



February 7, 2023

The Honorable Ben Barnes, Chair  
House Appropriations Committee  
Room 121  
House Office Building  
Annapolis, Maryland 21401

**Re:** *House Bill 204 – Maryland Aviation Commission - Duties, Composition, and Member Orientation*

**Position:** *Support with Amendments*

Dear Chair Barnes and Committee Members:

The BWI Business Partnership respectfully submits the attached correspondence from several partner organizations who are concerned with aspects of HB 204.

Sincerely,

Gina Stewart  
The BWI Business Partnership  
Executive Director



February 1, 2023

The Honorable Ben Barnes, Chair  
House Appropriations Committee  
Room 121  
House Office Building  
Annapolis, Maryland 21401

**House Bill 204 Maryland Aviation Commission – Duties, Composition, and Member Orientation**

Dear Chair Barnes and Appropriations Committee Members:

Airport Design Consultants, Inc. (ADCI) is opposed to House Bill 204 Maryland Aviation Commission – Duties, Composition, and Member Orientation. As one of Maryland's leading airport engineering and construction management firms, the continued growth and expansion at Baltimore Washington International Thurgood Marshall International Airport (BWI Marshall) is crucial to our company's future. Therefore, we are opposed to House Bill 204 as it is directly in conflict with our firm's current and future stability and growth.

ADCI, located in Howard County, ADCI is minority owned and employs more than 70 full time professionals all working toward improving the State and Nation's system of airports. We provide professional airfield planning, design, program management, and construction management services to BWI Marshall Airport as well as several other satellite airports in Maryland and the region.

ADCI and our employees depend upon BWI Marshall Airport as one of our most prolific airport clients and nearly all of our 70 employees routinely are engaged on BWI projects. In addition to several employees working full time on BWI Marshall projects from our Ellicott City Headquarters, ADCI also employs staff that report directly to the Airport. The vitality and continuous growth and improvement of BWI Marshall is critical to our firm's existence.

BWI Marshall Airport also provides broader benefits to the Baltimore region and the State of Maryland. The airport supports, directly and indirectly, over 106,000 jobs – 70 of which are ADCI employees. It has an annual economic impact of \$9.3 billion, and provides annual tax revenue of nearly \$600 million to State and local governments.

ADCI is concerned that without planned improvements and future expansion at BWI, our organization will not remain in its current configuration and may result in employee cuts.



The Honorable Ben Barnes, Chair

1/30/2023

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ADCI is concerned that the bill singles out one aspect of airport operations as a priority in commission membership, MAA policies, and other commission duties. This focus on noise and health related concerns over all other issues threatens future growth and expansion of the airport and its services. In addition, the bill fails to acknowledge that BWI and the commission already address environmental and health concerns related to current operations and proposed expansions. The commission and BWI Marshall Airport have demonstrated a long-standing commitment to environmental protection, proactive planning and reducing and mitigating aircraft noise. We are also concerned that 4 of the 9 commission members would represent those who prioritize limiting noise over all other airport priorities, Boards and commissions work best when their members offer varying skill sets and points of view.

Due to its potential to stall or even prevent the growth and expansion needed at BWI Marshall, we are opposed to House Bill 204 and respectfully request the Senate Finance Committee report the bill unfavorably. We implore the committee to give a "No" vote and I thank you for your attention on this important matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cedrick A. Johnson", is written over a light blue circular stamp.

Cedrick A. Johnson, PE, President & CEO  
ADCI



February 1, 2023

The Honorable Ben Barnes, Chair  
House Appropriations Committee  
Room 121  
House Office Building  
Annapolis, Maryland 21401

**Re: House Bill 204 Maryland Aviation Commission – Duties, Composition, and Member Orientation**

Dear Chair Barnes and Appropriations Committee Members:

Dream Management, Inc.(DMI) is opposed to House Bill 204 Maryland Aviation Commission – Duties, Composition, and Member Orientation. As one of the companies providing critical passenger transportation to the airport's employees and patrons, DMI depends on the continued growth and expansion of Baltimore Washington International (BWI) airport, which we consider as a crucial source of employment and revenue for DMI.

Dream Management, Inc., located in the Baltimore City, employs more than 65 individuals, some of them working at the County Connector, shuttling riders from Arundel Mills mall, the Amazon warehouse, Amtrak station, and the light rail going back and forth to and from the airport terminal.

BWI Marshall Airport also provides broader benefits to the Baltimore region and the State of Maryland. The airport supports, directly and indirectly, over 106,000 jobs. It has an annual economic impact of \$9.3 billion, and provides annual tax revenue of nearly \$600 million to State and local governments.

Dream Management, Inc. is concerned that without planned improvements and future expansion at BWI, our organization will not remain competitive in the passenger transportation industry. Our visitors will lose valuable time due to air and baggage delays, and shipments to our customers will be delayed, causing our customers to turn to flying using a modern, expanding airport somewhere else. If this could happen, the BWI and Amazon number of employees we transport will be reduced or get stagnant due to the potential restrictions caused by House Bill 204.

Dream Management, Inc. is concerned that the bill singles out one aspect of airport operations as a priority in commission membership, MAA policies, and other commission duties. This focus on noise and health related concerns over all other issues threatens future growth and expansion of the airport and its services. In addition, the bill fails to acknowledge that BWI and the commission already address environmental and health concerns related to current operations and proposed expansions.

The commission and BWI Marshall Airport have demonstrated a long-standing commitment to environmental protection, proactive planning and reducing and mitigating aircraft noise. We are also concerned that 4 of the 9 commission members would represent those who prioritize limiting noise over all other airport priorities, Boards and commissions work best when their members offer varying skill sets and points of view.

Due to its potential to stall or even prevent the growth and expansion needed for The BWI airport and the entire regional and state economies to grow, we are opposed to House Bill 204 and respectfully request the House Appropriations Committee report the bill unfavorably.

We want to make clear that the legitimate concerns of the Commission related to the noise and the potential health issues should be considered involving innovating ideas without hindering the necessary BWI Airport's growth and expansion.

We want to thank you for considering giving a No vote on House Bill 204.

Sincerely,

A handwritten signature in black ink, appearing to read 'Luis Gutierrez', with a large, stylized loop at the end.

Luis Gutierrez, MBA  
President/CEO  
DREAM MANAGEMENT, INC.  
210 W 28th Street  
Baltimore, MD 21211



[www.m4security.us](http://www.m4security.us)

# M4 SECURITY LLC

101 North Haven Street, Suite 301, Baltimore MD 21224 443-210-4496

Agency License #106-4966

City of Baltimore Minority Certified Service Supplier  
Maryland State Certified Minority Business Enterprise

February 1, 2023

The Honorable Ben Barnes, Chair  
House Appropriations Committee  
Room 121, House Office Building  
Annapolis, Maryland 21401

Dear Chair Barnes and Appropriations Committee Members:

House Bill 204 Maryland Aviation Commission – Duties, Composition, and Member Orientation

M4 Security is voicing their opposition to House Bill 204 Maryland Aviation Commission – Duties, Composition, and Member Orientation.

M4 Security is a small business in the Greater Baltimore area. We pride ourselves in employing local workers. We greatly respect BWI as a major economic engine for our region, supporting thousands of jobs and generating billions of dollars in economic activity. The airport supports, directly and indirectly, over 106,000 jobs. It has an annual economic impact of \$9.3 billion and provides annual tax revenue of nearly \$600 million to State and local governments. M4 Security worries that House Bill 204 may negatively impact this workforce, reducing their ability to participate in the Baltimore economy, pay taxes and contribute to the overall well-being of the community.

M4 Security can only show admiration for the steadiness of management and operations at BWI and respectfully asks the committee to take this into consideration. Even with the COVID-19 pandemic, BWI over the past several years has grown. BWI, the 22nd busiest airport in the U.S., accommodated 27 million passengers in 2019, a record-setting year. After seeing flights and riders plummet during the early days of the pandemic, BWI projects to bounce back to 26 million passengers this year. The airport now serves about 70,000 passengers a day, with 330 daily departures. M4 Security fears that House Bill 204 may interrupt planned improvement and expansion at BWI, and that future development may be stunted.

M4 Security is very much involved in the Baltimore business community and sees a growing trend in many out-of-state companies moving into our area. Cost of living and doing business in Baltimore is relatively low compared to other major metropolitan areas on the East Coast. The city has a growing technology and innovation sector. BWI is a valuable part of a strong and vital transportation infrastructure necessary to our business community. BWI, for many, will be the first impression of our region. Let's keep BWI as our best face forward.

Sincerely,

Malcolm Day  
Chief Operating Officer  
M4 Security



January 30, 2023

The Honorable Ben Barnes, Chair  
House Appropriations Committee  
Room 121  
House Office Building  
Annapolis, Maryland 21401

**House Bill 204 Maryland Aviation Commission – Duties, Composition, and Member Orientation**

Dear Chair Barnes and Appropriations Committee Members:

**ITnova, LLC is opposed to Senate Bill 204** Maryland Aviation Commission – Duties, Composition, and Member Orientation.

ITnova is an IT & Engineering consulting company which provides services to the State of Maryland. ITnova employs 40 people with diversity backgrounds and skills including technicians, software developers, engineers, data scientist, project managers and more. Our company's headquarters are in Glen Burnie MD 21061. We have been in Anne Arundel County since the beginning back in 2011. Furthermore, ITnova is an advocate for the Hispanic Community in Anne Arundel County. ITnova is part of the board of the Maryland Hispanic Business Conference an organization. The goal of this organization is to provide a space for Hispanic Business Owners to get together and promote networking, growth, business training, and awareness about the policies in the State of Maryland that could impact our businesses and community. The continued growth and expansion at Baltimore/Washington International Thurgood Marshall Airport (BWI) are crucial to our company's future and our Hispanic Community.

BWI Marshall Airport also provides broader benefits to the Baltimore region and the State of Maryland. The airport supports, directly and indirectly, over 106,000 jobs. It has an annual economic impact of \$9.3 billion and provides annual tax revenue of nearly \$600 million to State and local governments.

ITnova, LLC is concerned that without a board working towards all the aspects of the Airport, the impact of this bill will result in lack of business in the community as well as for our company ITnova.

With a new government in place, our understanding is that transparency, diversity, and inclusion are a critical moving forward. ITnova is concerned that this bill is not clear and transparent. The document is not clear about:



- Bill's purpose
- Reason of changes
- Expected outcome

Furthermore, the bill does not provide a whole picture so any person of the community can understand. Any bill should clearly identify the intent, the purpose and more importantly the impact that this will have in our businesses and communities. It singles out one aspect of airport operations as a priority in commission membership, MAA policies, and other commission duties. This focus on noise and health related concerns over all other issues threatens future growth and expansion of the airport and its services.

ITnova has been supported many nonprofit boards including The Arc, The Anne Arundel Community College foundation, the Center of Help, the Severna Park High School Business Partnerships, and the Maryland Hispanic Business Conference. As part of our experience in these boards, embracing diversity, thoughts and ideas from different perspectives is crucial so policies and actions are a reflection of collaboration, agreement, coming together, and more importantly compromise.

Due to its potential to stall or even prevent the growth and expansion needed for ITnova, LLC and our economy to grow, **we are opposed to Senate Bill 204** and respectfully request the Senate Finance Committee report the bill unfavorably.

Sincerely,

A handwritten signature in blue ink, appearing to read "Carolina Seldes", written over a light blue circular stamp.

Carolina Seldes,  
President & CEO  
ITnova, LLC



6240 Old Dobbin Lane ■ Suite 110 ■ Columbia, MD 21045

January 31, 2023

Hon. Melony Griffith  
Chair, Senate Finance Committee  
3 East Miller Senate Office Building  
Annapolis, MD 21401  
[Melony.Griffith@senate.state.md.us](mailto:Melony.Griffith@senate.state.md.us)

Hon. Ben Barnes  
Chair, House Appropriations Committee  
101 Taylor House Office Building  
Annapolis, MD 21401  
[Ben.Barnes@house.state.md.us](mailto:Ben.Barnes@house.state.md.us)

***Subj: SB 162 /HB 204 Maryland Aviation Commission – Duties, Composition, and Member Orientation***

Position: **Support if amended**

Dear Senator, Chair Griffith and Delegate, Chair Barnes:

The Howard County Chamber of Commerce (Chamber) is a business organization dedicated to economic, business, and community development in Howard County and the Central Maryland region. In advancing our mission, we advocate for policies that lead to job creation and investment. It is in accordance with our mission that we write to you currently.

The Chamber is aware of the concerns expressed by various residents pertaining to flight noise from BWI Airport (Airport). We sympathize with the concerns that SB 162 /HB 204 is intended to address. Our concerns are not on the issue itself but in the legislation as currently drafted. There are specific sections in the bill, which we believe should be amended to avoid possible disruption in the operation of the airport operations thereby impacting regional economic development.

**First amendment is to eliminate lines 6 through 9 on page 2**

This language directs the Maryland Aviation Commission (Commission) to “(II) BEST MITIGATE ACTUAL AND POTENTIAL NEGATIVE IMPACTS OF THE LOCAL AVIATION AND AIRPORT INDUSTRIES, AS INFORMED BY THE ACCEPTED SCIENTIFIC RESEARCH ON CREATING AND MAINTAINING HEALTHY AND LIVABLE COMMUNITIES.”

This would assume that the Maryland Aviation Administration ignores scientific information when making decisions regarding the well-being of the community it serves.

Furthermore, requiring that the mitigation of “negative impacts” be directed by “accepted scientific research” may leave Airport decisions open to multiple interpretations of various, possibly conflicting scientific opinions that could also interfere with important practical considerations that cannot be altered.

Line 26 “(VI) LOCAL GOVERNMENT”

The Airport is already in close communication with local governments. The concerns of the local governments are dealt with in a different time, place, and manner than the other groups in lines 21 through 24 and it would be counter-productive to include them here.

Line 27 “(VII) CITIZENS FROM COMMUNITIES NEAR AIRPORTS; AND”

This would seem redundant in as much as there are already Citizen Advisory Groups, unless, as this language might be interpreted, to include every airport in Maryland, of which there are at least seven. If that is the case, this would expand the responsibility of the Commission well beyond its original mandate.

**Second amendment is to eliminate lines 25 through 30 on page 2**

Line 25 “(V) AIRPORT EMPLOYEES OR THEIR REPRESENTATIVES”

BWI, as with many large entities, has unions and many employees involved in various aspects of the airport operations, including safety, the well-being of the traveling public and the best interests of the surrounding community. Those employee and unions are free to reach out to the Commission at any time; however, it might be considered unusual for this subtitle to formally solicit input from airport employees and airport unions.

Line 28 -30 “(VIII) OTHER MARYLAND COMMUNITIES THAT HAVE, OR ARE PREDICTED TO HAVE, ADVERSE HEALTH OR LIVABILITY IMPACTS FROM AIRPORT INFRASTRUCTURE AND ECONOMIC GROWTH DECISIONS.”

This describes vague groups that are difficult to identify, that could be anywhere, of any size. By referring to “communities that have or are predicted ...” is to admit that such information is unknown and may never develop “health of livability impacts from airport infrastructure and economic growth decisions.”

If airport management were to be subject to this criterion, decision making would become too dispersed by the additional stakeholders with possible conflicting interests.

We should add that many if not most communities welcome the growth and economic activity that follow improvements in airport infrastructure.

**Third Amendment, eliminate line 1 through 32 on page 3**

“(c) (1) The Commission shall consist of nine members, including the Secretary of Commerce. All but the Secretary of Commerce are voting members. (i) Eight [voting members] appointed by the Governor with the advice and consent of the Senate, four of whom shall be from a list of proposed candidates designated by a resolution of the DC Metroplex BWI Community Roundtable (Roundtable), or its successor organization.”

While it might not be unreasonable to stipulate a minimum of two members of the Commission be member of the Roundtable, it could be unlikely that the Department would recommend that the Governor assign half of the eight voting positions on the Commission to one organization.

In closing and as expressed earlier, the Chamber is not oblivious to the concerns expressed by area residents as it pertains to aircraft noise. Those concerns have not gone unnoticed to MDOT MAA either. They have a long-standing commitment to environmental protection, proactive planning and reducing and mitigating aircraft noise. BWI Marshall has had proactive land use planning dating back to the 1970s and continues to address aircraft noise annoyance through mitigation programs, active public engagement, and transparent long-term planning. Specifically, MDOT MAA has sponsored public outreach; supported the DC Metroplex BWI Community Roundtable; implemented the MDOT MAA Noise and Operations Monitoring System; managed the Residential Sound Insulation Program; conducted Airport Noise Zone and Part 150 Noise Studies; and completed proactive facility planning through the National Environmental Policy Act (NEPA).

Less we forget, BWI Airport is a major economic driver for the central Maryland region leading to thousands of jobs and millions in private and public investment. While we must take into consideration citizenry impact, it is equally important that we present policies that aid in the continued growth and development of small business and jobs.

If these amendments can be adopted, the Howard County Chamber will support SB 162 HB 204.

Respectfully,

A handwritten signature in black ink, reading "Leonardo McClarty". The signature is fluid and cursive, with the first name "Leonardo" written in a larger, more prominent script than the last name "McClarty".

Leonardo McClarty, CCE  
President, Howard County Chamber



February 3, 2023

The Honorable Ben Barnes, Chair  
House Appropriations Committee  
Room 121  
House Office Building  
Annapolis, Maryland 21401

Dear Chair Barnes:

On behalf of Airlines for America (A4A)<sup>1</sup>, the trade association for the leading U.S. passenger and cargo airlines, I provide the following comments on HB0204. HB0204 would, among other provisions, establish certain policies related to healthy and livable communities and require that certain members of the Maryland Aviation Commission appointed by the Governor are to be selected from candidates designated by the DC Metroplex BWI Community Roundtable A4A.

Robust mechanisms already exist to comprehensively review and communicate potential impacts of aviation projects, including the “hard infrastructure such as construction projects” and so-called “soft infrastructure projects such as flight paths and related procedures” explicitly mentioned in the bill. BWI Marshall and other Maryland airports, together with the Federal Aviation Administration (FAA), conduct comprehensive evaluations of aviation projects in accordance with the National Environmental Protection Act (NEPA). For example, the FAA – which has **exclusive** authority to develop, approve and implement flight procedures – undertakes necessary NEPA reviews before approving and implementing those procedures. A4A strongly supports efforts to communicate these impacts to the public and has championed and led efforts to improve the FAA’s process for developing new flight procedures to better ensure communities are heard and their views are taken into account as the procedures are developed and implemented. A4A members also have proactively engaged with communities, participating directly in community roundtables dedicated to addressing aircraft noise issues at airports throughout the country, including the citizen-led BWI Community Roundtable. Similarly, all major airport development (e.g., construction) projects requiring FAA approval are studied and the results reported to the public in accordance with NEPA. This is on top of the approval process for major capital projects that is conducted by the Maryland General Assembly, the Maryland Department of Transportation and the Maryland Board of Public Works, all of which provide avenues for public comment.

Regarding health impacts, the FAA has, among other efforts, established a cooperative aviation research organization co-led by Washington State University and the Massachusetts Institute of Technology – the Aviation Sustainability Center (also known as the Center of Excellence for

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<sup>1</sup> A4A’s members are Alaska Airlines, Inc.; American Airlines Group, Inc.; Atlas Air, Inc.; Delta Air Lines, Inc.; Federal Express Corporation; Hawai’ian Airlines, Inc.; JetBlue Airways Corp.; Southwest Airlines Co.; United Airlines Holdings, Inc.; and United Parcel Service Co. Air Canada, Inc. is an associate member.

Alternative Jet Fuels and Environment, ASCENT) – which undertakes multiple research projects to understand such health impacts and ensures public policy is based on peer-reviewed science. Currently, the FAA is undertaking a comprehensive review of aviation noise policy which will be informed by such research (see *Overview of FAA Aircraft Noise Policy and Research Efforts: Request for Input on Research Activities to Inform Aircraft Noise Policy*.<sup>86</sup> Fed. Reg 2722 (January 13, 2021). With respect to noise monitoring, the establishment of a virtual noise monitoring system authorized in the bill is unnecessary given the robust noise monitoring program already in place at BWI and administered by the Maryland Department of Transportation's Maryland Aviation Administration.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Sean Williams', with a stylized, cursive script.

Sean Williams  
Vice President, State and Local Government Affairs  
swilliams@airlines.org