

Runway 15R-33L Reopened at BWI Marshall Airport

Runway Available for Airline Operations Before Thanksgiving; Final Work On Runway Will Continue Through End of Year

Runway 15R-33L, one of the primary commercial runways at Baltimore/Washington International Thurgood Marshall Airport, reopened on Saturday morning following months of major construction. As part of a multi-year, comprehensive series of airfield improvements, the runway was temporarily closed in July for the reconstruction project.

“This is an important milestone in our lengthy program that is essentially creating a new airfield,” said Paul J. Wiedefeld, Chief Executive Officer for BWI Marshall. “I want to acknowledge our staff, the construction contractors, the airlines, and the FAA for their partnership and hard work. I also want to thank our local communities for their patience during the construction.”

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. Airports across the country must meet updated federal RSA standards by the end of 2015. BWI Marshall Airport’s commercial runways now meet the updated RSA standards, a year before the federal deadline. RSAs are the surfaces surrounding airport runways that provide important safety margins for arriving and departing aircraft.

Final construction activities associated with the Runway 15R-33L project will continue through the end of 2014. That work will require additional temporary closures of the runway. As with any major airfield construction project, scheduled construction dates are subject to change based on weather conditions or other variables. BWI Marshall has worked closely with the Federal Aviation Administration (FAA) and airlines to coordinate the construction.

Next year, the final work on the overall BWI Marshall airfield program will be completed. The approximately \$350 million airfield program includes: runway pavement reconstruction, grading, airfield lighting improvements, taxiway upgrades, enhancements to navigational aids, and other associated projects.

The Runway 15R-33L work has used approximately: 150,000 tons of asphalt pavement, 65,000 square yards of Portland Cement Concrete pavement, 110,000 linear feet of electrical conduit, 1,600 airfield lights, 800,000 square feet of pavement markings, and 9,000 linear feet of drainage pipe.

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