



StateStat

Maryland Department of Transportation Maryland Aviation Administration

Management Team

Facilities Development and Engineering: Paul L. Shank, P.E., C.M.
 Business Management and Administration: Vacant
 Operations and Maintenance: Wayne S. Pennell, C.M.
 Airport Technology and Community Services: Edward P. Carey
 Chief of Staff: Dale Hilliard



Secretary : Beverley K. Swaim-Staley
Appointed June 2009



Executive Director: Paul J. Wiedefeld
Appointed: December 2009

MBE CONTRACT ACTIVITY

| PROCUREMENT/CONTRACT AWARDS | CURRENTLY AVAILABLE PERIOD (December, 2009) | | | | | | YEAR-TO-DATE (FY10) | | | | | |
|---------------------------------------|--|--------------------------|--------------------------|--|----------------|--------|---|---------------------------|--------------------------|--|-----------------|--------|
| | Goal Achieved: 4.77% # Waivers requested: 0 Waivers granted: 0 | | | | | | Goal Achieved: 22.76% # Waivers requested: 0 Waivers granted: 0 | | | | | |
| | Agency Total | Ethnic | Women | Disabled / Non-Profit / Sheltered Workshop | Total MBE/WBE | % | Agency Total | Ethnic | Women | Disabled / Non-Profit / Sheltered Workshop | Total MBE/WBE | % |
| Payment Totals | \$9,785,306.14 | \$1,323,770.59 13.53% | \$1,301,531.44 13.30% | \$1,023,623.73 10.46% | \$3,648,925.76 | 37.29% | \$63,911,695.58 | \$17,382,871.87 27.20% | \$6,681,842.55 10.45% | \$7,032,983.99 11.00% | \$31,097,698.41 | 48.66% |
| Awards Totals | \$812,897.90 | \$3,529.00 | \$3,836.00 | \$31,403.00 3.86% | \$38,768.00 | 4.77% | \$25,836,478.15 | \$3,620,697.21 14.01% | \$1,748,688.98 6.77% | \$511,335.20 1.98% | \$5,880,721.39 | 22.76% |
| Architectural and Engineering | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| Construction | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | \$5,087,759.00 | \$700,000.00 | \$550,000.00 | \$0.00 | \$1,250,000.00 | 24.57% |
| Construction Related | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| Maintenance | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | \$16,075,589.15 | \$2,662,402.21 | \$1,030,852.30 | \$0.00 | \$3,693,254.51 | 22.97% |
| Services | \$202,842.00 | \$3,325.00 | \$3,154.00 | \$0.00 | \$6,479.00 | 3.19% | \$2,204,043.00 | \$171,671.00 | \$130,814.00 | \$0.00 | \$302,485.00 | 13.72% |
| Supplies and Equipment | \$584,438.50 | \$204.00 | \$116.00 | \$31,403.00 | \$31,723.00 | 5.43% | \$2,207,010.43 | \$84,305.00 | \$34,018.00 | \$511,335.20 | \$629,658.20 | 28.53% |
| IT Services | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | \$23,838.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | 0.00% |
| IT Supplies and Equipment | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | \$12,857.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | 0.00% |
| Human, Cultural, Social & Educational | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| Corporate Credit Card | \$21,887.00 | \$0.00 | \$566.00 | \$0.00 | \$566.00 | 2.59% | \$145,384.50 | \$2,319.00 | \$3,018.00 | \$0.00 | \$5,337.00 | 3.67% |
| Direct Vouchers | \$3,730.40 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | 0.00% | \$79,997.07 | \$0.00 | -\$13.32 | \$0.00 | -\$13.32 | -0.02% |

| SBR INDICATORS | Agency Total | Total SBR | # Designated Procurements | % | Agency Total | Total SBR | # Designated Procurements | % |
|----------------|--------------|-----------|---------------------------|---|--------------|-----------|---------------------------|---|
|----------------|--------------|-----------|---------------------------|---|--------------|-----------|---------------------------|---|



Maryland Department of Transportation
Maryland Aviation Administration

| PERSONNEL | Bi-Weekly Reporting Period | | | | | Fiscal Year to Date | | | | Previous Fiscal Years | | | |
|---|----------------------------|------------|------------|-------------|----------|---------------------|----------|-----------|-----------|-----------------------|-------------|-------------|-------------|
| | 11/4-11/18 | 11/19-12/1 | 12/2-12/15 | 12/16-12/29 | % Change | Average | Min | Max | Total | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
| Overtime (hours) | | | | | | | | | | | | | |
| Office of the Executive Director | 0.0 | 0.0 | 0.0 | 5.0 | | 2.7 | 0.0 | 23.5 | 37.6 | 935.9 | 979.6 | 495.8 | 138.4 |
| Facilities Development and Engineering | 11.6 | 15.3 | 18.5 | 74.5 | 302.7% | 26.8 | 9.2 | 108.3 | 375.2 | 1,205.9 | 1,623.5 | 1,698.9 | 1,523.2 |
| Business Management and Administration | 2.2 | 4.0 | 5.9 | 1.9 | -67.8% | 12.2 | 1.9 | 51.8 | 171.2 | 382.1 | 279.0 | 383.0 | 435.2 |
| Operations and Maintenance Total | 952.6 | 800.5 | 1828.8 | 5608.6 | 206.7% | 1977.7 | 796.5 | 8,264.9 | 27,687.9 | 76,516.7 | 70,005.5 | 68,657.5 | 49,034.8 |
| Fire Rescue | 549.6 | 558.5 | 556.7 | 741.9 | 33.3% | 689.0 | 398.5 | 1,884.1 | 9,646.3 | 29,492.3 | 28,053.8 | 27,046.7 | 25,838.7 |
| Maintenance | 352.0 | 226.5 | 1221.4 | 4631.2 | 279.2% | 1195.3 | 226.5 | 6,079.1 | 16,734.0 | 40,522.2 | 36,740.6 | 36,378.6 | 20,438.1 |
| Other Operations and Maintenance | 51.0 | 15.5 | 50.7 | 235.5 | 364.5% | 93.4 | 15.5 | 301.7 | 1,307.6 | 6,502.2 | 5,211.1 | 5,232.2 | 2,758.0 |
| Airport Technology/Martin Total | 20.3 | 33.5 | 11.9 | 904.8 | 7503.4% | 174.0 | 3.8 | 950.2 | 2,435.5 | 7,570.8 | 5,427.5 | 5,367.8 | 4,443.4 |
| IT/Noise | 0.0 | 0.0 | 0.0 | 0.0 | | 3.0 | 0.0 | 36.5 | 41.5 | 13.1 | 0.5 | 21.0 | 84.1 |
| Martin | 20.3 | 33.5 | 11.9 | 904.8 | 7503.4% | 171.0 | 3.8 | 950.2 | 2,394.0 | 7,557.7 | 5,427.0 | 5,346.8 | 4,359.3 |
| TOTAL | 986.7 | 853.3 | 1,865.1 | 6,594.8 | 253.6% | 1643.6 | 863.9 | 6,594.8 | 21,367.2 | 86,611.4 | 78,315.1 | 76,603.0 | 55,575.0 |
| Overtime (dollars) | | | | | | | | | | | | | |
| Office of the Executive Director | \$0 | \$0 | \$0 | \$194 | | \$87 | \$0 | \$771 | \$1,126 | \$27,872 | \$29,495 | \$15,965 | \$4,606 |
| Facilities Development and Engineering | \$350 | \$487 | \$525 | \$2,099 | 299.5% | \$613 | \$283 | \$2,099 | \$7,973 | \$29,781 | \$45,226 | \$49,863 | \$45,291 |
| Business Management and Administration | \$70 | \$131 | \$192 | \$61 | -68.4% | \$348 | \$61 | \$1,246 | \$4,529 | \$9,284 | \$7,565 | \$10,794 | \$13,527 |
| Operations and Maintenance Total | \$33,788 | \$30,309 | \$57,506 | \$173,570 | 201.8% | \$50,692 | \$29,669 | \$173,570 | \$658,999 | \$2,174,555 | \$2,103,137 | \$2,209,703 | \$1,691,361 |
| Fire Rescue | \$20,891 | \$22,093 | \$21,481 | \$27,790 | 29.4% | \$23,176 | \$16,690 | \$36,467 | \$301,283 | \$925,762 | \$951,097 | \$1,008,314 | \$987,127 |
| Maintenance | \$11,117 | \$7,670 | \$34,291 | \$138,223 | 303.1% | \$24,911 | \$7,670 | \$138,223 | \$323,845 | \$1,086,166 | \$1,011,645 | \$1,066,300 | \$630,955 |
| Other Operations and Maintenance | \$1,780 | \$547 | \$1,734 | \$7,557 | 335.8% | \$2,605 | \$547 | \$7,557 | \$33,871 | \$162,627 | \$140,395 | \$135,089 | \$73,279 |
| Airport Technology/Martin Total | \$549 | \$1,002 | \$391 | \$25,458 | 6414.2% | \$3,353 | \$114 | \$25,458 | \$43,593 | \$197,286 | \$143,913 | \$147,750 | \$125,967 |
| IT/Noise | \$0 | \$0 | \$0 | \$0 | | \$89 | \$0 | \$977 | \$1,162 | \$390 | \$14 | \$639 | \$2,177 |
| Martin | \$549 | \$1,002 | \$391 | \$25,458 | 6414.2% | \$3,264 | \$114 | \$25,458 | \$42,430 | \$196,896 | \$143,899 | \$147,111 | \$123,790 |
| TOTAL | \$34,757 | \$31,929 | \$58,614 | \$201,381 | 243.6% | \$55,094 | \$31,199 | \$201,381 | \$716,219 | \$2,438,778 | \$2,329,336 | \$2,434,075 | \$1,880,752 |
| Sick Leave (days) | | | | | | | | | | | | | |
| Office of the Executive Director | 5.0 | 6.4 | 7.1 | 7.9 | 11.3% | 7.2 | 1.6 | 14.4 | 94.0 | 236.0 | 240.4 | 315.6 | 228.7 |
| Facilities Development and Engineering | 22.1 | 13.5 | 19.8 | 5.9 | -70.2% | 15.7 | 5.9 | 25.4 | 203.9 | 543.2 | 753.4 | 661.1 | 572.1 |
| Business Management and Administration | 16.5 | 22.7 | 27.1 | 22.0 | -18.8% | 25.5 | 16.5 | 43.1 | 331.3 | 528.0 | 910.0 | 881.1 | 514.3 |
| Operations and Maintenance Total | 157.7 | 105.3 | 131.1 | 116.4 | -11.2% | 140.7 | 105.3 | 178.2 | 1,828.5 | 3,432.4 | 3,521.1 | 3,818.6 | 4,204.9 |
| Fire Rescue | 60.7 | 25.7 | 50.1 | 46.2 | -7.8% | 59.6 | 25.7 | 88.8 | 775.1 | 1,082.6 | 1,292.0 | 1,499.1 | 1,279.8 |
| Maintenance | 66.8 | 48.2 | 47.2 | 52.3 | 10.8% | 54.7 | 34.0 | 71.7 | 710.6 | 1,509.0 | 1,424.4 | 1,548.8 | 1,893.8 |
| Other Operations and Maintenance | 30.2 | 31.4 | 33.8 | 17.9 | -47.0% | 26.4 | 17.7 | 33.8 | 342.8 | 840.8 | 804.7 | 770.7 | 1,031.3 |
| Airport Technology/Martin Total | 21.2 | 20.4 | 27.2 | 16.7 | -38.6% | 22.6 | 9.9 | 42.7 | 294.2 | 656.8 | 558.5 | 824.4 | 708.6 |
| IT/Noise | 11.0 | 12.4 | 21.7 | 10.7 | -50.7% | 11.9 | 5.1 | 21.7 | 154.2 | 213.4 | 96.7 | 218.0 | 232.6 |
| Martin | 10.2 | 8.0 | 5.5 | 6.0 | 9.1% | 10.8 | 4.8 | 25.2 | 140.0 | 443.4 | 461.8 | 606.4 | 476.0 |
| TOTAL | 222.5 | 168.3 | 212.3 | 168.9 | -20.4% | 211.7 | 168.3 | 249.4 | 2,751.9 | 5,396.4 | 5,983.4 | 6,500.8 | 6,228.6 |
| Comp Time (days) | | | | | | | | | | | | | |
| Office of the Executive Director | 3.8 | 2.8 | 1.5 | 3.8 | 153.3% | 3.7 | 0.0 | 9.2 | 48.3 | 198.5 | 195.6 | 131.6 | 109.0 |
| Facilities Development and Engineering | 4.3 | 3.3 | 1.3 | 7.8 | 500.0% | 7.7 | 0.0 | 22.0 | 100.4 | 340.7 | 506.1 | 290.0 | 239.7 |
| Business Management and Administration | 7.4 | 14.3 | 5.7 | 10.1 | 77.2% | 9.0 | 0.0 | 20.2 | 117.3 | 481.0 | 502.2 | 519.9 | 358.8 |
| Operations and Maintenance Total | 46.8 | 38.7 | 41.9 | 55.1 | 31.5% | 43.5 | 0.0 | 89.7 | 565.1 | 1,889.5 | 1,951.1 | 1,945.2 | 2,141.0 |
| Fire Rescue | 27.9 | 26.1 | 27.6 | 39.8 | 44.2% | 24.7 | 0.0 | 46.7 | 320.8 | 463.0 | 719.7 | 758.0 | 859.0 |
| Maintenance | 14.4 | 8.8 | 6.2 | 8.2 | 32.3% | 13.4 | 0.0 | 39.9 | 173.8 | 776.0 | 691.0 | 862.0 | 891.9 |
| Other Operations and Maintenance | 4.5 | 3.8 | 8.1 | 7.1 | -12.3% | 5.4 | 0.0 | 12.1 | 70.5 | 650.5 | 540.4 | 325.2 | 390.1 |
| Airport Technology/Martin Total | 12.3 | 4.0 | 5.0 | 9.2 | 84.0% | 6.3 | 0.0 | 15.5 | 82.3 | 244.5 | 157.9 | 184.0 | 185.7 |
| IT/Noise | 6.3 | 4.0 | 4.9 | 7.5 | 53.1% | 4.6 | 0.0 | 8.2 | 59.7 | 183.0 | 93.7 | 103.1 | 115.4 |
| Martin | 6.0 | 0.0 | 0.1 | 1.7 | 1600.0% | 1.7 | 0.0 | 8.0 | 22.6 | 61.5 | 64.2 | 80.9 | 70.3 |
| TOTAL | 74.6 | 63.1 | 55.4 | 86.0 | 55.2% | 70.3 | 0.0 | 121.5 | 913.4 | 3,154.2 | 3,312.9 | 3,070.7 | 3,034.3 |



StateStat

Maryland Department of Transportation
Maryland Aviation Administration

| PERSONNEL | Bi-Weekly Reporting Period | | | | | Fiscal Year to Date | | | | Previous Fiscal Years | | | |
|---|----------------------------|--------------|--------------|-------------|---------------|---------------------|-------------|--------------|----------------|-----------------------|---------|---------|--------------|
| | 11/4-11/18 | 11/19-12/1 | 12/2-12/15 | 12/16-12/29 | % Change | Average | Min | Max | Total | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
| Training (days)* | | | | | | | | | | | | | |
| Office of the Executive Director | 5.5 | 5.1 | 14.1 | 1.3 | -90.8% | 4.8 | 0.3 | 14.1 | 62.6 | | | | |
| Facilities Development and Engineering | 2.1 | 20.5 | 21.0 | 0.8 | -96.2% | 8.1 | 0.4 | 21.8 | 105.9 | | | | |
| Business Management and Administration | 10.3 | 9.9 | 7.8 | 0.0 | -100.0% | 8.8 | 0.0 | 20.7 | 114.8 | | | | |
| Operations and Maintenance Total | 85.2 | 77.8 | 66.2 | 20.0 | -69.8% | 87.0 | 20.0 | 136.0 | 1,130.5 | | | | |
| Fire Rescue | 34.3 | 45.6 | 19.5 | 9.7 | -50.3% | 45.5 | 9.7 | 80.5 | 591.5 | | | | |
| Maintenance | 42.1 | 13.2 | 26.1 | 4.8 | -81.6% | 31.1 | 4.8 | 60.0 | 404.2 | | | | |
| Other Operations and Maintenance | 8.8 | 19.0 | 20.6 | 5.5 | -73.3% | 10.4 | 2.8 | 20.6 | 134.8 | | | | |
| Airport Technology/Martin Total | 7.4 | 6.2 | 4.9 | 1.6 | -67.3% | 6.0 | 0.1 | 16.5 | 77.8 | | | | |
| IT/Noise | 4.4 | 2.1 | 1.5 | 0.5 | -66.7% | 3.8 | 0.0 | 15.3 | 49.7 | | | | |
| Martin | 3.0 | 4.1 | 3.4 | 1.1 | -67.6% | 2.2 | 0.0 | 6.3 | 28.1 | | | | |
| TOTAL | 110.5 | 119.5 | 114.0 | 23.7 | -79.2% | 114.7 | 23.7 | 186.7 | 1,491.6 | | | | |
| * Training data reported starting with March 2009 data. | | | | | | | | | | | | | |
| Accident Leave (days) | | | | | | | | | | | | | |
| Office of the Executive Director | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 |
| Facilities Development and Engineering | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.2 |
| Business Management and Administration | 0.0 | 4.4 | 7.6 | 1.4 | -81.6% | 1.1 | 0.0 | 7.6 | 13.8 | | | | 5.8 |
| Operations and Maintenance Total | 20.0 | 24.4 | 27.5 | 36.0 | 30.9% | 28.3 | 20.0 | 40.0 | 368.2 | | | | 973.5 |
| Fire Rescue | 0.0 | 0.0 | 0.0 | 0.0 | | 0.4 | 0.0 | 2.4 | 5.3 | | | | 450.9 |
| Maintenance | 20.0 | 24.4 | 26.5 | 36.0 | 35.8% | 27.8 | 20.0 | 40.0 | 361.9 | | | | 465.3 |
| Other Operations and Maintenance | 0.0 | 0.0 | 1.0 | 0.0 | -100.0% | 0.1 | 0.0 | 1.0 | 1.0 | | | | 57.3 |
| Airport Technology/Martin Total | 0.0 | 1.3 | 0.0 | 0.0 | | 0.1 | 0.0 | 1.3 | 1.3 | | | | 18.5 |
| IT/Noise | 0.0 | 1.3 | 0.0 | 0.0 | | 0.1 | 0.0 | 1.3 | 1.3 | | | | 16.5 |
| Martin | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | | | 2.0 |
| TOTAL | 20.0 | 30.1 | 35.1 | 37.4 | 6.6% | 29.5 | 20.0 | 40.0 | 383.3 | | | | 998.0 |



StateStat

Maryland Department of Transportation
Maryland Aviation Administration

| PERSONNEL | Monthly Reporting Period | | | | | Fiscal Year to Date | | | | Previous Fiscal Years | | | | |
|--|--------------------------|--------|--------|--------|----------|---------------------|-----|-----|-------|-----------------------|---------|---------|---------|----|
| | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | FY 2005 | FY 2006 | FY 2007 | FY 2008 | |
| # FROI | | | | | | | | | | | | | | |
| Office of the Executive Director | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Development and the Environment | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Business Management and Administration | 0 | 0 | 0 | 1 | | 0.2 | 0 | 1 | 1 | 6 | 5 | 4 | 4 | 3 |
| Operations and Maintenance Total | 4 | 3 | 2 | 5 | 150.0% | 3.0 | 1 | 5 | 18 | 50 | 42 | 44 | 44 | 50 |
| Fire Rescue | 3 | 1 | 0 | 0 | | 0.7 | 0 | 3 | 4 | | | | | 17 |
| Maintenance | 1 | 2 | 1 | 4 | 300.0% | 2.0 | 1 | 4 | 12 | | | | | 33 |
| Other Operations and Maintenance | 0 | 0 | 1 | 1 | 0.0% | 0.3 | 0 | 1 | 2 | | | | | 0 |
| Airport Technology/Martin Total | 1 | 0 | 2 | 1 | -50.0% | 0.7 | 0 | 2 | 4 | 0 | 2 | 1 | 1 | 6 |
| IT/Noise | 0 | 0 | 1 | 0 | | 0.2 | 0 | 1 | 1 | | | | | 1 |
| Martin | 1 | 0 | 1 | 1 | | 0.5 | 0 | 1 | 3 | | | | | 5 |
| TOTAL | 5 | 3 | 4 | 7 | 75.0% | 3.8 | 1 | 7 | 23 | 56 | 50 | 50 | 50 | 60 |
| FROI Lag > 3 days | | | | | | | | | | | | | | |
| Office of the Executive Director | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 0 |
| Development and the Environment | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 1 |
| Business Management and Administration | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 1 |
| Operations and Maintenance Total | 0 | 2 | 0 | 1 | | 0.5 | 0 | 2 | 3 | | | | | 6 |
| Fire Rescue | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 2 |
| Maintenance | 0 | 2 | 0 | 1 | | 0.5 | 0 | 2 | 3 | | | | | 4 |
| Other Operations and Maintenance | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 0 |
| Airport Technology/Martin Total | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 0 |
| IT/Noise | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 0 |
| Martin | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 0 |
| TOTAL | 0 | 2 | 0 | 1 | | 0.5 | 0 | 2 | 3 | 32 | 17 | 11 | 11 | 8 |
| FROI Lag > 24 hours | | | | | | | | | | | | | | |
| Office of the Executive Director | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 0 |
| Development and the Environment | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 1 |
| Business Management and Administration | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 1 |
| Operations and Maintenance Total | 0 | 2 | 0 | 1 | | 0.5 | 0 | 2 | 3 | | | | | 6 |
| Fire Rescue | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 2 |
| Maintenance | 0 | 2 | 0 | 1 | | 0.5 | 0 | 2 | 3 | | | | | 4 |
| Other Operations and Maintenance | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 0 |
| Airport Technology/Martin Total | 0 | 0 | 1 | 0 | -100.0% | 0.2 | 0 | 1 | 1 | | | | | 0 |
| IT/Noise | 0 | 0 | 1 | 0 | -100.0% | 0.2 | 0 | 1 | 1 | | | | | 0 |
| Martin | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 0 |
| TOTAL | 0 | 2 | 1 | 1 | 0.0% | 0.7 | 0 | 2 | 4 | 48 | 29 | 23 | 23 | 8 |
| FROI Lag > 3 reports per fiscal year | | | | | | | | | | | | | | |
| Office of the Executive Director | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 0 | 0 |
| Development and the Environment | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 0 | 0 |
| Business Management and Administration | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 0 | 0 |
| Operations and Maintenance Total | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 1 | 1 |
| Fire Rescue | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 0 | 1 |
| Maintenance | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 1 | 0 |
| Other Operations and Maintenance | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 0 | 0 |
| Airport Technology/Martin Total | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 0 | 0 |
| IT/Noise | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 0 | 0 |
| Martin | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |



StateStat

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Maryland Aviation Administration

| PERSONNEL | Monthly Reporting Period | | | | | Fiscal Year to Date | | | | Previous Fiscal Years | | | |
|---|--------------------------|--------------|--------------|--------------|--------------|---------------------|--------------|--------------|-------|-----------------------|--------------|--------------|--------------|
| | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
| # of PINS | | | | | | | | | | | | | |
| Office of the Executive Director | 20.0 | 20.0 | 20.0 | 20.0 | 0.0% | 20.0 | 20.0 | 20.0 | | 25 | 27.5 | 23 | 21.5 |
| Development and the Environment | 60.0 | 58.0 | 58.0 | 58.0 | 0.0% | 59.0 | 58.0 | 60.0 | | 57 | 62 | 54 | 54 |
| Business Management and Administration | 80.0 | 66.5 | 66.5 | 67.5 | 1.5% | 73.6 | 66.5 | 81.0 | | 71.5 | 71.5 | 74.5 | 73.5 |
| Operations and Maintenance Total | 308.0 | 306.0 | 306.0 | 305.0 | -0.3% | 306.8 | 305.0 | 308.0 | | 325.5 | 314 | 320.5 | 329.5 |
| Fire Rescue | 95.0 | 95.0 | 95.0 | 95.0 | 0.0% | 95.0 | 95.0 | 95.0 | | 96 | 97 | 97 | 96 |
| Maintenance | 140.5 | 140.5 | 140.5 | 140.5 | 0.0% | 140.5 | 140.5 | 140.5 | | 145 | 133.5 | 134 | 147.5 |
| Other Operations and Maintenance | 72.5 | 70.5 | 70.5 | 69.5 | -1.4% | 71.3 | 69.5 | 72.5 | | 84.5 | 83.5 | 89.5 | 86 |
| Airport Technology/Martin Total | 60.0 | 61.0 | 61.0 | 61.0 | 0.0% | 60.3 | 59.0 | 61.0 | | 69 | 68 | 73 | 57 |
| IT/Noise | 30.0 | 31.0 | 31.0 | 31.0 | 0.0% | 30.3 | 29.0 | 31.0 | | 27 | 26 | 30 | 23 |
| Martin | 30.0 | 30.0 | 30.0 | 30.0 | 0.0% | 30.0 | 30.0 | 30.0 | | 42 | 42 | 43 | 34 |
| TOTAL | 528.0 | 511.5 | 511.5 | 511.5 | 0.0% | 519.8 | 511.5 | 528.0 | | 548.0 | 543.0 | 545 | 535.5 |
| Vacancy rate | | | | | | | | | | | | | |
| Office of the Executive Director | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | 4.0% | 7.3% | 8.7% | 9.3% |
| Development and the Environment | 9.2% | 2.6% | 2.6% | 0.9% | -66.7% | 5.9% | 0.9% | 10.8% | | 5.3% | 6.5% | 9.3% | 11.1% |
| Business Management and Administration | 15.0% | 9.0% | 9.0% | 13.3% | 47.8% | 12.9% | 9.0% | 16.0% | | 6.3% | 7.7% | 14.8% | 9.5% |
| Operations and Maintenance Total | 7.1% | 7.4% | 7.4% | 7.4% | 0.3% | 7.2% | 6.5% | 7.5% | | 6.1% | 7.0% | 11.4% | 7.0% |
| Fire Rescue | 2.1% | 3.2% | 3.2% | 3.2% | 0.0% | 2.6% | 2.1% | 3.2% | | 10.4% | 10.3% | 4.1% | 4.2% |
| Maintenance | 9.3% | 9.3% | 9.3% | 8.5% | -7.7% | 9.0% | 7.8% | 10.0% | | 5.5% | 6.7% | 14.6% | 8.1% |
| Other Operations and Maintenance | 9.7% | 9.2% | 9.2% | 10.8% | 17.0% | 9.7% | 9.2% | 10.8% | | 2.4% | 3.6% | 14.5% | 8.1% |
| Airport Technology/Martin Total | 3.3% | 3.3% | 3.3% | 4.9% | 50.0% | 3.0% | 0.0% | 4.9% | | 2.9% | 0.0% | 13.7% | 3.5% |
| IT/Noise | 3.3% | 3.2% | 3.2% | 6.5% | 100.0% | 3.3% | 0.0% | 6.5% | | 0.0% | 0.0% | 16.7% | 8.7% |
| Martin | 3.3% | 3.3% | 3.3% | 3.3% | 0.0% | 2.8% | 0.0% | 3.3% | | 4.8% | 0.0% | 11.6% | 0.0% |
| TOTAL | 7.9% | 6.3% | 6.3% | 6.8% | 9.4% | 7.1% | 6.3% | 8.0% | | 5.6% | 6.2% | 11.8% | 7.5% |
| # of Vacancies* | | | | | | | | | | | | | |
| Office of the Executive Director | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 1 | 2 | 2 | 2 |
| Development and the Environment | 5.5 | 1.5 | 1.5 | 0.5 | -66.7% | 3.5 | 0.5 | 6.5 | | 3 | 4 | 5 | 6 |
| Business Management and Administration | 12.0 | 6.0 | 6.0 | 9.0 | 50.0% | 9.7 | 6.0 | 13.0 | | 4.5 | 5.5 | 11 | 7 |
| Operations and Maintenance Total | 22.0 | 22.5 | 22.5 | 22.5 | 0.0% | 22.1 | 20.0 | 23.0 | | 20 | 22 | 36.5 | 23 |
| Fire Rescue | 2.0 | 3.0 | 3.0 | 3.0 | 0.0% | 2.5 | 2.0 | 3.0 | | 10 | 10 | 4 | 4 |
| Maintenance | 13.0 | 13.0 | 13.0 | 12.0 | -7.7% | 12.7 | 11.0 | 14.0 | | 8 | 9 | 19.5 | 12 |
| Other Operations and Maintenance | 7.0 | 6.5 | 6.5 | 7.5 | 15.4% | 6.9 | 6.5 | 7.5 | | 2 | 3 | 13 | 7 |
| Airport Technology/Martin Total | 2.0 | 2.0 | 2.0 | 3.0 | 50.0% | 1.8 | 0.0 | 3.0 | | 2 | 0 | 10 | 2 |
| IT/Noise | 1.0 | 1.0 | 1.0 | 2.0 | 100.0% | 1.0 | 0.0 | 2.0 | | 0 | 0 | 5 | 2 |
| Martin | 1.0 | 1.0 | 1.0 | 1.0 | 0.0% | 0.8 | 0.0 | 1.0 | | 2 | 0 | 5 | 0 |
| TOTAL | 41.5 | 32.0 | 32.0 | 35.0 | 9.4% | 37.1 | 32.0 | 42.5 | | 30.5 | 33.5 | 64.5 | 40 |
| * Vacancy figures include PINS that were being held for possible reallocation and/or reduction. | | | | | | | | | | | | | |



Maryland Department of Transportation
Maryland Aviation Administration

| General Operations | Monthly Reporting Period | | | | | Fiscal Year to Date | | | | | Previous Fiscal Years | | | | | |
|---|---------------------------------|----------------|----------------|----------------|-----------------|------------------------------|------------|------------|--------------|---------------|--------------------------------|----------------|----------------|----------------|------------------|--|
| BWI Marshall | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | |
| Destinations | | | | | | | | | | | | | | | | |
| # of Domestic Destinations | 62 | 62 | 62 | 62 | 0.0% | 63 | 62 | 64 | 62 | | 63 | 58 | 63 | 63 | 64 | |
| # of International Destinations | 5 | 5 | 5 | 5 | 0.0% | 5 | 5 | 6 | 5 | | 10 | 9 | 10 | 6 | 6 | |
| # of Nonstop Destinations | 67 | 67 | 67 | 67 | 0.0% | 68 | 67 | 70 | 67 | 65 | 73 | 67 | 73 | 69 | 70 | |
| # of New Domestic Destinations | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 7 | 3 | 2 | |
| # of New International Services | 0 | 0 | 0 | 1 | | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | |
| Usage | | | | | | | | | | | | | | | | |
| Avg. # of Daily Passengers | 56,086 | 60,016 | 56,764 | 52,400 | -7.7% | 59,487 | 52,400 | 66,989 | | | 56,558 | 56,558 | 56,558 | 58,405 | 55,078 | |
| Total Passengers | 1,682,583 | 1,860,499 | 1,702,918 | 1,624,412 | -4.6% | 1,825,271 | 1,624,412 | 2,076,650 | 10,951,623 | | 19,571,154 | 20,360,376 | 20,643,685 | 21,321,252 | 20,103,443 | |
| # of Daily Scheduled Departing Flights | 323 | 330 | 325 | 325 | 0.0% | 333 | 323 | 346 | | | 354 | 346 | 353 | 339 | 343 | |
| Total Operations | 22,444 | 23,644 | 22,110 | 21,711 | -1.8% | 23,001 | 21,711 | 24,139 | 138,006 | | 311,806 | 304,648 | 303,721 | 290,945 | 266,273 | |
| Total Cargo (metric tons) | 8,810 | 9,320 | 7,799 | 9,345 | 19.8% | 8,653 | 7,799 | 9,345 | 51,919 | | 127,420 | 127,638 | 119,961 | 109,378 | 99,445 | |
| General Operations | Monthly Reporting Period | | | | | Calendar Year to Date | | | | | Previous Calendar Years | | | | | |
| Delay Figures | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | CY 2005 | CY 2006 | CY 2007 | CY 2008 | CYTD 2009 | |
| BWI On-time Arrival Percentage | 89.2% | 85.7% | 88.9% | 73.3% | -17.5% | 82.6% | 73.3% | 89.2% | 82.5% | | 80.2% | 80.0% | 77.6% | 80.3% | 82.5% | |
| Nationwide On-Time Arrival Percentage | 86.2% | 77.3% | 88.6% | 72.0% | -18.7% | 79.6% | 72.0% | 88.6% | 79.5% | | 77.4% | 75.5% | 73.4% | 76.0% | 79.5% | |
| On-time Arrivals Rank - Large Hub Airports | 9 | 1 | 16 | 11 | 45.5% | 10 | 1 | 18 | 8 | | 8 | 4 | 7 | 5 | 8 | |
| On-time Arrivals Rank - Northeast | 1 | 1 | 1 | 3 | -66.7% | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| BWI On-Time Departures | 85.8% | 80.4% | 86.0% | 67.9% | -21.0% | 79.6% | 67.9% | 87.6% | 79.5% | | 79.1% | 78.7% | 76.7% | 80.1% | 79.5% | |
| Nationwide On-Time Departure Percentage | 88.0% | 80.4% | 89.0% | 74.1% | -16.7% | 81.8% | 74.1% | 89.0% | 81.8% | | | 76.9% | 76.8% | 79.1% | 81.8% | |
| On-Time Departures Rank - Large Hub Airports | 27 | 18 | 26 | 28 | -7.1% | 21 | 8 | 28 | 20 | | 17 | 14 | 16 | 13 | 20 | |
| On-Time Departures Rank - Northeast | 8 | 7 | 6 | 7 | -14.3% | 5 | 2 | 8 | 4 | 2 | 3 | 2 | 2 | 2 | 4 | |
| Note: Delay figures are reported by the Bureau of Transportation Statistics | | | | | | | | | | | | | | | | |
| Average One-way Fares | Q4 CY08 | Q1 CY09 | Q2 CY09 | Q3 CY09 | % Change | Average | Min | Max | Total | Target | CY 2005 | CY 2006 | CY 2007 | CY 2008 | CYTD 2009 | |
| BWI Marshall Average Fare | \$136 | \$135 | \$130 | \$118 | -9.2% | \$128 | \$118 | \$135 | \$118 | | \$109 | \$118 | \$118 | \$136 | \$120 | |
| BWI Marshall Rank | 12 | 14 | 13 | 13 | 0.0% | 13 | 13 | 14 | 13 | | 11 | 9 | 9 | 15 | 12 | |
| Dulles Average Fare | \$192 | \$193 | \$188 | \$176 | -6.4% | \$186 | \$176 | \$193 | \$176 | | \$135 | \$168 | \$169 | \$194 | \$177 | |
| Dulles Rank | 97 | 93 | 97 | 98 | -1.0% | 96 | 93 | 98 | 98 | | 60 | 85 | 89 | 93 | 98 | |
| Reagan National Average Fare | \$184 | \$189 | \$181 | \$168 | -7.2% | \$179 | \$168 | \$189 | \$168 | | \$137 | \$156 | \$162 | \$191 | \$171 | |
| Reagan National Rank | 90 | 92 | 94 | 95 | -1.1% | 94 | 92 | 95 | 95 | | 67 | 73 | 81 | 92 | 95 | |
| Note: Average fares are net, excluding taxes and fees as reported by US Department of Transportation (US DOT) | | | | | | | | | | | | | | | | |
| General Operations | Monthly Reporting Period | | | | | Fiscal Year to Date | | | | | Previous Fiscal Years | | | | | |
| MAA General Operations | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | |
| # of Repeat Audit Findings | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | |
| # of Legislative Audit Findings | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | |
| # of FAR Report Discrepancies/FAA | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | |
| # of Repeat FAR Report Discrepancies | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| # of Open Letters of Investigation/TSA | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 1 | 0 | | | | 1 | 1 | |



Maryland Department of Transportation
Maryland Aviation Administration

| General Operations | Monthly Reporting Period | | | | | Fiscal Year to Date | | | | | Previous Fiscal Years | | | | |
|---|--------------------------|-----------------|-----------------|------------|----------------|---------------------|-----------------|-----------------|-----------------|---------|-----------------------|--------------------|--------------------|--------------------|------------------|
| | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 |
| BWI Marshall Revenues/Expenditures | | | | | | | | | | | | | | | |
| Total Revenue | \$244,265 | \$247,910 | \$248,435 | \$250,746 | 0.9% | \$246,953 | \$244,265 | \$250,746 | \$250,746 | | \$189,974 | \$202,166 | \$217,031 | \$248,221 | \$246,949 |
| Total Airline Revenue | \$95,533 | \$96,797 | \$98,093 | \$98,708 | 0.6% | \$96,244 | \$93,847 | \$98,708 | \$98,708 | | \$59,161 | \$62,651 | \$68,654 | \$82,640 | \$93,377 |
| Total Non-Airline Revenue | \$102,819 | \$104,112 | \$104,280 | \$105,431 | 1.1% | \$104,576 | \$102,819 | \$105,596 | \$105,431 | | \$85,428 | \$96,238 | \$103,213 | \$118,340 | \$108,943 |
| Total Food & Beverage Rents | \$5,594 | \$5,607 | \$5,635 | \$5,649 | 0.2% | \$5,613 | \$5,594 | \$5,649 | \$5,649 | | \$3,836 | \$3,768 | \$4,393 | \$5,593 | \$5,597 |
| Total Parking Revenue | \$49,163 | \$50,430 | \$50,568 | \$50,443 | -0.2% | \$50,136 | \$49,163 | \$50,568 | \$50,443 | | \$50,591 | \$48,460 | \$51,655 | \$53,412 | \$50,060 |
| Total Expenses | \$202,269 | \$198,117 | \$193,963 | \$195,836 | 1.0% | \$199,319 | \$193,963 | \$203,384 | \$195,836 | | \$145,490 | \$187,636 | \$208,676 | \$208,049 | \$201,405 |
| Revenue per Enplanement | \$23.75 | \$23.94 | \$23.76 | \$23.89 | 0.5% | \$23.93 | \$23.75 | \$24.13 | \$23.89 | | \$19.42 | \$19.86 | \$21.04 | \$23.28 | \$24.53 |
| Non-Airline Revenue per Enplanement | \$10.00 | \$10.05 | \$9.97 | \$10.04 | 0.7% | \$10.13 | \$9.97 | \$10.38 | \$10.04 | \$10.64 | \$8.73 | \$9.45 | \$10.01 | \$11.10 | \$10.82 |
| MdTA Police Overtime* | \$11,975 | \$15,039 | \$19,808 | \$0 | -100.0% | \$16,159 | \$11,975 | \$19,808 | \$80,793 | | \$1,292,691 | \$1,297,500 | \$1,291,616 | \$1,260,401 | \$615,734 |
| Airline Cost per Enplanement | \$9.27 | \$9.29 | \$9.38 | \$9.40 | 0.2% | \$9.33 | \$9.26 | \$9.40 | \$9.40 | \$9.77 | \$6.05 | \$6.15 | \$6.66 | \$7.75 | \$9.28 |
| % of Revenue/Expenses | 20.76% | 25.13% | 28.08% | 28.04% | -0.2% | 23.96% | 20.16% | 28.08% | 28.04% | 19.64% | 30.58% | 7.74% | 4.00% | 19.31% | 22.61% |
| Note: All BWI Marshall revenue/expense data is in thousands of dollars (except MdTA overtime) | | | | | | | | | | | | | | | |
| Note: All BWI Marshall revenue/expense data is twelve months rolling (except MdTA overtime) | | | | | | | | | | | | | | | |
| *Note: MdTA overtime in June 2009 included a year-end credit of \$44,940 | | | | | | | | | | | | | | | |
| Work Orders/Maintenance | | | | | | | | | | | | | | | |
| # of Work Orders Submitted | 2,547 | 2,996 | 2,454 | 2,936 | 19.6% | 2,712 | 2,454 | 2,996 | 16,269 | | 20,557 | 31,074 | 31,675 | 30,540 | 27,764 |
| Within 7 days of Target | 2,496 | 2,972 | 2,416 | 2,891 | 19.7% | 2,660 | 2,416 | 2,972 | 15,961 | | 18,279 | 29,056 | 30,521 | 29,591 | 27,014 |
| Within 8 days or more of Target | 51 | 24 | 38 | 45 | 18.4% | 51 | 24 | 83 | 308 | | 2,278 | 2,018 | 1,154 | 949 | 750 |
| % Within 7 days of Target | 98.00% | 99.20% | 98.45% | 98.47% | 0.0% | 98.08% | 96.95% | 99.20% | 98.11% | 90.0% | 88.92% | 93.51% | 96.36% | 96.89% | 97.30% |
| Preventive Maintenance Scheduled | 3,949 | 3,711 | 3,868 | 3,960 | 2.4% | 3,982 | 3,583 | 4,820 | 23,891 | | | | | | 38,895 |
| Within 7 days of Target | 3,667 | 3,577 | 3,670 | 3,792 | 3.3% | 3,805 | 3,500 | 4,621 | 22,827 | | | | | | 36,363 |
| Within 8 days or more of Target | 282 | 134 | 198 | 168 | -15.2% | 177 | 83 | 282 | 1,064 | | | | | | 2,532 |
| % Within 7 days of Target | 92.86% | 96.39% | 94.88% | 95.76% | 0.9% | 95.57% | 92.86% | 97.68% | 95.55% | 90.0% | | | | | 93.49% |
| Note that July 2008 through November 2008 figures were under-reported due to a system upgrade. | | | | | | | | | | | | | | | |
| Regional Aviation | | | | | | | | | | | | | | | |
| # Airports Meeting Public-Use Minimum Standards | 36 | 36 | 36 | 36 | 0.0% | 36 | 36 | 36 | 36 | 36 | 34 | 34 | 34 | 34 | 36 |
| Public Use Airports - Required Inspections | 6 | 3 | 0 | 1 | | 3 | 0 | 6 | 18 | 36 | 35 | 35 | 35 | 36 | 36 |
| Public-Use Airports - Completed Inspections | 6 | 3 | 0 | 1 | | 3 | 0 | 6 | 18 | 36 | 35 | 35 | 35 | 36 | 36 |
| Non-public Use Airports - Required Inspections | 11 | 5 | 0 | 0 | | 7 | 0 | 15 | 44 | 101 | 106 | 106 | 106 | 102 | 102 |
| Non-Public-Use Airports - Completed Inspections | 11 | 5 | 0 | 0 | | 7 | 0 | 15 | 44 | 101 | 106 | 106 | 106 | 102 | 102 |
| Note: Total public-use airports in Maryland is 36 in FY08/FY09/FY10 and 35 in previous fiscal years | | | | | | | | | | | | | | | |
| Accounting | | | | | | | | | | | | | | | |
| % of Invoices Paid on Time | 99.4% | 99.9% | 100.0% | 99.7% | -0.3% | 99.8% | 99.4% | 100.0% | 99.8% | 99.0% | 99.5% | 99.1% | 98.8% | 99.2% | 99.5% |
| Noise Complaints | | | | | | | | | | | | | | | |
| # of Calls to Noise Complaint Hotline | 36 | 23 | 13 | 7 | -46.2% | 30.2 | 7 | 83 | 181 | | 280 | 186 | 287 | 284 | 272 |
| Capital Projects | | | | | | | | | | | | | | | |
| % on Schedule | 88% | 96% | 94% | 83% | -11.7% | 92% | 83% | 96% | 83% | 90% | 95% | 93% | 93% | 98% | 96% |
| Projected Expenditures | \$24,968 | \$35,609 | \$44,863 | \$49,910 | 11.2% | | | | \$49,910 | | \$259,111 | \$136,327 | \$131,638 | \$115,014 | \$82,995 |
| Actual Expenditures | \$10,630 | \$18,982 | \$26,948 | \$32,043 | 18.9% | | | | \$32,043 | | \$230,030 | \$128,901 | \$119,577 | \$102,994 | \$75,457 |
| % of Budget Expended | 43% | 53% | 60% | 64% | 6.9% | 37% | -5% | 64% | 64% | 90% | 89% | 95% | 91% | 90% | 91% |
| Note: Capital project data is cumulative fiscal year data, in thousands of dollars | | | | | | | | | | | | | | | |



StateStat
Maryland Department of Transportation
Maryland Aviation Administration

| General Operations | Monthly Reporting Period | | | | | Fiscal Year to Date | | | | | Previous Fiscal Years | | | | |
|--|--------------------------|---------|---------|---------|----------|---------------------|---------|---------|---------|--------|-----------------------|-----------|-----------|-----------|-----------|
| | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 |
| MARTIN | | | | | | | | | | | | | | | |
| Aircraft Operations | | | | | | | | | | | | | | | |
| # of Aircraft Operations | 6,063 | 6,152 | 5,468 | 4,370 | -20.1% | 6,140 | 4,370 | 7,761 | 36,841 | | 92,890 | 85,941 | 84,083 | 81,190 | 72,168 |
| # of Based Aircraft | 279 | 279 | 277 | 278 | 0.4% | 278 | 277 | 279 | 278 | | 312 | 307 | 306 | 297 | 276 |
| Fuel Sales (gallons) | 118,241 | 108,292 | 80,129 | 91,171 | 13.8% | 101,434 | 80,129 | 118,241 | 608,602 | | 1,701,600 | 1,683,986 | 1,588,090 | 1,559,350 | 1,248,382 |
| Martin Revenues/Expenditures | | | | | | | | | | | | | | | |
| Total Revenue | \$7,017 | \$6,710 | \$6,634 | \$6,626 | -0.1% | \$7,026 | \$6,626 | \$7,739 | \$6,626 | | \$7,560 | \$7,995 | \$8,430 | \$9,836 | \$7,948 |
| Fuel Sales (dollars) | \$4,530 | \$4,408 | \$4,353 | \$4,420 | 1.5% | \$4,603 | \$4,353 | \$5,091 | \$4,420 | | \$5,270 | \$6,571 | \$6,245 | \$7,202 | \$5,514 |
| Total Expenses | \$6,898 | \$6,686 | \$6,393 | \$6,570 | 2.8% | \$6,823 | \$6,393 | \$7,367 | \$6,570 | | \$7,498 | \$8,931 | \$9,065 | \$9,820 | \$7,792 |
| % of Revenue/Expenses | 1.72% | 0.36% | 3.76% | 0.86% | -77.1% | 2.91% | 0.36% | 5.74% | 0.86% | 0.0% | 0.83% | -10.48% | -7.00% | 0.16% | 2.00% |
| Note: All Martin revenue/expense data is in thousands of dollars | | | | | | | | | | | | | | | |
| Note: All Martin revenue/expense data is twelve months rolling | | | | | | | | | | | | | | | |



StateStat

Maryland Department of Transportation

Maryland Aviation Administration

List of airport condition severity
As of 12/31/09

| Airport Name | Airport Condition- General | Definition of Severity |
|--|-------------------------------|---|
| Baltimore/Washington International Thurgood Marshall Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Bay Bridge Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Bennett Airport | green | Meets the minimum COMAR standards for licensing. |
| Cambridge-Dorchester Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Carroll County Regional Airport/Jack B. Poage Field | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Cecil County Airport | green | Meets the minimum COMAR standards with an existing COMAR waiver. |
| Clearview Airport | green | Meets the minimum COMAR standards with an existing COMAR waiver. |
| College Park Airport | green | Exceeds most and meets all COMAR standards |
| Crisfield-Somerset County Airport | green | Exceeds most and meets all COMAR standards |
| Davis Airport | green | Meets the minimum COMAR standards with an existing COMAR waiver. |
| Easton Airport/Newnam Field | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Essex Skypark | green | Meets the minimum COMAR standards with an existing COMAR waiver. |
| Fallston Airport | green | Meets the minimum COMAR standards with an existing COMAR waiver. |
| Frederick Municipal Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Freeway Airport | green | Meets the minimum COMAR standards with an existing COMAR waiver. |
| Garrett County Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Greater Cumberland Regional Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Hagerstown Regional Airport - Richard A. Henson Field | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Harford County Airport | green | Meets the minimum COMAR standards for licensing. |
| Havre de Grace Seaplane Base | green | Exceeds most and meets all COMAR standards |
| Kentmorr Airpark | green | Meets the minimum COMAR standards with an existing COMAR waiver. |
| Lee Airport | green | Meets the minimum COMAR standards for licensing. |
| Martin State Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Maryland Airport | green | Exceeds most and meets all COMAR standards |
| Massey Aerodrome | green | Exceeds most and meets all COMAR standards |
| Mexico Farms Airport | green | Meets the minimum COMAR standards for licensing. |
| Montgomery County Airpark | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Ocean City Municipal Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Pier 7 Heliport | green | Exceeds most and meets all COMAR standards |
| Potomac Airfield | green | Meets the minimum COMAR standards with an existing COMAR waiver. |
| Ridgely Airpark | green | Exceeds most and meets all COMAR standards |
| St. Mary's County Regional Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Salisbury - Ocean City/Wicomico Regional Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |
| Suburban Airpark | green | Meets the minimum COMAR standards with an existing COMAR waiver. |
| Tipton Airport | green | Exceeds all COMAR 11.03.04 stds, or FAA's A/C 150/5300-13 design stds |

Airport Condition - General :

GREEN Meets or exceed all minimum standards of 11.03.04, *Aeronautical Regulations*. Includes any grandfather waivers to pre-COMAR conditions.

YELLOW Meets most minimum standards with minor issues. These conditions are determined to provide a safe movement of aircraft but does not meet the COMAR minimum standards.

RED Non-compliant conditions exist and conditions are determined to provide unsafe movement areas, create a hazard to aircraft operations or the airport does not have the necessary approvals as required by COMAR. Conditions do not necessarily warrant closure of the airport but require immediate attention from the airport owner.



StateStat

Maryland Department of Transportation Maryland Aviation Administration

| Customer Satisfaction Ratings | Quarterly Reporting Period | | | | | Last Four Quarters | | | | | Previous Fiscal Years | | | |
|--|----------------------------|---------|---------|---------|----------|--------------------|-----|------|-------|--------|-----------------------|---------|---------|---------|
| | Q2 FY08 | Q3 FY08 | Q4 FY08 | Q1 FY09 | % Change | Average | Min | Max | Total | Target | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
| BWI* | | | | | | | | | | | | | | |
| Overall Rating | 90% | 92% | 89% | 88% | -1.1% | 90% | 88% | 92% | 90% | 80% | 79% | 81% | | 89% |
| Likelihood of Flying from BWI in the Future | 86% | 88% | 86% | 81% | -5.8% | 85% | 81% | 88% | 85% | 80% | 85% | 93% | | 85% |
| Likelihood of Recommending BWI | 87% | 90% | 89% | 84% | -5.6% | 87% | 84% | 90% | 87% | 80% | 82% | 86% | | 88% |
| Ease of Dropping off Passengers | 88% | 88% | 88% | 89% | 1.1% | 88% | 88% | 89% | 88% | 80% | 79% | 84% | | 88% |
| Ease of Getting to the Airport | 87% | 87% | 88% | 86% | -2.3% | 87% | 86% | 88% | 87% | 80% | 79% | 83% | | 87% |
| Signs to the Terminal | 87% | 85% | 86% | 86% | 0.0% | 86% | 85% | 87% | 86% | 80% | 85% | 85% | | 86% |
| Ease of Finding Parking Spaces | 89% | 93% | 89% | 90% | 1.1% | 90% | 89% | 93% | 90% | 80% | 81% | 84% | | 88% |
| Overall Parking Experience | 89% | 93% | 88% | 90% | 2.3% | 90% | 88% | 93% | 90% | 80% | 79% | 88% | | 89% |
| Signs to Parking Lots | 90% | 89% | 85% | 85% | 0.0% | 87% | 85% | 90% | 87% | 80% | 82% | 80% | | 87% |
| Cleanliness of Shuttles from Parking Lots | 89% | 92% | 88% | 92% | 4.5% | 90% | 88% | 92% | 90% | 80% | 82% | 89% | | 88% |
| Wait time for Shuttles from Parking Lots | 79% | 83% | 79% | 86% | 8.9% | 84% | 79% | 89% | 84% | 80% | 78% | 81% | | 81% |
| Ease of Finding Way in the Terminal | 89% | 90% | 92% | 91% | -1.1% | 91% | 89% | 92% | 91% | 80% | 89% | 91% | | 89% |
| Ease of Finding Flight Arrival/Departure Information | 87% | 88% | 89% | 88% | -1.1% | 88% | 87% | 89% | 88% | 80% | 82% | 84% | | 87% |
| Cleanliness of Main Terminal | 89% | 90% | 90% | 89% | -1.1% | 90% | 89% | 90% | 90% | 80% | 81% | 91% | | 89% |
| Cleanliness of Floors | 88% | 89% | 89% | 87% | -2.2% | 88% | 87% | 89% | 88% | 80% | | | | 88% |
| Cleanliness of Restrooms in the Main Terminal | 79% | 79% | 77% | 77% | 0.0% | 78% | 77% | 79% | 78% | 80% | 76% | 75% | | 77% |
| Signage in the Terminal | 87% | 89% | 89% | 88% | -1.1% | 88% | 87% | 89% | 88% | 80% | | | | 88% |
| Atmosphere in the Terminal | 85% | 86% | 86% | 84% | -2.3% | 85% | 84% | 86% | 85% | 80% | | | | 85% |
| Noise in the Terminal | 84% | 84% | 82% | 82% | 0.0% | 83% | 82% | 84% | 83% | 80% | | | | 83% |
| Availability of Family Friendly Facilities | 78% | 82% | 80% | 80% | 0.0% | 80% | 78% | 82% | 80% | 80% | 56% | 61% | | 79% |
| Speed of Getting Through Security | 73% | 78% | 74% | 75% | 1.4% | 75% | 73% | 78% | 75% | 80% | 76% | 83% | | 73% |
| Feeling of Safety/Security at BWI | 76% | 80% | 80% | 81% | 1.3% | 79% | 76% | 81% | 79% | 80% | 78% | 81% | | 78% |
| Overall Experience with the Security Checkpoint | 70% | 75% | 74% | 74% | 0.0% | 73% | 70% | 75% | 73% | 80% | 76% | 82% | | 72% |
| Cleanliness of Departure Areas | 85% | 88% | 87% | 87% | 0.0% | 87% | 85% | 88% | 87% | 80% | 85% | 88% | | 86% |
| Cleanliness of Walkways | 87% | 87% | 87% | 88% | 1.1% | 87% | 87% | 88% | 87% | 80% | | | | 86% |
| Cleanliness of Restrooms near Gates | 77% | 77% | 75% | 77% | 2.7% | 77% | 75% | 77% | 77% | 80% | | | | 75% |
| Availability of Restaurants that you Like | 66% | 70% | 72% | 71% | -1.4% | 70% | 66% | 72% | 70% | 80% | | | | 68% |
| Quality of Food | 60% | 63% | 63% | 63% | 0.0% | 62% | 60% | 63% | 62% | 80% | 48% | 55% | | 61% |
| Availability of Retail Shops that you Like | 62% | 65% | 66% | 64% | -3.0% | 64% | 62% | 66% | 64% | 80% | | | | 75% |
| Quality of Retail Shop Items | 63% | 67% | 67% | 67% | 0.0% | 66% | 63% | 67% | 66% | 80% | 76% | 76% | | 65% |
| Speed of Baggage Delivery | 41% | 40% | 39% | 41% | 5.1% | 40% | 39% | 41% | 40% | 80% | 48% | 51% | | 39% |
| Ease of Exiting Airport Parking | 87% | 84% | 86% | 85% | -1.2% | 86% | 84% | 87% | 86% | 80% | | | | 85% |
| Roadway Signs Leaving Airport | 83% | 80% | 80% | 84% | 5.0% | 82% | 80% | 84% | 82% | 80% | | | | 81% |
| MTN | | | | | | | | | | | | | | |
| Requested Services Provided | 80% | 100% | 86% | 95% | 10.5% | 91% | 80% | 100% | 91% | 80% | 93% | 98% | 98% | 91% |
| Clean Ramp | 100% | 97% | 100% | 99% | -1.0% | 99% | 97% | 100% | 99% | 80% | 95% | 96% | 97% | 99% |
| Timely Billing | 80% | 100% | 86% | 98% | 14.0% | 91% | 80% | 100% | 91% | 80% | 94% | 95% | 97% | 91% |
| Clean Restrooms | 100% | 63% | 100% | 99% | -1.0% | 90% | 63% | 100% | 90% | 80% | 92% | 96% | 96% | 90% |

* Percent of passengers rating BWI good or excellent



Maryland Department of Transportation
Maryland Aviation Administration

| Safety and Security - BWI Marshall | | Monthly Reporting Period | | | | Fiscal Year to Date | | | | Previous Fiscal Years | | | | | |
|--|--------|--------------------------|--------|--------|----------|---------------------|-----|-------|-------|-----------------------|---------|---------|---------|---------|---------|
| BWI INCIDENTS | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 |
| # of Incidents in the Airfield * | 2 | 0 | 0 | 1 | | 1.3 | 0 | 4 | 8 | | 12 | 33 | 27 | 26 | 24 |
| # of Accidents in the Airfield | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Rate of Accidents/Incidents Per 1,000 Operations | 0.089 | 0.000 | 0.000 | 0.046 | | 0.057 | 0 | 0.166 | 0.058 | 0.244 | 0.038 | 0.108 | 0.089 | 0.089 | 0.090 |
| # of Airport Related Public Injury Reports | 12 | 10 | 11 | 21 | 90.9% | 13.8 | 10 | 21 | 83 | | 122 | 137 | 147 | 147 | 132 |
| Rate of Airport Related Public Injury Reports/Million Passengers | 7.1 | 5.4 | 6.5 | 12.9 | 100.1% | 7.7 | 5.4 | 12.9 | 7.6 | 7.0 | 6.2 | 6.7 | 7.1 | 6.9 | 6.6 |

| Safety and Security - BWI Marshall | | Monthly Reporting Period | | | | Calendar Year to Date | | | | Previous Calendar Years | | | | | |
|--|--------|--------------------------|--------|--------|----------|-----------------------|------|------|-------|-------------------------|--------|---------|---------|---------|---------|
| CRIME STATISTICS | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | CY2005 | CY 2006 | CY 2007 | CY 2008 | CY 2009 |
| # of Crimes against Person or Property | 13 | 22 | 15 | 16 | 6.7% | 17 | 11 | 25 | 203 | | | | 207 | 220 | 203 |
| Rate of Crimes per 100,000 Passengers | 0.77 | 1.18 | 0.88 | 0.98 | 11.4% | 0.97 | 0.61 | 1.46 | 0.97 | 1.3 | | | 0.98 | 1.07 | 0.97 |

| BADGED EMPLOYEES | | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | CY 2005 | CY 2006 | CY 2007 | CY 2008 | CY 2009 |
|-----------------------|--|--------|--------|--------|--------|----------|---------|-------|-------|-------|--------|---------|---------|---------|---------|---------|
| # of Badged Employees | | 9,712 | 9,691 | 9,717 | 9,716 | 0.0% | 9,816 | 9,691 | 9,924 | 9,716 | | | | | 9,709 | 9,716 |

| Safety and Security - BWI Marshall | | Monthly Reporting Period | | | | Fiscal Year to Date | | | | Previous Fiscal Years | | | | | |
|---|--------|--------------------------|--------|--------|----------|---------------------|-----|-----|-------|-----------------------|---------|---------|---------|---------|---------|
| INSPECTIONS DATA (INCLUDES BWI and MTN) | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 |
| Fire Safety Inspections Due | 334 | 129 | 110 | 90 | -18.2% | 149.0 | 90 | 334 | 894 | | | | 1,115 | 1,427 | 1,403 |
| Fire Safety Inspections Completed | 334 | 129 | 110 | 90 | -18.2% | 149.0 | 90 | 334 | 894 | | | | 1,115 | 1,427 | 1,403 |
| Fire Safety Re-Inspections | 12 | 53 | 22 | 30 | 36.4% | 27.3 | 12 | 53 | 164 | | | | 288 | 389 | 379 |
| Inspection Backlog | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | | 0 |
| Fuel Truck & Cart Inspections Due | 8 | 0 | 0 | 56 | | 18.3 | 0 | 56 | 110 | | | | 228 | 204 | 239 |
| Fuel Truck & Cart Inspections Completed | 8 | 0 | 0 | 56 | | 18.3 | 0 | 56 | 110 | | | | 228 | 204 | 239 |
| Fuel Farm Inspections | 2 | 0 | 0 | 5 | | 2.0 | 0 | 5 | 12 | | | | 24 | 23 | 32 |
| Fire Investigations | 0 | 0 | 0 | 1 | | 0.2 | 0 | 1 | 1 | | | | 7 | 5 | 7 |
| Special Use Permits Issued | 0 | 3 | 3 | 1 | -66.7% | 2.0 | 0 | 4 | 12 | | | | 27 | 25 | 26 |
| Hot Work Permits Issued | 18 | 26 | 18 | 19 | 5.6% | 21.0 | 16 | 29 | 126 | | | | 382 | 319 | 259 |
| Use & Occupancy Certificates Issued | 0 | 0 | 0 | 0 | | 0.2 | 0 | 1 | 1 | | | | 57 | 33 | 24 |
| Evacuation Drills Conducted | 2 | 3 | 1 | 0 | -100.0% | 1.8 | 0 | 5 | 11 | | | | 264 | 257 | 105 |
| Correction Orders Issued | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | 15 | 21 | 15 |
| Evacuation Plans Reviewed | 9 | 78 | 25 | 12 | -52.0% | 22.3 | 5 | 78 | 134 | | | | 122 | 239 | 129 |
| Construction Plans Reviewed for Fire/Life Safety Compliance | 12 | 31 | 27 | 18 | -33.3% | 20.2 | 12 | 31 | 121 | | | | 323 | 263 | 195 |
| Construction Plans Reviewed (hours) | 97 | 125 | 94 | 85.5 | -9.0% | 90.6 | 65 | 125 | 543.5 | | | | 1,335 | 1,011 | 997 |
| Public Fire & Life Safety Education (hours) | 3 | 6 | 2 | 1 | -50.0% | 3.6 | 1 | 7 | 21.5 | | | | 145 | 37 | 31 |

| FIRE & EMS RESPONSE DATA | | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 |
|-----------------------------------|--|--------|--------|--------|--------|----------|---------|-----|-----|-------|--------|---------|---------|---------|---------|---------|
| EMS Given (Mutual Aid) | | 85 | 81 | 68 | 62 | -8.8% | 68.7 | 53 | 85 | 412 | | 285 | 355 | 544 | 545 | 598 |
| EMS Received (To Airport) | | 1 | 0 | 1 | 2 | 100.0% | 1.0 | 0 | 2 | 6 | | 12 | 54 | 18 | 12 | 8 |
| Fire-Rescue Given (Mutual Aid) | | 14 | 19 | 18 | 28 | 55.6% | 17.2 | 8 | 28 | 103 | | 607 | 404 | 316 | 366 | 150 |
| Fire-Rescue Received (To Airport) | | 0 | 0 | 1 | 2 | 100.0% | 0.7 | 0 | 2 | 4 | | 66 | 62 | 49 | 27 | 31 |
| Haz-Mat Given (Mutual Aid) | | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 2 | 0 |
| Haz-Mat Received (To Airport) | | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | | | | | 0 | 1 |
| Aircraft Calls (Total calls) | | 8 | 4 | 1 | 1 | 0.0% | 3.5 | 1 | 8 | 21 | | 64 | 44 | 81 | 109 | 51 |
| EMS Calls (Total calls) | | 168 | 159 | 158 | 160 | 1.3% | 168.2 | 158 | 183 | 1009 | | 1,501 | 1,486 | 2,392 | 1,858 | 1,737 |
| Haz-Mat Calls (Total calls) | | 0 | 1 | 2 | 0 | -100.0% | 0.8 | 0 | 2 | 5 | | 16 | 14 | 10 | 16 | 14 |
| Rescue Calls (Total calls) | | 5 | 6 | 6 | 21 | 250.0% | 9.0 | 5 | 21 | 54 | | 97 | 126 | 107 | 137 | 87 |
| Structural Calls (Total calls) | | 10 | 11 | 35 | 59 | 68.6% | 25.5 | 10 | 59 | 153 | | 836 | 792 | 258 | 1,174 | 237 |

* Excludes aircraft emergencies where there is no damage to the aircraft or airport property.



StateStat

Maryland Department of Transportation Maryland Aviation Administration

Volume 2 Number 17
Reporting Period: December 2009

| Environmental Measures | Monthly Reporting Period | | | | | Fiscal Year to Date | | | | | Previous Fiscal Years | | | | |
|--|---------------------------------|---------------|---------------|---------------|-----------------|------------------------------|------------|------------|--------------|---------------|--------------------------------|----------------|----------------|----------------|------------------|
| Pollutants | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 |
| Deicing Chemical Use at BWI Marshall | | | | | | | | | | | | | | | |
| - Potassium Acetate (gallons) | 0 | 0 | 0 | 46,478 | | 7,746 | 0 | 46,478 | 46,478 | | 165,614 | 81,765 | 249,301 | 107,370 | 80,032 |
| - Sodium Acetate (tons) | 0 | 0 | 0 | 194 | | 32 | 0 | 194 | 194 | | 104 | 99 | 251 | 73 | 191 |
| - Road Salt (tons) | 0 | 0 | 0 | 470 | | 78 | 0 | 470 | 470 | | 1,535 | 1,109 | 1,619 | 853 | 564 |
| - Sand (tons) | 0 | 0 | 0 | 267 | | 45 | 0 | 267 | 267 | | 449 | 195 | 188 | 108 | 329 |
| # of Deicing Fluid Spills at BWI Marshall | 1 | 0 | 0 | 0 | | 0 | 0 | 1 | 2 | | 2 | 1 | 1 | 0 | 1 |
| Glycol Use at BWI Marshall | | | | | | | | | | | | | | | |
| - Ethylene (gallons)^ | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| - Propylene (gallons)^ | | | | | | | | | | | 187,682 | 93,821 | 184,351 | 140,743 | 141,813 |
| Maximum discharge into Streams^ | | | | | | | | | | 30.0% | 7.4% | 10.0% | 5.7% | 2.1% | 3.1% |
| Gallons of Fuel Used for Airport Vehicles | 143,367 | 131,532 | 130,887 | 238,387 | 82.1% | 161,395 | 130,887 | 238,387 | 968,371 | | 1,762,461 | 1,940,665 | 1,944,912 | 1,760,905 | 1,818,892 |
| - Gasoline (gallons) | 23,447 | 21,535 | 20,794 | 42,223 | 103.1% | 25,844 | 20,794 | 42,223 | 155,064 | | 263,453 | 283,054 | 271,667 | 273,760 | 277,291 |
| - Diesel (gallons) | 94,622 | 84,385 | 85,661 | 171,561 | 100.3% | 109,543 | 84,385 | 171,561 | 657,258 | | 1,257,319 | 1,405,762 | 1,408,250 | 1,210,072 | 1,230,253 |
| - CNG (gasoline gallon equivalent) | 25,127 | 25,546 | 24,297 | 24,578 | 1.2% | 25,897 | 24,297 | 28,023 | 155,381 | | 241,689 | 251,849 | 264,995 | 277,056 | 310,368 |
| - Ethanol (E85) | 170 | 66 | 135 | 26 | -81.0% | 111 | 26 | 170 | 669 | | 0 | 0 | 0 | 17 | 980 |
| Thousands of Gallons of Aviation Fuel Used | 20,043 | 16,408 | 14,971 | 19,552 | 30.6% | 18,032 | 14,971 | 20,824 | 108,189 | | 240,019 | 240,941 | 229,507 | 226,127 | 207,749 |
| - Jet A | 20,036 | 16,402 | 14,964 | 19,545 | 30.6% | 18,025 | 14,964 | 20,819 | 108,152 | | 239,914 | 240,862 | 229,406 | 226,062 | 207,693 |
| - AvGas | 7.4 | 6.4 | 6.5 | 6.5 | 0.0% | 6 | 5 | 7 | 37 | | 105 | 79 | 101 | 65 | 56 |
| # of Fuel Spills per month at BWI Marshall | 1 | 0 | 0 | 2 | | 1 | 0 | 4 | 8 | | 25 | 26 | 56 | 31 | 28 |
| Gallons of Fuel Spilled | 1 | 0 | 0 | 2 | | 9 | 0 | 47 | 55 | | 946 | 455 | 954 | 336 | 1,591 |
| % of Fuel Spilled | 0.00000% | 0.00000% | 0.00000% | 0.00001% | | 0 | 0 | 0 | 0 | | 0.00039% | 0.00019% | 0.00041% | 0.00015% | 0.00076% |
| Environmental Measures | Monthly Reporting Period | | | | | Calendar Year to Date | | | | | Previous Calendar Years | | | | |
| MAA Recycling (BWI Marshall and Martin) | Sep-09 | Oct-09 | Nov-09 | Dec-09 | % Change | Average | Min | Max | Total | Target | CY 2005 | CY 2006 | CY 2007 | CY 2008 | CY 2009 |
| Solid Waste Recycling Percentage | 29.33% | 29.19% | 29.36% | 30.10% | 2.5% | 29.03% | 28.44% | 30.10% | 29.02% | 20.00% | 24.80% | 27.28% | 27.33% | 28.35% | 29.02% |
| EMISSIONS* | Aug-09 | Sep-09 | Oct-09 | Nov-09 | % Change | Average | Min | Max | Total | | CY 2005 | CY 2006 | CY 2007 | CY 2008 | CYTD 2009 |
| BWI Airport Emissions | | | | | | | | | | | | | | | |
| Criteria Pollutant Emissions from Stationary Sources with permits (tons) | 3.9 | 1.8 | 1.2 | 1.9 | 55.4% | 2.6 | 1.0 | 5.0 | 28.2 | | | 35.4 | 42.6 | 48.9 | 28.2 |
| Greenhouse Gas Emissions from Stationary Sources with permits (tons) | 476.8 | 452.4 | 695.5 | 971.5 | 39.7% | 856.2 | 452.4 | 1,801.1 | 9,417.7 | | | 10,188.0 | 11,755.6 | 11,039.5 | 9,417.7 |
| Air Emission Model - Data Inputs | | | | | | | | | | | | | | | |
| Central Utility Plant Natural Gas Use (therms) | 75,250 | 73,216 | 116,017 | 156,420 | 34.8% | 138,064.2 | 73,216.0 | 285,382.0 | 1,518,706.0 | | | 1,646,570 | 1,695,359 | 1,691,060 | 1,518,706 |
| Boiler Heating Oil Use (gallons) | 0 | 0 | 0 | 2628 | | 1,182.5 | 0.0 | 4,157.0 | 11,825.0 | | | 13,000 | 125,458 | 58,837 | 11,825 |
| Emergency Generator Run Time (hours) | 23.2 | 28.2 | 20.4 | 35.2 | 72.5% | 39.6 | 20.4 | 65.5 | 436.0 | | | 421 | 418 | 424 | 436 |
| Fire Training Fuel Use (gallons) | 1850 | 470 | 0 | 58 | | 570.7 | 0.0 | 1,850.0 | 6,278.0 | | | 10,200 | 12,418 | 17,576 | 6,278 |

Note - Emissions values have been adjusted from actual tons of pollutants released to CO₂ equivalent tons to be consistent with other reports and plans developed by the MAA.

The emissions data is for significant sources only, such as the boilers >1 million BTU heat input, and generators over 500 hp, not all airport air emission sources are included.

Note - Emissions from the gasoline fueling tank are included in the emissions model and are based on annual averaged use. Average monthly throughput is 13,681 gallons

^Fiscal Year figures, monthly figures not available.

BWI Airport Emissions

Criteria pollutants include Volatile Organic Carbon (VOC), Nitrogen Oxides (Nox), Carbon Monoxide (CO), Particulate Matter (PM2.5, PM10, PM (cond)) and Sulfur Dioxide (SO2)

Greenhouse Gas Emissions include Carbon Dioxide (CO2), Nitrous Dioxide (N2O), Methane (CH4), Hydro fluorocarbons (HFCs), Per fluorocarbons (PFCs), and Sulfur Hexafluoride (SF6)



StateStat

Maryland Department of Transportation Maryland Aviation Administration

| Environmental Measures | Monthly Reporting Period | | | | | % Change | Fiscal Year to Date | | | | Previous Fiscal Years | | | | |
|---|--------------------------|--------|--------|--------|---------|----------|---------------------|------|-------|---------|-----------------------|---------|---------|---------|--|
| | Sep-09 | Oct-09 | Nov-09 | Dec-09 | Average | | Min | Max | Total | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | |
| Deicing Chemical Use at Martin State | | | | | | | | | | | | | | | |
| - Potassium Acetate (gallons) | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Sodium Acetate (tons) | 0 | 0 | 0 | 5.5 | | 0.9 | 0 | 5.5 | 5.5 | 10 | 1 | 7 | 3 | 8 | |
| - Road Salt (tons) | 0 | 0 | 0 | 20 | | 3.3 | 0 | 20 | 20 | 5 | 1 | 4 | 2 | 8 | |
| - Sand (tons) | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 3 | |
| # of Deicing Fluid Spills at Martin State | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Glycol Use at Martin | | | | | | | | | | | | | | | |
| - Ethylene (gallons)^ | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | |
| - Propylene (gallons)^ | | | | | | | | | | 529 | 131 | 33 | 633 | 170 | |
| Gallons of Fuel Used for Airport Vehicles | 979 | 1,123 | 789 | 2,608 | 230.5% | 1254.7 | 789 | 2608 | 7528 | 22,204 | 20,856 | 18,323 | 30,574 | 14,175 | |
| - Gasoline (gallons) | 634 | 606 | 472 | 1,163 | 146.4% | 673.7 | 472 | 1163 | 4042 | 10,639 | 9,999 | 9,502 | 9,457 | 7,537 | |
| - Diesel (gallons) | 345 | 517 | 317 | 1,445 | 355.8% | 581.0 | 317 | 1445 | 3486 | 11,565 | 10,857 | 8,821 | 6,942 | 6,638 | |
| - CNG (gasoline gallon equivalent) | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Ethanol (E85) | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Thousands of Gallons of Aviation Fuel Used | 118 | 109 | 80 | 91 | 13.8% | 101.5 | 80 | 118 | 609 | 1,702 | 1,684 | 1,584 | 1,538 | 1,250 | |
| - Jet A | 106 | 97 | 70 | 84 | 20.0% | 89.8 | 70 | 106 | 539 | 1,495 | 1,503 | 1,412 | 1,380 | 1,108 | |
| - AvGas | 12 | 12 | 10 | 7 | -30.0% | 11.7 | 7 | 15 | 70 | 206 | 181 | 172 | 158 | 142 | |
| # of Fuel Spills per month at Martin State | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Gallons of Fuel Spilled | 0 | 0 | 0 | 0 | | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| % of Fuel Spilled | 0.0% | 0.0% | 0.0% | 0.0% | | 0.0 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0002% | |

^ Fiscal Year figures, monthly figures not available. Figures do not include Maryland Air National Guard.



StateStat

Maryland Department of Transportation Maryland Aviation Administration

| Permit/Licensing | Monthly Reporting Period | | | | | % Change | Fiscal Year to Date | | | | Previous Fiscal Years | | | | |
|---|--------------------------|--------|--------|--------|---------|----------|---------------------|------|-------|---------|-----------------------|---------|---------|---------|--|
| | Sep-09 | Oct-09 | Nov-09 | Dec-09 | Average | | Min | Max | Total | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | |
| Permits | | | | | | | | | | | | | | | |
| # of Commercial/Courtesy Vehicle Permit Holders* | | | | | | | | | | | | | | | |
| # of Airport Zoning Permit Applications Received | 34 | 31 | 28 | 18 | -35.7% | 31 | 18 | 51 | 188 | | | 252 | 357 | 369 | |
| # Permits Under Review by MAA (Received Current Month) | 8 | 7 | 6 | 6 | 0.0% | 9 | 5 | 24 | 56 | | | | | | |
| # Approvals (Permits Received & Approved Current Month) | 26 | 24 | 22 | 12 | -45.5% | 22 | 12 | 27 | 132 | | | | | | |
| # Approvals (Permits Received Prior Months) | 19 | 4 | 5 | 4 | -20.0% | 8 | 4 | 19 | 49 | | | | | | |
| # Approvals (Total Issued) | 45 | 28 | 27 | 16 | -40.7% | 30 | 16 | 45 | 181 | | | 252 | 346 | 342 | |
| # Pending FAA Airspace Review | 2 | 1 | 1 | 1 | 0.0% | 4 | 1 | 17 | 24 | | | | 86 | 57 | |
| # Pending Board of Airport Zoning Appeals (BAZA) | 3 | 0 | 0 | 0 | | 1 | 0 | 3 | 6 | | | | 27 | 4 | |
| # Denials ** | 3 | 0 | 0 | 0 | | 1 | 0 | 3 | 6 | | | 7 | 8 | 3 | |
| # Subdivision/Stormwater/Grading Permits Received | 0 | 2 | 11 | 4 | -63.6% | 4 | 0 | 11 | 22 | | | 105 | 77 | 101 | |
| # Redesigned Submittals Received | 14 | 5 | 7 | 8 | 14.3% | 8 | 5 | 14 | 48 | | | | | | |
| # Pending Redesign by Developer | 14 | 5 | 13 | 9 | -30.8% | 9 | 5 | 14 | 52 | | | | | | |
| # Approvals (Permits Received Current Month) | 0 | 1 | 3 | 1 | -66.7% | 1 | 0 | 3 | 6 | | | | | | |
| # Approvals (Permits Received Prior Months) | 2 | 1 | 4 | 6 | 50.0% | 3 | 1 | 6 | 20 | | | | | | |
| # Approvals (Total Issued) | 2 | 2 | 7 | 7 | 0.0% | 4 | 2 | 7 | 26 | | | 56 | 49 | 102 | |
| Review Process | | | | | | | | | | | | | | | |
| # of Obstruction Reviews | 34 | 33 | 39 | 22 | -43.6% | 35 | 22 | 53 | 210 | | | | 434 | 470 | |
| Processing Time (All Permits Received Current Month) | | | | | | | | | | | | | | | |
| Permits Reviewed Within 14 Days | 34 | 33 | 39 | 22 | -43.6% | 35 | 22 | 53 | 210 | | | | 434 | 470 | |
| Percent Reviewed Within 14 Days by MAA | 100% | 100% | 100% | 100% | 0.0% | 100% | 100% | 100% | 100% | | | | 100% | 100% | |
| Approvals (All Permits Issued) | | | | | | | | | | | | | | | |
| # Permits Approved Within 14 Days | 24 | 24 | 29 | 18 | -37.9% | 26 | 18 | 33 | 153 | | | | 293 | 320 | |
| 14-60 days | 21 | 4 | 5 | 5 | 0.0% | 8 | 1 | 21 | 46 | | | | 58 | 68 | |
| 60-90 days | 1 | 0 | 0 | 0 | | 1 | 0 | 2 | 3 | | | | 14 | 18 | |
| 90+ days | 1 | 0 | 0 | 0 | | 1 | 0 | 1 | 3 | | | | 31 | 38 | |

* Program currently inactive

** COMAR requires permits to be denied if proposed development/equipment exceeds FAR Part 77/Part 150 requirements.

*** COMAR also authorizes the Board of Airport Zoning Appeals to grant a variance to FAR Part 77/Past 150 requirements.