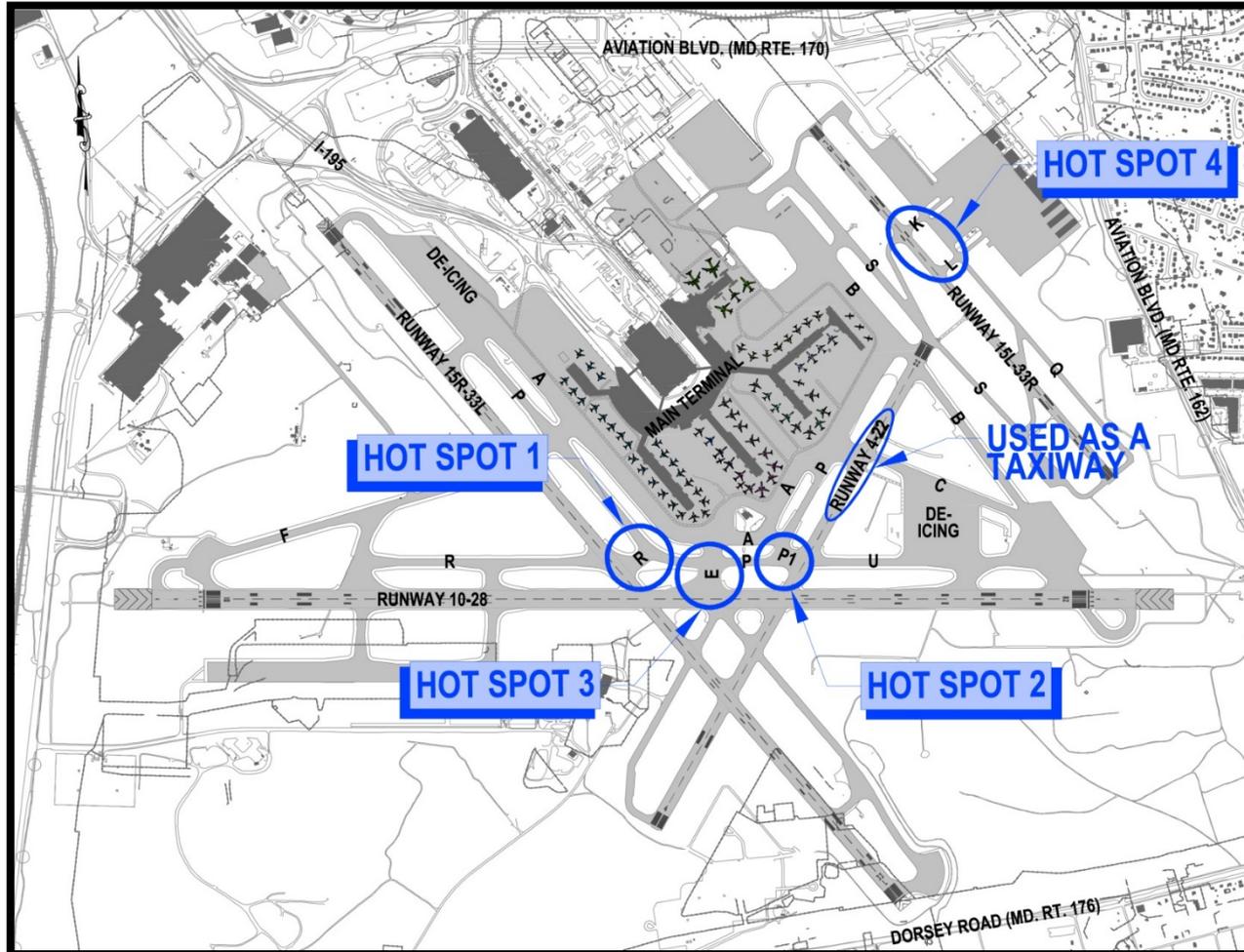


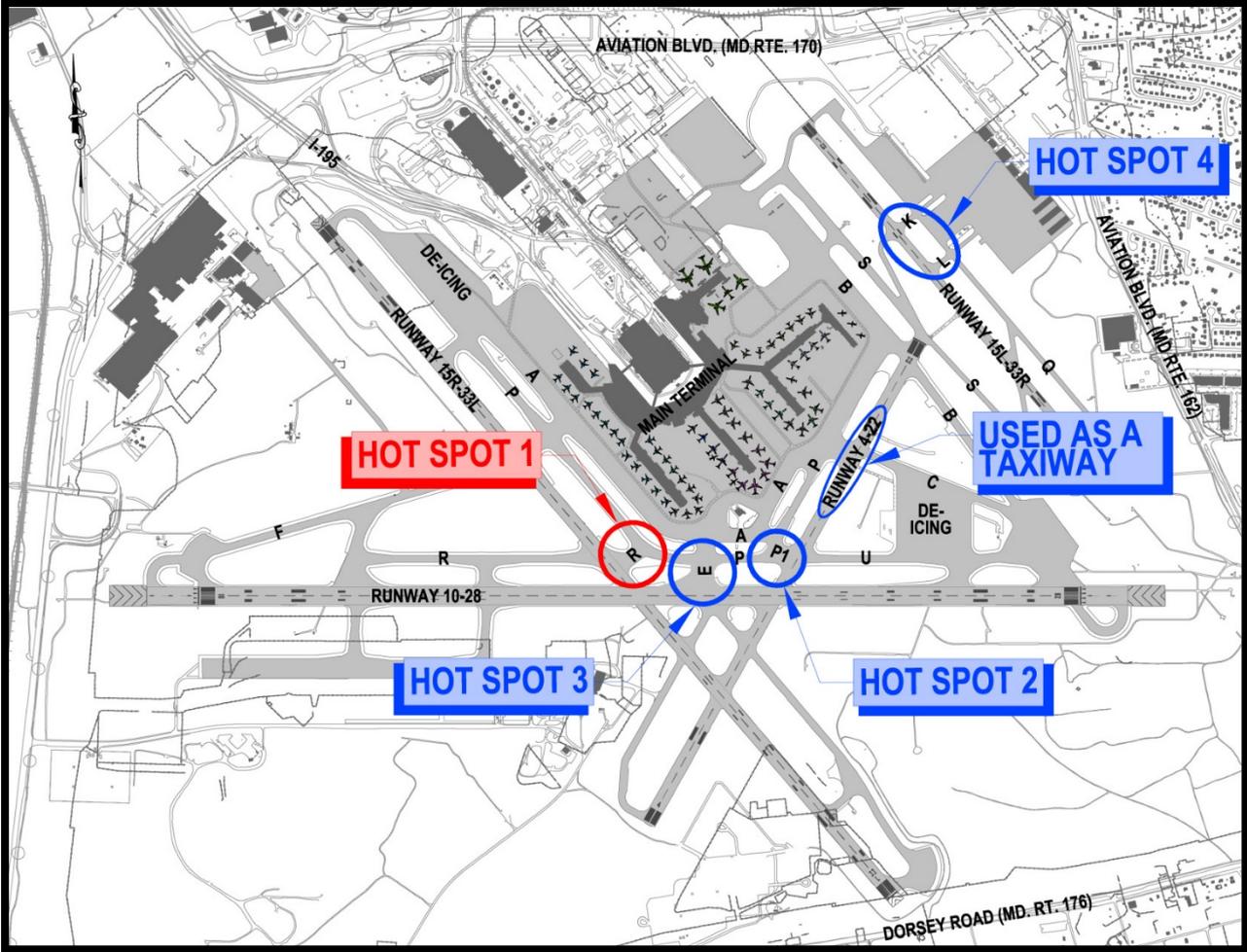


BWI Marshall Airport  
Runway Incursion Mitigation  
NTSB Runway Incursion Forum  
September 2017

# HISTORIC AIRFIELD

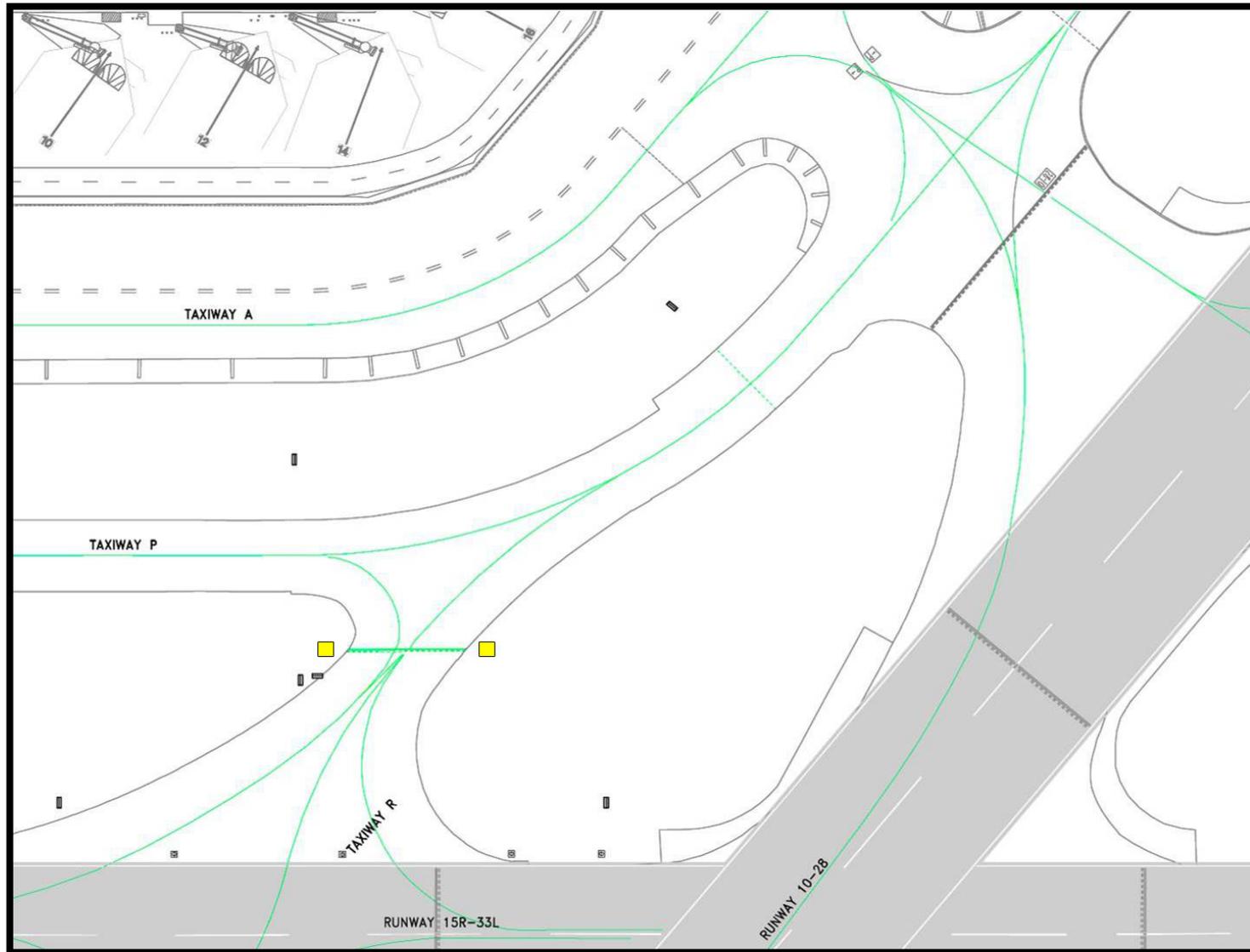


# HOT SPOT 1



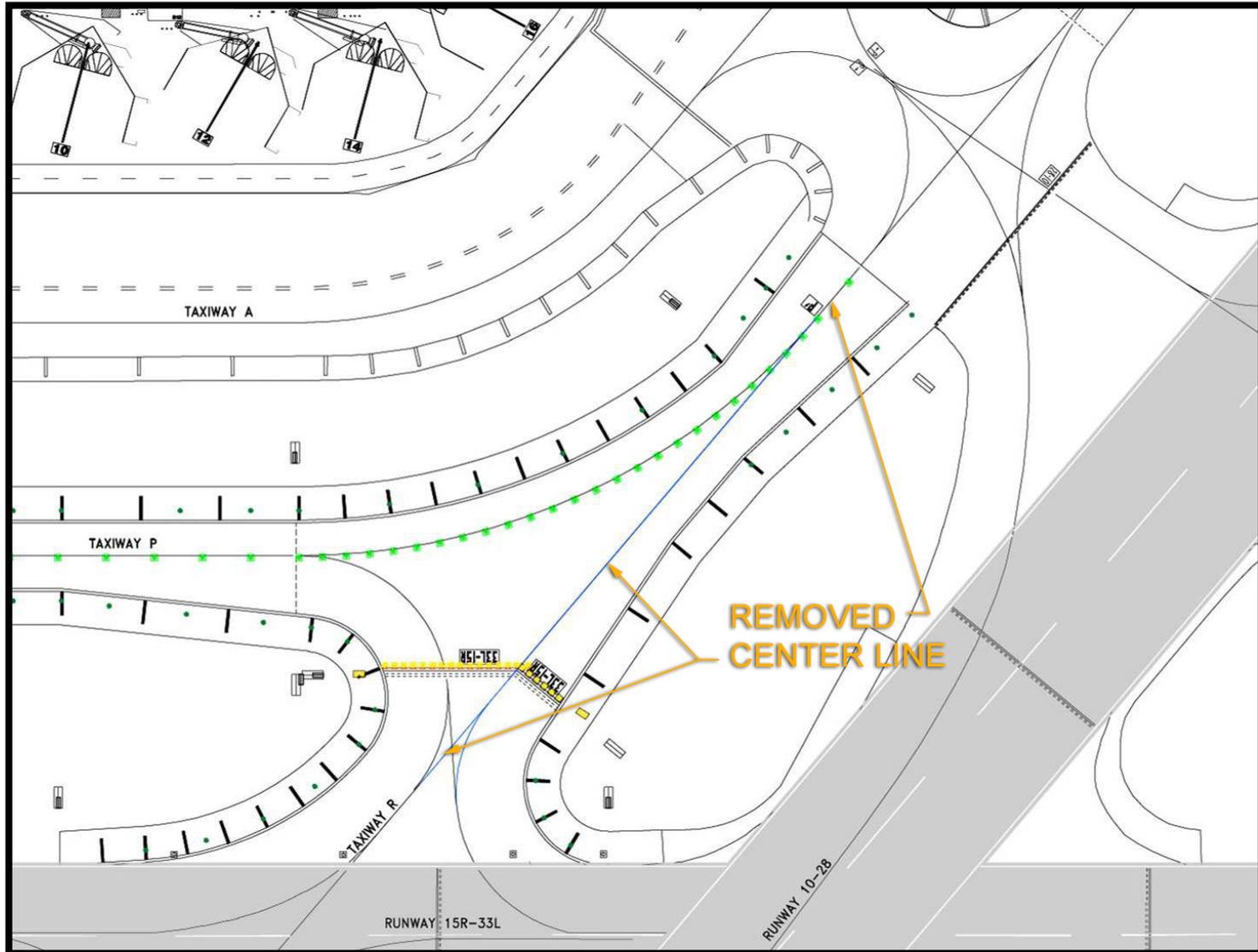
# “HOT SPOT 1” TAXIWAY R

- June 23, 2000:  
ATCT requests  
Improvements
- July 31, 2000:  
Marking  
Enhancements  
(Enlarge signs, new  
holding position sign,  
location sign, and  
direction signs)
- R/W Incursion –  
February 9, 2002 (US  
Airways A319/MD 11  
Abort)
- March 2002:  
Elevated Guard lights  
realigned



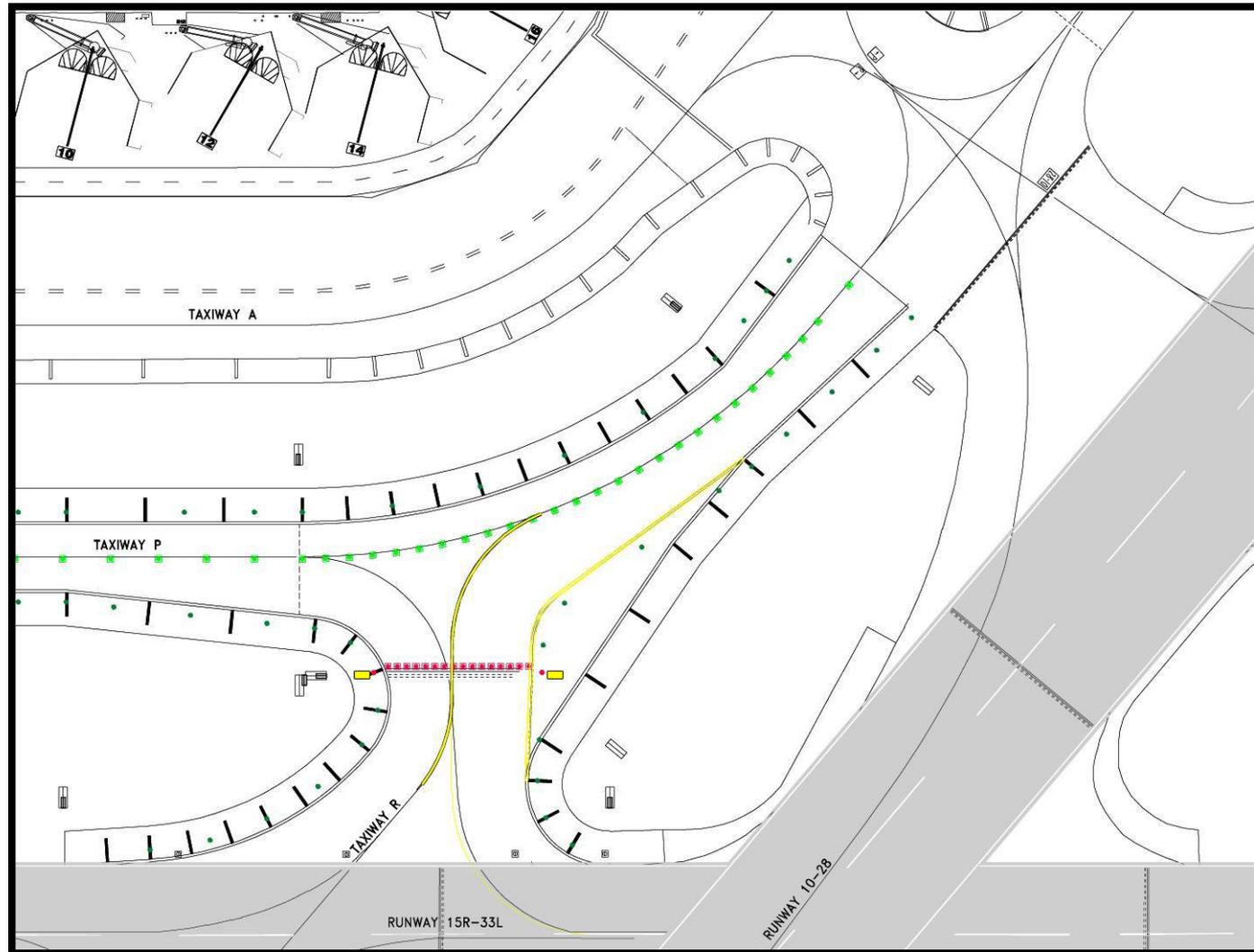
# “HOT SPOT 1” TAXIWAY R

- R/W Incursion - February 17, 2004 with Lear Jet
- Removed T/W R Centerline
- R/W Incursion - April 21, 2004 with COA MD-80
- R/W Incursion - April 25, 2004 with SWA B737
- Closed Taxiway R for Evaluation - April 25, 2004



# “HOT SPOT 1” TAXIWAY R

- Award winning Lighting Project with IESNA
- FAA AC Revision for use of Stop Bars

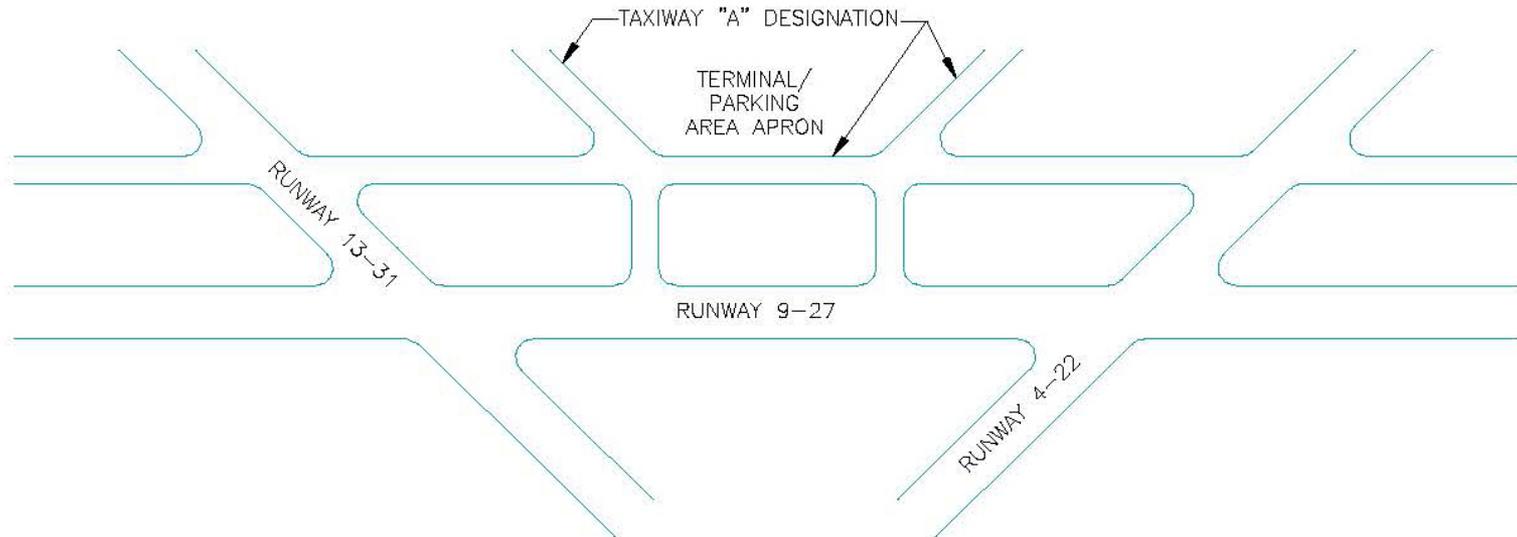


# ENGINEERING BRIEF 75

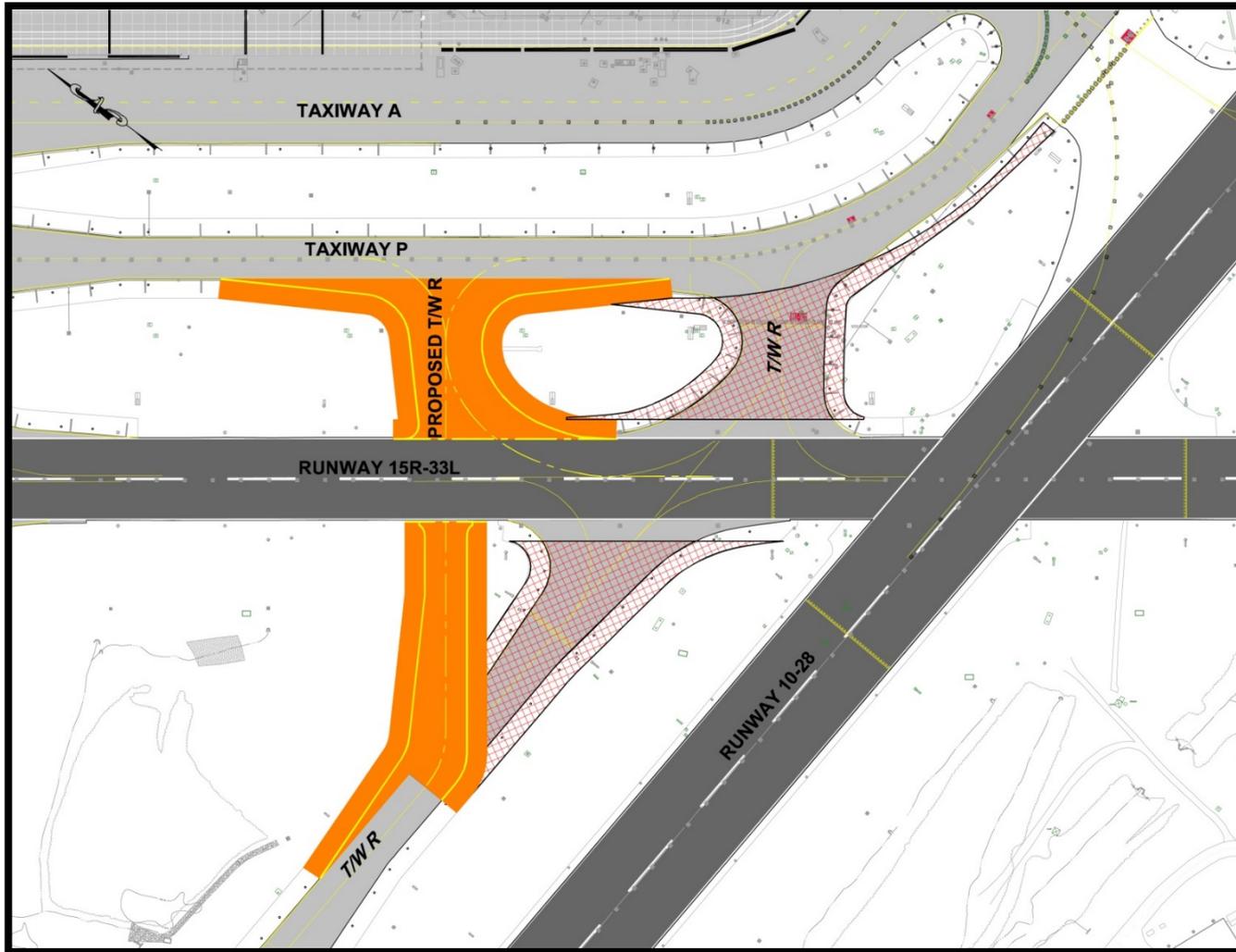
Engineering Brief No. 75

11/08/07

FIGURE 1A, "INADVISABLE TAXIWAY DESIGNATION"

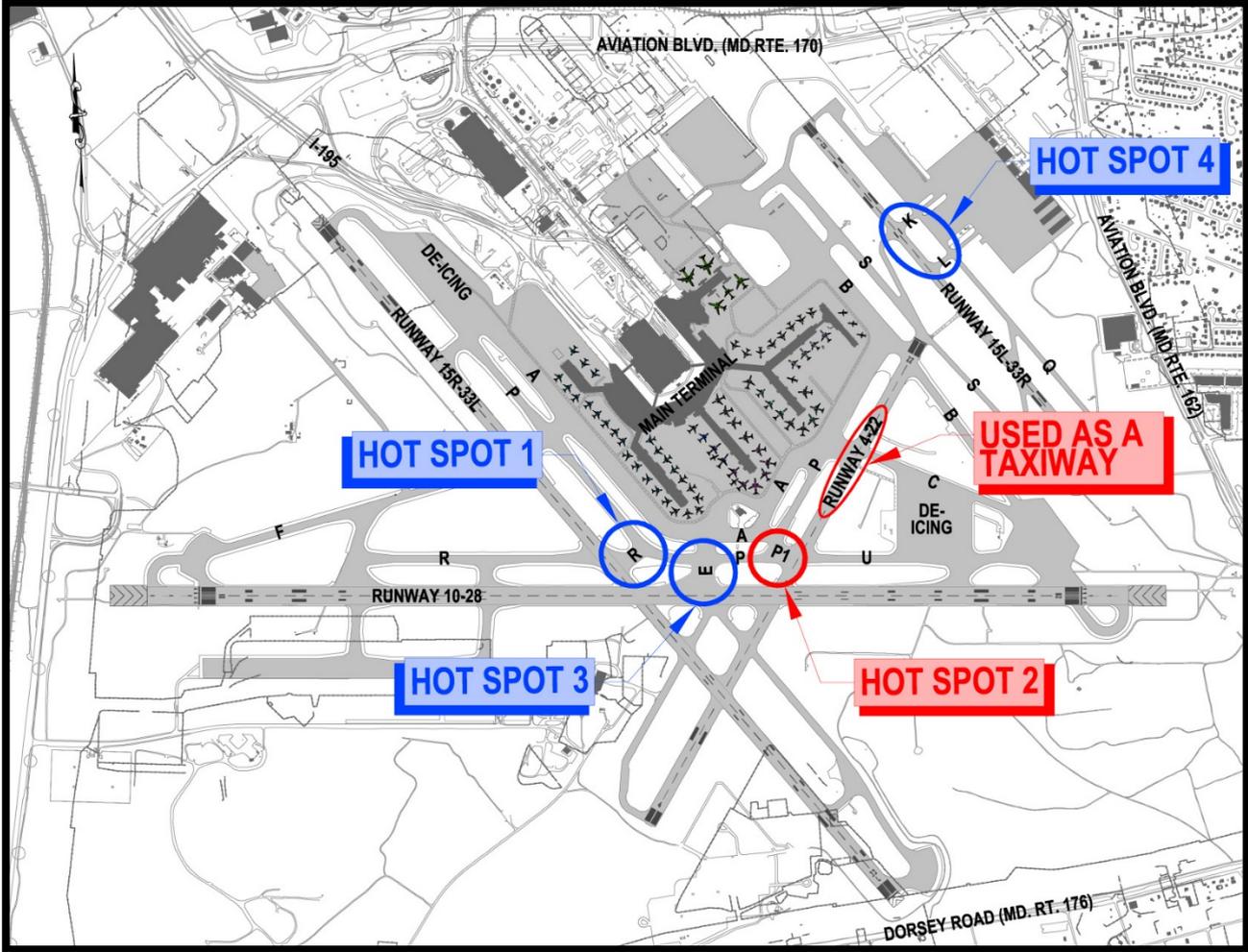


# “HOT SPOT 1” TAXIWAY R

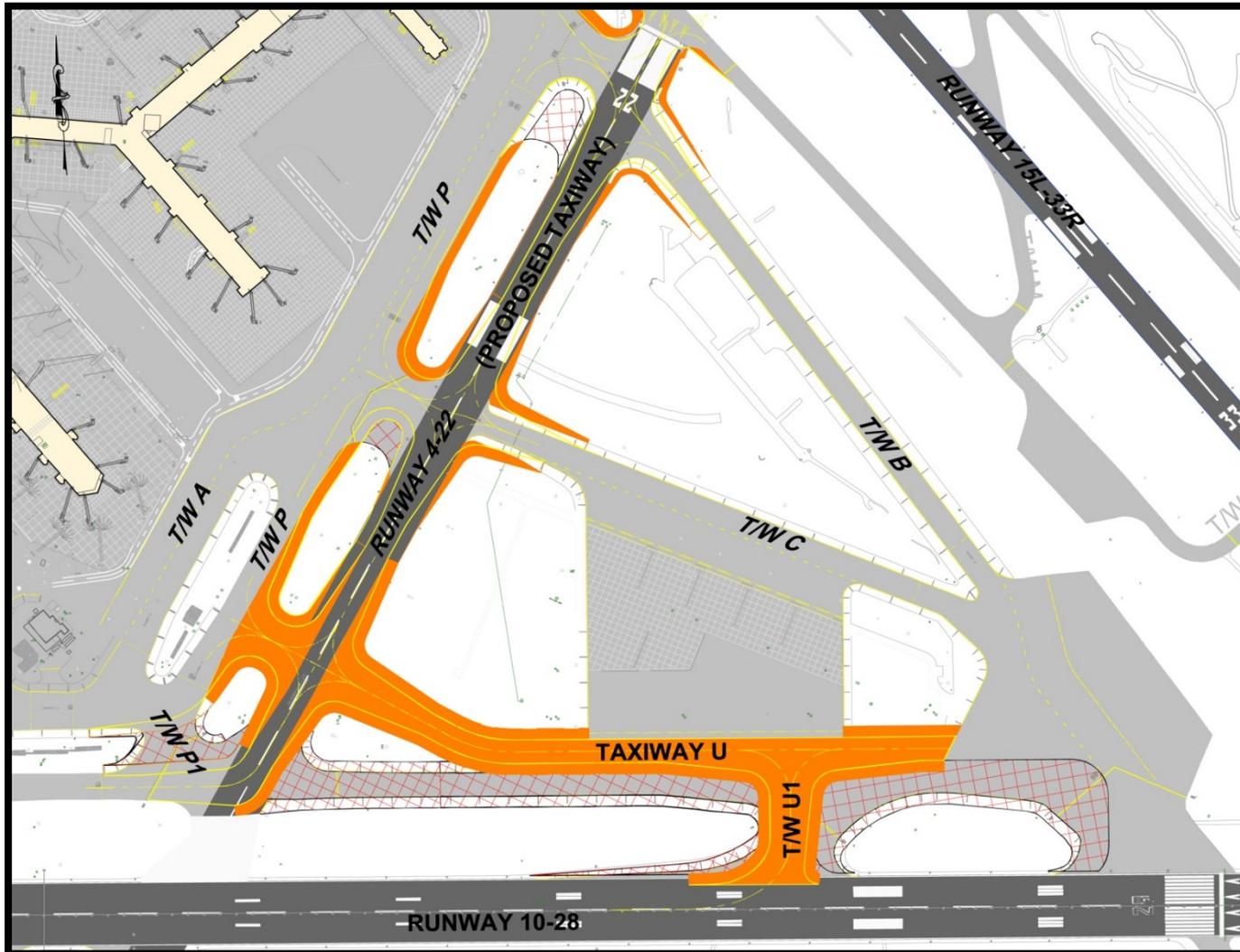


- **Ultimate solution implemented during RSA Program**

# “HOT SPOT 2”

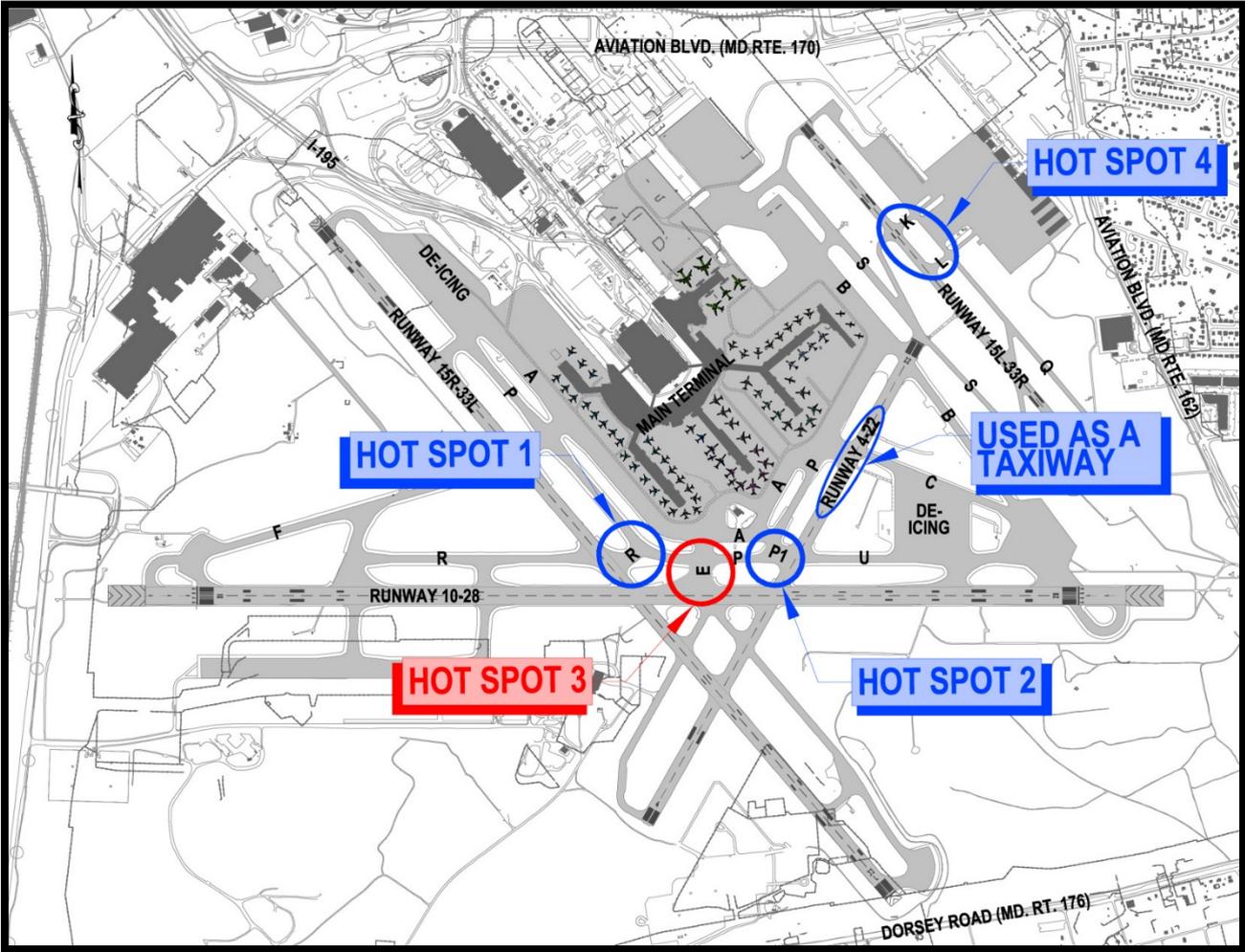


# “HOT SPOT 2” TAXIWAY P1 AND U



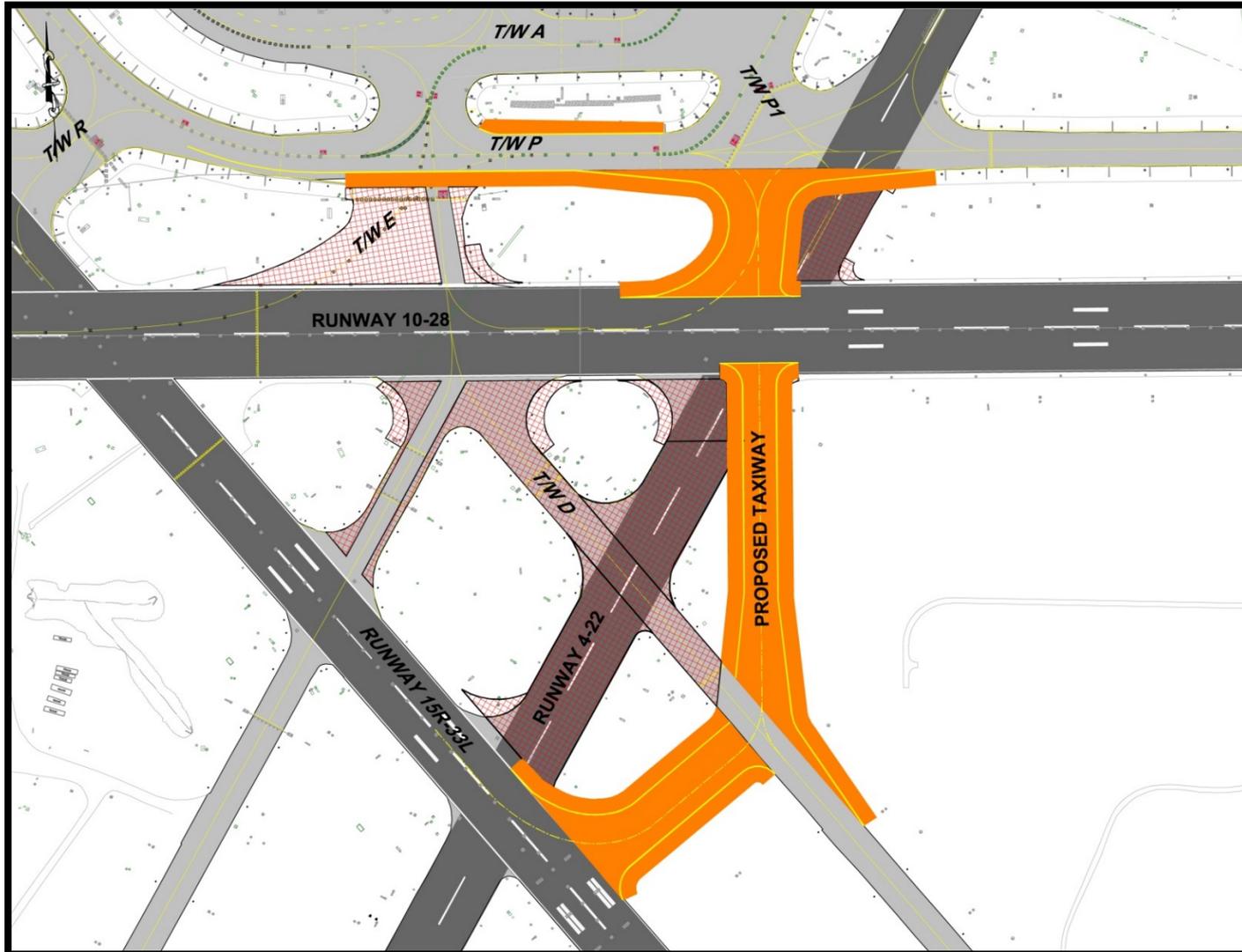
- Implemented during RSA Program
- Runway 4-22 Converted to Taxiway P

# “HOT SPOT 3”



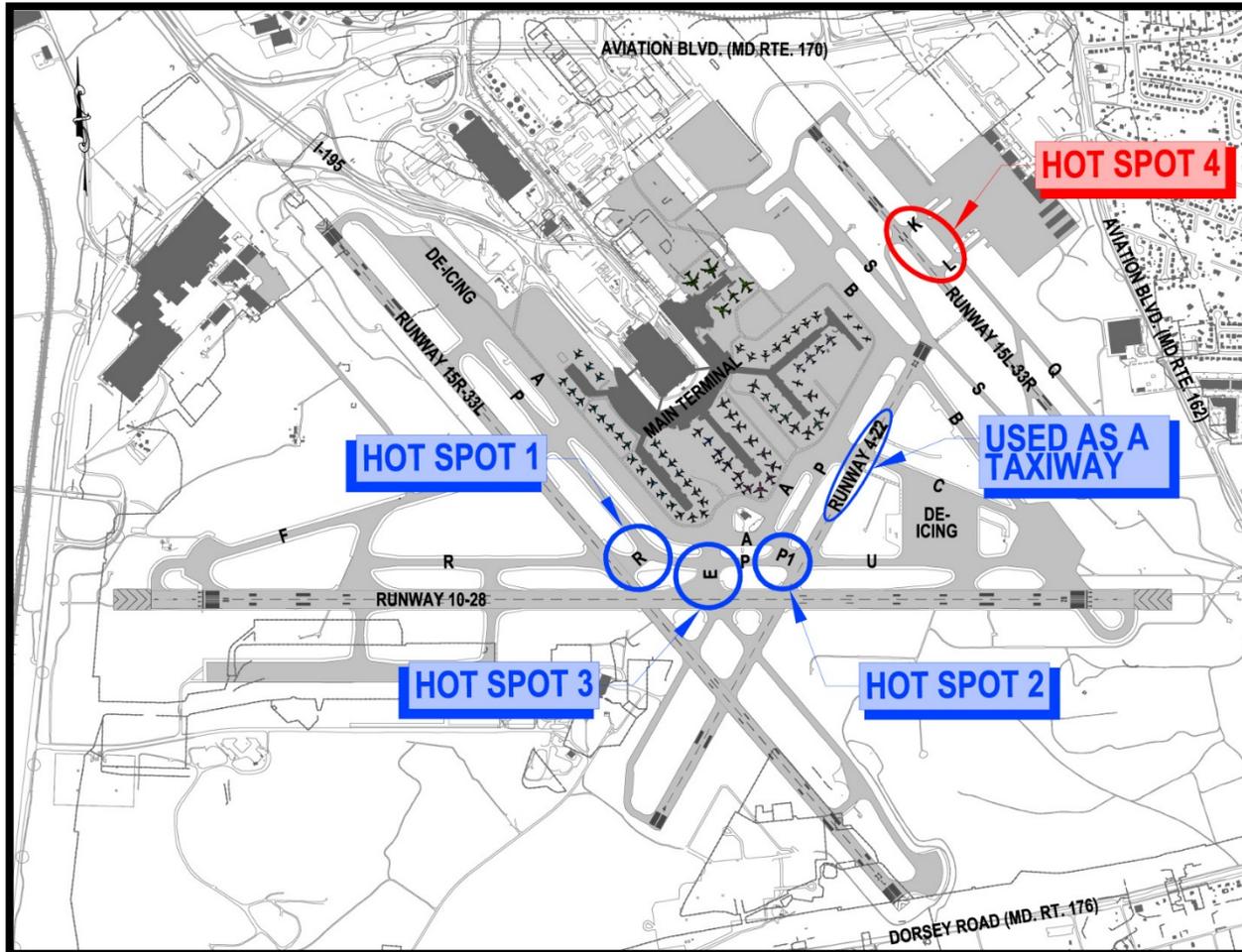
‘be better’

# “HOT SPOT 3” TAXIWAY D



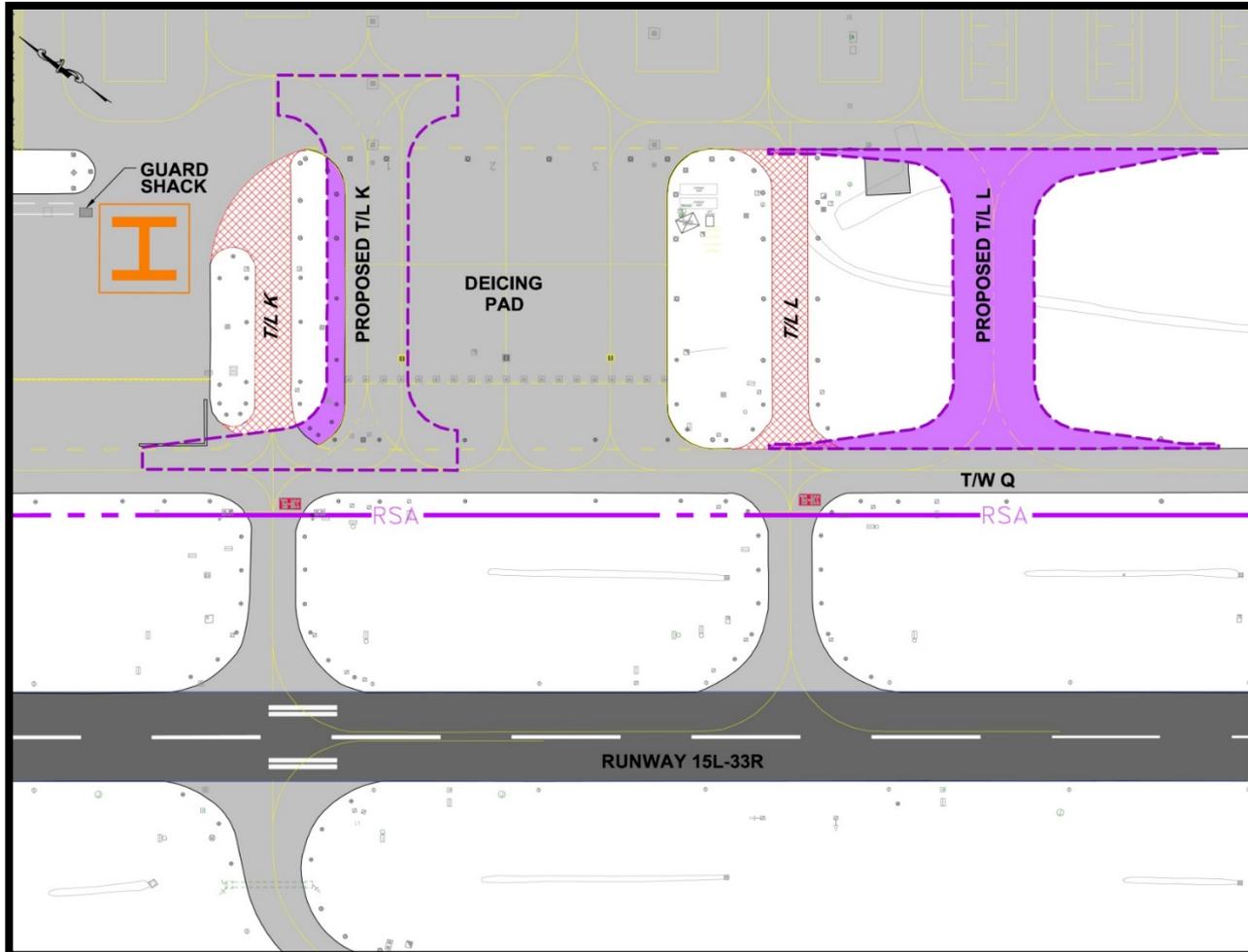
- Implemented during RSA Program
- Runway 4-22 demolished between runways
- Taxiway D realignment
- Taxiway E conversion to ARFF Roadway

# “HOT SPOT 4”

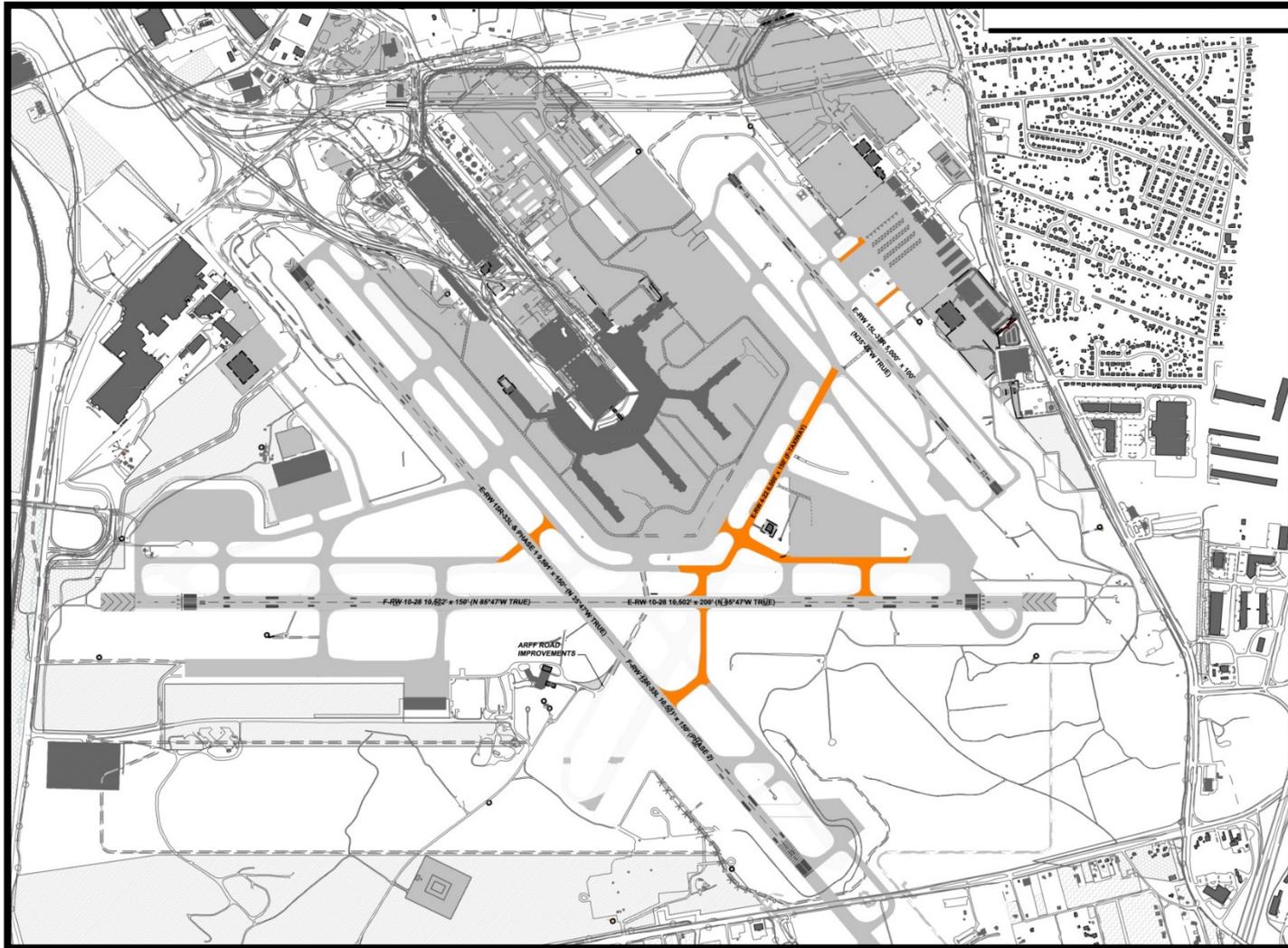


‘be better’

# “HOT SPOT 4” TAXIWAY K AND L

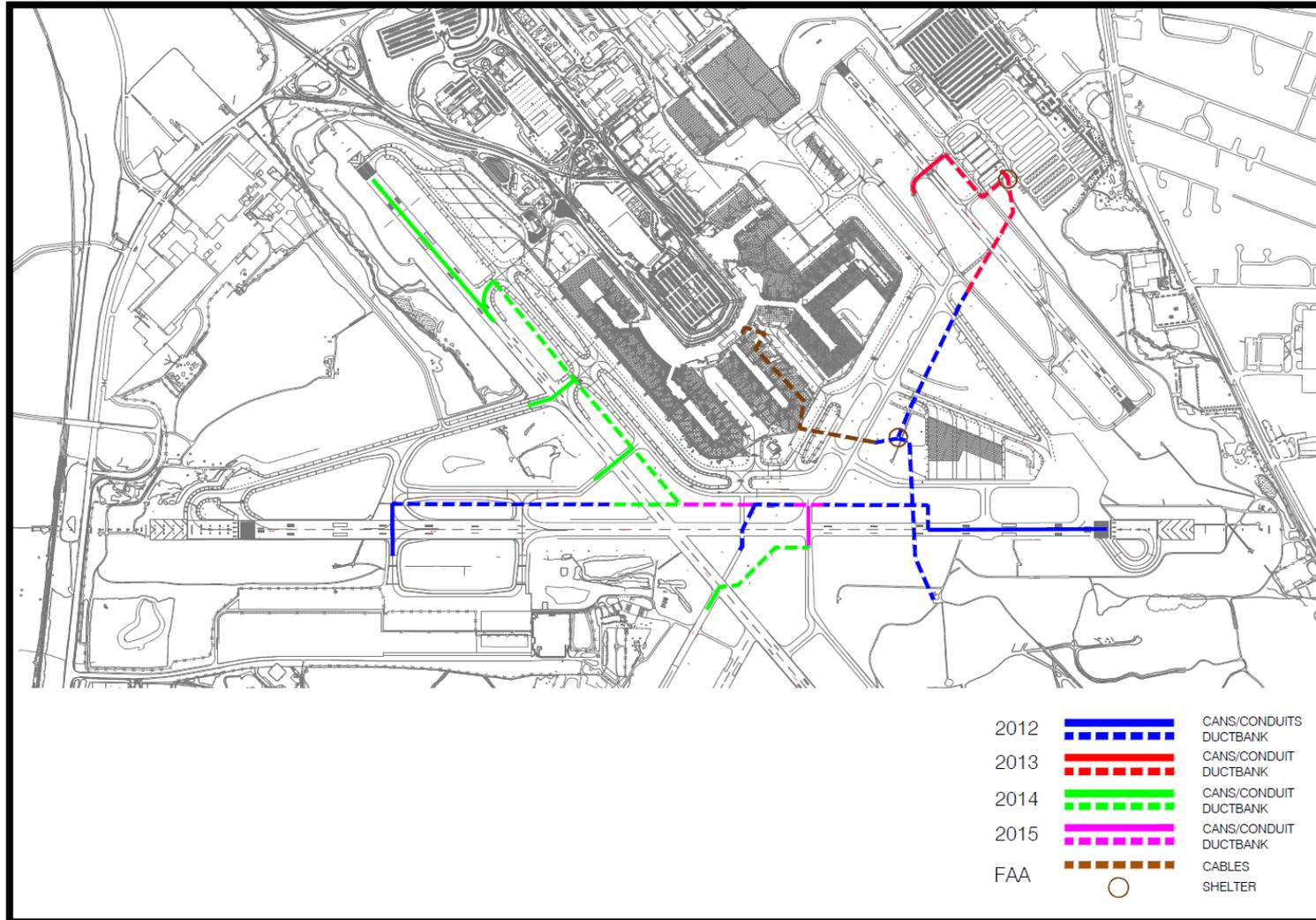


# “ULTIMATE” GEOMETRY



# Runway Status Lights

- Originally FAA Project
- Would have required significant post-RSA Program reconstruction
- Implemented by MAA in year-by-year during RSA Program
- Commissioned by FAA in 2017
- \$8.3M Total cost  
\$3.7M FAA Funding



# BWI PROGRAM GOALS

RSA COMPLIANCE BY 2015

COMPLIANCE IN 2014

RESOLVE “HOTSPOT”  
CONDITIONS

RESOLVED IN 2015

MEET FAA STANDARDS/RETIRE  
MOS

COMPLIANCE IN 2015

INCREASE AIRPORT CAPACITY

COMPLETED IN 2016

COMMISSION RWSL SYTEM

IN OPERATION



# Just as Important!

- **Training** – Implemented a two-tier Movement Area Training Program.
  - Taxiway
  - Runway

Requires a “Check Ride” with airport operations, night and day

# Just as Important!

- **Scheduling and Communication**

- Weekly Coordination Meeting with the FAA, Operations, Construction and Inspectors, Contractors and Maintenance to schedule work in a coordinated manner.

# Report

- **AIRFIELD CLOSURES**
- **UPDATED: 9/8/2017**
- **All airfield closures require cones/barricades; red lights for nighttime closures and lighted X's for daytime runway closures (longer than 1 hour)**
- 
- **RUNWAY CLOSURES**
- 
- **TAXIWAY CLOSURES**
- 
- **CLOSURE: TWY J between TWY S and TWY B**
- **WHEN: Tues 9/12 into Fri 9/13**
- **TIMES: 2330L – 0600L**
- **SCOPE: crack sealing**
- **POC: Greg Cully 443 829 6420**
- 
- **There are 49 centerline lights in the TWY P/TWY C intersection that need to be adjusted, Parsons advised there will be nighttime closures in mid-September.**