

A Report to the Maryland General Assembly

regarding

**Maryland Aviation Commission Annual Report
(Transportation Article § 5-201.2, SB 294, Chapter 457, Acts 1994)**

January 2011

Maryland Department of Transportation

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SECTION I

BACKGROUND

Creation of the Maryland Aviation Commission

The 1994 General Assembly passed Senate Bill 294 (Chapter 457, Acts 1994) 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 nine voting members. Eight of the members are appointed by the Governor with the advice and consent of the Senate, with the Secretary of the Maryland Department of Transportation (MDOT) serving as Chairman and ninth voting member, and the Secretary of the Maryland Department of Business and Economic Development 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 Aviation Administration (MAA);
- Direction to MAA in developing and implementing airport management policy for all State-owned airports;
- Approval of major capital projects at State-owned airports as defined in the Annotated Code of Maryland, Transportation Article, §2-103.1(a) (4);
- Consideration of information and advice from air carriers, airport concessionaires, the airport support services industry and citizen advisory groups in carrying out the provisions of law relating to the Maryland Aviation Commission; and
- Determination of qualifications, appointment and compensation for 12 senior management personnel positions and provide advice to the Chairman on the appointment or removal of the Executive Director.

SECTION II

MARYLAND AVIATION COMMISSION MEMBERS

Beverley K. Swaim-Staley, Chair

Secretary, Maryland Department of Transportation

Maurice Bellan, Esq.

Gregory V. Billups

Gerry L. Brewster

Betty Hager Francis

Raymond C. Nichols

Michele K. Ryan

William P. Wentworth

Calman J. Zamoiski

Christian S. Johansson

Secretary, Maryland Department of Business & Economic Development
ex officio, nonvoting member

SECTION III

MESSAGE FROM THE CHAIR

The State of Maryland is home to a diverse range of airports that provide outstanding air transportation access. The Maryland Aviation Administration (MAA) works closely with the Maryland Aviation Commission and the Maryland General Assembly on behalf of airports across the State. We work together to maintain a high level of service for customers at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) and Martin State Airport, while supporting public-use airports across the State of Maryland.

MAA remains focused on the operation and support of airports in Maryland to provide residents, businesses and travelers with the highest levels of service. Our core mission is to promote safe and efficient airport operations and economic vitality for the State of Maryland. We are committed to a safe and convenient aviation network that links Maryland with the rest of the country and the world.

In 2010, BWI Marshall marked 60 years of service to the residents and businesses of Maryland, and to travelers from around the world. BWI Marshall serves as a vital transportation and economic development asset for the State of Maryland, creating and supporting thousands of jobs in the region while helping to produce billions of dollars in business revenue and personal wages.

Maryland is a vibrant, growing region that remains attractive to airline service. BWI Marshall experienced consistent growth in 2010, with record levels of passenger traffic. July 2010 became the all-time busiest month in the history of the Airport. The continued, steady growth highlights the strength of the Baltimore/Washington marketplace, and the success of BWI Marshall and its airline partners.

BWI Marshall received two important airport industry recognitions in 2010. In the Airports Council International annual Airport Service Quality program, BWI Marshall was ranked first among global airports serving between 15 and 25 million passengers. This important survey examines a wide range of services, operations, and facilities at airports worldwide. The recognition confirmed that BWI Marshall provides superior customer service and an outstanding airport facility. Similarly, BWI Marshall received a second place award in the "Best Food and Beverage Program" category at the 2010 Excellence in Airport Concessions Contest, sponsored by Airports Council International-North America. These two important industry awards highlight our efforts to provide excellent service and a quality travel experience for our passengers.

I want to acknowledge and thank MAA employees and management team for their commitment to excellence. Their dedication and good work contributed to the success of the MAA in 2010. MAA will continue working to make Maryland's airports the most convenient, user-friendly facilities for passengers, airlines, cargo, and general aviation users.

Beverley K. Swaim-Staley
Chair
Maryland Aviation Commission

SECTION IV

OVERVIEW OF MARYLAND AVIATION ADMINISTRATION AIRPORT ACTIVITIES AND ACCOMPLISHMENTS FOR 2010*

The mission of the Maryland Aviation Administration (MAA) is to foster the vitality of aviation statewide and promote safe and efficient operations, economic viability and environmental stewardship. MAA operates two airports, Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) and Martin State Airport (MTN). In addition, MAA's Office of Regional Aviation Assistance develops and regulates aviation activities at Maryland's 36 public-use airports.

Baltimore/Washington International Thurgood Marshall Airport

Based on the most recent economic data, from Fiscal Year (FY) 2006, BWI Marshall supports 99,913 total jobs. The overall Airport activity produces an estimated \$475 million in tax revenue for State and local governments and \$165 million in federal tax revenue. Further, BWI Marshall produces \$3.2 billion in personal wages and is responsible for \$5.1 billion in business revenue for the State.

In FY 2010, 21.3 million passengers flew through BWI Marshall, an increase of 6% compared to FY 2009. The Airport has, on average, more than 340 daily departures to 70 nonstop destinations.

Several major airlines announced or completed mergers in 2010. Delta and Northwest are fully operationally merged and operating as Delta Air Lines. United and Continental merged legally on October 1, 2010, but will continue to operate independently for at least a year. The surviving entity will be named United Airlines. On September 27, 2010, Southwest announced its proposed acquisition of AirTran. The Southwest/AirTran merger must be approved by the U.S. Department of Justice, which will evaluate antitrust concerns.

Martin State Airport

In FY 2010, MTN facilitated 69,000 aircraft operations in support of the Maryland Air National Guard, Maryland State Police Aviation Division, Baltimore County Police Aviation, Baltimore City Police Aviation, and a host of businesses based in Baltimore or visiting Baltimore to conduct business. MTN continues to be a gateway to the greater Baltimore metropolitan area facilitating business aviation. Fuel sales in FY 2010 totaled 1.22 million gallons of Jet-A and 100-LL aviation fuels. The number of based aircraft for the year was 279. Despite economic challenges, the business aviation market appears to be on a rebound, allowing the airport to generate \$7.1 million dollars in revenue for the year.

* Commission activities are for Calendar Year 2010, except as noted. Fiscal Year (FY) data is based on FY 2010 (July 1, 2009 through June 30, 2010).

Regional Aviation Assistance

Economic impact data from 2006 shows the Statewide general aviation industry in Maryland provides for 6,797 jobs and generates combined personal income in excess of \$396 million, generates business revenue in excess of \$501 million, and contributes to State and local taxes in excess of \$40 million.

MAA continues to foster and develop aviation in Maryland by helping to provide airport infrastructure improvements to meet a wide variety of business (corporate/private) and personal (pleasure/recreational) needs. In FY 2010, \$18.69 million was invested into Maryland's airport infrastructure (excluding BWI Marshall and MTN). MAA provided \$2.2 million in grants for airport improvements. The Federal Aviation Administration (FAA) contributed \$15.32 million and airport owners invested \$1.18 million.

Recognizing the importance of the general aviation and commercial service airports across Maryland, Governor O'Malley proclaimed September 2010 as General Aviation and Community Airport Month. The proclamation was presented to the airport owners and operators at the 15th Annual Maryland Regional Aviation Conference in September.

Facilities Development and Engineering

The MAA Capital Program continues to focus on System Preservation while maintaining our commitment to provide safe, secure and convenient airport facilities for passengers and Airport tenants, consistent with FAA and Transportation Security Administration (TSA) regulatory standards at BWI Marshall and MTN airports. At BWI Marshall, airfield improvements continue, including the \$45.4 million C/D Concourse ramp reconstruction, which includes \$15 million from the American Recovery Reinvestment Act (ARRA), and the completion of the \$10.1 million electrical lighting and duct system enhancements in June. Inside the Airport terminal, the \$38.4 million reconfiguration of the D/E Concourse baggage screening and baggage make-up system opened for use in May, and construction began on preliminary infrastructure improvements that are part of the new \$40.8 million Integrated Access Security System (IASS). On the landside, the \$2.1 million Phase 2 of the Roadway Signage was completed in October. At MTN, a \$0.3 million sealcoating of the taxilanes was completed in June.

System Preservation initiatives completed at BWI Marshall include \$3.6 million for the installation of baggage claim security improvements and reconstruction of airfield access Gate G. Additional improvements include \$2.5 million for terminal renovations to relocate MAA staff from off-airport sites; \$1.6 million for erosion repairs around the airport complex; \$1.2 million for communication infrastructure improvements; \$1.0 million for inbound and outbound I-195 pavement resurfacing; and \$2.0 million for access roadway improvements at the Consolidated Rental Car Facility Customer Service Building.

During the year, MAA completed the draft of the first major update of the BWI Marshall Master Plan since 1987. The Master Plan is now under final review by the FAA. Concurrently, efforts are underway to complete an FAA Environmental Assessment for proposed short-term improvements to meet a variety of needs over the next five years at BWI Marshall. The proposed improvements include airfield grading, drainage, paving, lighting and navigational aid systems to meet FAA Standards and associated runway, taxiway and apron pavement

rehabilitation. In addition, a Terminal Modernization Plan was completed for passenger terminal improvements to meet federal/State building codes, Department of Homeland Security/TSA passenger and baggage screening requirements and level of service (passenger amenities) improvements, including moving walkways. An update to the MTN Airport Layout Plan was submitted to the FAA and is under review.

Business Management and Administration

MAA revenues from food, beverage and retail concessions increased 2.2% to \$10.7 million in FY 2010, while concession sales increased 4.5% to \$92 million. Participation by Disadvantaged Business Enterprises (DBE) in the concession program as of June 2010 was 27.2% overall, with food and beverage participation at 30.9% and retail at 21.5%.

BAA Maryland, Inc., the BWI Marshall master concession developer, was purchased by Prospect Capital, a New York-based private investment firm. Following the purchase, effective July 30, 2010, BAA Maryland, Inc. changed its name to AIRMALL Maryland, Inc. Prospect Capital has committed to retain the core AIRMALL team that develops and manages the AIRMALL at BWI Marshall.

AIRMALL Maryland continues its redevelopment of the Airport's terminal concessions program. Several new restaurants and retail stores opened in the past year, including DuClaw Brewing Company, Dunkin' Donuts and Brooks Brothers. New restaurants and retail shops are scheduled to open in the coming months, including two additional Dunkin' Donuts, I Tech Experience, CNBC News and a new concession concept, A-Bar.

Marketing

MAA continues to work with airline staff to support their efforts to increase passengers on targeted routes. Initiatives include airline reservation staff briefings, gate promotions at both BWI Marshall and out-market airports, special events and targeted website advertising on the BWI Marshall website. No agreements for cooperative marketing or fee waivers were entered into in FY 2010, but MAA continued its agreement with British Airways.

MAA joined with British Airways to market the new codeshare service with American Airlines, which will allow U.S. government-funded travelers to fly on British Airways' BWI route to London and beyond. This initiative promoted collaboration between British Airways, BWI Marshall and government travel managers to facilitate the requirements for government travelers.

MAA collaborated with FAA to hold a media and public relations event to highlight the \$15 million in ARRA-funded safety upgrades at BWI Marshall that will ensure the continued safe and efficient operation of aircraft at BWI Marshall. BWI Marshall's reconstructed aircraft parking apron between Concourses C and D will allow for more efficient operations among larger aircraft and service vehicles. The projects also include a new, environmentally-friendly deicing fluid collection system and new communications and utility systems. This \$15 million ARRA discretionary grant is one of the largest awarded by the FAA.

Enhancements to the BWI Marshall website for travelers include an interactive Hourly Garage parking guide, frequently asked questions, revised terminal maps and links to BWI Marshall on social networking sites including Twitter, Flickr, YouTube and Facebook.

MAA recognized the 60th anniversary of BWI Marshall's growth from Friendship Airport in 1950 to the world class airport it is today with the production of a commemorative edition of Maryland Life magazine, with distribution to the public and employees.

Air Service Development

A total of 21.3 million passengers traveled through BWI Marshall during FY 2010, a 6% increase compared to FY 2009 passenger figures. Southwest continues to be the largest carrier at BWI Marshall and during the summer of 2010, was operating 182 flights from BWI Marshall. During the Fiscal Year, Southwest carried more than 11 million passengers from BWI Marshall—their highest level ever at the Airport. BWI Marshall's second largest carrier, AirTran also had a record fiscal year with 3.5 million passengers. AirTran offered 62 daily flights from BWI Marshall to 26 domestic and international destinations during the peak summer season.

Southwest and AirTran continue to initiate service in new markets. In FY 2010, Southwest resumed service to Los Angeles and added new nonstop service to Panama City. AirTran started service to Grand Rapids, Huntsville and Jacksonville and added seasonal service to San Antonio. Delta increased frequencies to Detroit, Memphis and Minneapolis and US Airways increased service to Charlotte. AirTran also initiated new international service from BWI Marshall to Montego Bay and Nassau.

Operations and Maintenance

BWI Marshall passed its annual FAR Part 139 Airport Safety and Certification Inspection with no repeat discrepancies. This three-day inspection is conducted by the FAA to audit the Airport's compliance with myriad federal regulations related to the safe operation of a commercial airport.

MAA executed a Memorandum of Understanding with the FAA to install Airport Surface Detection Equipment Radar (ASDE-X) and Runway Status Lights (RWSL) on various runways and intersecting taxiways. The RWSL system integrates airport surface lighting with approach and surface surveillance systems to provide a visual signal to pilots and vehicle operators indicating that it is unsafe to enter/cross or begin takeoff roll on a runway. The system is fully automated based on inputs from surface and terminal surveillance systems. The Status Lights program is a safety enhancement connected with FAA's ASDE-X system and will be an additional tool for ensuring the prevention of runway incursions.

MAA entered into a \$21 million contract with Pepco Energy Services, Inc. to implement an Energy Efficiency Program for BWI Marshall. The energy performance contract will develop a number of specific energy conservation measures at BWI Marshall which will generate substantial energy and operational savings that are guaranteed by Pepco Energy. The majority of the cost of the work will be realized from energy and utility savings over the term of the contract. The energy conservation measures associated with this contract include: a new 505 kilowatt, solar photovoltaic system on the roof of the BWI Marshall Daily Garage; comprehensive lighting

improvements; and substantial energy infrastructure replacement projects at the Airport's central utility plant and main terminal building.

Information Technology

MAA completed the installation of the first of several planned fiber optic rings at BWI Marshall. The first ring significantly increases the fault resiliency of voice, data and video communications between the main terminal complex, the Airport Rescue Fire Facility and the redundant IT facility.

MAA expanded its efforts in "green computing," utilizing server virtualization and blade server technologies. By reducing the number of physical hardware server devices, these initiatives help the environment by reducing both air conditioning and power consumption requirements in MAA data centers.

Business Relations

Through trade fairs, business forums and the hosting of business events, BWI Marshall continues to develop the business relations program. The program takes direct aim at building business partnerships, opening up lines of communication and enhancing the BWI Marshall presence and image within the business and civic community in the Baltimore-Washington metropolitan area.

The BWI Marshall News Blast, which is sent to 19 different chambers of commerce with a combined membership of nearly 25,000 businesses, informs the recipients about positive issues affecting the Airport. In addition, MAA has developed an appreciation program to recognize businesses in and around BWI Marshall, as well as a speakers program, through which the positive aspects of BWI Marshall are spread to the business and civic communities.

ACTIONS TAKEN BY THE MARYLAND AVIATION COMMISSION

- The Commission was regularly briefed on the following issues:
 - Air service trends and air service marketing efforts;
 - The State’s general aviation program and operations at several general aviation airports;
 - Updates to the Airport concession development program; and
 - Various Airport security issues, including the implementation of the full-body scanner technology and the Congressional mandate for 100 percent air cargo screening.
- In accordance with Section 5-201.1 of the Transportation Article and the Hatch Act, regarding political activities of government employees, the Commission approved a reduction in salary and change in duties for the Deputy Executive Director, Technology, Human Resources, Safety and Training.
- The Commission was provided a comparative analysis of ground transportation fees and parking fees at regional airports.
- Commissioners participated in three critical procurements for BWI Marshall: parking lot operator; taxi cab ground transportation; and fixed display terminal advertising. As members of the evaluation panels, the Commissioners provide valuable insights in the evaluation and selection process.
- The Commission reviewed and approved the inclusion of two new major capital projects in the Final FY 2011-2016 Consolidated Transportation Program:
 - Airfield Runway Safety Area improvements
 - Airfield Pavement Management Program Improvements

These two projects provide for the design and construction of runway safety area improvements mandated by FAA to be complete by December 31, 2015, and other airfield pavement reconstruction to ensure safety and meet FAA standards.

FINANCIAL RESULTS

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

	FY 2010	FY 2009	Difference	% Change
TTF Revenue and Expense				
TTF Operating Revenue	\$194,513	\$181,580	\$12,932	7.1%
TTF Operating Expense	\$172,845	\$169,500	\$3,345	2.0%
TTF Surplus/(Deficit)	\$21,667	\$12,080	\$9,587	79.4%
Non-TTF				
Non-Operating Revenue	\$76,562	\$74,058	\$2,504	3.4%
Non-TTF Debt Service	\$39,761	\$39,697	\$64	0.2%
Non-TTF Surplus/(Deficit)	\$36,801	\$34,361	\$2,440	7.1%
Total MAA Surplus/(Deficit)	\$58,468	\$46,441	\$12,027	25.9%
Capital Program Expenditures	\$71,554	\$74,524	(\$2,970)	-4.0%
Enplanements (000's)	10,685	10,066	619	6.2%

In FY 2010, the Maryland Aviation Administration Transportation Trust Fund (TTF) operating surplus totaled \$21.7 million, a \$9.6 million improvement over the FY 2009 TTF operating surplus of \$12.1 million. TTF revenue increased by \$12.9 million while expenses increased by only \$3.3 million.

FY 2010 BWI Marshall revenue increased \$12.9 million. Increased landing fees and airline/FAA terminal rents were accompanied by enplanement-driven increases in public parking, food and beverage, and rental cars. In addition, other revenue increased as reduced one-time reimbursements for prior period capital projects were more than offset by billings to the airlines based on FY 2009 airline rate reconciliations. MTN revenue decreased \$0.8 million due primarily to lower FBO fuel sales and hanger rentals driven by fewer aircraft operations.

The \$3.3 million increase in FY 2010 TTF operating expense is the result of higher snow removal costs offset by reductions in contractual service and utility costs

FY 2010 non-TTF revenue increased approximately \$2.5 million as a result of higher enplanements and timing differences in the receipt of Passenger Facility Charges (PFC). Non-TTF PFC, Customer Facility Charge and Parking debt service remained relatively flat.

Total FY 2010 MAA surplus is \$58.5 million, an increase of approximately \$12.0 million over FY 2009. Enplaned passengers increased 6.2% over the same period.

FINANCIAL RESULTS

**Maryland Aviation Administration
Statement of Revenue
Fiscal Years Ending
June 30, 2010 and 2009**

	FY 2010	FY 2009	Difference	% Change
<u>BWI Operating Revenue (TTF)</u>				
Flight Activities	\$54,151,086	\$48,944,731	\$5,206,355	10.6%
Rents & User Fees	\$57,133,838	\$55,279,462	\$1,854,376	3.4%
Public Parking	\$33,526,465	\$29,676,170	\$3,850,295	13.0%
Rental Cars	\$16,811,290	\$16,405,490	\$405,800	2.5%
Retail, Food & Beverage	\$10,773,309	\$10,450,264	\$323,045	3.1%
Other Passenger Concessions	\$3,763,766	\$3,842,251	(\$78,485)	-2.0%
Non-Passenger Concessions	\$3,402,846	\$3,391,408	\$11,438	0.3%
Other Revenue	\$7,852,109	\$5,642,610	\$2,209,499	39.2%
Total BWI Operating Revenue	\$187,414,709	\$173,632,386	\$13,782,323	7.9%
<u>MTN Operating Revenue (TTF)</u>				
	\$7,097,923	\$7,947,816	(\$849,893)	-10.7%
Total TTF Operating Revenue	\$194,512,632	\$181,580,202	\$12,932,430	7.1%
<u>Non-Operating Revenue</u>				
Customer Facility Charges	\$11,693,660	\$11,753,710	(\$60,051)	-0.5%
Passenger Facility Charges	\$44,095,728	\$40,823,885	\$3,271,843	8.0%
Trustee Retained Parking Revenue	\$20,740,670	\$20,739,468	\$1,202	0.0%
Interest Income	\$31,725	\$740,777	(\$709,052)	-95.7%
Total Non-Operating Revenue	\$76,561,783	\$74,057,840	\$2,503,942	3.4%
Total MAA Revenue	\$271,074,415	\$255,638,042	\$15,436,372	6.0%

FINANCIAL RESULTS

Maryland Aviation Administration
Statement of Expense
Fiscal Years Ending
June 30, 2010 and 2009

	FY 2010	FY 2009	Difference	% Change
<u>BWI Operating Expense (TTF)</u>				
Salaries and Wages	\$32,298,022	\$32,485,306	(\$187,284)	-0.6%
Technical and Special Fees	\$536,071	\$932,244	(\$396,173)	-42.5%
Communications	\$1,228,041	\$1,208,160	\$19,881	1.6%
Travel	\$103,596	\$196,819	(\$93,223)	-47.4%
Fuel and Utilities	\$12,302,233	\$14,780,202	(\$2,477,969)	-16.8%
Motor Vehicle Operations	\$2,765,266	\$2,678,618	\$86,648	3.2%
Contractual Services	\$69,081,935	\$73,943,714	(\$4,861,779)	-6.6%
Supplies and Materials	\$4,967,192	\$4,118,341	\$848,851	20.6%
Replacement Equipment	\$54,060	\$335,780	(\$281,720)	-83.9%
Additional Equipment	\$8,112	\$30,284	(\$22,172)	-73.2%
Grants/Subsidies/Contributions	\$870,381	\$673,981	\$196,400	29.1%
MEDCO and COPS Debt Service	\$20,642,082	\$20,474,077	\$168,005	0.8%
Other Fixed Charges	\$1,547,544	\$1,837,185	(\$289,641)	-15.8%
Land and Structures	\$18,991,182	\$8,013,235	\$10,977,947	137.0%
Total BWI Operating Expense	\$165,395,717	\$161,707,946	\$3,687,771	2.3%
<u>MTN Operating Expense (TTF)</u>				
	\$7,449,591	\$7,792,119	(\$342,528)	-4.4%
Total TTF Operating Expense	\$172,845,308	\$169,500,065	\$3,345,243	2.0%
<u>Non-TTF Debt Service Expense</u>				
Passenger Facility Charge Backed Debt	\$10,000,790	\$9,935,965	\$64,825	0.7%
Customer Facility Charge Backed Debt	\$9,014,500	\$9,021,252	(\$6,752)	-0.1%
Parking Debt	\$20,745,619	\$20,739,469	\$6,150	0.0%
Total Non-TTF Debt Service Expense	\$39,760,909	\$39,696,686	\$64,223	0.2%
Total MAA Expense	\$212,606,217	\$209,196,751	\$3,409,466	1.6%
Regional Aviation	\$247,413	\$296,670	(\$49,257)	-16.6%
<u>Capital Program Expenditures</u>				
State Funds	\$20,755,651	\$26,149,243	(\$5,393,592)	-20.6%
Federal Funds	\$9,335,856	\$1,574,623	\$7,761,233	492.9%
Other Financing	\$41,462,000	\$46,800,000	(\$5,338,000)	-11.4%
Total Capital Program Expenditures	\$71,553,507	\$74,523,866	(\$2,970,359)	-4.0%

Note: Federally funded and other reimbursable security related expenses of \$656,191 in FY 2010 and FY 2009 are not included in operating expenses shown above

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

	<u>FY 2010</u>	<u>FY 2009</u>	<u>Difference</u>	<u>% Change</u>
BWI Domestic Passengers	20,821,947	19,647,878	+1,174,069	+6.0%
BWI International Passengers	491,086	455,565	+35,521	+7.8%
BWI Total Passengers*	21,313,033	20,103,443	+1,209,590	+6.0%
BWI Aircraft Operations	272,997	266,273	+6,724	+2.5%
MTN Aircraft Operations	69,193	72,168	-2,975	-4.1%

Passenger Activity Comparison

FY 2010

	<u>BWI Marshall</u>	<u>Dulles</u>	<u>Reagan National</u>
Total Commercial Passengers	21,313,033	23,101,031	17,569,851
Percent Change over FY 2009	+6.0%	+0.6%	-0.5%
Total Regional Market:	<u>2010</u>	<u>2009</u>	
	61,983,915	60,734,617	

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

*Total Passengers include both enplaned and deplaned passengers.

SECTION V

**MARYLAND AVIATION COMMISSION COSTS
FISCAL YEAR 2010***

Technical and Special Fees		\$13,200
Travel Reimbursement to the Commissioners for Meetings and research and site visits		\$1,823
Contractual Services:		\$3,958
Public Notice Advertisements for Commission Meetings	\$ 735	
Printing – Meeting Transcripts	\$1,614	
Food Services	\$1,609	
Supplies		\$ 56
Total Maryland Aviation Commission Cost		\$19,037

*Fiscal Year 2010: July 1, 2009 to June 30, 2010