

Upon receipt of FAA approval of construction of the international terminal expansion at the Baltimore Washington International Airport as reported to the General Assembly during the 1994 session, and the proposal to finance the international terminal expansion through the Maryland Transportation Authority, the department shall provide notification to the budget committees without the need for further action on the part of the General Assembly.

It is the intent of the General Assembly that if the total number of domestic and international passengers at BWI is expected to be more than 10% below the current projection for calendar year 1994, the MAA shall submit a report to the budget committees analyzing the impact of such reduction on the collection of Passenger Facility Charges (PFC's), the financing of PFC projects, and the cash flow between the transportation trust fund and the Maryland Transportation Authority.

It is the intent of the General Assembly that if the MAA is notified by an existing BWI carrier that it will terminate or reduce any scheduled international service, the MAA must submit a report to the budget committees within 30 days that:

- (1) revises BWI's international traffic projections; and
- (2) analyzes the impact of such reduction in international traffic on the financial viability of the international terminal.

For fiscal year 1995, the aggregate amount to be expended for airport improvement projects funded through Passenger Facility Charges (PFC's) may not exceed \$192.2 million, including funding from federal, Maryland Department of Transportation and Maryland Transportation Authority sources. Funds may only be expended for the following projects: