings; attendees include Security, EMS, Police, Homeless Outreach Provider, Airport Operations, and other interested community members.
- Discussion Topics:

1. Medical and Police Calls for Service
 2. Problematic Trends
 3. Homeless Referrals
 4. Operations and MDTA Police nightly efforts
 5. Outreach bi-weekly contact report
- Terminal assessments are ongoing and homeless individuals are routinely identified with serious mental health and substance abuse challenges.

The Homeless Initiative is a work in progress. There have been some successes, some failures – All efforts are managed in support of healthy and sustainable living. Possible outcomes include:

- Reconnect with a safe and healthy living environment
- Reconnect with case worker
- Reconnect with medication
- Reconnect with substance abuse rehabilitation
- Reconnect with family

There being no further business, a motion to adjourn was made by Commissioner Hawkins, seconded by Commissioner Amin, and approved unanimously. The meeting adjourned at 2:20 p.m.