

# **Runway 10-28 Reopened at BWI Marshall Airport**

## **Runway Available for Operations Before Thanksgiving**

Runway 10-28, one of the major commercial runways at Baltimore/Washington International Thurgood Marshall Airport, reopened today following months of major construction. The runway was temporarily closed in late August as part of a comprehensive series of airfield improvements. The closure was necessary in order to complete pavement work, taxiway improvements, and installation of new navigational equipment as required by Congress and the Federal Aviation Administration (FAA).

“This multi-year effort will help ensure the operational safety and efficiency of the BWI Marshall airfield,” said Ricky Smith, Chief Executive Officer of BWI Marshall. “I want to thank the local community for the patience and support during the runway closure. I also want to thank the BWI Marshall staff, the construction companies, the airlines, and the FAA for their partnership and close collaboration on this highly complicated work.”

Since 2010, BWI Marshall has carried out a number of major airfield improvement projects, including Runway Safety Area (RSA) improvements mandated by the U.S. Congress. RSAs are the surfaces surrounding airport runways that provide important safety margins for arriving and departing aircraft. Airports across the country must meet updated federal RSA standards by the end of 2015. All BWI Marshall Airport runways now meet the updated FAA criteria for RSAs.

Airline operational patterns are expected to be at normal activity with the reopening of Runway 10-28. Further airfield construction activities will continue in coming months. Short-term, temporary runway closures will be required as part of that work.

BWI Marshall worked extensively with the FAA, the airlines, and construction contractors to coordinate the work in order to minimize the impact on airport operations. The approximately \$350 million overall airfield program includes: runway pavement reconstruction, grading, airfield lighting improvements, taxiway upgrades, installation of new navigational aids, and other associated projects. Funding for the program includes approximately \$230 million in Passenger Facility Charge (PRC) revenues, an anticipated \$95 million in federal funding, and \$25 million from the Maryland Transportation Trust Fund.

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