

**Maryland Aviation Commission
Annual Report**

Transportation Article, § 5-201.2

January 2026

**Maryland Department of Transportation
Maryland Aviation Administration**

Table of Contents

Section	Page
I. Background.....	4
II. Maryland Aviation Commission Members	5
III. Message from the Chair.....	6
IV. Overview of Maryland Aviation Administration and Airport Activities and Accomplishments for 2025	6-35
• Baltimore/Washington International Thurgood Marshall and Martin State Airports Aviation Activity.....	6-27
• Actions Taken by the Maryland Aviation Commission.....	28
• Summary of Commission Feedback /Actions Related to Health and Community Impact	28-29
• Financial Results	30-34
V. Fiscal Year 2025 Maryland Aviation Commission Costs	36

Introduction

Pursuant to Transportation Article §5-201.2, the Maryland Aviation Commission is required to submit an annual report. The section states that:

(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, a summary of Commission feedback related to health or community impact, 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

Creation of the Maryland Aviation Commission

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

The Maryland Aviation Commission consists of thirteen voting members. Twelve 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 the 13th 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 MAA in developing and implementing airport management policy for all State-owned airports;
- Approval of new 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;
- Consideration of the aviation, economic, business, environmental, health, and community-related impacts or any other impacts the Commission finds relevant to the decisions of the Commission or the Administration; 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

Samantha Biddle, Acting Chair

Acting Secretary, Maryland Department of Transportation

Edward “Ned” Carey

Jesse Chancellor

LaTara Harris

W. Drew Hawkins

Charles Madison

José Morales

Mary Reese

Dr. Cedric Sims

Donald Stanton

David L. Winstead, Esq.

Dr. Zafar Zafari

Harry Coker

Secretary, Maryland Department of Commerce
Ex officio, Nonvoting member

SECTION III

MESSAGE FROM THE CHAIR

The Maryland Aviation Administration (MAA) has a steadfast commitment to delivering outstanding travel experiences for passengers, partners, and community. Baltimore/Washington International Thurgood Marshall Airport, Martin State Airport, and the regional and general aviation airports across Maryland serve as vital transportation hubs that drive economic growth for the state and region.

This annual report details the MAA's focus on enhancing the traveler experience, expanding air service options, and advancing infrastructure projects that will shape air travel in Maryland for years to come. The achievements highlighted within the report are a testament to the hard work and dedication of our employees and valued partners.

Earlier this year, Maryland Governor Wes Moore appointed Shannetta Griffin as the new MAA Executive Director and Chief Executive Officer. Shannetta joined the Maryland Department of Transportation (MDOT) and the MAA at a critical time. I welcome her valuable leadership and experience. Shannetta's vision includes elevating the passenger experience, strengthening the role of Maryland's aviation system as an economic engine, and ensuring safe, secure, and sustainable operations. I share her commitment to leading the MAA forward with growth and innovation.

Across MDOT and within MAA, our team is delivering on the promise to connect people, communities, and opportunities. The MAA is grateful for the continued support and guidance of the Maryland Aviation Commission and the General Assembly. As highlighted in this report, the MAA takes pride in the accomplishments of the past year and looks forward to a bright future with the opportunities that lie ahead.

SECTION IV

OVERVIEW OF MARYLAND AVIATION ADMINISTRATION AIRPORT ACTIVITIES AND ACCOMPLISHMENTS FOR 2025

MAA is responsible for fostering safe and efficient operations, economic viability, and environmental stewardship in aviation activity state-wide. MAA operates two airports, BWI Marshall and Martin State Airport (Martin). In addition, MAA's Office of Regional Aviation Assistance (RAA) develops and regulates aviation activities at Maryland's 34 public-use airports. These efforts are guided by the MDOT mission statement, which reads:

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

Baltimore/Washington International Thurgood Marshall Airport Financial and Economic Impact

Based on economic data from State Fiscal Year (FY) 2023, BWI Marshall supports 107,066 total jobs in the regional economy. Further, BWI Marshall produces \$5.6 billion in personal income and contributes \$11.3 billion in total economic impact for the State. The overall activity at BWI Marshall Airport produces an estimated \$782 million in tax revenue for state and local governments.

In FY 2025, 26 million passengers flew through BWI Marshall, a 4% decrease from FY 2024. Southwest Airlines, BWI Marshall Airport's largest carrier, added overnight redeye flights from the West Coast for the first time and added new service to Long Beach, Ontario (CA), Portland (OR), Sacramento, San Francisco, and San Jose. Spirit Airlines, the second largest carrier, returned service to Charleston, Charlotte, Chicago-O'Hare, Detroit, Fort Myers, Milwaukee, Nashville, Punta Cana, Raleigh-Durham, and San Antonio.

Martin State Airport Financial and Economic Impact

Martin State Airport (MTN) led with a clear commitment to the aviation community across all levels—local, regional, and national throughout FY 2025. MTN continues to be the base of operations for some of the State's and region's most crucial aviation units. While the flying mission of the Maryland Air National Guard's 104th Fighter Squadron and 175th Operations and Maintenance Groups concluded in September 2025, the planned growth of the 175th Cyberspace Operations Squadron at MTN continues to elevate the airport's strategic importance on both national and international levels. The Maryland State Police Aviation Command Headquarters as well as the Baltimore County and Baltimore City Police Aviation Units are all based out of Martin. Additionally, the Department of Natural Resources and Baltimore County Police Department Marine Units use Martin as a base of operations for their regional response for water rescue, maritime law enforcement, homeland security and large-scale underwater Search and Rescue Training. Moreover, private businesses transporting organs and conducting medivac helicopter operations also maintain bases at MTN. Two of the three largest defense companies in the world, four aviation flight schools and Baltimore's only news helicopter are among Martin's many tenants contributing to the 263 based aircraft (245 Airplanes; 18 Helicopters).

Martin State Airport maintains its “national” role (the largest category for general aviation airports) in the FAA’s National Plan of Integrated Airport Systems. The “national” role is assigned to airports who support the national airport system by providing communities access to national and international markets in multiple states and throughout the United States. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft. In FY 2025, Martin State Airport recorded 75,710 aircraft operations and sold 982,689 gallons of aviation fuel—both figures below average due to a month-long runway closure for pavement rehabilitation.

Martin is an economic engine for the State, supporting both national and international business travel for based tenants and those visiting the greater Baltimore metropolitan area from around the world. Designated by the FAA as a “Reliever” airport, Martin reduces the General Aviation congestion at BWI Marshall by relocating general aviation activity. In FY 2025 there were 37,407 Local operations at Martin. These are flights that originate at MTN and stay in the traffic pattern or under control by Martin’s Air Traffic Control Tower. Operations like these, with lower capacities and slower speeds, would decrease BWI Marshall’s ability to operate more flights with larger aircraft and handle more passengers. MTN’s economic impact data from CY 2023 indicates that Martin supports 2,376 total jobs and generates nearly \$343 million dollars in business revenues. The associated state and local tax revenues were \$48.9 million. Additionally, Martin’s symbiotic relationship with BWI Marshall should be regarded as an economic multiplier.

In parallel with efforts to accommodate growth at BWI Marshall, the MAA recognizes the importance of advancing facility and service improvements at MTN. Aeronautical and non-aeronautical infrastructure enhancements continued throughout FY 2025, highlighted by the completion of the Runway 15–33 rehabilitation project and the commencement of construction on the new Airport Traffic Control Tower. This multi-year construction project was initiated in April 2025 and is expected to be complete September 2026. With a strategic focus on International Air Service Development and the expansion of Fixed Base Operator (FBO) services, the MAA looks ahead to strong operational performance at MTN in calendar year 2026.

Regional Aviation Assistance

In accordance with Code of Maryland Regulations 11.03.04, *Aeronautical Regulations*, MAA is charged with inspecting and certifying landing facilities for safe flight operations. In CY 2025, MAA inspected and issued operating licenses to 129 landing facilities (including 34 public-use airports).

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 2025, \$48.5 million was invested into Maryland’s regional airport infrastructure (excluding BWI Marshall and Martin). MAA provided \$3.0 million in grants for airport improvements, while the Federal Aviation Administration (FAA) contributed \$42.4 million and airport owners invested over \$3.1 million.

Through the Infrastructure Investment and Jobs Act (IIJA), the federal government has programmed an additional \$5.5 million (excludes BWI Marshall and Martin). These funds will be used towards projects improving airport infrastructure to include but not limited to pavement maintenance, obstruction removal and runway extensions.

Partnering with the FAA, and the industry group Maryland Aviation Council (MAC), 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 participation by MAA staff continues to increase. In CY 2025, MAA directly participated in or supported over 20 aviation events statewide. MAA continues to support MAC's promotional program *Explore Maryland by Air*, designed to encourage flyers and non-flyers to visit all of the public-use airports as well as aviation museums across Maryland.

MAA continues to support the growing interest in Unmanned Aircraft Systems (UAS) and the emerging electric vertical takeoff and landing (eVTOL) aircraft. MAA is engaged in promoting safe, responsible use of new aircraft types and their safe integration into the National Airspace System. MAA is advising local communities, through their comprehensive planning updates, in preparation of industry-led, market-place driven ground-based solutions for the emergence of Advanced Air Mobility (AAM) capabilities. MAA has provided staff support to the Governor's Executive Order # 01.01.2025.05, establishing the Maryland Advanced Air Mobility Council. A final report to the Governor has been submitted in November 2025 and copy is available on MAA's corporate web site. As policy and plans are developed at the Executive level, MAA will support this Council in furthering life's opportunities that UAS, eVTOL, and other emerging aviation technology brings to the citizens of Maryland

Planning & Engineering

Noise Program

- DC Metroplex BWI Community Roundtable (Roundtable)

MAA continues to serve as administrative support and technical advisor to the Roundtable; an initiative of 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 implementation of the Next Generation Air Transportation System (NextGen) in the region.

On July 11, 2024, FAA published new Performance Based Navigation (PBN) departure procedures out of BWI Marshall Airport. The departure procedures are part of changes proposed by FAA that have been under consideration since 2018. On September 5, 2024, FAA published new PBN arrival procedures into BWI Marshall Airport. The MAA and the Roundtable Technical Committee had developed and proposed updated arrival and approach procedures to the FAA for aircraft arriving at BWI Marshall. MAA continues to monitor the updated arrival and departure procedures for compliance and impacts to the communities surrounding BWI Marshall Airport.

- Updates to the Airport Noise Zone for BWI Marshall and Martin State Airports

In early 2025, MAA initiated an update to the BWI Marshall and Martin State Airport Noise Zone (ANZ) studies. The Maryland Environmental Noise Act of 1974 provides for the protection of citizens from the impact of transportation related noise. The aviation portion of the Act requires MAA to create an ANZ to control incompatible land development around BWI Marshall and Martin State and a Noise Abatement Plan (NAP) to minimize the impact of aircraft noise on people living near the Airport. The ANZ is required to be updated every five years, with the most recent updates to BWI and MTN being certified in 2021.

The study process began in early 2025 with the establishment of a Stakeholder Advisory Committee which includes representatives of stakeholder groups such as tenants, local planning and zoning officials, and representation from communities most affected by airport noise. The Committee met twice in FY 2025. Technical work continues into FY2026, and the studies will conclude in early 2026.

- Baltimore/Washington Thurgood Marshall International Airport Annual Operations and Noise Report - Calendar Year 2024

In early 2025, MAA published the first Annual Operations and Noise Report for BWI Marshall Airport. This report provides a review of the aviation noise program and annual operations at BWI Marshall Airport for the calendar year 2024 and expands on the information provided in Quarterly Noise Reports. The report includes information on aircraft operations, cumulative noise exposure, noise levels at permanent noise monitors, complaints received about aircraft noise, and observance rates for noise abatement procedures. The report also presents an annual noise contour as well as noise contours for BWI Marshall's two predominant operating conditions, east flow and west flow. MAA will publish the 2025 report by the end of April 2026.

- Transportation Community Enhancement Grants

MAA's Transportation Community Enhancement Grant program supports neighbors who live in the communities most impacted by noise from BWI Marshall's daily operations by providing an opportunity to apply for transportation-related grants. Typical enhancement projects include not only sidewalk repairs and speed bumps but also the installation of noise barriers, street lighting improvements, traffic calming measures, and pedestrian safety enhancements such as crosswalks and signal upgrades. Grant applications are reviewed by a committee of 11 members that have been appointed by the Secretary of the Maryland Department of Transportation. In FY 2025, the Committee recommended grants to five eligible communities totaling \$160,313 for neighborhood improvements.

Environmental Services

- National Environmental Policy Act (NEPA) Determinations

In support of obtaining federal funding for numerous airport improvement and equipment replacement projects, multiple Categorical Exclusions (CATEXs) were issued by the FAA in FY 2025. Projects included numerous improvements to ticketing, baggage handling, passenger movement systems (i.e. moving walkways, elevators, escalators, vestibule doors), airfield lighting, wildlife deterrents, general aviation facilities, roof replacements, and pavement rehabilitations. Additionally, an Environmental Assessment for the replacement Airport Traffic Control Tower at BWI received a Finding of No Significant Impact (FONSI). With these favorable environmental findings, these projects will be pursued as funding becomes available.

- Environmental Compliance

Environmental compliance activities at both BWI Thurgood Marshall and Martin State Airports continued with updates to the Spill Prevention, Control and Countermeasure Plans, and BWI Marshall's Individual Industrial Discharge Permit. Other compliance activities included reviews of Stormwater Pollution Prevention Plans, Title V Permit reporting, hazardous material abatement and management, and annual training and daily guidance of BWI Marshall and Martin employees in stormwater pollution control, waste management, asbestos and lead-based paint awareness, and emergency spill response requirements. MAA continues to perform necessary inspections, cleaning, sampling, testing, and reporting to maintain compliance with National Pollution Discharge Elimination System permits.

- Sustainability

MAA published its Sustainability Plan in November 2024. The Plan formally implements the organization's sustainability program based on four pillars (environment, economic, social, and human). These four pillars ensure a strong, systematic approach to sustainability that positions MAA

to be a leader in aviation sustainability while continuing to support MAA's important role as a regional economic engine. Within each pillar, three focus areas have been identified which showcase a foundational overview of the topic and outline future goals and tracking metrics. The plan also demonstrates how the pillars can be used to think and plan in a holistic way so that solutions are environmentally, economically, and socially responsible while also improving quality of life for individuals who interact with MAA's airports. As a follow-up to the plan, MAA will publish its first sustainability report card which will offer a snapshot of progress made on the sustainability goals in 2025.

A major success of the past year has been the completion of two Decarbonization Roadmaps, one for BWI and one for MTN. Each roadmap follows a four-stage framework: (1) analyzing existing conditions, (2) projecting future needs and goals, (3) identifying improvement opportunities and projects, and (4) outlining implementation pathways. This process involved two site visits, three workshops, and three memorandums to assess operations, establish GHG targets, evaluate strategies and projects, and create an actionable plan. The roadmaps align with Maryland's Climate Solutions Now Act of 2022 (CSNA), Federal Aviation Administration (FAA) Airport Climate Challenge goals, and Maryland Energy Administration (MEA) initiatives.

- **Airport Zone Permitting**

Per the Code of Maryland Regulations (COMAR), MAA collaborates with the local jurisdictions to review proposed development plans and/or construction activity within the established BWI Marshall and Martin State Airport Zoning Districts. For BWI 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. Acceptable proposals are issued an MAA Airport Zoning Permit prior to the jurisdictions issuing their corresponding building permits. In FY 2025, MAA processed 287 Airport Zoning Permits, 17 more than the previous year, which indicates an active local development/redevelopment environment.

Design, Construction and Architecture

Key Construction Projects Completed CY 2025:

- **The BGE Feeder Upgrade – Phase 2 Project**

The project enhanced the overall reliability of the Airport's electrical system. Phase 2 construction began in April 2023, with a duration of 804 calendar days. This phase included 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 a single point of failure). The project removed BGE automatic selector switches at the North and South Substations, replaced meters and relays in the 15kV switchgears, and integrated new work on the SCADA system for remote monitoring and alerts. Additionally, it added security features, including CCTV and access control. The project was completed in August 2025.

- **North Area Fuel Farm Additional Storage Tanks**

Construction of the North Area Fuel Farm project began in June 2023. The project increased the jet fuel storage capacity and facilitated the provision of additional supply to BWI Marshall. It included two new 705,600-gallon Jet-A fuel storage tanks and updated the fuel delivery system between the North Fuel Farm and the existing City Fuel Farm. A new waterline loop was installed around the entire fuel farm to increase water flow for firefighting operations and included an additional de-icing loading facility for airport operations. The project was completed in January 2025.

- Airfield Lighting Vault (ALV)

The existing Airfield Lighting Vault was a repurposed Airfield Rescue & Fire Fighting building that was not ideal for the layout and provision of the lighting infrastructure, workspaces, and equipment access. Additionally, the facility represented a significant risk of a single point of failure for the entire airfield electrical system, and its location caused a congestion point on the airfield. The new ALV is designed with each runway and associated taxiway lighting infrastructure segregated into separate fire-rated electrical rooms, reducing the risk of an airfield-wide loss of service and providing a high level of redundancy. Adequate space is provided for the layout of switchgear and transformers, including service areas, storage, workspace, and access for maintenance vehicles. The new site also relocates the ALV from the entrance of the apron between Concourses B & C, therefore significantly improving operational efficiency by providing for a dual-taxi entrance to the apron upon demolition of the old ALV as part of B-C Apron project currently in design. The project was completed in January 2025.

- Taxiway F Phase 2:

The project consists of a new concrete taxiway connection to Runway 10 that is compliant with FAA geometric design standards. The project also included airfield lighting upgrades and replacement of the FAA ALSF shelter and associated infrastructure at a new location. The former Taxiway F pavement was demolished, and an infiltration trench was constructed to collect and filter stormwater runoff. The project was completed in November 2025.

- Taxiway T Reconstruction, Phases 2 and 3:

The project reconstructed 2,500 LF of Taxiway T in concrete pavement. Taxiway T is the primary access to the gates utilized by BWI's flagship carrier, Southwest Airlines. The pavement had been experiencing distresses and localized failures for years, and this project accomplished the full reconstruction of the taxiway in durable concrete pavement as well as replacing the centerline and edge lights and accomplishing geometry changes to meet FAA geometric design criteria. The project was completed in October 2025.

- MTN Runway 15-33 Rehabilitation:

The project accomplished the asphalt rehabilitation of the full length of the runway and several connecting taxiways while addressing geometric design standards deficiencies throughout the MTN airfield. The project also installed a new runway edge light system, new airfield signs, and new ductbank to the Airfield Lighting Vault (ALV). The project improved airfield standards, pavement quality, and safety for the airport to support civilian and military aviation for years to come. The final punch list items for the project completed in August 2025 and final acceptance issued October 2025.

Key Projects Active CY 2025:

- Replacement Airport Traffic Control Tower (ATCT), Baggage Handling System, and C-D Connector Program

The FAA ATCT Siting Study and corresponding Environmental Assessment/Finding of No Significant Impact (FONSI) were successfully completed in latter half of 2024. This part of the terminal improvement program will replace a 75-year-old tower that is outdated and undersized to accommodate the equipment and staffing needs of the controllers. It will provide improved line of sight to the airfield movement areas and improved views of airborne traffic. The full program also includes the secure passenger connector between concourses C and D, a consolidated and expanded baggage handling system, a consolidated Airport Operations Center (AOC), expanded concessions, improved restrooms, MAA and FAA office space, and associated business and traveler amenities.

This final connector is the capstone project of the 2009 BWI Marshall Terminal Modernization Plan and will allow passengers to use any screening checkpoint and access all concourses and gates. Building upon prior planning studies, a Concept Schematic Design for the program was completed in FY 2023 that defined all needed program elements, aesthetic objectives, and established a feasible facility configuration and implementation plan. MAA continues coordinating with industry, the airlines, The Secretary's Office, and other stakeholders to develop a supportive funding strategy and plans to initiate design implementation as part of the next phase of project development.

- **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 (5) relocated gates with expanded holdrooms, new concessions, airline operations space, and a new in-line baggage screening and handling system capable of accommodating approximately eight (8) Explosive Detection System machines meeting the latest TSA design requirements. As part of the project, capacity upgrades were completed at the central utility plant and energy efficient lighting improvements were added on the adjacent lower-level roadway to comply with the Maryland State Energy Code. The Project is on schedule with the new in-line baggage screening and handling system is in operation on October 15, 2025, and the overall project opening to the public is scheduled for December 31, 2025. The project will be completed by July 1, 2026 as the old in-line baggage screening and handling system is removed and the area is fit out for airline operation.

- **Checkpoint D Expansion**

Construction of the Checkpoint D Expansion project began in March 2025. The project involves the construction of a new floor that will span over the interstitial space containing baggage conveyors serving the International Baggage Claim. The new floor will support the D/E Security Checkpoint expansion, featuring two additional lanes to accommodate new TSA scanning equipment and divestiture tables. The project will also address the above-ceiling HVAC system serving the Checkpoint D Expansion area by providing a new variable air volume (VAV) control box and a downstream ducted supply system, which are necessary to distribute the conditioned air. The new VAV will extend from the existing air handling unit, AHU-NTX, adequately sized to provide conditioned air to the added floor area. In addition, the project will feature new recessed lighting in the International Baggage Claim, new illuminated architectural elements, poke-thru electrical floor boxes for the TSA equipment, and additional architectural features on the new floor. Construction is anticipated to be completed in Fiscal Year Q3 – 2027.

- **Concourse E BHS**

The Concourse E BHS Expansion at BWI upgrades the baggage handling system with new equipment and refurbishes existing carousels. It includes structural, HVAC, plumbing, electrical, and fire protection system modifications. The project is divided into three phases. And it includes the upgrade of inbound baggage claims 19 and 20, and replacing baggage claim 21, with minimal airport disruption. The project at BWI aims to modernize and expand the Concourse E baggage handling system to improve efficiency and capacity. By replacing aging legacy conveyors nearing the end of their service life and adding an additional EDS unit, and a new make-up unit, the project will enhance reliability, reduce downtime, and support increased airline operations. These upgrades will allow BWI to handle more international traffic, streamline baggage screening, and minimize operational disruptions for airlines and passengers. Completion of Project is anticipated to be Fiscal Year QY-2026.

- **Passenger Boarding Bridge Replacement**

This project is the first phase of the Passenger Boarding Bridge Program to replace Priority bridges that have exceeded their life expectancy. The project includes the replacement of existing priority Passenger Boarding Bridges (PBBs) at 17 gates leased by various airline tenants at BWI Marshall. The replacement will consist of accessories, including baggage chutes and stairs, wheelchair lifts at specific gates, the gate rotunda, and the rotunda pedestal columns. This work also includes relocating electrical disconnects to the terminal buildings. The Notice to Proceed was issued in September 2025 and has an anticipated completion date of Fiscal Year Q1 – 2029.

- RW 10-28 Rehabilitation

The project will rehabilitate the asphalt pavement of the full length of Runway 10-28 as well as the intersection with Runway 15R-33L. Airfield lighting upgrades will also be performed. The asphalt pavement on the runway is showing signs of deterioration, and several emergency pavement repairs have been performed in the past year. The rehabilitation of the runway pavement will restore the runway surface pavement, accomplish grade corrections to facilitate drainage, improve compliance with airfield standards, and upgrade the runway lighting system. These improvements will improve safety and reliability of air traffic at BWI Marshall Airport. Completion is anticipated to be Fiscal Year QY 2026 (Q4).

- MTN ATCT Replacement

Construction of a new 7-story air traffic control tower (ATCT) containing offices, equipment rooms, vertical circulation, and an air traffic control cab. The existing ATCT at MTN was constructed in 1945 and is past its useful life. The new tower will provide a taller cab height and is strategically located to provide unobstructed views of the airfield. The improved line of sight from the tower will accommodate future expansion of the airfield. Completion of this project is anticipated to be Fiscal Year (Q3)-2026.

Office of Geospatial and Asset Management

The Office of Geospatial and Asset Management (OGAM) within the MAA Division of Planning & Engineering was established to replace the former GIS and Engineering Technology Section. The creation of this office reflects a more strategic and focused approach to geospatial data and asset management, aligning closely with MAA's broader organizational goals.

This change facilitates the integration of advanced geospatial technologies and asset management practices across various projects and departments. With a dedicated office, processes related to geospatial data and asset management are more streamlined, efficient, and consistent. OGAM enhances coordination across MAA, ensuring that geospatial data and asset management standards are uniformly applied throughout the organization.

By centralizing leadership in this area, MAA strengthens its capability to manage assets and geospatial data efficiently, achieving greater operational effectiveness and alignment with strategic objectives.

OGAM is responsible for planning, managing, directing, and overseeing MAA's enterprise Geospatial/Geographic Information System (GIS), Asset Management Program, Contract Administration, Subsurface Utility Engineering (SUE), Building Information Modeling/Management (BIM), Document Management Program, and managing and maintaining the Airport Information Retrieval Portal (AIRPortal) gateway.

AIRPortal is a secure, web-based platform that provides MAA's internal and external users access to documents and data supporting critical airport business functions. The system includes more than 75

applications and serves approximately 1,000 internal and external users. OGAM ensures that all data and information within AIRPortal are consistently maintained, reliable, and compliant with FAA's Airports GIS requirements.

- **Asset Management**

OGAM leads and implements the agency-wide Asset Management Program, improving the information, coordination, and processes related to the management of MAA's critical infrastructure assets to ensure they remain in a state of good repair.

The office provides strategic insights and leadership on infrastructure asset management initiatives, including performance improvement, risk and resilience, decision science, investment planning, asset management transformation, data and analytics, strategic asset management planning, and stakeholder engagement.

OGAM oversees the development and periodic update of MAA's State of Good Repair Report and Asset Management Plan, working collaboratively with MDOT, other transportation modals, and MAA staff and leadership. The office builds partnerships across MAA to strengthen asset management capabilities, train stakeholders, and foster organization-wide commitment to best practices and continuous improvement.

- **Geographic Information System (GIS)**

OGAM administers and implements customized aviation- and airport-specific GIS applications that support nearly every aspect of airport operations — including engineering, planning, construction, operations, security, life safety, and maintenance at BWI Marshall and Martin State Airports.

The office develops, manages, and supports a wide range of GIS and non-GIS technologies to meet the evolving needs of the Division of Planning & Engineering and other MAA offices. Through these efforts, OGAM delivers best-in-class applications consistent with MAA's enterprise framework, leveraging spatial and non-spatial data to enhance operational awareness and decision-making.

- **Building Information Modeling (BIM)**

OGAM directs and manages the Building Information Modeling and Management (BIM) program at BWI Marshall and Martin State Airports. The office oversees and coordinates the development and management of 3D digital models of airport facilities, enabling informed decision-making throughout the planning, design, construction, and maintenance phases of projects.

OGAM enforces compliance with the Construction Operations Building Information Exchange (COBie) data requirements, ensuring that designers and contractors populate BIM data accurately for seamless integration into Maximo and other enterprise systems.

- **Document Management**

OGAM manages and oversees document control and electronic records management for the Division of Planning & Engineering. This includes activities such as content analysis, document management, data capture, portal administration, shared storage coordination, workflow design, collaboration support, data warehousing, decision support, and information dissemination. The office also develops and maintains policies, procedures, and standards for data classification and establishes a comprehensive records governance framework that addresses the full lifecycle of P&E's information assets, ensuring accessibility, security, and regulatory compliance.

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 asset management, pavement management, Roof Inspections, Part 139 Inspections; refined Building Information Management system requirements; and updated airport wayfinding data for Google Maps and Apple Maps, and Airport Project Management Administration (AirPAS).

Marketing and Air Service Development

Marketing

During the past year, the Maryland Aviation Administration continued to advance marketing initiatives that strengthened the visibility and reputation of BWI Thurgood Marshall and Martin State Airports as essential assets for Maryland. These efforts reflected MAA’s ongoing commitment to regional economic growth, inclusive opportunity, and community engagement.

In 2025, BWI Marshall Airport launched the “Destination: More” marketing campaign. Building on the success of the “We’ll Take You There” initiative, the new campaign broadened the definition of “destination” to reflect the airport’s far-reaching impact on Maryland’s economy and communities. The campaign showcased how BWI Marshall contributes to economic growth, military partnerships, youth engagement, environmental stewardship, and community enrichment. The campaign featured coordinated digital, out-of-home, and in-airport messaging that reinforced BWI Marshall’s identity as more than a travel hub, underscoring its contribution to Maryland’s economic and community growth.

MAA also gained significant visibility through several paid media campaigns, including high-profile placements with the Baltimore Ravens at M&T Bank Stadium and the Preakness 150 at Pimlico Race Course. BWI Marshall also entered into a cooperative marketing program with BermudAir promoting new service from the airport. The combined media impressions for these three placements were 113,405,890. These successful partnerships extended MAA’s reach to key audiences and reinforced its role as the state’s leader in aviation.

In September 2025, MAA hosted the annual SynergyBWI Business and Networking Event, offering insight into procurement opportunities at BWI Thurgood Marshall and Martin State Airports for small, minority-owned, and women-owned businesses. The event featured breakout sessions on topics including artificial intelligence, marketing, financing, and concessions. This signature initiative reflects MAA’s commitment to equitable business practices and to fostering a diverse, competitive marketplace.

In 2025, BWI Marshall celebrated its 75th Anniversary, honoring decades of service to the state and region. The milestone featured a commemorative anniversary logo displayed across all internal and external communications and special events that engaged both the community and airport employees.

Highlights included:

- A community Summer Fest celebration at the Benson-Hammond House, hosted alongside the Anne Arundel County Historical Society, featuring family activities, music, and local food & craft vendors.
- Anniversary Day on June 24th featured a gate party with passengers marking the 75th departure and a water salute for the 75th arrival.
- An immersive kiosk display named “The 75th Anniversary Legacy Lounge” was installed in the in the A/B Food Court, featuring photos documenting the airport’s 75 years of service.
- A digital time capsule activation was created for pop-up events, which allowed onsite passengers and the community to share personal memories of the airport.

- The dedication the airport's Maryland Roadside Historical Marker, to be installed on Dorsey Road near the Thomas A. Dixon Aircraft Observation Area.
- Through these campaigns and milestone celebrations, MAA demonstrated its continued leadership in marketing and communications, positioning both airports as engines of economic growth and community connection.

Air Service Development

Air service at BWI Marshall Airport started off strongly in FY 2025, setting a new monthly record in July 2024 with 2,667,660 total passengers. The growth tempered from there, however, as three different carriers ceased service at the airport during FY 2025. Condor made the decision not to return its summer seasonal service to Frankfurt in 2025, meaning its last flights were in September 2024. Allegiant ceased scheduled service in December 2024, and Contour moved its essential air service flights to Macon, Georgia from BWI Marshall to Washington-Dulles in May 2025. Additionally, Southwest Airlines faced delays receiving new aircraft from Boeing, and their seat capacity for FY 2025 was down 1.5%. In the end, overall seat capacity for FY 2025 was down 2%, and with the economic uncertainty at the end of FY 2025, total passengers ended up down 4% relative to FY 2024.

Many carriers took advantage of BWI Marshall's existing Air Service Incentive Program in FY 2025. BermudAir and Copa continued with contracts started in previous years, and took advantage of the program to receive fee waivers and joint marketing funds.

Communications

Throughout 2025, the Office of Communications played a central role to advance MAA priorities, shape the public reputation of Maryland airports, and ensure trust with the local community. The office developed and implemented proactive media engagement and social media content to inform travelers, stakeholders, and local residents. Examples of major public affairs, media relations, and social media priorities included the BWI Marshall Airport 75th anniversary, the launch of the Hidden Disabilities Sunflower program, new air service, the Summer Youth Initiative, and the announcement of Shannetta Griffin as the new MAA Executive Director/CEO.

Media outreach was a critical tool to amplify key accomplishments for BWI Marshall and Martin State airports. Through clear messaging and proactively sharing information about new routes, capital improvements, airport operations, and other key initiatives, the office secured positive news coverage across local, national, and trade outlets. Media events, facility tours, and stakeholder meetings offered valuable information and firsthand insight for journalists, business organizations, elected officials, and other partners.

In the digital space, the MAA social media program continues to prove effective as it achieved numerous record highs. In 2025, organic (unpaid) content on MAA social media accounts reached more users than ever before and generated its highest-ever yearly engagement. Airport website properties experienced growing traffic, particularly during irregular operations like the federal government shutdown. Creative, informative, and engaging digital communications remain a valuable tool for informing customers and the public.

The MAA's comprehensive public information program showcases the commitment to transparency and responsiveness. Effective communication and public outreach remain essential to operational excellence, community trust, and the success of MAA's mission.

Customer Experience

The Office of Customer Experience (OCX) is dedicated to advancing BWI Marshall Airport’s vision to “Be Better” by cultivating a seamless, inclusive, and welcoming environment that enhances passenger satisfaction and fosters brand loyalty. Guided by the slogan “Easy Come, Easy Go,” OCX delivers exceptional customer service, convenience, and memorable travel experiences that position BWI Marshall as a preferred airport for travelers.

In response to record passenger volumes this year, OCX continued offering flexible volunteer scheduling and rapid-response protocols to maintain service excellence. Key programs and initiatives launched this year include:

- Sunflower Lanyard Program

In alignment with our commitment to accessibility and inclusion, OCX introduced the Sunflower Lanyard Program to support travelers with non-visible (hidden) disabilities by offering a discreet green lanyard with a yellow sunflower emblem, signaling that the wearer may need extra assistance, time or understanding. As part of the global Hidden Disabilities Sunflower Program, this initiative helps create a more respectful and supportive airport experience by raising awareness and reducing misunderstandings for those whose disabilities aren’t immediately apparent.

- Music & Arts Program

As part of BWI Marshall’s goal of enhancing the passenger experience through cultural engagement, OCX launched a new Music & Arts Program that brings live performances and rotating art exhibits into the terminal. A highlight of this initiative is “The Songwriter’s Series – Live at BWI”, presented in partnership with Visit Annapolis & Anne Arundel County, the Arts Council of Anne Arundel County, the Annapolis Musicians Fund for Musicians, and Rams Head On Stage. The series showcases local talent during Anne Arundel Arts Mont, held on Tuesdays through Fridays in Terminal A, celebrating Maryland’s vibrant music scene while helping reduce travel-related stress and creating a more welcoming atmosphere for all travelers.

- Pathfinder Programs

Pathfinder and Junior Pathfinder volunteers are a vital part of the BWI Marshall experience, serving as friendly, knowledgeable ambassadors for the airport. This dedicated group of nearly 100 volunteers shares a deep enthusiasm for aviation and a genuine desire to assist travelers from all walks of life. With backgrounds ranging from retired pilots and NSA professionals to healthcare workers and artists, Pathfinders bring a unique blend of expertise and compassion to their roles. They staff information desks throughout the terminal daily from 5:00 a.m. to 9:00 p.m., offering guidance and support to tens of thousands of passengers each year. Volunteering at least four hours a week, their presence helps ensure a smooth, welcoming journey for all who pass through BWI Marshall.

Looking ahead, OCX plans to expand the Junior Pathfinder Program, introduce new customer feedback channels, and develop virtual customer service tools to further enhance passenger support. Through these efforts, OCX continues to elevate the BWI Marshall experience—where every traveler feels valued, supported, and welcomed—delivering on our “Easy Come, Easy Go” promise.

Corporate & Community Relations

The Office of Corporate & Community Relations (OCCR) leads strategic initiatives that strengthen the visibility and reputation of BWI Marshall and Martin State Airports. Through purposeful engagement, OCCR builds and sustains strong relationships with key external stakeholders, including the business community, nonprofit organizations, civic and community groups, and tourism partners.

OCCR also administers the BWI Business Partnership grant, which supports initiatives that advance the airports' role as vital economic and community assets.

- Youth Outreach

MAA's signature corporate social responsibility program is the annual Summer Youth Initiative, held July 14-18, 2025. Fifty campers participated in a week of hands-on activities introducing them to aviation and transportation career opportunities. Now in its ninth year, the program continues to provide direct engagement with aviation professionals.

Program Partners in 2025 Included:

Amazon • BWI Community Development Foundation • Baltimore City Recreation & Parks • Brett Aviation Flight School • Civil Air Patrol • Community College of Baltimore County • Customs & Border Patrol • Department of Natural Resources • FBI • Federal Air Marshals • Glenn L. Martin Museum • Latino Pilots Association • Maryland Air National Guard • Maryland State Police • Rocket Lab • Southwest Airlines • Transportation Security Administration (TSA) • United Airlines

OCCR also coordinated the second annual Aviation Day at BWI Marshall Airport in partnership with the Engineering Society of Baltimore and Southwest Airlines during National Engineers Week. Fifty high school STEM students received a behind-the-scenes tour of the airport operations and construction projects, engaging with engineering professionals across multiple disciplines to explore real-world applications and career pathways.

- Business Engagement

MAA remained actively engaged with the business community at BWI Marshall Airport and throughout the region, reinforcing its role as a key partner and trusted resource. These efforts strengthened strategic relationships with business leaders and economic development organizations while highlighting the airport's impact on regional connectivity, growth, and air service development.

Key 2025 Activities:

- Hosted global executives participating in the World Trade Center Institute's Bowe Fellowship for an executive-led presentation and tour.
- Participated in Leadership Anne Arundel's Economic Development Day, showcasing the airport's role in the regional economy.
- Maintained memberships in more than 15 chambers of commerce, trade associations, and economic development organizations across the state.
- Partnered with the American Heart Association to host the Heartsaver Awards, recognizing Maryland Transportation Authority Police and BWI Fire & Rescue Department personnel for successful cardiac resuscitations.
- Welcomed more than 10 embassy transportation attachés for a tour and presentations, strengthening international relationships.
- Hosted board meetings that included MAA presentations to Visit Annapolis & Anne Arundel County, Central Maryland Chamber, and Northern Anne Arundel County Chamber of Commerce.
- Hosted the Maryland Tourism Coalition's Spring Seminar for tourism professionals, underscoring the airport's role as a key driver of Maryland's tourism economy.
- Relocated the annual BWI Business Partnership event featuring BWI Marshall from an offsite venue to the terminal, achieving record attendance of 125 guests—more than double the previous year. This move provided the opportunity to add an optional tour.

- Community Outreach

BWI Marshall's 75th anniversary was proudly celebrated with the community during the annual Summer Fest at the Benson-Hammond House, featuring remarks by our new CEO, and a variety of family-friendly activities hosted by BWI Marshall employees. This historic home, located on airport grounds, has been under the care of the Anne Arundel County Historical Society since 1975. The nonprofit has faithfully restored and preserved the home, which now serves as an important resource for educating the community about Anne Arundel County's history.

- Commitment to the Arts

BWI Marshall is home to several art galleries showcasing regional and youth artists throughout the year. In 2025, the Yumi Hogan International Art Gallery featured exhibits curated by Art From The Soldier, the Banneker-Douglass-Tubman Museum, and regional Korean American artists. The Arts Council of Anne Arundel County curated four exhibits in the Gateway Gallery (Concourse C), showcasing Anne Arundel County artists. In partnership with the Maryland Art Education Association, the Youth Art Gallery in the Observation Gallery displayed works by K-12 students from across Maryland.

Business Development and Management

Financial Overview

In FY 2025, the MAA experienced a 4% decline in passenger activity compared to FY 2024 resulting from industry and economic challenges. Industry challenges stemmed from aircraft availability – Southwest was unable to receive aircraft from Boeing and Spirit grounded aircraft due to issues with its Pratt & Whitney engines. Due to economic pressures, domestic leisure traffic was impacted as consumers decreased discretionary spending. Despite these challenges, the MAA increased operating revenues 10% over FY 2024. The MAA's Operating Revenues totaled \$354 million, a \$32.6 million increase over FY 2024. Increases to customer parking rates, a \$1.00 increase to ground transportation per trip fees assessed to Transportation Network Companies and Taxis, and several new or modified agreements for rental income drove increases in FY 2025. MDOT working through the governor's office approved the parking rates increase effective July 1, 2024, for the first time since 2009.

The MAA operating expenses totaling \$250.4 million, increased by a 4.5% increase for FY 2024. Statewide salary changes, collective bargaining agreement increases as well as additional snow/ice removal costs resulted in higher expenditures in FY 2025.

In FY 2025, the MAA's capital expenditures totaled \$289.3 million from transportation trust funds (TTF) \$87.5 million, federal funds \$66.2 million and other funds \$135.6 million. Other funds include revenue bonds totaling \$112.4 million, passenger facility charges totaling \$22.9 million and customer facility charges totaling \$0.3 million.

Key Commercial Management Agreement Updates

In FY 2025, the MAA had several buildings built by the lessee revert to the MAA thereby allowing the MAA to add building rent and reassess the ground rental rates and other lease terms. The following buildings reverted:

- Rental Car Quick Turn Around Areas buildings reverted to the MAA. Effective January 1, 2025, approximately \$1.0 million in annual building rent was added to the service center contract lease.

MARYLAND AVIATION COMMISSION ANNUAL REPORT
TRANSPORTATION ARTICLE, § 5-201.2

- Aviation Facilities Company (AFCO) north cargo buildings B, C and F reverted to the MAA. Effective January 1, 2025, approximately \$1.4 million in annual building rent was added to the lease. The lease was extended 15 years.

During FY 2025, several key leases were modified or began.

- The BWI North Fuel Farm project was completed adding two additional 705,000 gallon jet fuel storage tanks. The project completion added additional leased ground rent (exclusive and common) to the Baltimore Fuel Farm, LLC 20-year lease and triggered the annual tankage recovery fee adding approximately \$1.4 million in annual revenue.
- The MDOT solicitation for the BWI Terminal Concessions development and renovation program spanning a 23-year term was approved by the Board of Public Works on February 12, 2025. During the next three years, the contract developer, Fraport Baltimore Partnership, LLC, (Fraport) will develop, renovate, lease and manage the current concession program including developing the new concession space in the newly constructed A/B Connector which is scheduled to open CY2026. During the initial three year period, Fraport shall pay the MAA 60% of Sublessee Rentals increasing to 90% in year four.
- The MAA acquired Block A of the Lockheed Martin Corporation and entered into a 50 year lease with the Glenn L. Martin Maryland Aviation Museum to preserve aviation history, promote aviation education and foster aviation careers. The museum is located at 2323 Eastern Blvd, Middle River, in Baltimore County.

Federal Funding Strategy

In addition to the Federal Aviation Administration (FAA) Airport Improvement Program (AIP), the passage of the Bipartisan Infrastructure Law (BIL) in Federal Fiscal Year (FFY) 2022 made additional federal funding available to the MAA to improve airport infrastructure over the next several years through the Airport Infrastructure Grant (AIG) Program, the competitive Airport Terminal Program (ATP) and the Federal Contract Tower (FCT). The BIL program ends in FFY 2026. Beginning in FFY2026, any unobligated AIG funds may be reallocated under the AIG Funding Reallocation (AFR) program.

- **AIG Program**

Since FY2022, BWI Marshall has been allocated approximately \$24 million annually based on passenger activity. This has totaled nearly \$125 million in additional federal funds over five years of the program. The funds are being used for various airfield pavement construction.

MTN State has been allocated approximately \$0.8 million annually and allocated based on non-primary airport allocation. This has totaled approximately \$3.8 million in additional federal funds over the five years of the program. The funds were utilized to support the new Air Traffic Control Tower (ATCT).

- **ATP Program**

The ATP Program is a competitive discretionary grant program created under BIL for terminal modernization and ATCT tower projects. The MAA has also received nearly \$60 million in funding:

- \$38.1 million for A/B Connector and Baggage Handling System Program;
- \$14.6 million for Passenger Movement Modernization Program;
- \$6.4 million for MTN State ATCT Replacement Project.

- **AIP Program**

The MAA receives AIP federal funding to construct critical airfield and terminal improvement

projects at BWI Marshall and MTN State.

For BWI Marshall, a large HUB airport, the allocation is based on passenger activity and cargo landed weight, reduced by a percentage if the airport charges a Passenger Facility Charge (PFC). The recent FAA Reauthorization Act of 2024 reduced the PFC reduction requirement from 75% to 60%, thereby increasing the AIP allocation. The PFC turnback requirement reduces the amount of AIP apportionment funding a large or medium hub airport can receive if it charges a PFC. This change has increased BWI Marshall's FY 2025 Entitlement allocation to \$7.4 million annually, approximately a \$2 million increase from the prior year's \$4.9 million.

MTN State receives \$150,000 annually from AIP Entitlement Allocations. Funds are allocated to Amtrak Catenary lowering, the ATCT and various airfield improvements.

- **Discretionary AIP**

The FAA offers various competitive programs – including but not limited to Supplemental Discretionary, Zero Emissions Vehicle (ZEV) and Voluntary Air Low Emission (VALE) Programs. MAA has been aggressive in submitting applications to compete for these grant opportunities. In FY 2025, BWI Marshall was awarded a \$3.6 million grant for electric Ground Service Equipment (eGSE) under the VALE Program to install eGSE chargers and infrastructure and executed a \$19.3 million grant under the highly competitive FY 2023 Supplemental Discretionary Program to fund the construction of the DX/DY Apron Reconstruction Project.

- **PFC Program**

Under the FAA PFC Program, the MAA submitted PFC Application #15 for \$93.6 million and PFC Application #16 for \$19.4M that was recently approved by the FAA for various terminal project improvements. The program allows the MAA to charge up to \$4.50 per landing to the customer to use for FAA approved projects. Projects are paid using pay-go or bond proceeds. Bonds are issued by the Maryland Transportation Authority on behalf of the MAA. In December 2024, Fitch upgraded the bonds from A- to A. Moody's affirmed its A2 rating.

- **Revenue Bond Structure**

On behalf of the MAA, MDOT issues Special Transportation Project Revenue Bonds. In October 2024, Fitch upgraded the credit rating from A to A+ and Moody's affirmed the A1 rating. Issuances include the refunding Series 2021A issued July 2021 for \$219 million to refund previously issued Airport Parking Revenue Bonds and Maryland Economic Development Corporation (MEDCO) bonds; Series 2021B issued July 2021 for \$200 million for partial funding of the Terminal AB Connector & Baggage Handling System Project (the Project); and the Project Completion Bonds November 2024 for \$220 million.

Division of BWI Operations & Maintenance

Airport Operations

The BWI Marshall Airport completed a FAA full-scale disaster drill (triennial exercise) on November 1, 2025, which is required of all certificated Part 139 Airports every three years. The Triennial Exercise takes a year of planning involving multiple disciplines and requires the attendance of approximately 300 plus volunteers. The Triennial exercise begins with discussion-based exercises and gradually includes more operational activities that build up to a full-scale exercise involving all jurisdictions, organizations, and stakeholders outlined in the Airport Emergency Plan (AEP). The exercise is developed to assess and validate capabilities of the Airport to handle emergencies listed in

FAA Part 139.325(b) and participants include those with a role or interest in the Airport Emergency Plan (AEP) (e.g., Airport Operations, Airport Recue and Fire Fighting (ARFF), Law Enforcement, EMS, Air Carriers, Media, Airport Tenants, Hospitals, etc.).

BWI Airport Fire & Rescue

In the first nine months of 2025, the BWI Marshall Airport Fire & Rescue Department (FRD) responded to 3,814 incidents, of which 2,267 were on the BWI Marshall Airport campus and 1,547 were in support of mutual aid partners. Of the 3,814 incidents, 1,084 were fire-related incidents and 2,730 were medical. Also, through this period of 2025, FRD's mutual aid colleagues responded to a total of 240 separate apparatus responses on the BWI Marshall Airport campus. Of those responses into BWI Marshall Airport, 134 were from the Anne Arundel County Fire Department, 100 from the Baltimore County Fire Department, 2 from the Baltimore City Fire Department and 4 from the Howard County Fire Rescue Department. The FRD continues its initiative to transition away from the environmentally hazardous Aqueous Film Forming Foam (AFFF) for the Fluorine-Free Foam (F3). Completion of this endeavor, including acquisition, training, storage, and disposal will take us into CY 2026.

Airport Security

The Office of Airport Security continues to process many new applicants requiring a BWI Marshall Airport credential due to increased staffing levels by airlines, vendors, and contractors. With over 21,000 airport workers vetted through federally mandated regulations, Security has successfully implemented a paperless airport badge application. This enhancement has resulted in a 96% satisfaction rate from our community during the past year. We completed Phase 1 of upgrading our physical security technology that will further reduce our exposure to potential cyber security attacks while increasing our performance reliability. Because of our strong professional relationships with our federal partners (i.e., Federal Bureau of Investigation, Transportation Security Administration, Federal Aviation Administration, and U.S. Customs and Border Protection), we are able to achieve timely results while adhering to all federal mandates, as noted during regulatory inspections and audits.

Fleet

- Sustainability Initiatives

The Office of Fleet Maintenance supported MAA's sustainability goals by preparing for the installation of electric vehicle charging infrastructure at three fleet locations. This initiative establishes the foundation for future integration of electric and hybrid vehicles into the MAA fleet, advancing emissions reduction, and long-term cost savings.

- Snow Removal Equipment Replacement Progress

Fleet Maintenance continued progress on the FAA-approved Passenger Facility Charge (PFC)-funded snow removal equipment replacement program, which covers 25 of the 50 units in the snow fleet. As of the close of CY 2025, 15 of the 25 planned units have been delivered and commissioned, with 10 units outstanding (3 front-mount brooms and 7 multifunction plow/broom/blower trucks scheduled for delivery in Spring 2026).

Since July 1, 2024 (FY 2025), Fleet has received:

- 1 liquid surface de-ice tanker (5,000-gallon)
- 5 runway/taxiway solid material spreaders

These acquisitions represent a significant investment in ensuring the Airport's readiness during snow and ice events. The upgraded fleet has already demonstrated measurable performance gains, including faster response times and improved application of de-icing and anti-icing materials, reducing runway downtime during winter operations.

Facilities

The three-year \$24M BGE Electrical Upgrade that feeds BWI Marshall Airport has recently been completed. This upgrade to both North and South Substations provides increased redundancy, improved reliability, and enhanced overall performance; all of which is managed by the project's state-of-the-art data monitoring system SCADA. This SCADA system enables monitoring and control of power distribution, aiming to prevent any planned power outage, optimize energy flow, and reduce downtime during unexpected power outages.

Airport Technology

CCTV System Upgrade at Martin State Airport

MAA upgraded the Closed-Circuit Television (CCTV) security system at Martin State Airport (MTN). This upgrade replaced the outdated system server and networked video recorder, which had reached end-of-life (EOL) and was prone to frequent shutdowns. The new server offers improved system management and video storage with camera controllers for MTN. Additionally, the upgrades come with new licenses that can be transferred to future hardware when the current server reaches EOL, along with free software upgrades for the server's lifespan.

800 MHZ Handheld-Radio Replacements

MAA has acquired new two-way radios and accessories to replace its aging fleet of handheld radios and equipment, which are no longer supported by the manufacturer or have been discontinued. These radios are used exclusively by BWI Fire and Rescue to meet BWI Public Safety needs, as well as support mutual aid efforts with neighboring counties and agencies. The upgrade enhances communication speed and reliability, ensuring seamless coordination among all responders at a scene. Additionally, the new radios bring MAA's radio communication system up to current technological standards.

Parking Access and Revenue Control System (PARCS) Equipment Replacement at BWI

MAA has upgraded the Airport Parking Access and Revenue Control System at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). The upgrade replaces the BWI PARCS end-of-life equipment. The upgrade will provide BWI and its parking operator with the ability to manage all parking facilities from a central control center with complete visibility into the operations at each location. The new Payment Options provides point-to-point encryption for improved security and reduced liability; Europay, Mastercard & Visa chip card payments; (near field communication) payments such as Apple and Google Pay. Additionally, there are scalable reporting capabilities.

800 MHz Radio System Upgrade

The 800 MHz radio system is vital for BWI first responders (fire, police, airport operations, and maintenance) to perform their duties. A failure in this system, whether due to equipment or software issues, would severely hinder their ability to communicate during critical security and life-safety emergencies.

In May 2025, the Board of Public Works (BPW) approved a new contract to upgrade and maintain

the 800 MHz radio system at BWI Thurgood Marshall International Airport and Martin State Airport. This upgrade will transition the system to the newest Motorola system release version, ensuring the MAA remains aligned with current and future Motorola system updates. This project entered the execution phase in September 2025 with expected completion in June 2026.

Transition of MAA Help-Desk to MDOT Help-Desk

Initial contact with users and basic troubleshooting was transitioned from the MAA Help-Desk to the MDOT Help-Desk in August 2025. This transition has effectively strengthened the IT support model by reallocating the support of basic issues to a larger support group, while enabling the IT support team dedicated to MAA to concentrate on higher value initiatives, such as enhancing and securing the IT infrastructure and systems. This change not only achieves operational efficiencies but also supports long-term goals leading to building a more resilient and secure technology environment.

Integrated Airport Security System (IASS) Core Switch Upgrade

The Integrated Airport Security System provides critical security functions such as access control and surveillance provided by a multitude of security devices spread throughout MAA airports and facilities. Multiple network switches allow the interconnection of these devices to exchange security data. The main switches in this network, referred to as Core Switches, carry most of the data communications and thus are critical to the operation of the system. These core switches were upgraded in July/August 2025.

The IASS Core Switch upgrade provides enhanced network performance, security, flexibility, and long-term sustainability, with higher data throughput at uplink speeds up to 100 Gbps, ten times higher than the previous devices. These capabilities support growing traffic demands and ensure consistent performance even during high-volume network activity.

Privileged Access Management

The increased risk of cybersecurity incidents calls for the implementation of risk-mitigation measures to protect users operating in MAA internal networks and the information and data associated to their roles. IT administrators operate with elevated privileges to access highly sensitive data and therefore should use appropriate risk-mitigation methods, such as Privilege Access Management (PAM) tools, to prevent their computer accounts from being compromised during a cybersecurity incident.

The deployment of a PAM framework for IT administrators at MAA was performed in September 2025. The adoption of associated processes will continue in coming months.

Payment Portal Solution

Payments and collections of fees related to parking citations, employee parking, badging and miscellaneous one-off charges incurred by airport users and the public are presently performed manually, thus requiring labor-intensive processes by both payer and payee.

This project will provide customers and partners with convenient electronic payment options, reduce reliance on manual transactions, improve operational efficiency, and enhance revenue collection. This initiative, expected to Go-Live on December 31, 2025, directly supports the MAA's strategic goal of enhancing business efficiencies by streamlining payment processes, reducing manual workload, and leveraging technology to improve operational performance.

Data Information Display System (DIDS)

The MAA is undertaking the implementation of a Data Information Display System (DIDS) on a

platform that integrates a suite of products including a Resource Management System (RMS), an Airport Operational Database (AODB), and a Flight Information Display System (FIDS). The project includes the development of the RMS, the AODB, and the modernization of the FIDS system. This project, which started in December 2021 with the development of requirements and corresponding RFP, was initially posted on eMaryland Marketplace Advantage (eMMA) in December 2023, but no award was made in the context of this procurement. A revised version of the RFP for rebid was posted on eMMA in October 2025. Proposal evaluations are expected to begin in January 2026 with anticipated award in June 2026.

MDOT Corporate Purchasing Card (CPC) System

In September 2025, the MAA launched the new MDOT Corporate Purchasing Card (CPC) System for the procurement of commodities and services under \$5,000.00. MAA Credit Card holders are currently using this automated system to receive requests for purchases, daily reconciliation of charges, and monthly Corporate Purchase Card (CPC) submissions.

This system digitally transforms how MAA users: a) request items to be purchased, b) review and approve items requested to be purchased, c) assign a purchase request to a credit Cardholder, d) reconcile credit card purchases against a credit card bank statement, e) capture electronic signatures, and d) create electronically approved monthly credit card financial packets. The system effectively automates the MAA Finance division's activities to review and approve each MAA department's credit card financial packet daily and generate the appropriate required general ledger journal entries into the external FMIS accounting system.

Administration & Performance Management

Human Resources

MAA's Summer Internship Program continued in 2025, hosting ten interns from various local colleges. Over the four-year span, MAA has hosted approximately 50 student interns. The ten-week internship program offers experiential learning that combines classroom knowledge and theory with hands-on application and skills development in the aviation and transportation sectors. Through this program, MAA helps interns gain valuable practical experience and provides employers with opportunities to mentor and assess future talent.

Safety & Risk Management

On June 25, 2025, the Office of Safety and Risk Management held the 9th Annual BWI Community Safety Fair at the BWI Marshall Terminal. The theme for this year's event was "Being Safe + Working Together = Incident Free." The fair provided an engaging opportunity for employees, tenants, partners, and contractors to participate in activities designed to promote safety awareness. The primary goal was to enhance the safety culture throughout the airport community. A variety of safety vendors participated, showcasing products and resources that support workplace safety.

On August 20, 2025, the Office of Safety and Risk Management also hosted the 3rd Annual MTN State Airport Community Safety Fair, which continues its commitment to promoting safety, awareness, and collaboration throughout Maryland's aviation community.

From August 11 to 17, 2025, the Maryland Aviation Administration participated in OSHA's Safe and Sound Week, utilizing safety messaging and giveaways to engage employees throughout the week. This was an opportunity to engage the workforce to reinforce safety in the workplace.

On September 29, 2025, the Office of Safety and Risk Management conducted its triennial meeting with the State Treasurer's Office and AIG Insurance. The purpose of the site visit or inspection was to assess potential exposures to property loss and business interruption caused by fire, theft, and other hazards. The visit enabled AIG to gain a better understanding of local operations, property loss control procedures, and possible causes of incidents, as well as to identify new property loss prevention strategies to reduce future losses and costs. We anticipate receiving our final report by the end of the calendar year.

Organizational Development

During the calendar year 2025, the Office of Organizational Development (OD) supported several key administrative initiatives aimed at enhancing workforce capability and operational efficiency. In collaboration with the Office of Human Resources, we developed and implemented training for a new HRIS system as part of a broader MDOT HR modernization initiative. OD continued to work with HR by managing MAA's Summer Internship program, adding ten more students this year. Over the past four years, the total number of students has been approximately 50.

OD also expanded professional development opportunities by encouraging employee participation in programs such as the University of Baltimore's Certified Public Manager program, Towson University's Next Level Leaders program, and Leadership Anne Arundel's Flagship program. Lastly, in partnership with the Office of Grounds Maintenance, OD began developing a new customized snow operations training video to support its current snow season learning activities.

In partnership with the Executive Office and the Office of Customer Service, OD supported MAA's launch of the Sunflower Lanyard program, making all employees aware of a new initiative to assist customers who may have hidden disabilities and require additional support.

Civil Rights & Compliance

The MAA Office of Civil Rights & Compliance participated in several public outreach, networking, and procurement events, such as Ready, Set, Grow hosted by the Governor's Office of Small and Minority Business, outreach hosted by the Baltimore City Mayor's Office of Small and Minority Business Advocacy & Development, and the Airport Minority Advisory Council's Economic Opportunity and Policy Forum.

In September, the Office of Civil Rights & Compliance hosted Synergy BWI, the airport's flagship outreach and business networking event. This event attracted industry leaders, MDOT officials, MAA leadership, and over 250 business leaders from the Baltimore-Washington area. Geared toward small and minority-owned businesses, it offered opportunities to network, attend workshops, and learn about marketing, finance, and procurement.

ACTIONS TAKEN BY THE MARYLAND AVIATION COMMISSION

- The Commission was briefed and consulted on the following:
 - BWI Marshall air service trends and air service marketing efforts;
 - Financial overview and mid-year financial results;
 - Airport operational activities and aviation security issues;
 - Various airport construction projects;
 - State and federal legislative issues impacting BWI Marshall;
 - Martin State Airport operational statistics;
 - Chapter 564 Policy Goals
 - History and Significance of Senate Bill 162
 - Impacts of Federal Government Shutdown;
 - Noise mitigation at BWI Marshall and MTN.
- The Commission approved the following new major capital projects for inclusion in the FY 2026-2031 Draft Consolidated Transportation Program (CTP), with total estimated costs:
 - North Cargo Pavement Rehabilitation at BWI Marshall Airport - \$34.3M (Federal \$25.7M/Special \$8.5M)
 - Runway 15R/33L Pavement Mill and Overlay at BWI Marshall Airport - \$12.5M (Federal \$9.4M Federal/Special \$3.1M)

All previously approved projects continue to progress through the project lifecycle as funding becomes available.

- The Commission approved the adoption of amendments to COMAR 11.03.01.13 (Business Hours of Operation) to establish BWI Marshall Airport business hours of operation as 24 hours per day every day.
- The Commission approved the adoption of amendments to COMAR 11.03.01.04 (A), (L) (Derelict Vehicles) to update the definition of abandoned, derelict, inoperable and surplus vehicles and equipment.
- In accordance with Transportation Article, §5-201.1, the Commission approved the following personnel action:
 - The appointment of the Executive Director / CEO, Maryland Aviation Administration (April 2025)

Summary of Commission Feedback and Actions Related to Health and Community Impact Policy Framework

In carrying out its duties and responsibilities, the Maryland Aviation Commission is to consider (among other things) the:

- Aviation
- Economic
- Business
- Environmental
- Health
- Community-related impacts or any other impacts the Commission finds relevant to the decisions of the Commission or the Administration.

In order to address the letter and spirit of The Maryland Code, Transportation Article Title 5, Subtitle 2, effective October 1, 2023, Commissioners Zafari and Chancellor presented a draft conceptual policy framework to the Maryland Aviation Commission during the meeting held on October 23, 2024. The framework is expected to be a forecasting tool designed to weigh all relevant MAA policy, regulatory or major capital project actions within the Commission’s legislative authority. Subsequently, Commissioners Zafari and Chancellor presented a status update during the Commission meeting held on February 19, 2025.

During the meeting held on February 19, it was recommended by former Commission Chair Paul Wiedefeld that the Commission form committees that can delve further into topics such as the policy framework. The goal is that, once finalized, the policy framework may be used by the Maryland Aviation Commission in its policy-making role.

Since assuming her role as MAA’s Executive Director/ CEO in April 2025, Ms. Griffin has begun reviewing the draft policy framework and laying the groundwork for the Commission’s new committee structure. In the near future, she will make a determination as to how Commissioners can work with MAA staff to continue developing the policy framework.

Public Comments During Maryland Aviation Commission Meetings

- August 27, 2025

During the Commission meeting on August 27, community member Laura Donovan read a prepared statement about aviation-related noise and its negative impact on the surrounding community. During this meeting, community member Laura Atwood also read a prepared statement requesting that the Maryland Aviation Administration end its contract with Avelo Airlines and end all deportation flights out of Maryland.

- November 12, 2025

During the Commission meeting on August 27, community member Laura Atwood read a prepared statement requesting that the Maryland Aviation Administration end its contract with Avelo Airlines and end all deportation flights out of Maryland. During this meeting, community member Lissa Bell also read a prepared statement requesting that the Maryland Aviation Administration cease deportation flights out of BWI Marshall Airport.

MARYLAND AVIATION COMMISSION REPORT TO THE GENERAL ASSEMBLY

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

	FY 2025	FY 2024	Difference	% Change
TTF Revenue and Expense				
TTF Operating Revenue	\$320,691	\$293,049	\$27,642	9.4%
TTF Revenue - Federal	\$229	\$5,869	(\$5,640)	-96.1%
MAA Operating Expense	\$250,423	\$239,526	\$10,897	4.5%
TTF Surplus/(Deficit)	\$70,497	\$59,392	\$11,105	18.7%
Non-TTF				
Non-Operating Revenue	\$72,069	\$75,990	(\$3,921)	-5.2%
Non-TTF Debt Service	\$32,136	\$32,620	(\$484)	-1.5%
Non-TTF Surplus/(Deficit)	\$39,933	\$43,371	(\$3,438)	-7.9%
Total MAA Surplus/Deficit)	\$110,430	\$102,762	\$7,668	7.5%
Capital Program Expenditures	\$289,283	\$279,091	\$10,192	3.7%
Enplanements (000's)	12,959,303	13,496,059	(536,756)	-4.0%

MARYLAND AVIATION COMMISSION ANNUAL REPORT
TRANSPORTATION ARTICLE, § 5-201.2

Maryland Aviation Administration
Statement of Revenue
Fiscal Year Ending
June 30, 2025 and 2024

	FY 2025	FY 2024	Difference	% Change
<u>BWI Operating Revenue (TTF)</u>				
Flight Activities	\$71,552,840	\$72,501,868	(\$949,028)	-1.3%
Rents & User Fees	\$105,184,045	\$94,020,668	\$11,163,377	11.9%
Public Parking	\$97,825,618	\$82,938,510	\$14,887,107	17.9%
Rental Cars	\$18,056,557	\$17,061,491	\$995,066	5.8%
Retail, Food & Beverage	\$20,820,120	\$21,078,984	(\$258,864)	-1.2%
Other Passenger Concessions	\$13,668,117	\$11,559,896	\$2,108,220	18.2%
Non-Passenger Concessions	\$5,514,936	\$5,620,705	(\$105,769)	-1.9%
Other Revenue	\$11,268,517	\$5,463,163	\$5,805,354	106.3%
Total BWI Operating Revenue	\$343,890,748	\$310,245,285	\$33,645,463	10.8%
MTN Operating Revenue (TTF)	\$10,127,021	\$11,138,904	(\$1,011,883)	-9.1%
Total MAA Operating Revenue	\$354,017,769	\$321,384,189	\$32,633,581	10.2%
Revenue Bond Debt Service¹	(\$33,326,737)	(\$28,335,061)	(\$4,991,676)	17.6%
MAA Operating Revenue to the TTF	\$320,691,032	\$293,049,128	\$27,641,904	9.4%
Other Revenues to the TTF²				
Capital Reimbursement to TTF	\$228,753	\$5,868,507	(\$5,639,753)	-96.1%
Total Other Revenues to the TTF	\$228,753	\$5,868,507	(\$5,639,753)	-96.1%
Total TTF Revenue	\$320,919,786	\$298,917,634	\$22,002,151	7.4%
<u>Non-Operating Revenue</u>				
Customer Facility Charges	\$15,775,338	\$12,716,994	\$3,058,344	24.0%
Passenger Facility Charges	\$43,833,218	\$50,901,274	(\$7,068,056)	-13.9%
Interest Income ³	\$12,460,420	\$12,371,983	\$88,437	0.7%
Total Non-Operating Revenue	\$72,068,976	\$75,990,251	(\$3,921,275)	-5.2%
Total MAA Revenue	\$426,315,498	\$403,242,946	\$23,072,552	5.7%

Notes

1/ 2021A Revenue Bonds refunded Parking and MEDCO debt. 2021B Revenue Bonds Concourse A/B

MARYLAND AVIATION COMMISSION ANNUAL REPORT
TRANSPORTATION ARTICLE, § 5-201.2

Connector and BHS.

Fiscal year debt set asides paid monthly to pay debt annually each August and February.

Paid to Trustee for future debt payments and does not reflect actual Bond Year payments. Interest Earned has lowered

FY24 Set Aside Payment
amount.

2/ FY25 includes PFC16 reimbursement. FY24 Includes reimbursement of PFC Eligible Capital Expenses advanced by TTF.

3/ Interest income captures revenue bonds beginning FY23. Gross of transfers. Revenue bonds excludes investments.

MARYLAND AVIATION COMMISSION ANNUAL REPORT
TRANSPORTATION ARTICLE, § 5-201.2

Maryland Aviation Administration
Statement of Expense
Fiscal Years Ending
June 30, 2025 and 2024

	FY 2025	FY 2024	Difference	% Change
<u>BWI Operating Expense (TTF)¹</u>				
Salaries and Wages	\$64,555,028	\$60,511,169	\$4,043,859	6.7%
Technical and Special Fees	\$2,879,960	\$2,804,929	\$75,031	2.7%
Communications	\$1,315,528	\$1,396,654	(\$81,126)	-5.8%
Travel	\$298,764	\$473,806	(\$175,042)	-36.9%
Fuel and Utilities	\$16,169,777	\$14,421,732	\$1,748,044	12.1%
Motor Vehicle Operations	\$2,390,480	\$2,673,206	(\$282,726)	-10.6%
Contractual Services	\$121,940,914	\$119,980,247	\$1,960,668	1.6%
Supplies and Materials	\$6,133,323	\$5,818,378	\$314,945	5.4%
Replacement Equipment	\$33,906	\$238,738	(\$204,832)	-85.8%
Additional Equipment	\$107,804	\$282,050	(\$174,246)	-61.8%
Grants/Subsidies/Contributions	\$1,019,342	\$1,052,580	(\$33,238)	-3.2%
Fixed Charges - Debt Service (COPS/Loans)	\$5,500,048	\$5,487,657	\$12,391	0.2%
Other Fixed Charges	\$3,210,101	\$2,862,704	\$347,396	12.1%
Land and Structures	\$14,350,290	\$11,801,339	\$2,548,951	21.6%
Total BWI Operating Expense	\$239,905,264	\$229,805,190	\$10,100,075	4.4%
MTN Operating Expense (TTF)	\$9,913,158	\$9,106,123	\$807,035	8.9%
Regional Aviation (TTF)	\$604,519	\$614,614	(\$10,096)	-1.6%
Total MAA Operating Expense	\$250,422,941	\$239,525,927	\$10,897,014	4.5%
Federal Reimbursements	\$0	\$0	\$0	0.0%
Total TTF Operating Expense	\$250,422,941	\$239,525,927	\$10,897,014	4.5%
<u>Non-TTF Debt Service Expense</u>				
Passenger Facility Charge Backed Debt	\$23,235,425	\$23,706,836	(\$471,411)	-2.0%
Customer Facility Charge Backed Debt	\$8,900,425	\$8,912,772	(\$12,347)	-0.1%
Total Non-TTF Debt Service Expense	\$32,135,850	\$32,619,608	(\$483,758)	-1.5%
Total MAA Expense	\$282,558,791	\$272,145,534	\$10,413,256	3.8%
Capital Program Expenditures				
State Funds - TTF ²	\$87,501,557	\$79,025,486	\$8,476,072	10.7%
Federal Funds	\$66,229,240	\$56,243,508	\$9,985,732	17.8%
Other	\$135,552,277	\$143,821,642	(\$8,269,365)	-5.7%

MARYLAND AVIATION COMMISSION ANNUAL REPORT
TRANSPORTATION ARTICLE, § 5-201.2

Total Capital Program Expenditures	\$289,283,074	\$279,090,636	\$10,192,439	3.7%
---	---------------	---------------	--------------	------

Note:

1/ Operating Contractual Services - MDTA Police expenses shown are net of the TSA LEO grant FY24 - \$597,500;

TSA grant ended May 1, 2024.

Supplies and Materials - shuttle bus fuel is net of MD State Fuel Tax reimbursement FY24 \$191,789 and FY25 \$221,165

2/ Capital expenses is not strictly TTF cash but a combination of TTF revenues from the sale of Consolidated Transportation

Bonds and other sources.

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

	<u>FY 2025</u>	<u>FY 2024</u>	<u>Difference</u>	<u>% Change</u>
BWI Domestic Passengers	24,695,913	25,670,434	(974,521)	(3.8%)
BWI International Passengers	1,268,798	1,375,516	(106,718)	(7.8%)
BWI Total Passengers*	25,964,711	27,045,950	(1,081,239)	(4.0%)
BWI Aircraft Operations	239,587	243,628	(4,041)	(1.7%)
MTN Aircraft Operations	75,710	98,859	(23,149)	(23%)

PASSENGER ACTIVITY COMPARISON FOR FY 2025

	<u>BWI Marshall</u>	<u>Dulles</u>	<u>Reagan National</u>
Total Commercial Passengers	25,964,711	28,517,437	25,506,404
Percent Change over FY 2024	(4.0%)	8.7%	(1.8%)

Total Regional Market:	<u>2025</u>	<u>2024</u>
	79,988,552	79,269,996

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

*Total Passengers include both enplaned and deplaned passengers.

**Runway construction closure at MTN in July 2025 was a major factor in aircraft operations decrease.

SECTION V

MARYLAND AVIATION COMMISSION COSTS
FISCAL YEAR 2025*

Commission Stipends		\$10,800.00
Travel Reimbursement to the Commissioners for Meetings		\$1,091.62
Travel Reimbursement to the Commissioners for Conferences		\$0
Contractual Services:		\$2,095.12
Public Notice Advertisements for Commission Meetings	\$0	
Food Services	\$2,095.12	
Miscellaneous		\$0
Total Maryland Aviation Commission Cost		\$13,986.74

*Fiscal Year 2025: July 1, 2024 to June 30, 2025