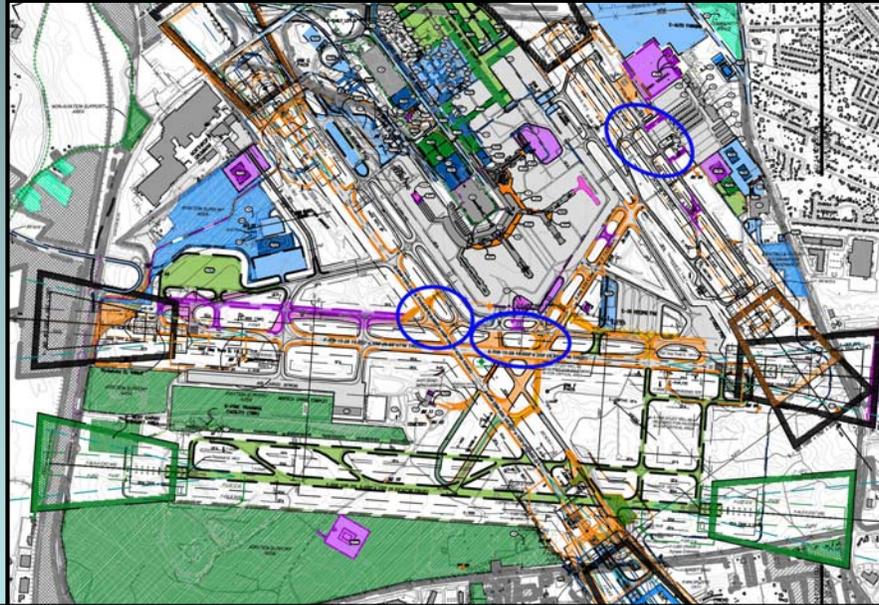


CURRENT ALP



"HOT SPOT 1" TAXIWAY R



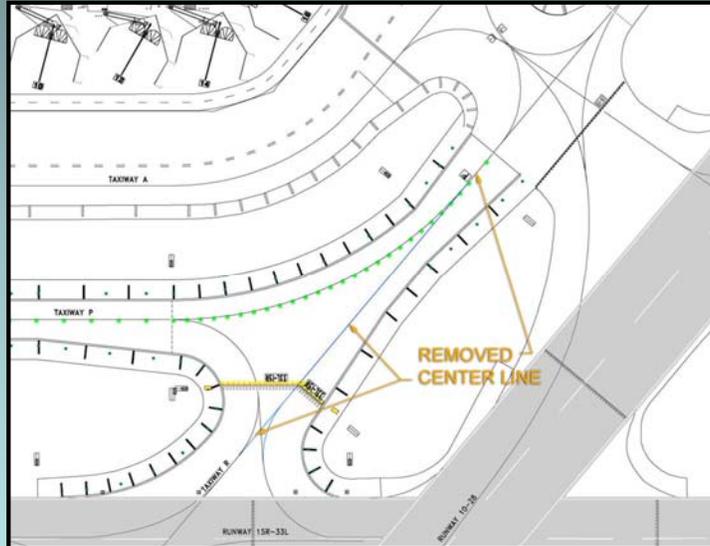
T/W R Letter - June 23, 2000
ATCT requests
Improvements

Marking
Enhancements - July 31, 2000
(Enlarge signs, new holding position sign, location sign, and direction signs)

R/W Incurion - February 9, 2002 (US Airways A319/MD 11 Abort)

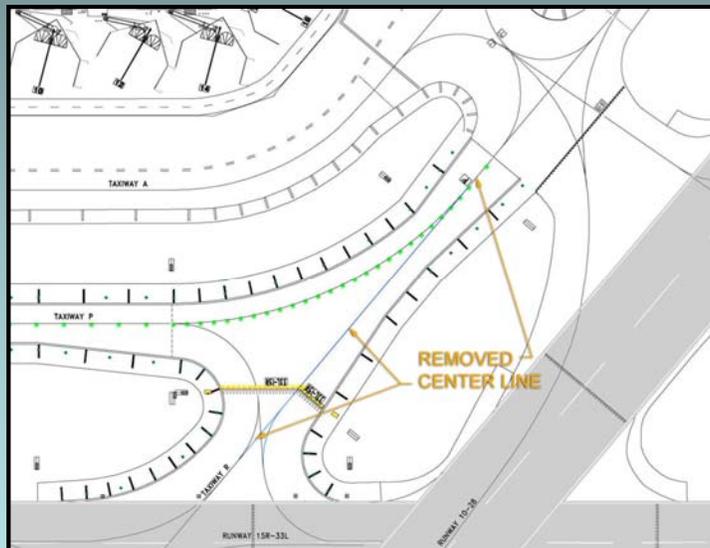
Elevated Guard lights realigned - (March 2002)

"HOT SPOT 1" TAXIWAY R



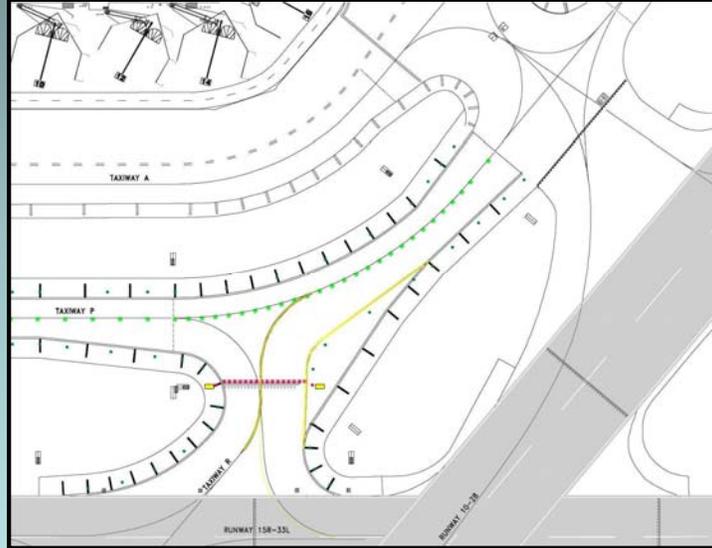
- R/W Incursion - February 17, 2004 with Lear Jet
- Removed T/W R Centerline
- R/W Incursion - April 21, 2004 with COA MD-80
- R/W Incursion - April 25, 2004 with SWA B737
- Closed Taxiway R for Evaluation - April 25, 2004

"HOT SPOT 1" TAXIWAY R

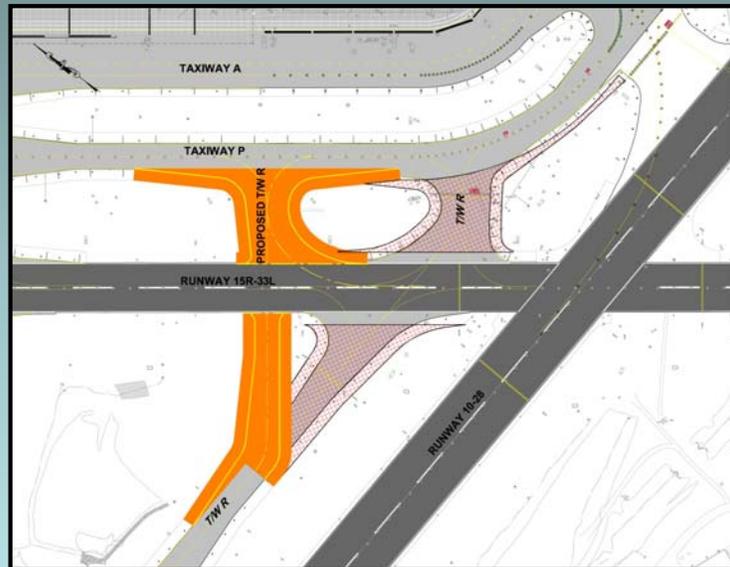


- R/W Incursion - February 17, 2004 with Lear Jet
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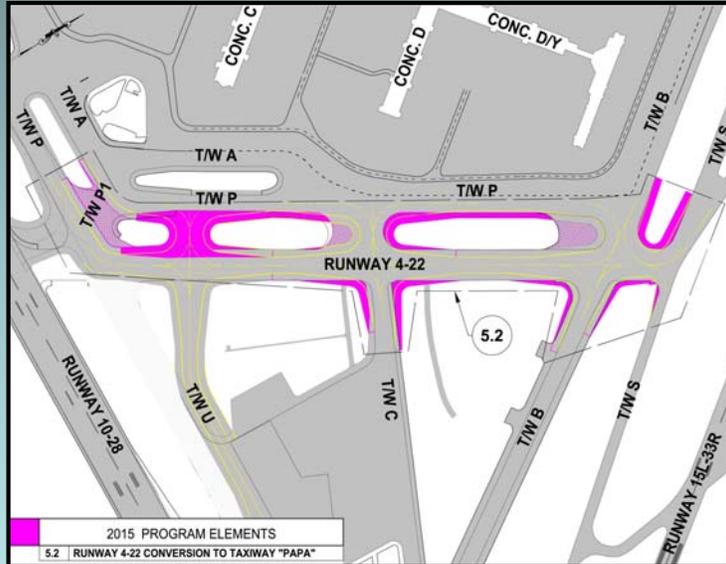
"HOT SPOT 1" TAXIWAY R



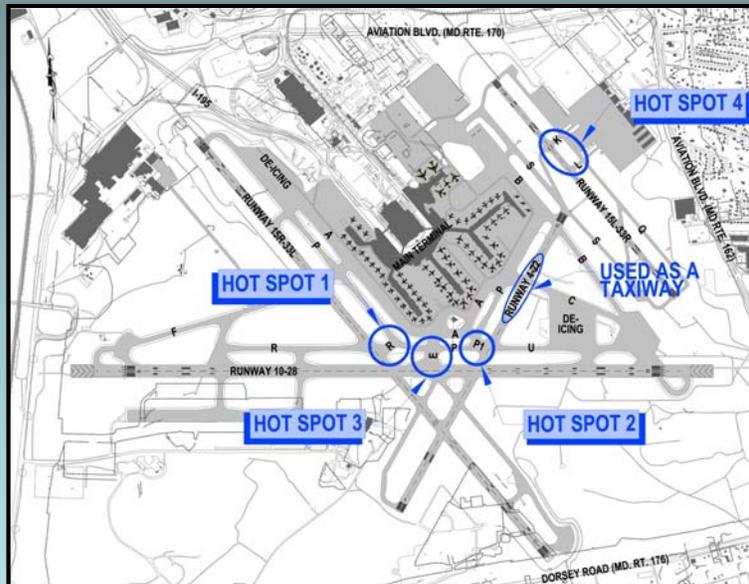
"HOT SPOT 1" TAXIWAY R



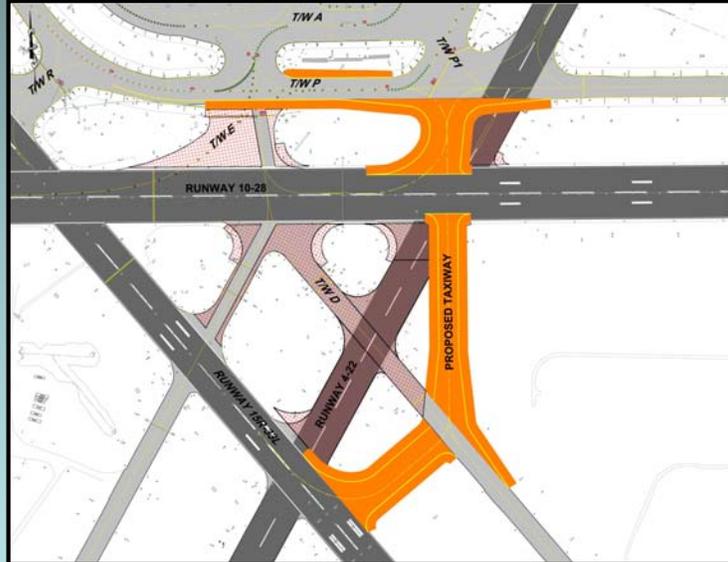
R/W 4-22/TAXIWAY CONVERSION



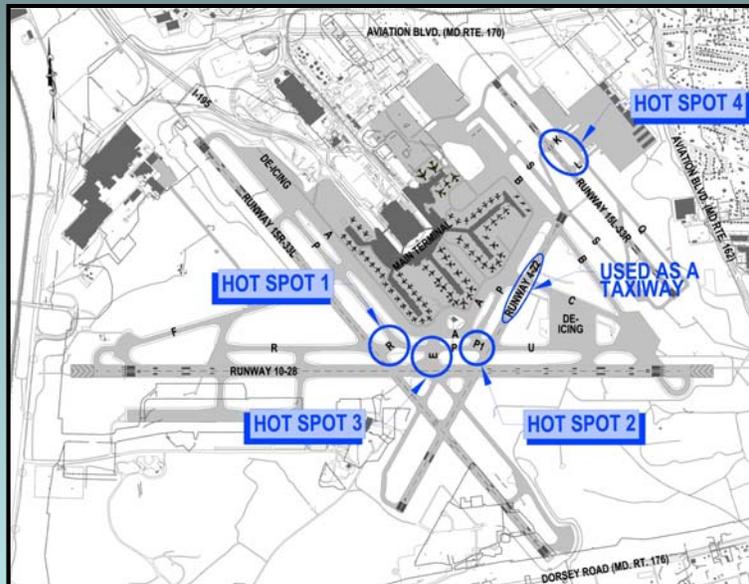
BWI HOTSPOTS



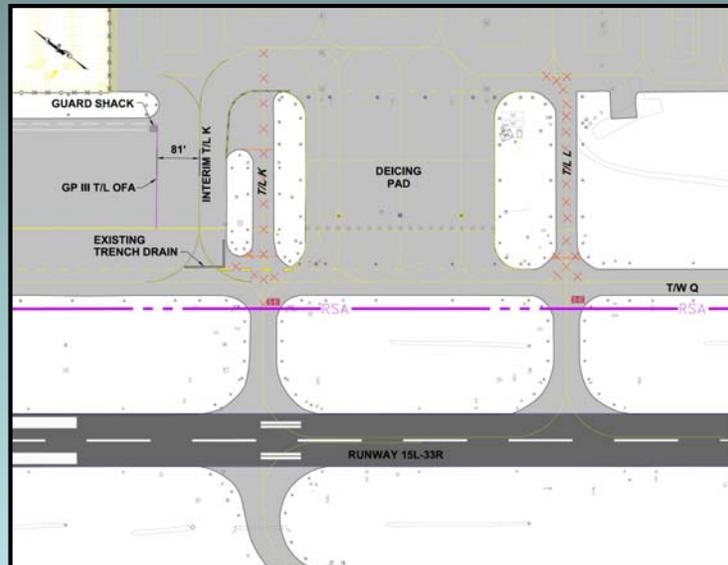
"HOT SPOT 3" TAXIWAY D



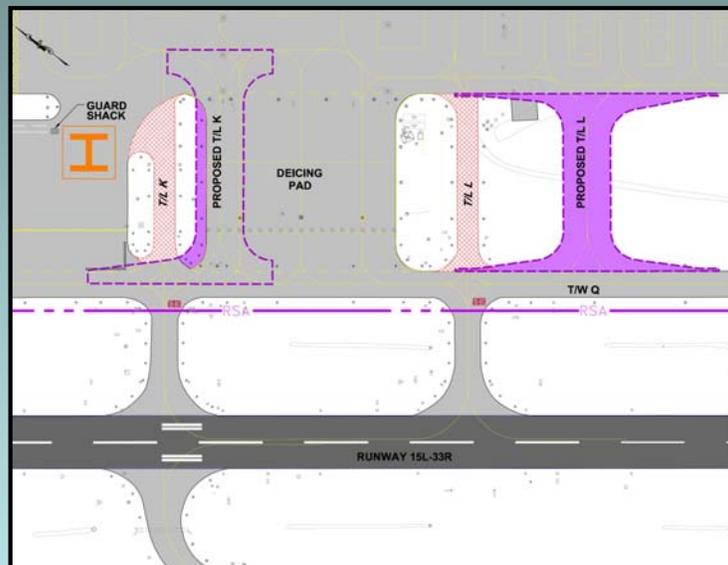
BWI HOTSPOTS



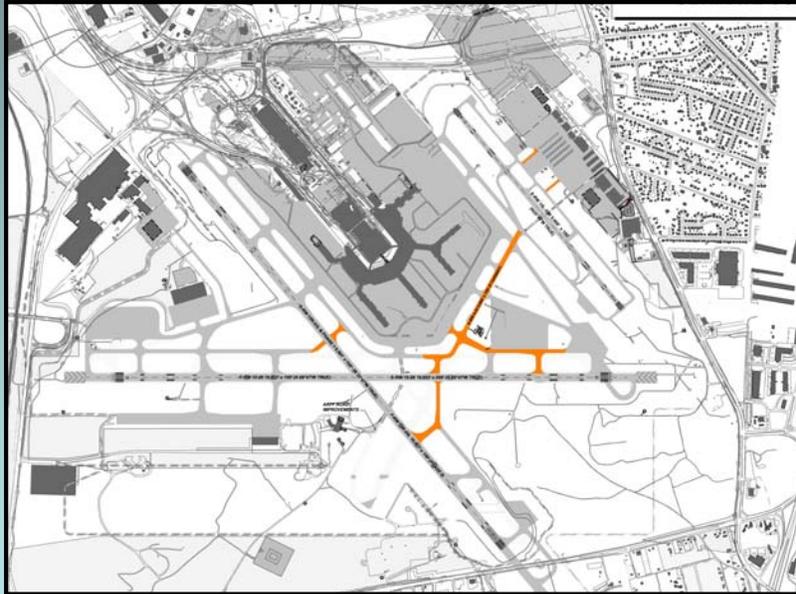
"HOT SPOT 4" INTERIM K AND L



"HOT SPOT 4" TAXIWAY K AND L



ULTIMATE GEOMETRY



BWI PROGRAM

- RSA COMPLIANCE BY 2015
- RESOLVE "HOTSPOT" CONDITIONS
- RSA/STANDARDS/PMP PROGRAM
- INCREASE AIRPORT CAPACITY

