

Airport Noise Zone Update Stakeholder Advisory Committee

Meeting #2

Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall)

June 25, 2025

6:00 PM – 8:00 PM

Welcome to BWI Marshall

Safety Briefing

- Follow emergency exits
- Call 911
- Assist those who need assistance
- Be sure to take a head count during the emergency event
- Nearest AED – Hallway by restrooms
- Nearest fire extinguisher – Hallway by restrooms
- Accountability Site: Parking lot outside of front door of Building 991
- Always report any hazards in the meeting room



Source: MDOT MAA, Office of Planning, 2019

Agenda

- » Welcome and Introductions
- » SAC Meeting #1 Recap
- » ANZ Noise Modeling Process
- » Noise Model Inputs
- » ANZ Land Use Inventory
- » Noise Abatement Plan (NAP)
- » Schedule and Resources

Meeting Facilitation

The meeting facilitator is responsible for ensuring SAC meetings:

- Run efficiently, respectfully, and effectively
- Focus on the published agenda
- Provide appropriate opportunities for all members to participate
- Result in consensus conclusions to the maximum extent feasible
- Are documented through preparation of accurate meeting notes

Introductions

- Maryland Aviation Administration (MAA) representatives
- Stakeholder Advisory Committee (SAC) members
- Consultant team

SAC Meeting #1 Recap

ANZ Update Scope and Process

- Form and engage with Stakeholder Advisory Committee (SAC)
- Prepare base year, 5-year, 10-year forecast noise contours
- Compile ANZ (composite of the three contour sets)
- Conduct land use inventory within ANZ
- Review existing Noise Abatement Plan (NAP)
- Conduct public hearing/workshop
- Update Code of Maryland Regulations (COMAR)



ANZ Study Update

The ANZ update process includes status review of the NAP.

Airport Noise Zone (ANZ)	Noise Abatement Plan (NAP)
Provides the means to identify and control incompatible land development around BW Marshall Is a composite of the farthest extents of the annual Day-Night Average (DNL or Ldn) contours for each of the study years (2025 base, 2030 and 2035 forecast)	Prescribes measures to monitor, reduce, and/or eliminate incompatible land use areas within the ANZ to the extent possible while maintaining efficient airport operations

Maryland Airport Noise Zone (ANZ) Regulations

- Maryland Environmental Noise Act of 1974
 - *“Provide a positive basis for abatement of existing noise problems in communities near airports and to prevent new noise problems.”*
- Maryland law requires MAA to complete an ANZ update approximately every 5 years
 - Maryland Statutes, Article Transportation, Section 5-805
- The certified ANZ consists of Day-Night Average Sound Level (DNL) contours at 65, 70, and 75 decibels
 - Printed on Airport Noise Zone Map
 - Is a composite of the base year (2025) and future year (2030, 2035) contours
 - Defined to provide the largest area of expected or future noise exposure contours for land planning purposes

Expectations for the ANZ

The ANZ provides a means to:

- Understand existing and future noise exposure around BWI Marshall
- Assist local land use jurisdictions in the control of potentially incompatible development
- Identifies potential strategies to mitigate noise, including voluntary noise abatement procedures

The ANZ cannot:

- Restrict the hours of operations
- Impose curfews or restrictions
- Require the FAA to change flight procedures
- Be used to limit demand or forecast growth

BWI BALTIMORE/WASHINGTON
INTERNATIONAL
Thurgood Marshall
AIRPORT



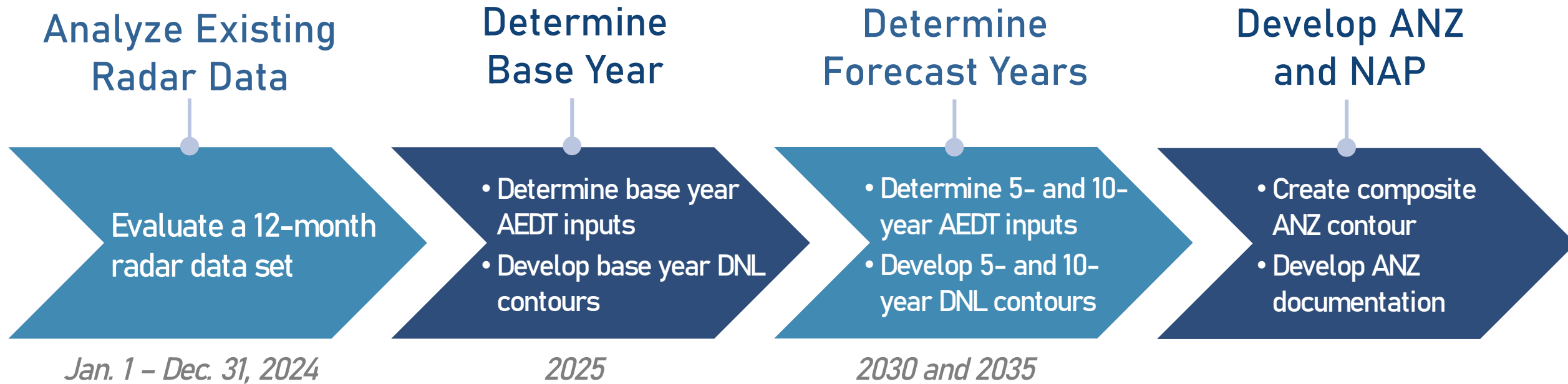
SAC Responsibilities

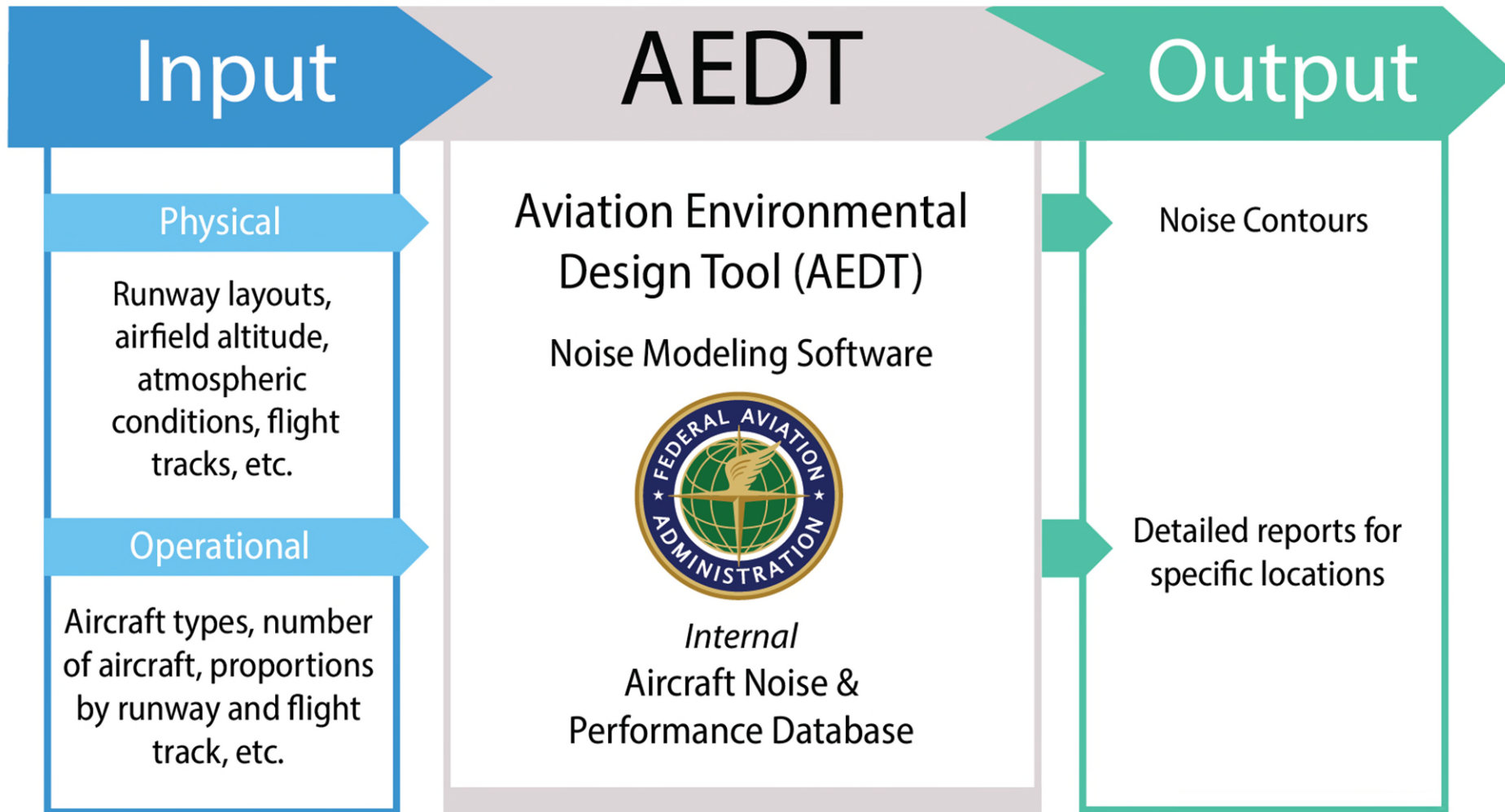
- **Contribute to study inputs**
 - Discussion and feedback at SAC meetings
 - Provide input, advice, and guidance related to Noise Abatement Plan
 - understand ANZ effects on stakeholders
- **Review modeling assumptions**
 - Base year and forecasts
- **Review analysis results**
 - Base, 5-year, and 10-year contours
- **Review documentation**
 - NAP and Draft ANZ document
- **Provide two-way communication**
 - Share information with your constituents, neighbors and organizations
 - Spread the word about future opportunities for public feedback

MAA will respect and consider SAC input but retains overall responsibility for the BWI Marshall ANZ update.

ANZ Noise Modeling Process

ANZ Noise Modeling Process

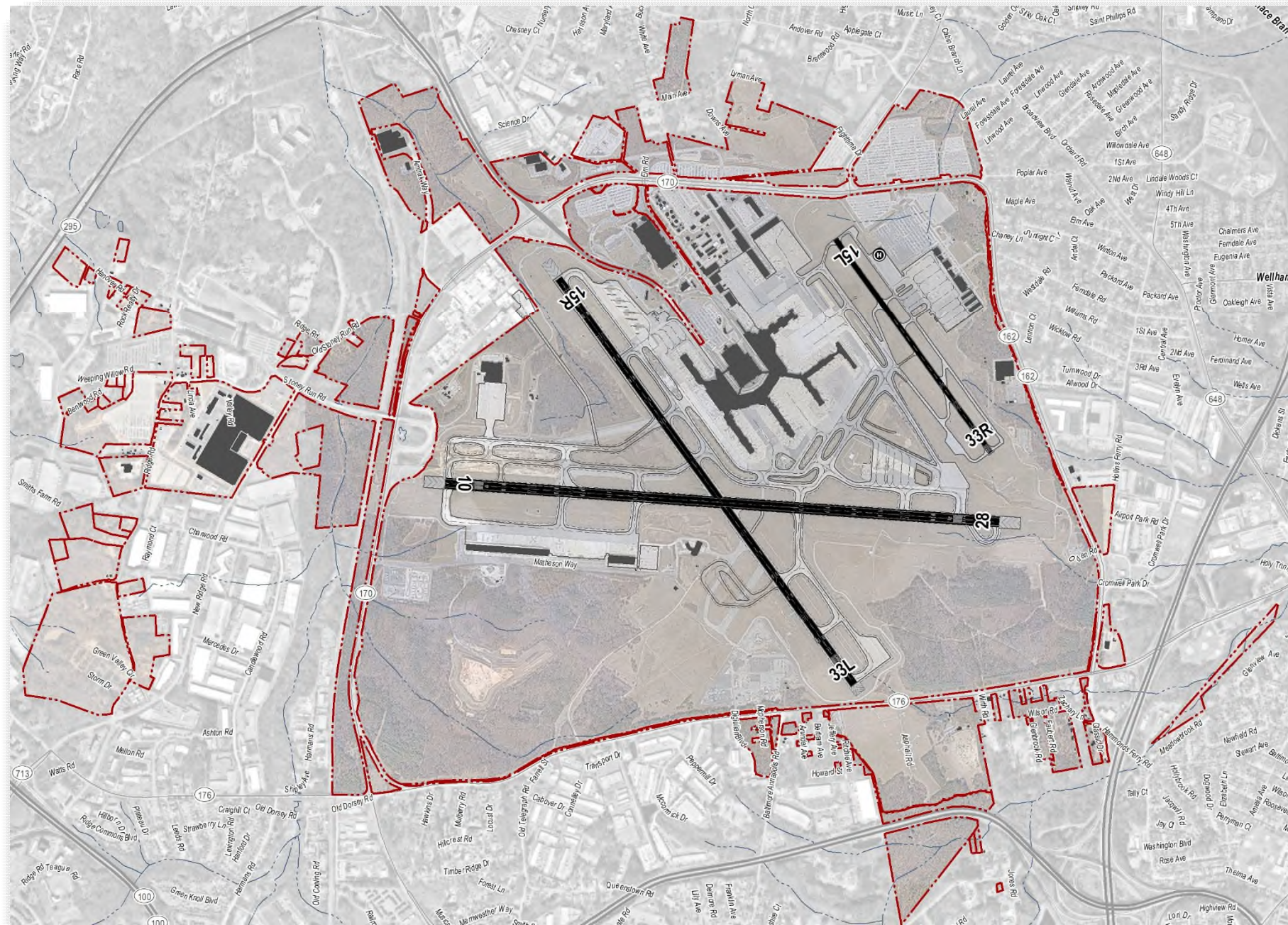




Noise Model Inputs

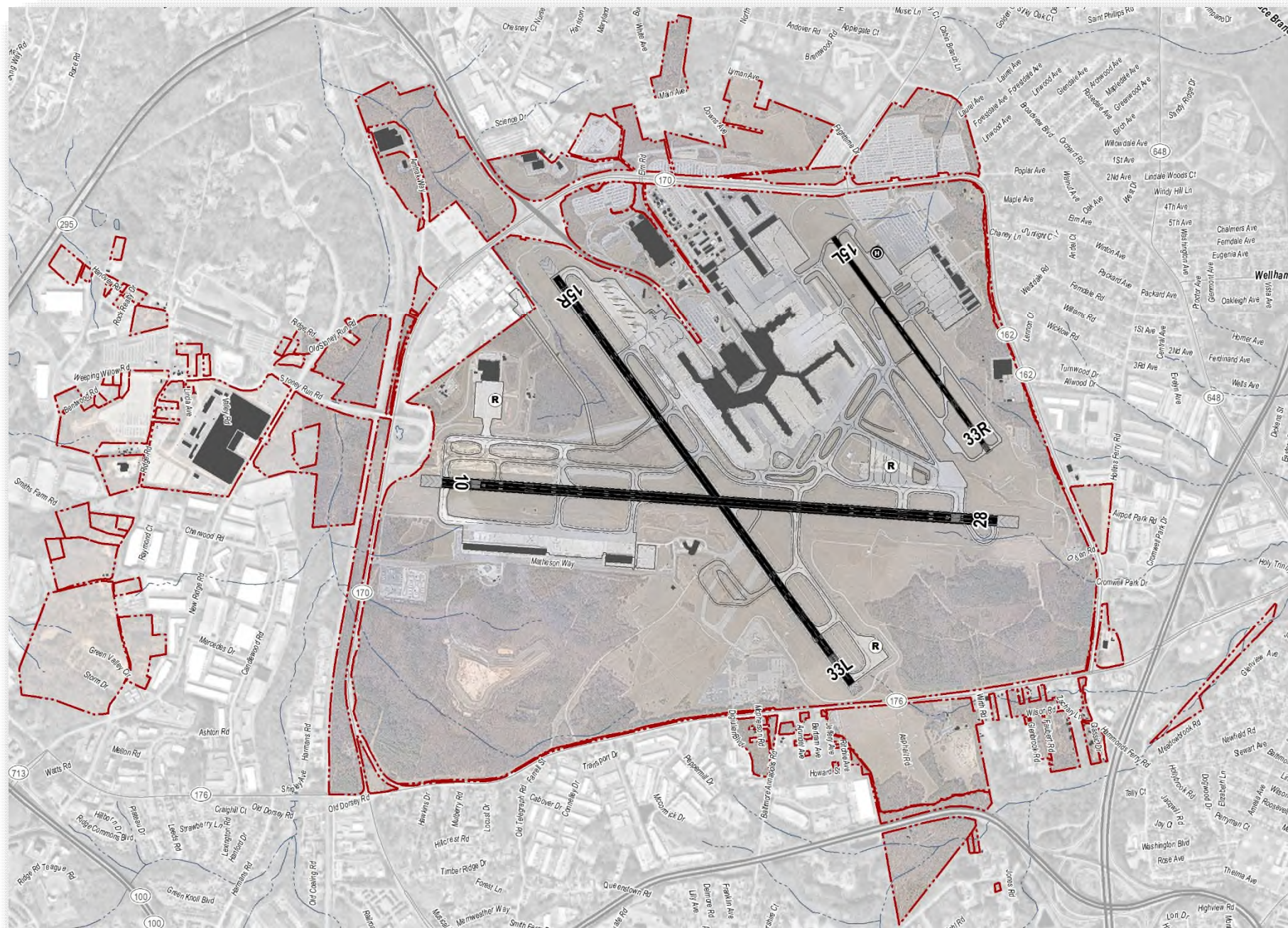
Existing Airport Layout

Base Year (2025)



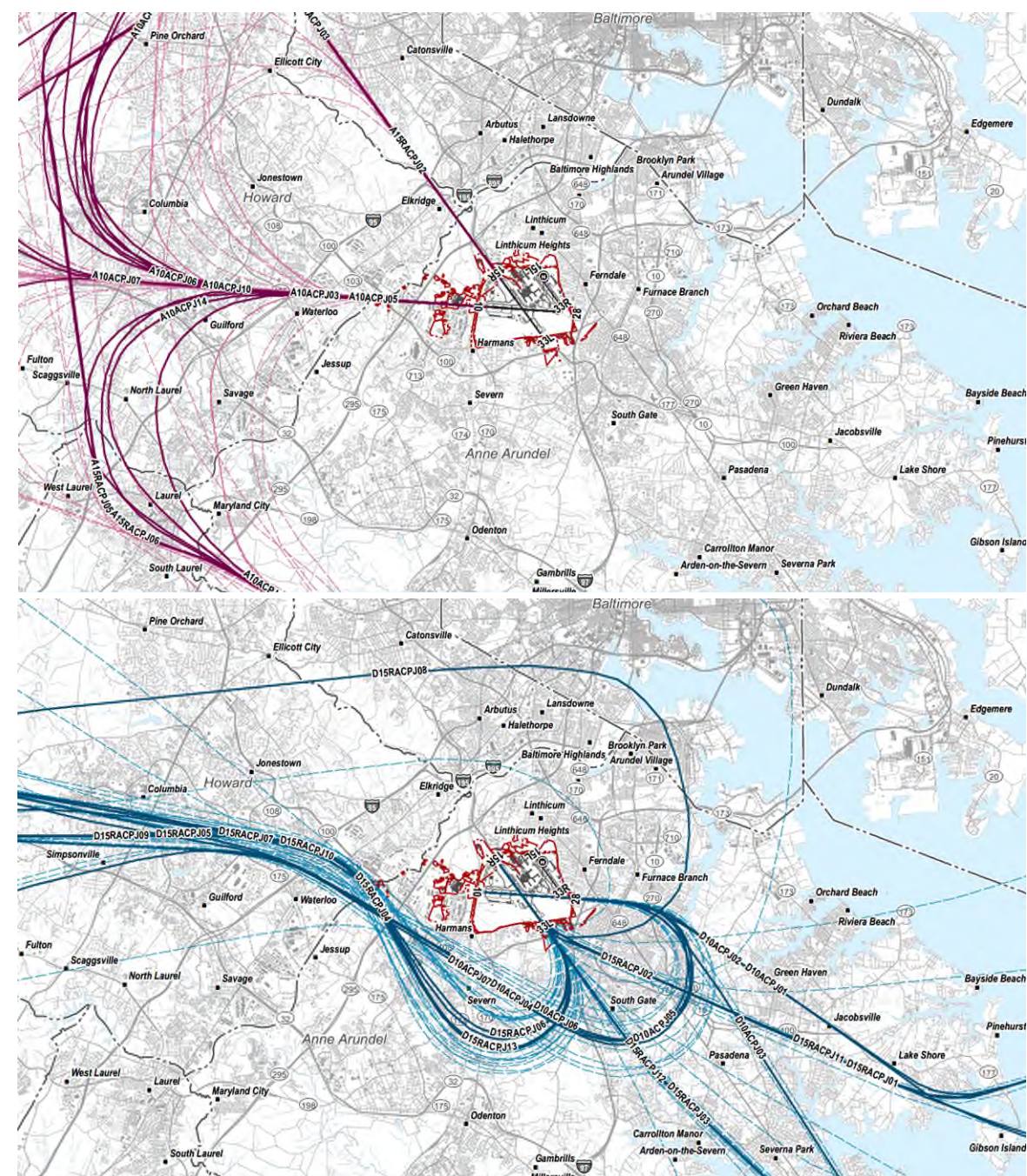
Future Airport Layout

5-Year (2030)
10-Year (2035) No Build



Model Track Development

- Industry-standard method that splits radar flight tracks into smaller, similar groups
 - Groups separated by category (e.g., air carrier passenger), operation type (e.g., arrival, departure) and runway end, aircraft type (e.g., jet, non-jet, helicopter), and destination/direction
- Results in geometrically similar groups of the same category, operation type, runway end, aircraft type
 - Groups with wide dispersion are represented with a 'backbone' (bold) track and one, two, or three 'dispersion' sub-tracks (dashed) on either side of the backbone – resulting in three, five, or seven total tracks used to represent that group



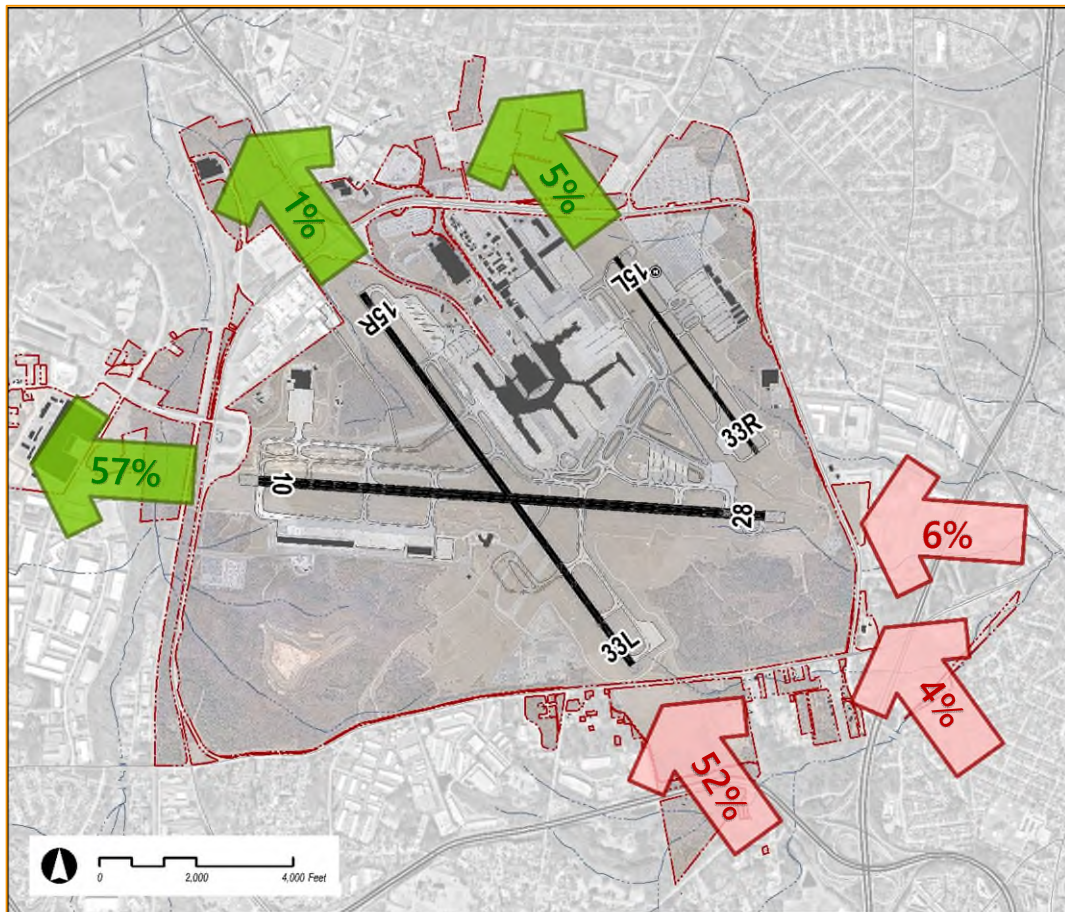
Base Year (2025) Operations

- Operations levels determined from 2024 edition of the FAA's Terminal Area Forecast (issued Jan 2025)
 - Calendar year 2024 data scaled to 2025 TAF
- Aircraft fleet mix, runway use, and flight tracks derived from ANOMS data
 - Model flight tracks were created using flight data from July-Dec 2024 and Sept-Dec 2024
- No maintenance runups modeled

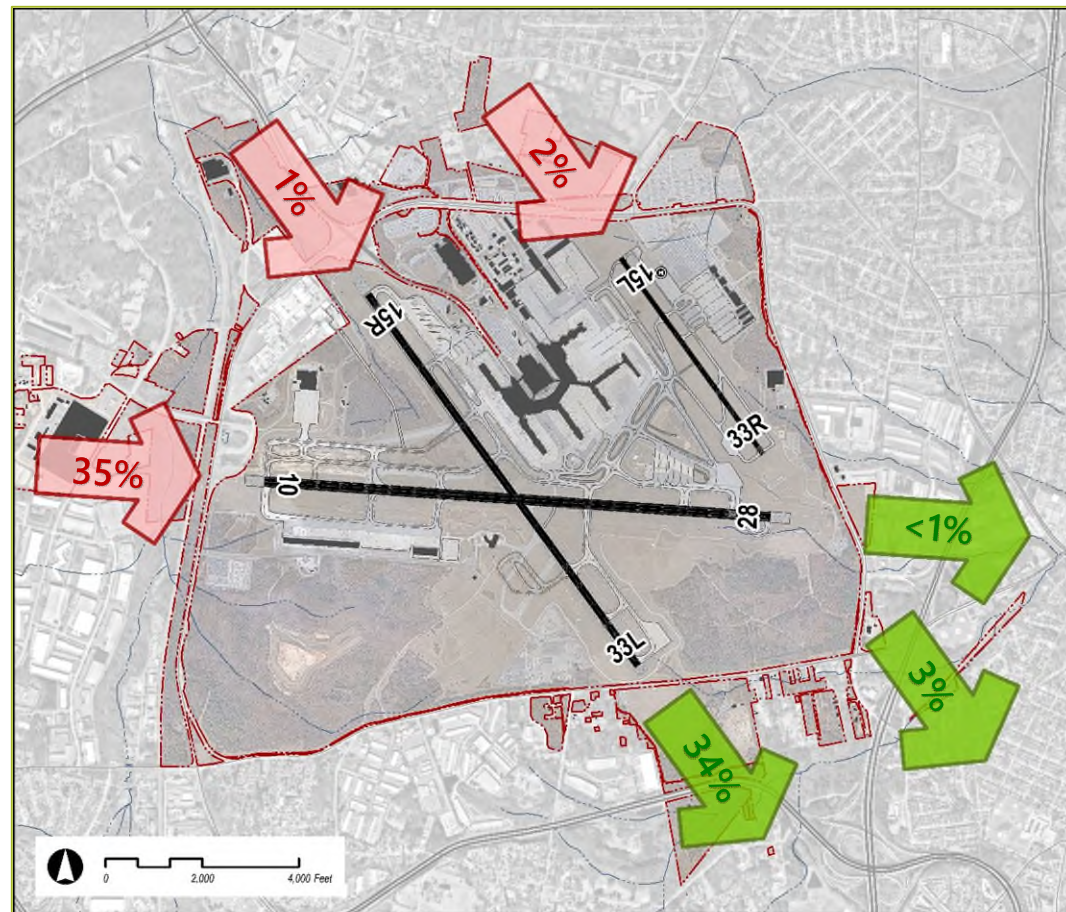
Operations Category	Operations Count	Operations Percentage
Air Carrier (AC) Passenger	202,403	85.0%
Air Carrier (AC) Cargo	9,368	3.9%
Air Taxi (AT)	14,752	6.2%
General Aviation (GA)	10,712	4.5%
Military (ML)	920	0.4%
Total	238,155	
Average Annual Day (AAD)	652.5	

Runway Utilization

Base Year (2025), Five-Year (2030), Ten-Year (2035) No Build



West Flow 62%



East Flow 38%

Runway Utilization

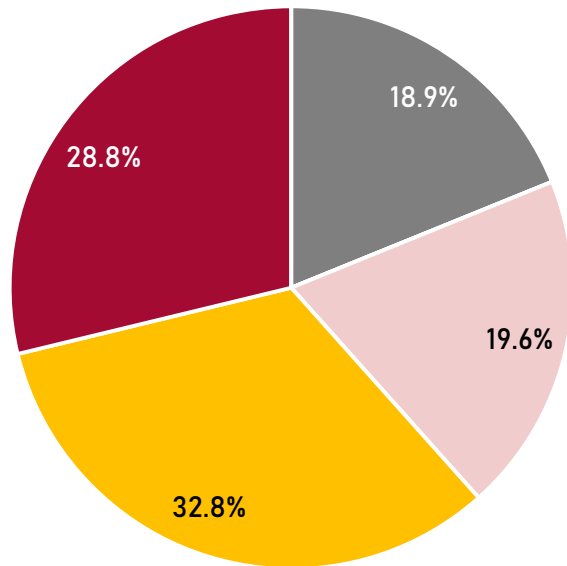
Base Year

5-Year

10-Year No Build

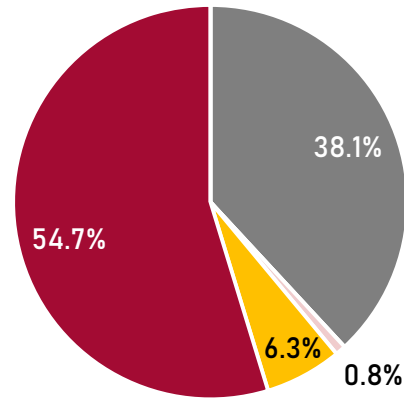
Air Carrier Cargo

Total Operations

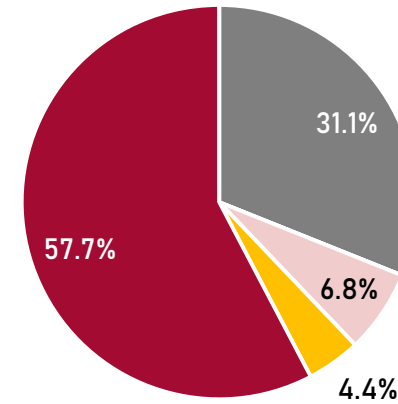


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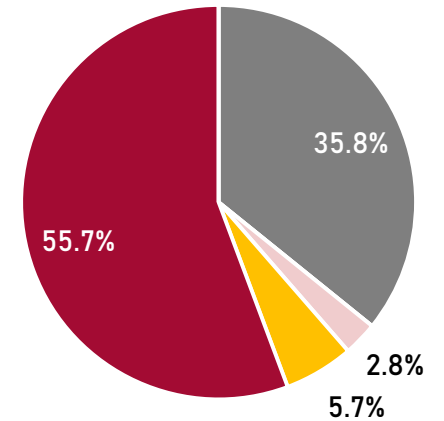
Day Arrivals



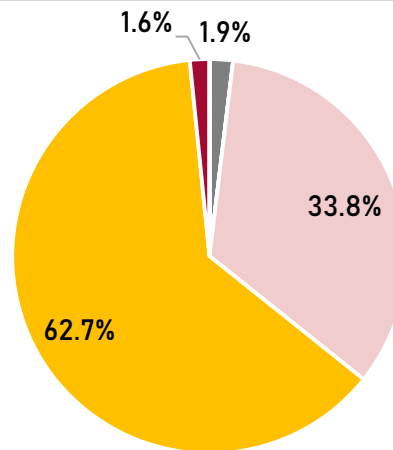
Night Arrivals



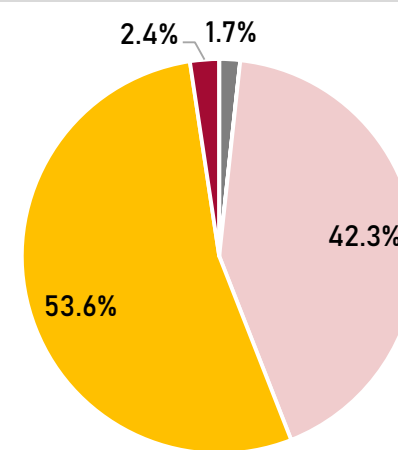
Total Arrivals



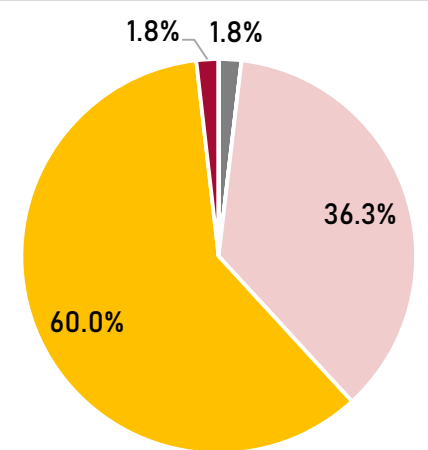
Day Departures



Night Departures



Total Departures



Runway Utilization

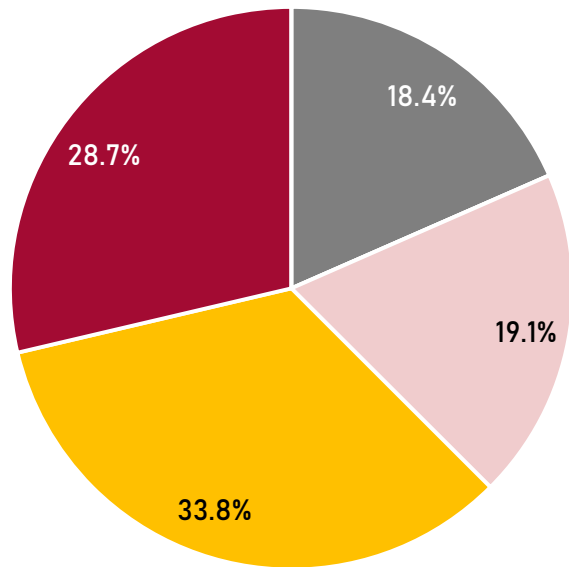
Base Year

5-Year

10-Year No Build

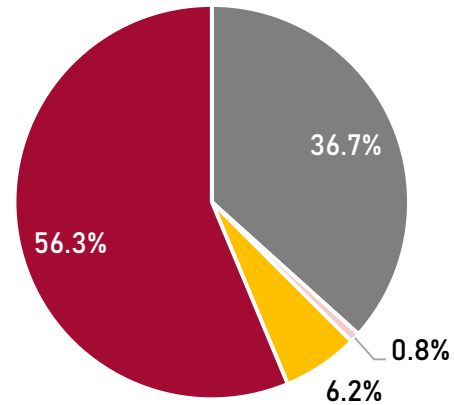
Air Carrier Passenger

Total Operations

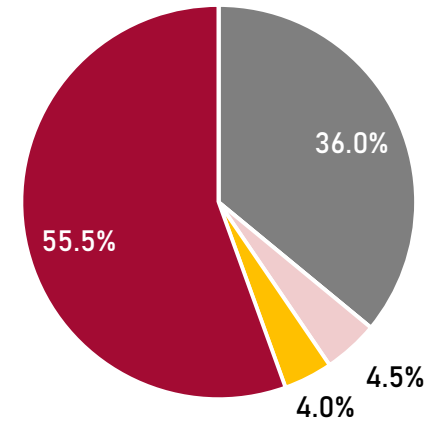


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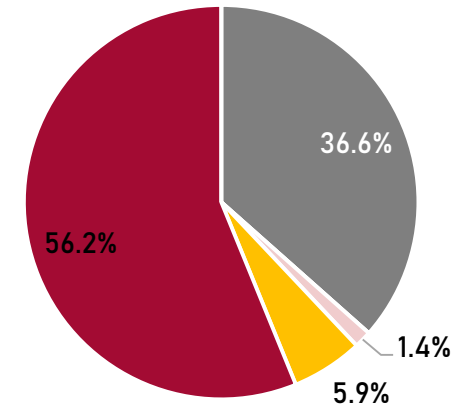
Day Arrivals



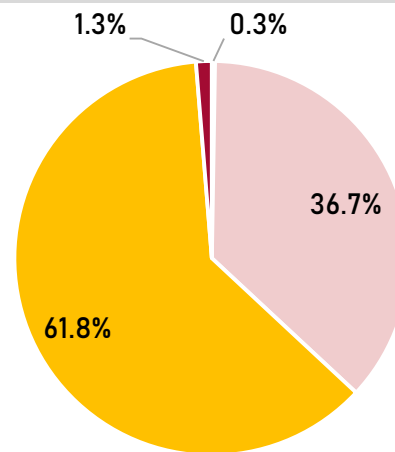
Night Arrivals



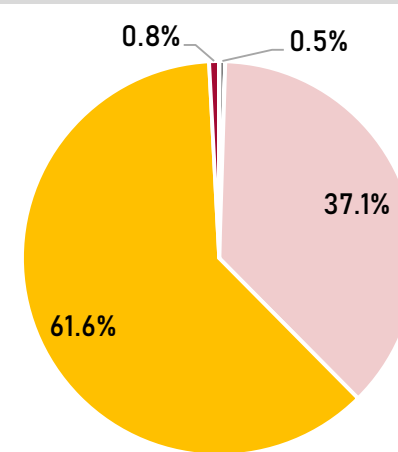
Total Arrivals



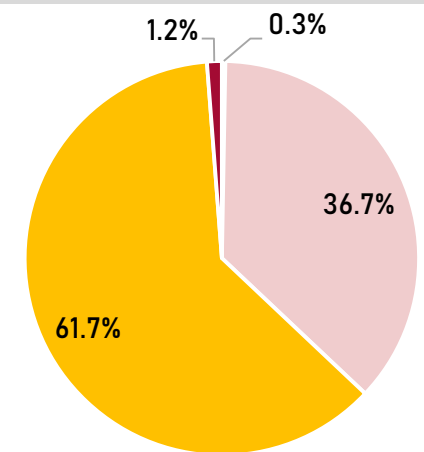
Day Departures



Night Departures



Total Departures



Runway Utilization

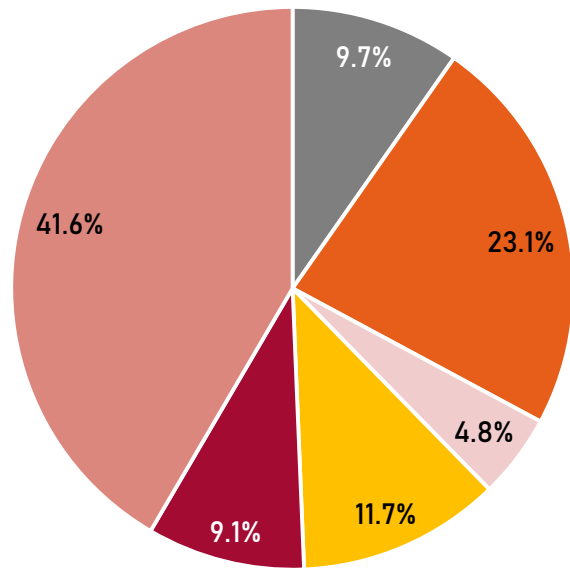
Base Year

5-Year

10-Year No Build

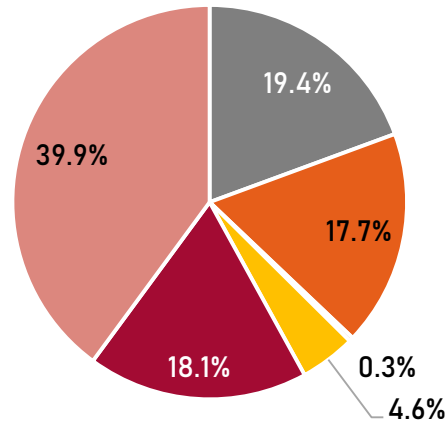
Air Taxi & Military Jet

Total Operations

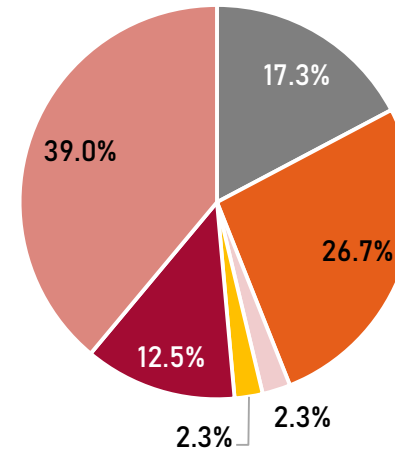


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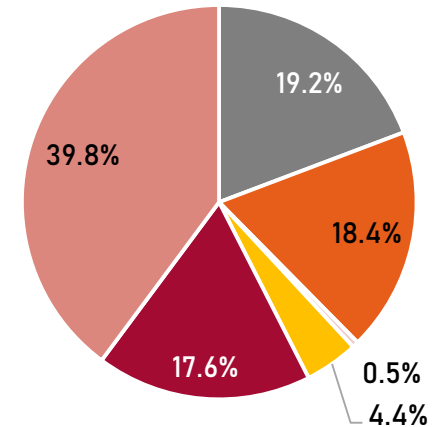
Day Arrivals



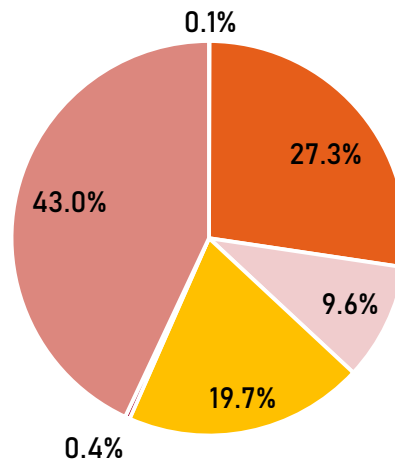
Night Arrivals



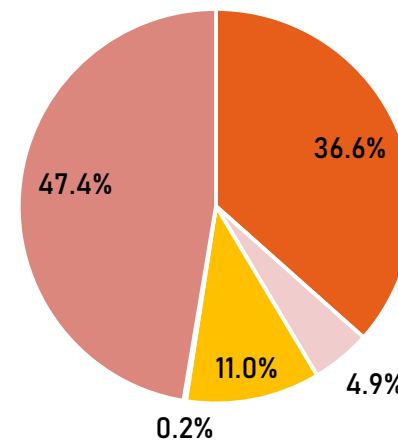
Total Arrivals



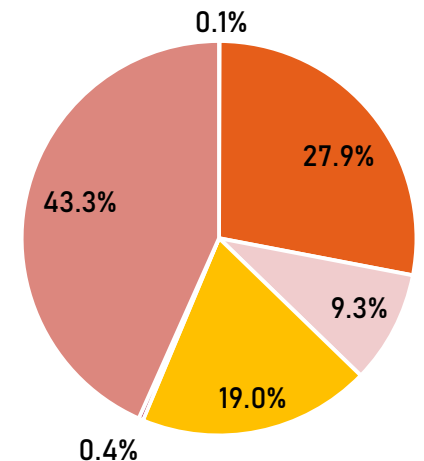
Day Departures



Night Departures



Total Departures



Runway Utilization

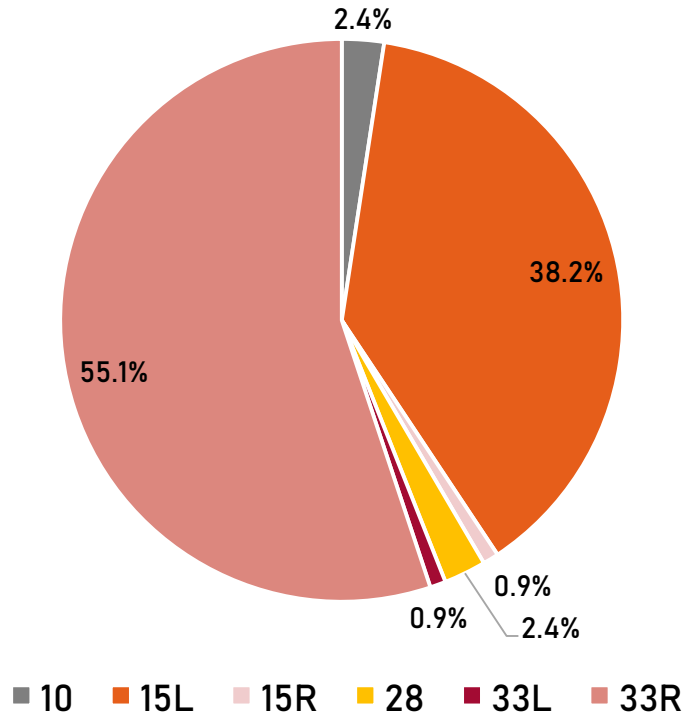
Base Year

5-Year

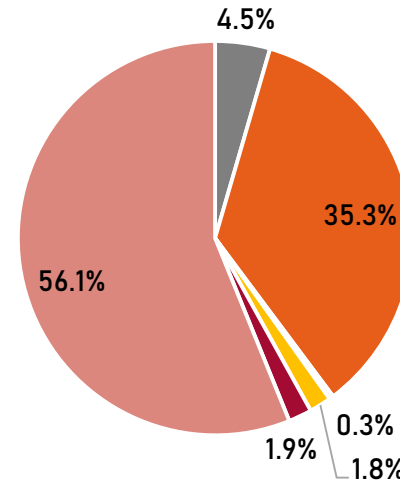
10-Year No Build

Air Taxi & Military Non-Jet

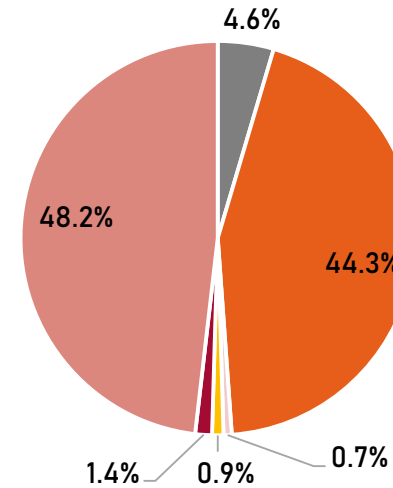
Total Operations



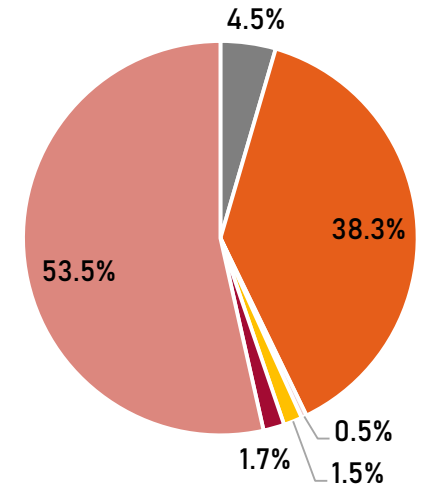
Day Arrivals



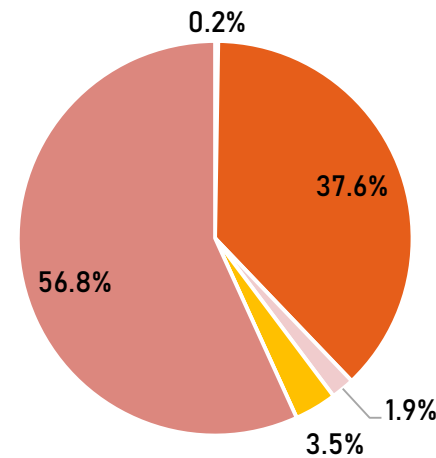
Night Arrivals



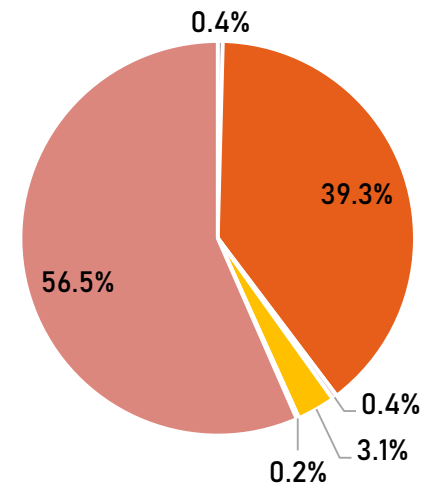
Total Arrivals



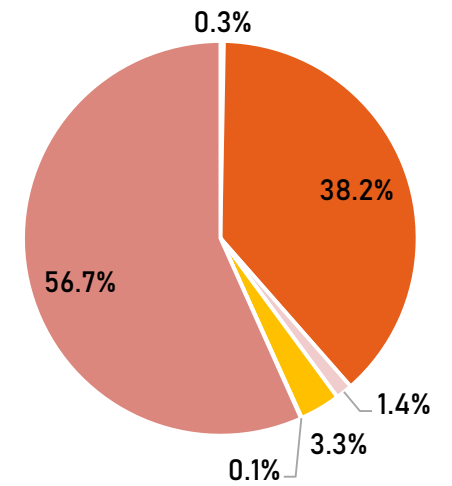
Day Departures



Night Departures



Total Departures



Runway Utilization

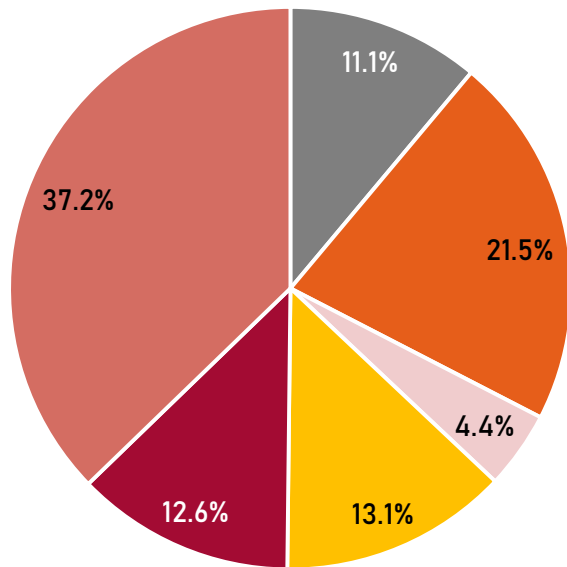
Base Year

5-Year

10-Year No Build

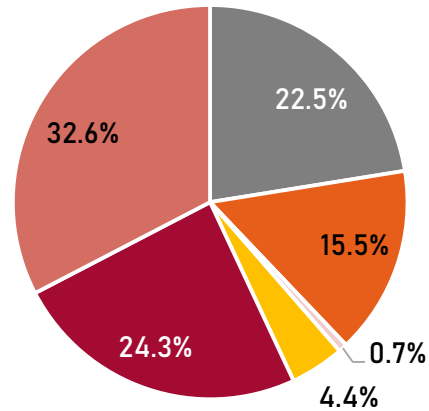
General Aviation Jet

Total Operations

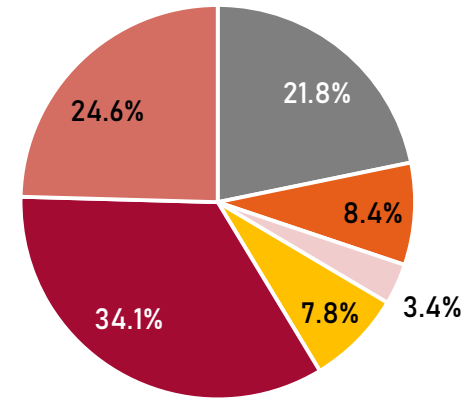


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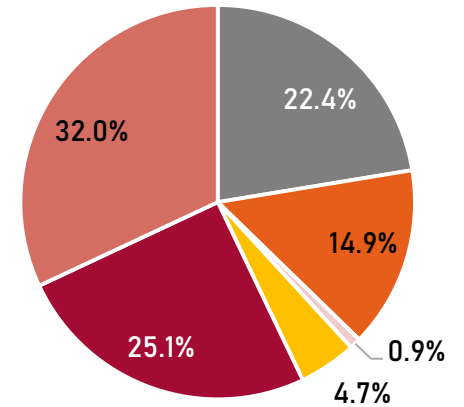
Day Arrivals



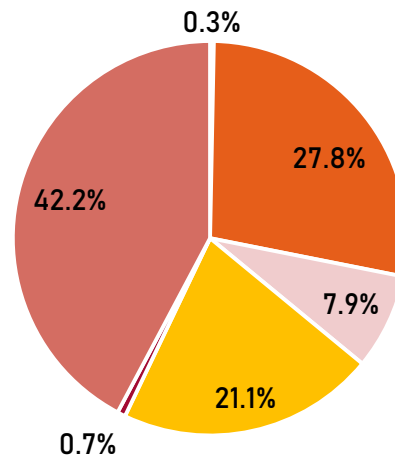
Night Arrivals



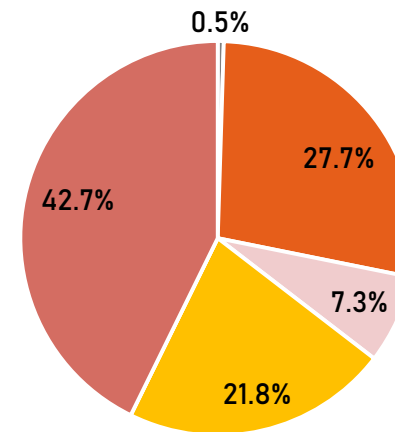
Total Arrivals



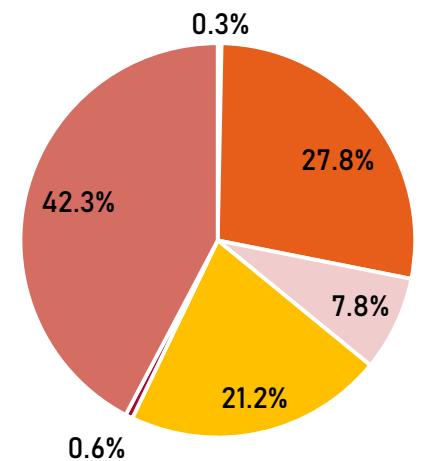
Day Departures



Night Departures



Total Departures



Runway Utilization

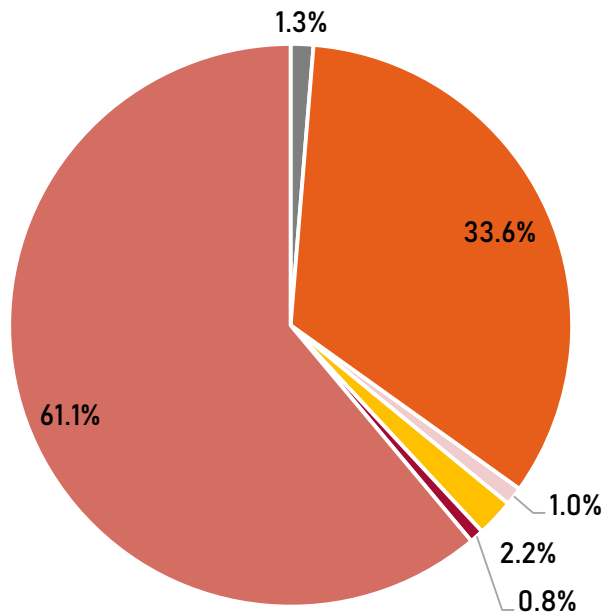
Base Year

5-Year

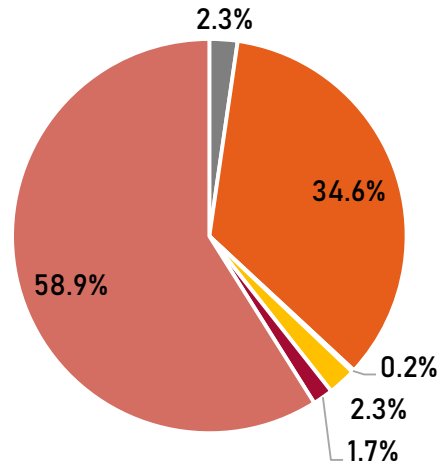
10-Year No Build

General Aviation Non-Jet

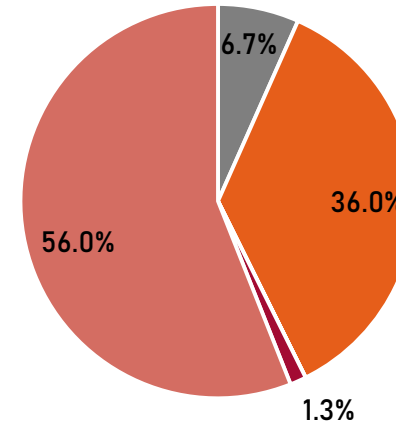
Total Operations



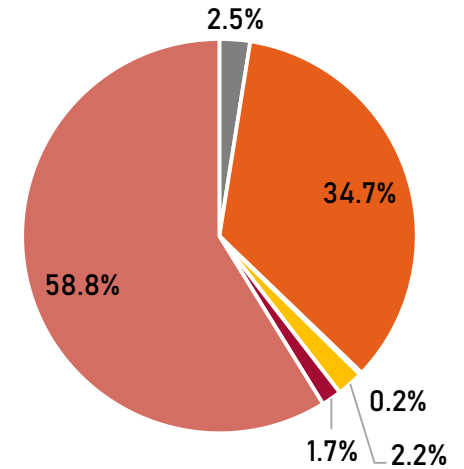
Day Arrivals



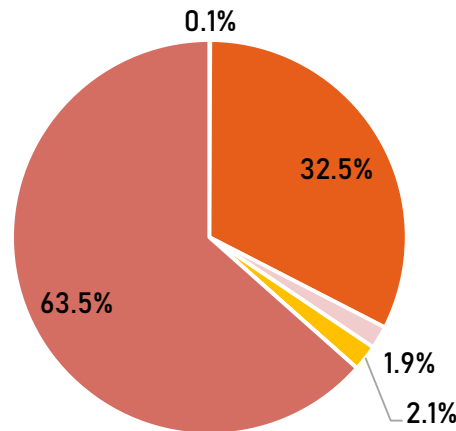
Night Arrivals



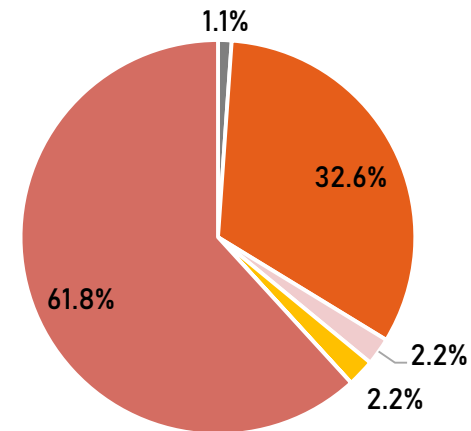
Total Arrivals



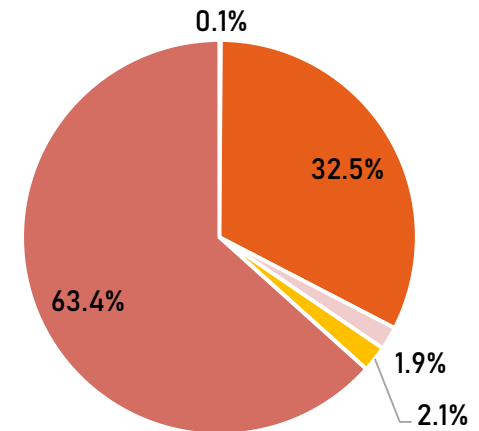
Day Departures



Night Departures



Total Departures



■ 10 ■ 15L ■ 15R ■ 28 ■ 33L ■ 33R

Meteorological and Terrain Data

AEDT's database includes 10-year average weather for each airport.

For BWI:

- Temperature: 57.3°F
- Station pressure: 1011.2 millibars
- Sea level pressure: 1017.3 millibars
- Dew point: 46.1°F
- Relative humidity: 66.2%
- Wind speed: 5.7 knots

Terrain data were obtained from the United States Geological Survey National Elevation Dataset with 1/3 arc second (approximately 33 ft.) resolution covering the Study Area.

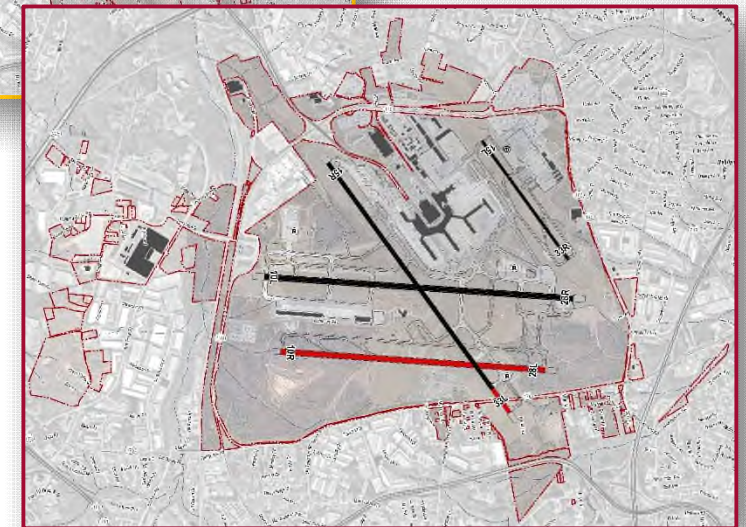
Five-Year (2030) Operations

- No changes to airport layout
- Operations levels derived from 2024 TAF
- Flight tracks, runway use, and flight tracks are the same as the base year operations
- Maintenance runups based on prior ANZ

Operations Category	Operations Count	Operations Percentage
Air Carrier (AC) Passenger	225,419	84.3%
Air Carrier (AC) Cargo	12,966	5.0%
Air Taxi (AT)	15,612	5.8%
General Aviation (GA)	12,340	4.6%
Military (ML)	920	0.3%
Total	267,257	
Average Annual Day (AAD)	732.2	

Ten-Year (2035) Forecast Contours

- Ten-Year No Buildout contours
 - No changes to airport layout
 - Most likely configuration in 2035
- Ten-Year Full Buildout contours
 - Parallel Runway 10R/28L
 - Extension of Runway 15R/33L
 - Represents most extensive airport configuration
 - Included in official ANZ



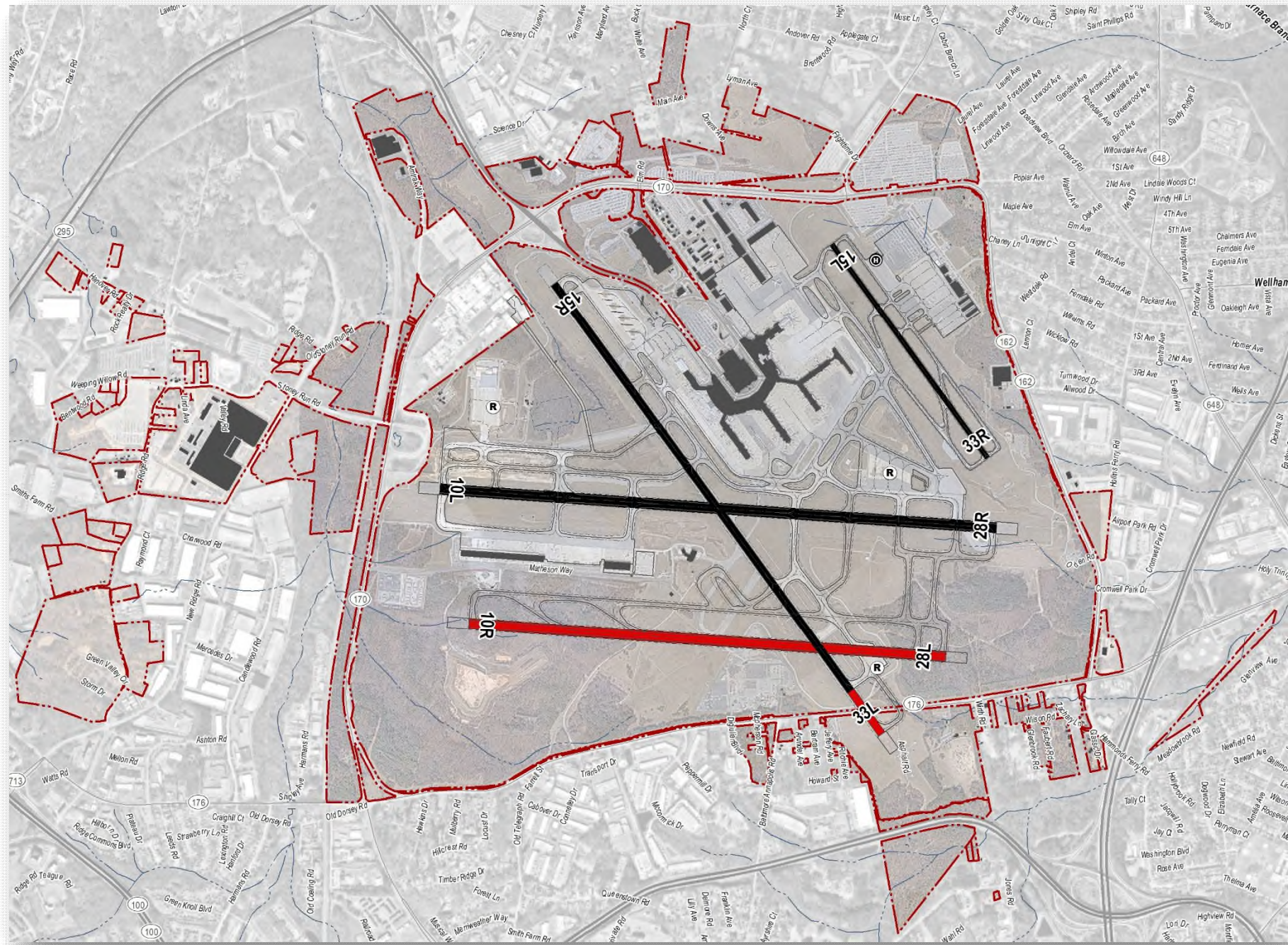
Ten-Year (2035) No Buildout Operations

- No changes to airport layout
- Operations levels derived from 2024 TAF
- Flight tracks, runway use, and flight tracks are the same as the base year operations
- Maintenance runups based on prior ANZ

Operations Category	Operations Count	Operations Percentage
Air Carrier (AC) Passenger	244,629	84.2%
Air Carrier (AC) Cargo	16,052	5.5%
Air Taxi (AT)	16,512	5.7%
General Aviation (GA)	12,437	4.3%
Military (ML)	920	0.3%
Total	290,550	
Average Annual Day (AAD)	796.0	

Full Build Airport Layout

10-Year Full Build (2035)



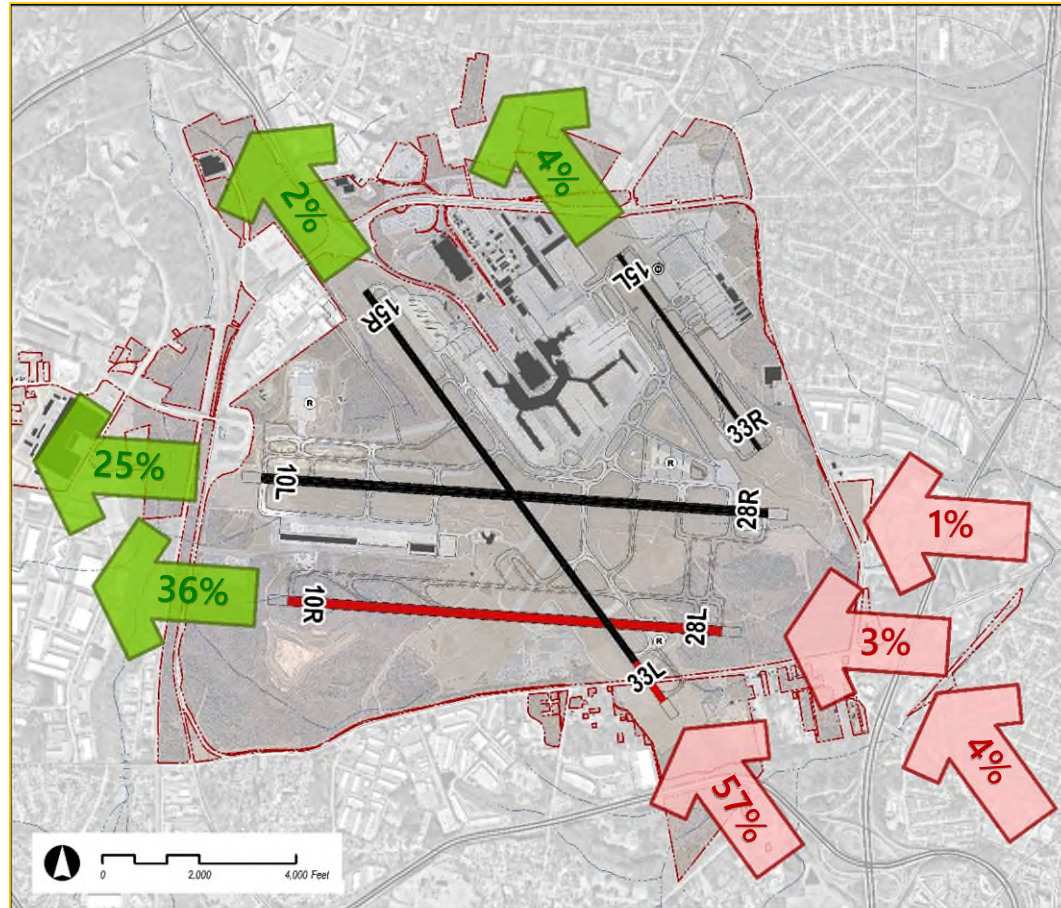
Ten-Year (2035) Full Buildout Operations

- Addition of parallel Runway 10L/28R and extension of Runway 15R/33L
- Operations levels derived from 2024 TAF
- Aircraft fleet mix, runway use, and flight tracks
 - Runway use based on consultation with the MAA
 - Parallel Runway 10R/28L tracks are based on translation of existing Runway 10/28 (future Runway 10L/28R) tracks
- Maintenance runups based on prior ANZ

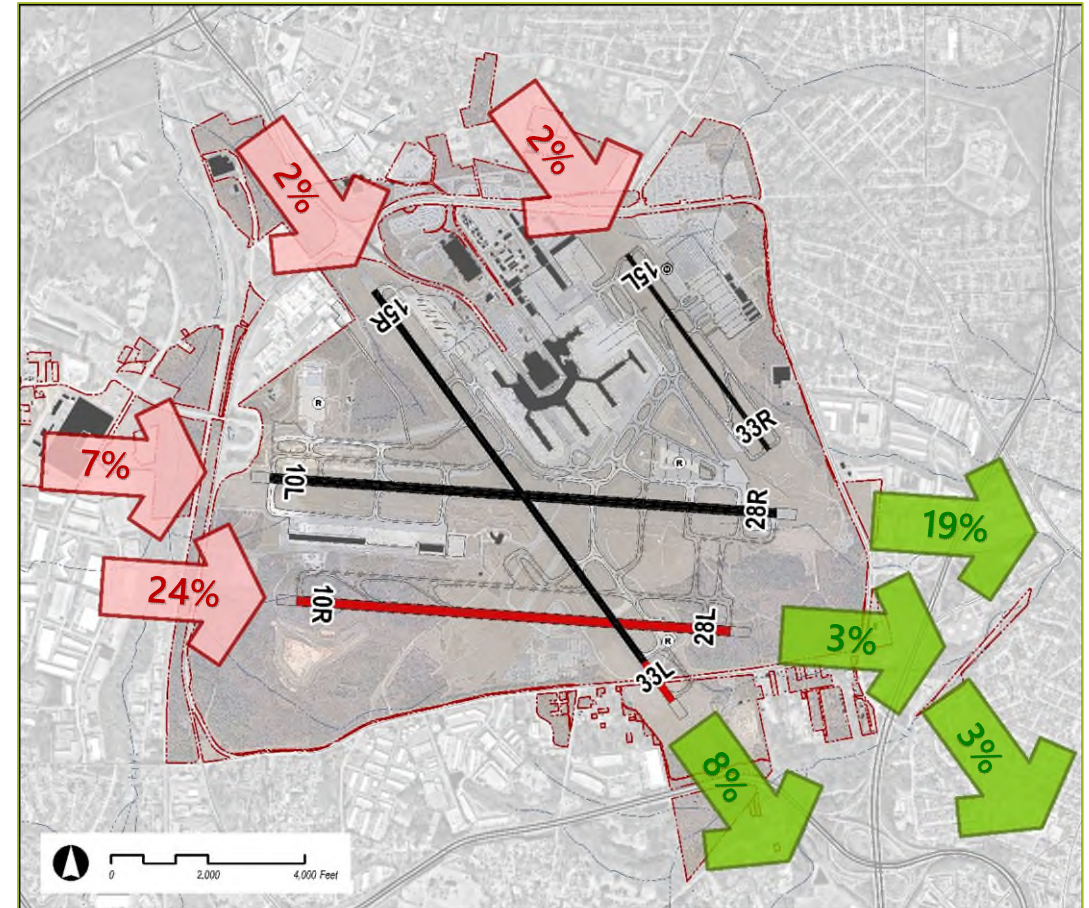
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General Aviation (GA)	12,437	4.3%
Military (ML)	920	0.3%
Total	290,550	
Average Annual Day (AAD)	796.0	

Runway Utilization

10-Year (2035) Full Build



West Flow 66%



East Flow 34%

Runway Utilization Changes

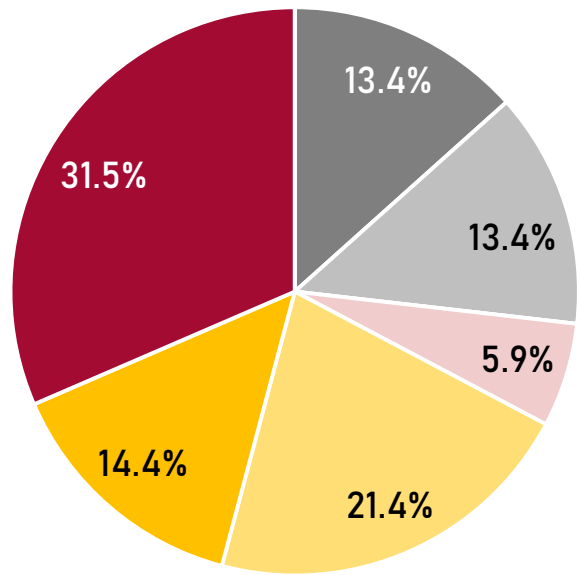
10-Year (2035) Full Build

- The addition of the parallel Runway 10R/28L requires distribution of operations from the existing Runway 10/28 between the future Runway 10L/28R and Runway 10R/28L
- Some daytime Air Carrier and Air Taxi operations will shift from Runway 15R to Runways 10L/R
- Flight tracks for the existing Runway 15R/33L will be adjusted for the new runway end

Runway Utilization 10-Year (2035) Full Buildout

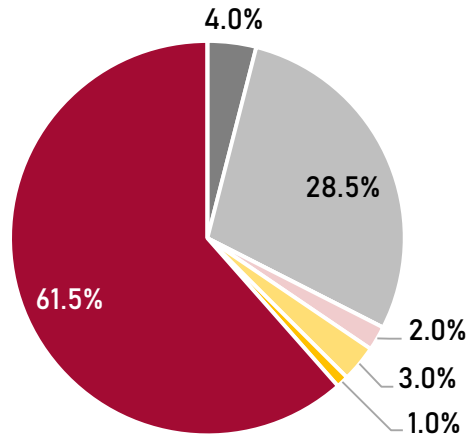
Air Carrier Cargo

Total Operations

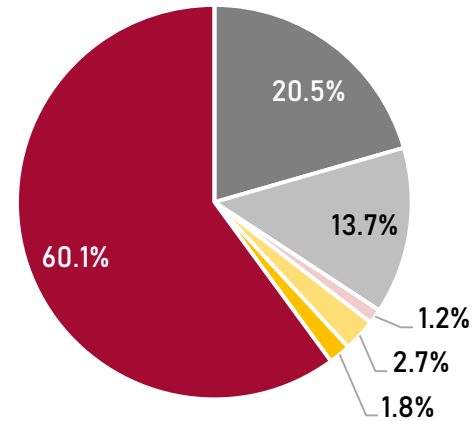


■ 10L ■ 10R ■ 15L ■ 15R ■ 28L ■ 28R ■ 33L ■ 33R

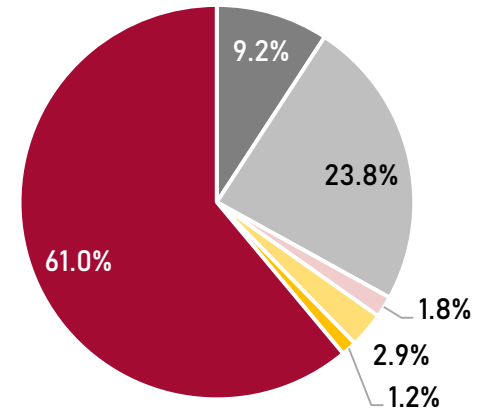
Day Arrivals



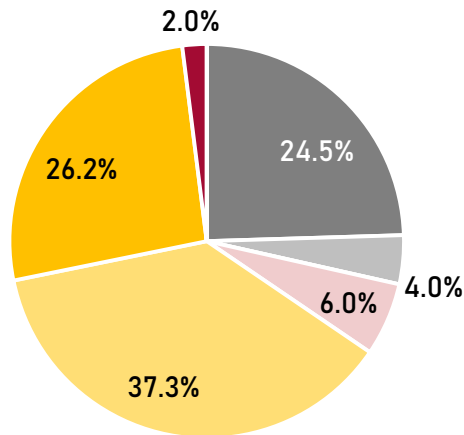
Night Arrivals



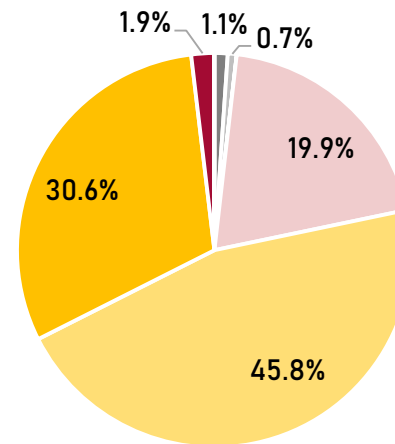
Total Arrivals



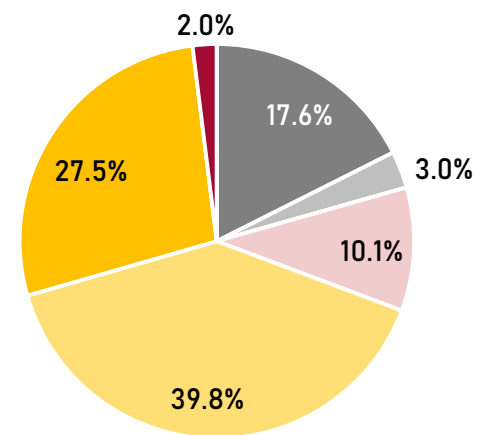
Day Departures



Night Departures



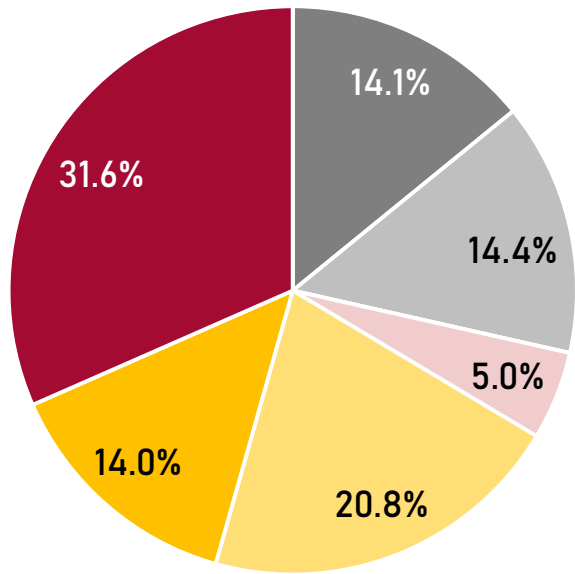
Total Departures



Runway Utilization 10-Year (2035) Full Buildout

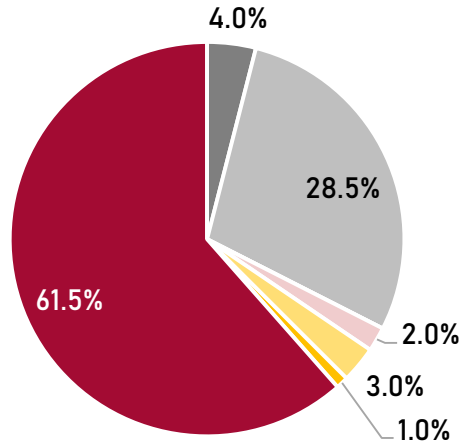
Air Carrier Passenger

Total Operations

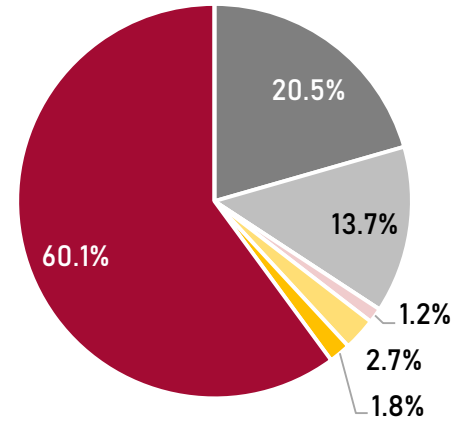


■ 10L ■ 10R ■ 15L ■ 15R ■ 28L ■ 28R ■ 33L ■ 33R

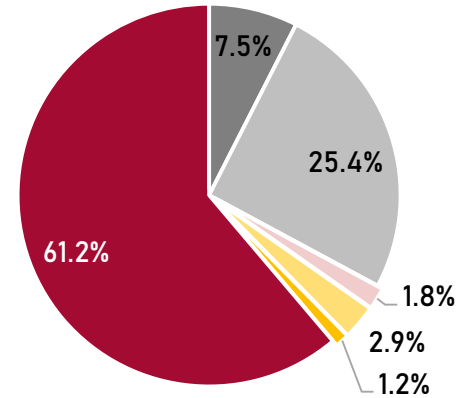
Day Arrivals



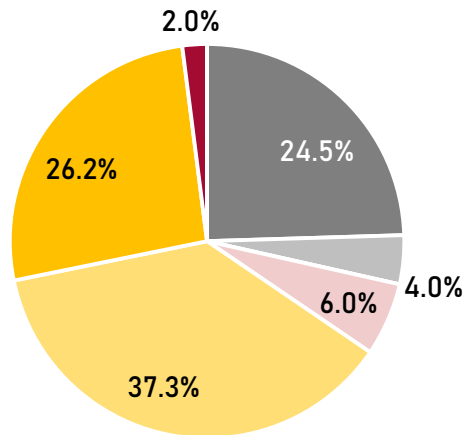
Night Arrivals



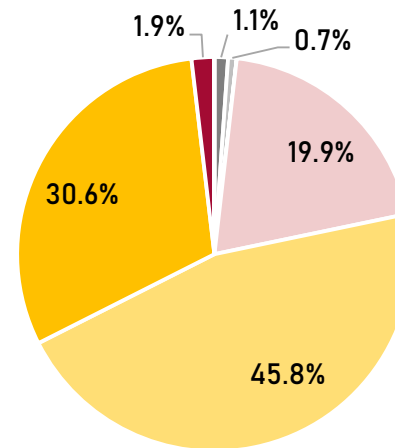
Total Arrivals



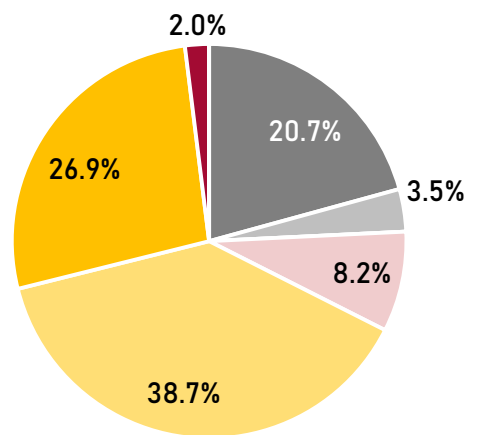
Day Departures



Night Departures



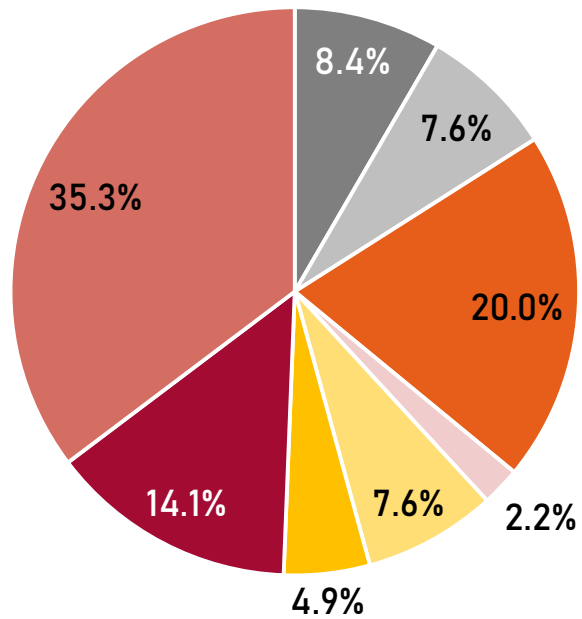
Total Departures



Runway Utilization 10-Year (2035) Full Buildout

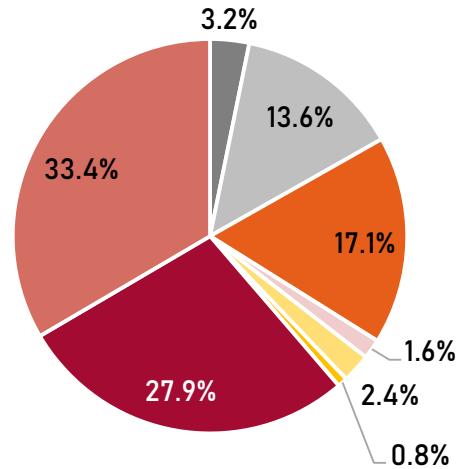
Air Taxi Jet

Total Operations

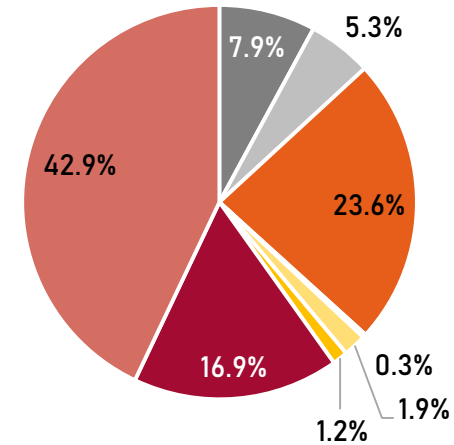


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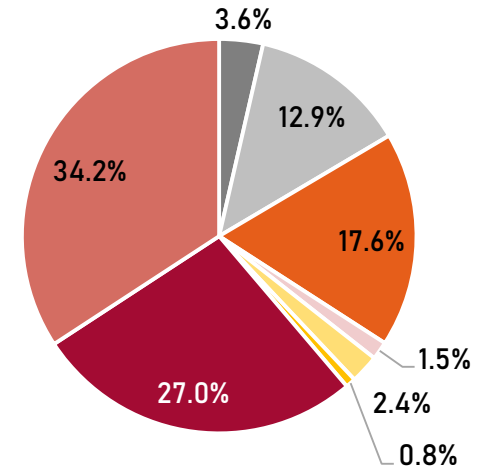
Day Arrivals



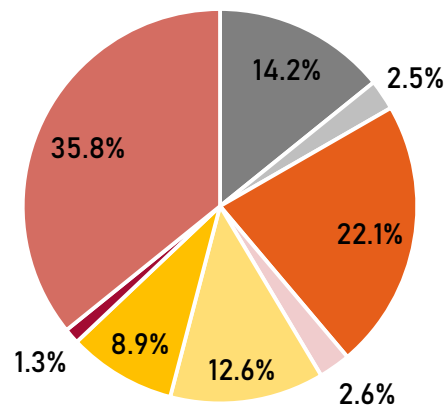
Night Arrivals



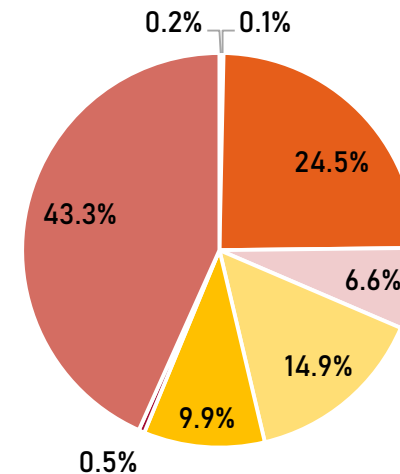
Total Arrivals



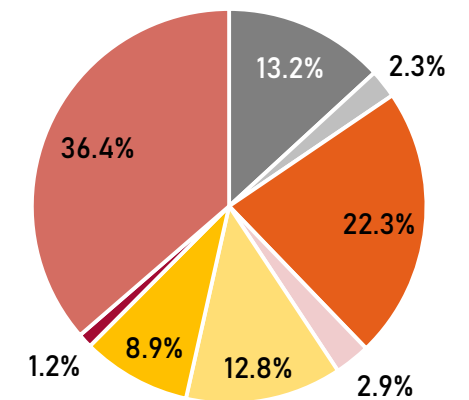
Day Departures



Night Departures



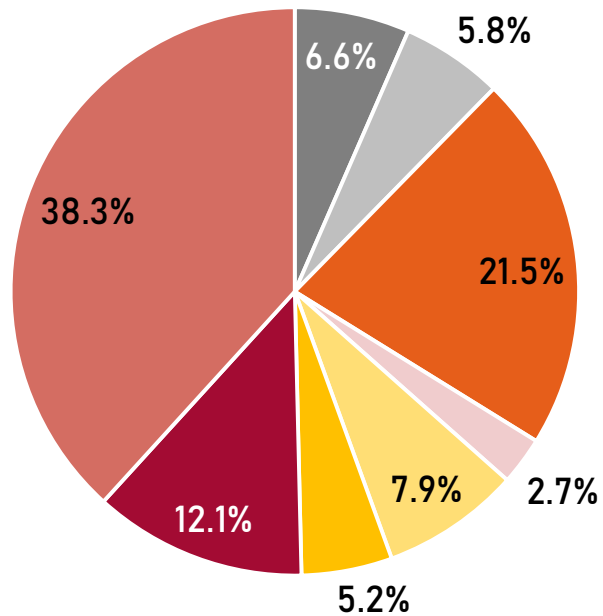
Total Departures



Runway Utilization 10-Year (2035) Full Buildout

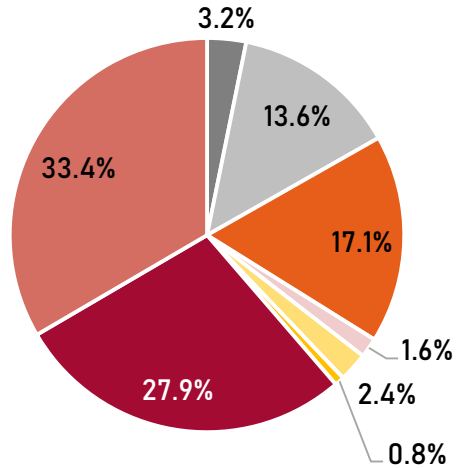
Air Taxi Non-Jet

Total Operations

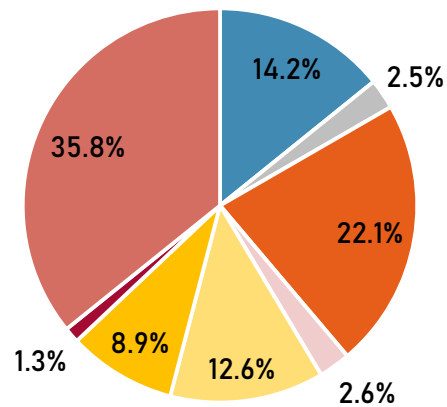


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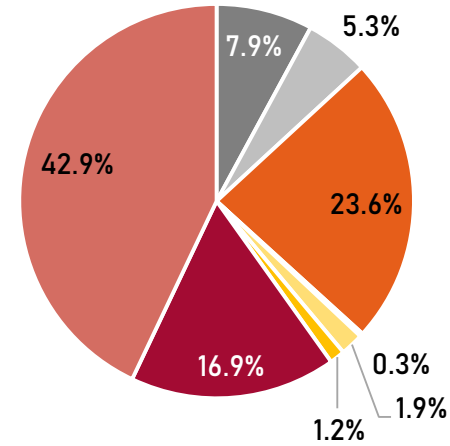
Day Arrivals



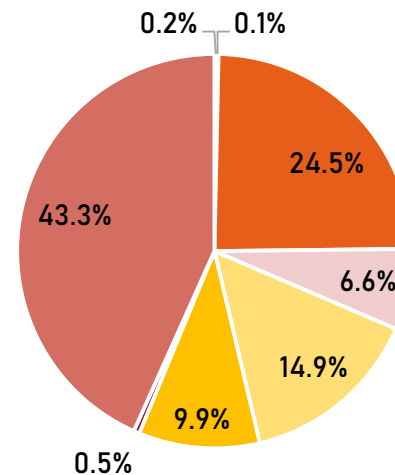
Day Departures



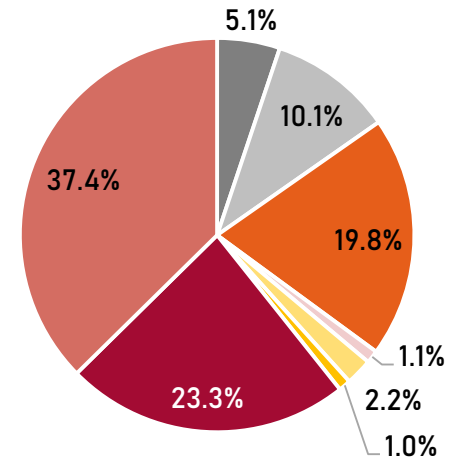
Night Arrivals



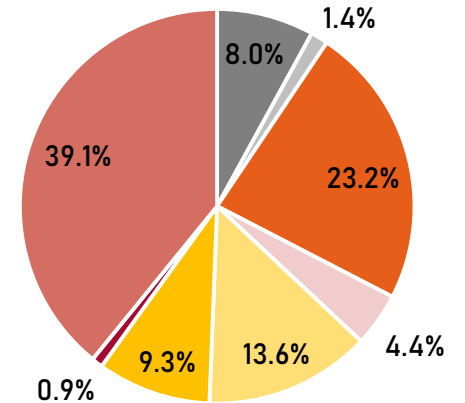
Night Departures



Total Arrivals



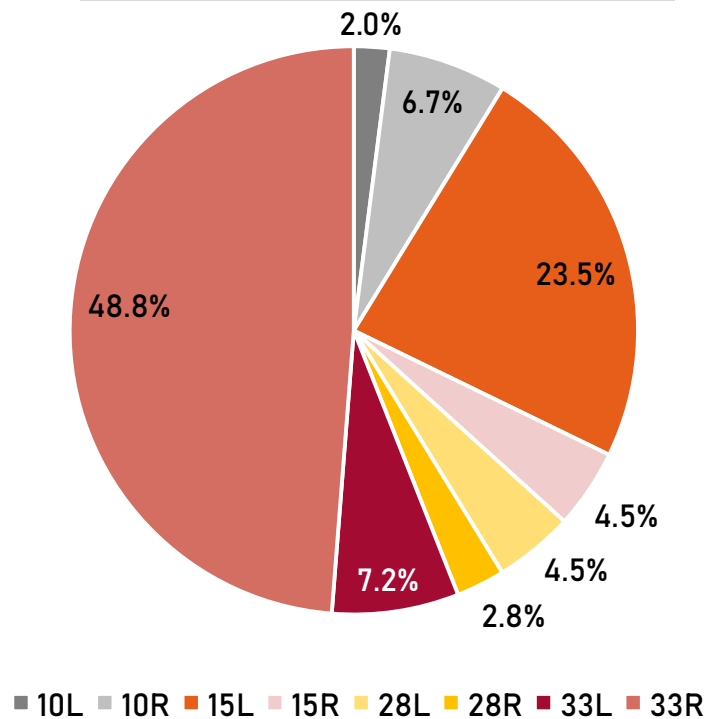
Total Departures



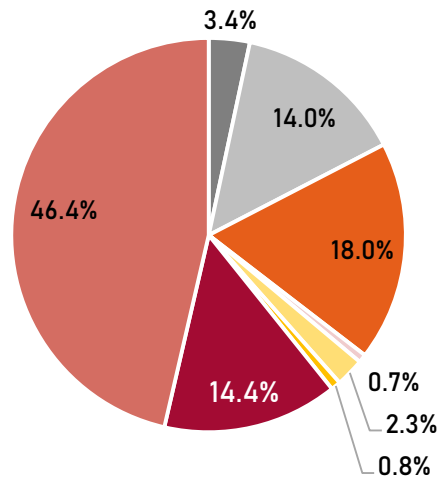
Runway Utilization 10-Year (2035) Full Buildout

General Aviation Jet

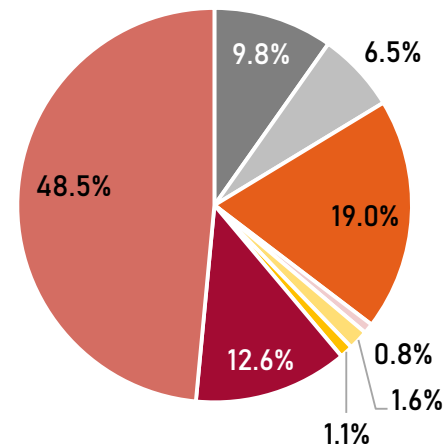
Total Operations



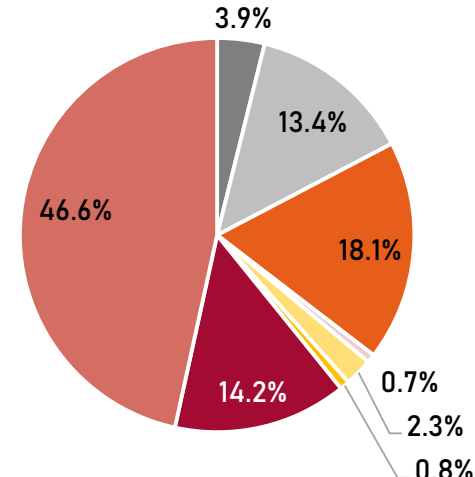
Day Arrivals



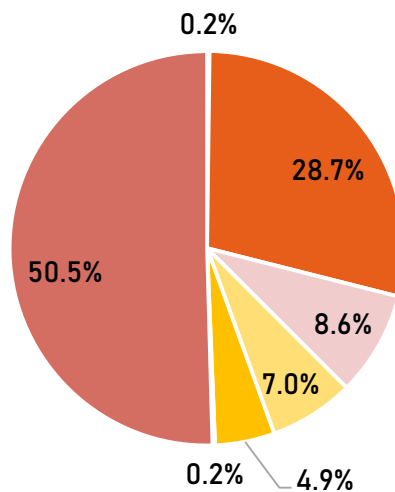
Night Arrivals



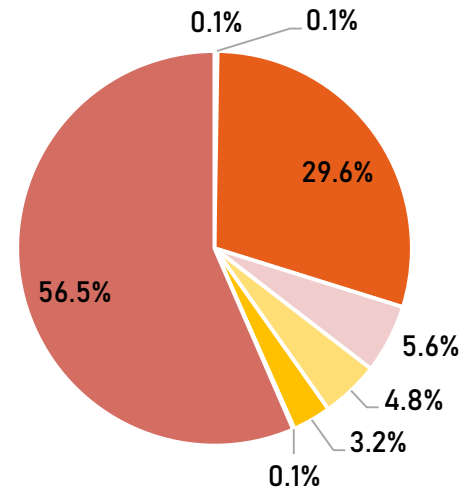
Total Arrivals



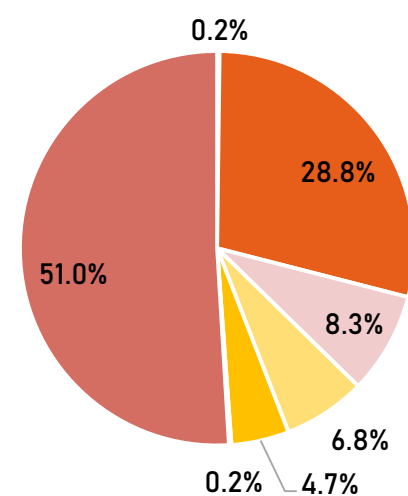
Day Departures



Night Departures



Total Departures



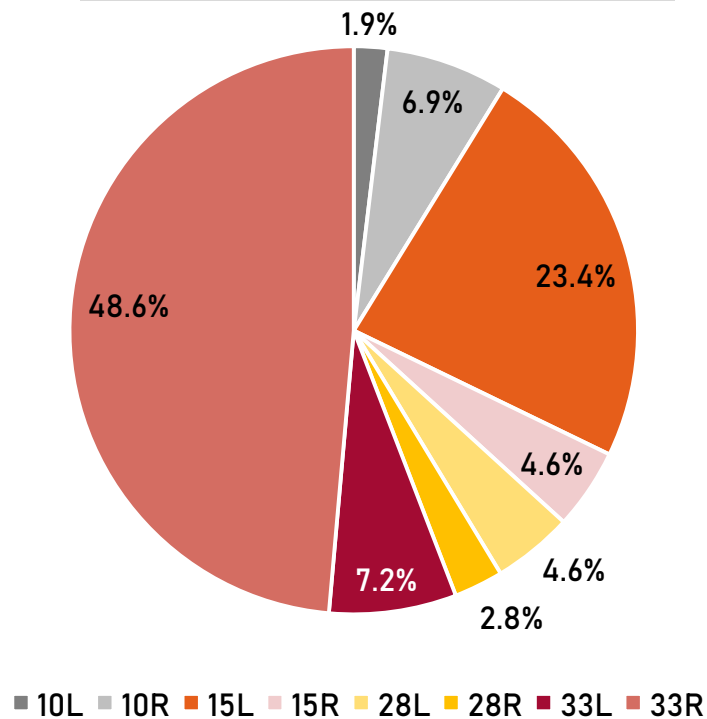
Runway Utilization

10-Year (2035)

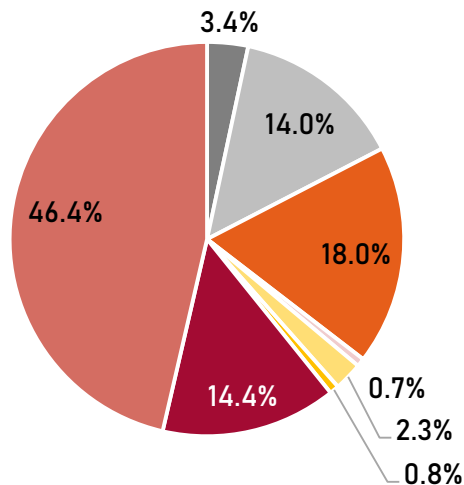
Full Buildout

General Aviation Non-Jet

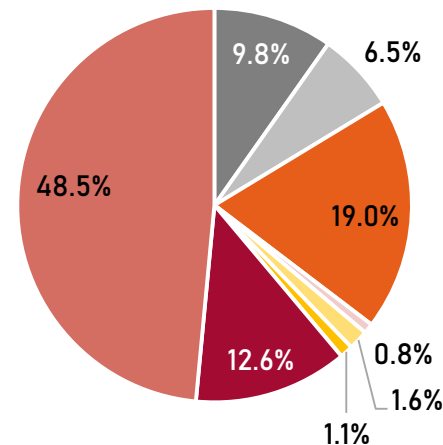
Total Operations



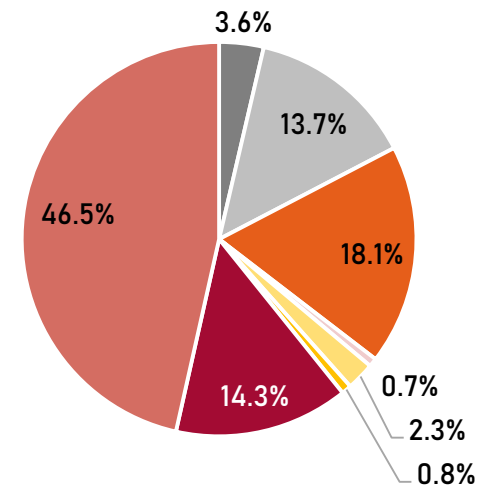
Day Arrivals



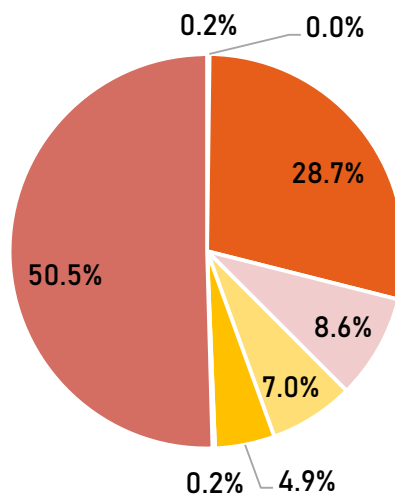
Night Arrivals



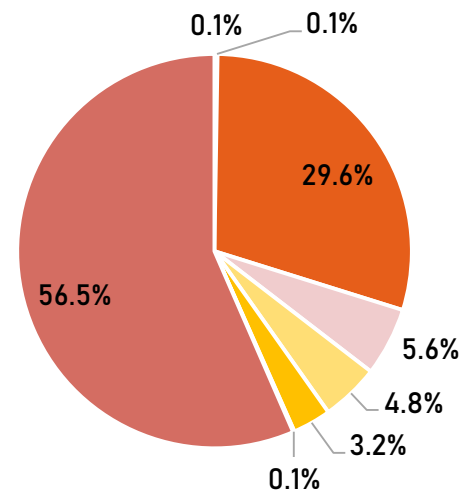
Total Arrivals



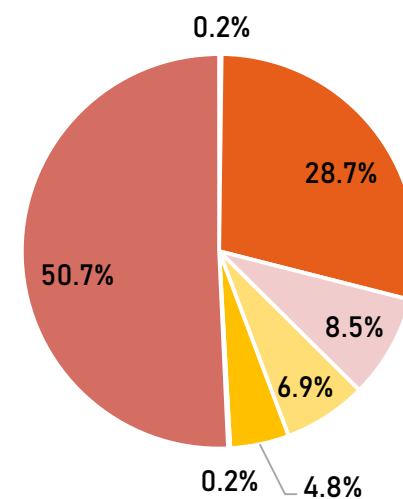
Day Departures



Night Departures



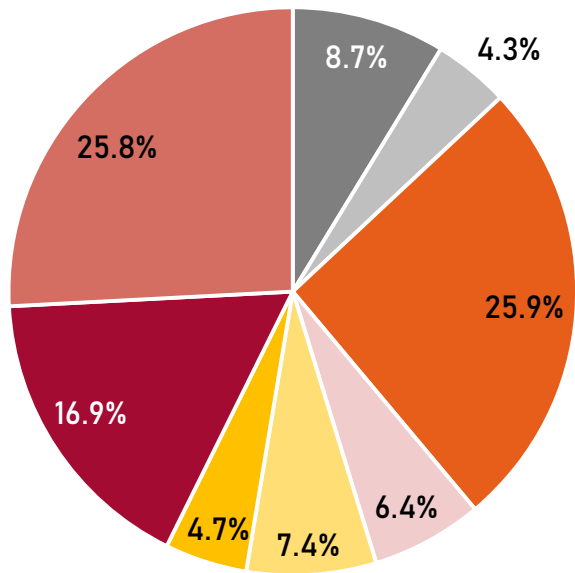
Total Departures



Runway Utilization 10-Year (2035) Full Buildout

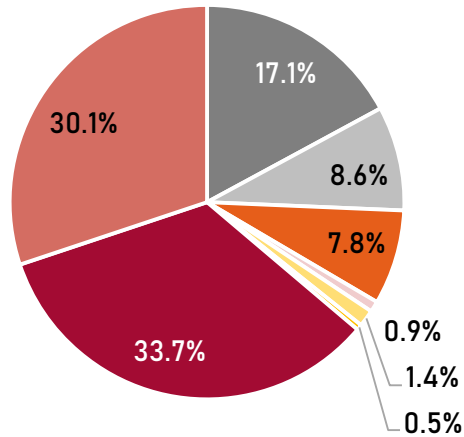
Military Jet

Total Operations

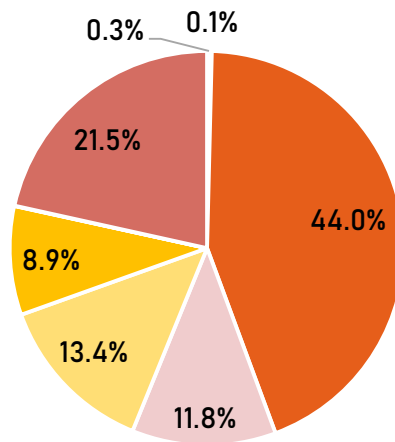


■ 10L ■ 10R ■ 15L ■ 15R ■ 28L ■ 28R ■ 33L ■ 33R

Day Arrivals



Day Departures



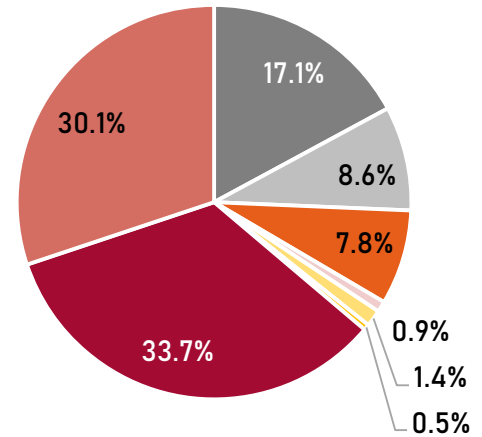
Night Arrivals

No nighttime military operations

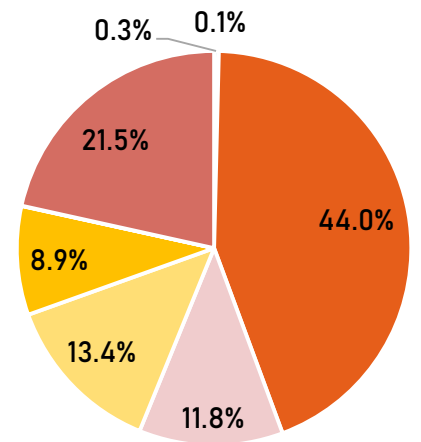
Night Departures

No nighttime military operations

Total Arrivals



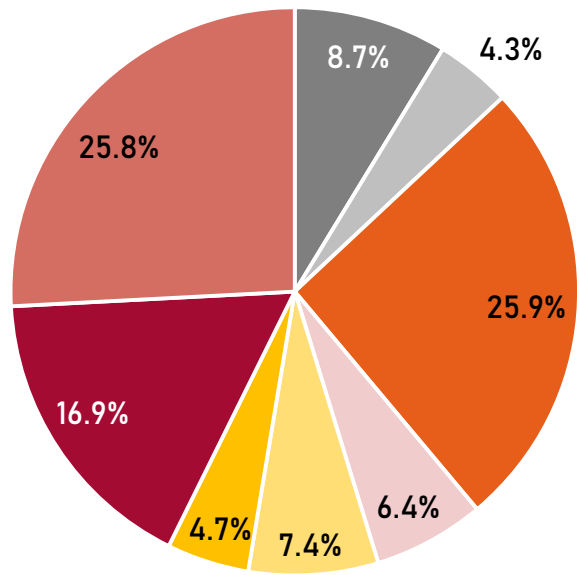
Total Departures



Runway Utilization 10-Year (2035) Full Buildout

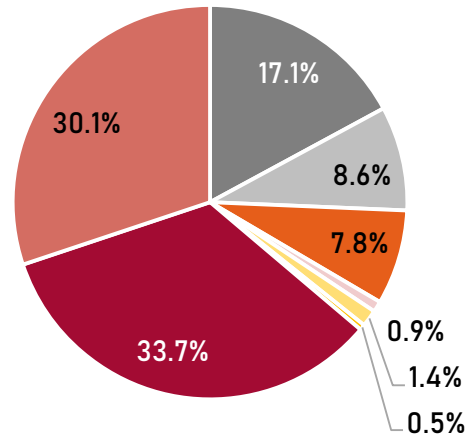
Military Non-Jet

Total Operations

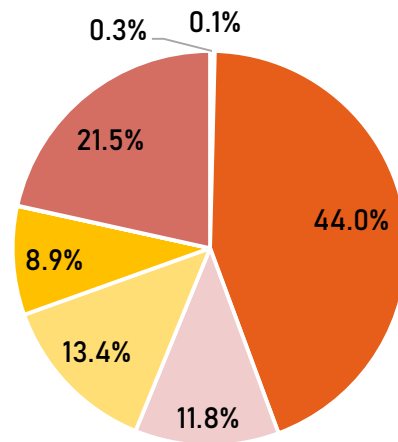


■ 10L ■ 10R ■ 15L ■ 15R ■ 28L ■ 28R ■ 33L ■ 33R

Day Arrivals



Day Departures



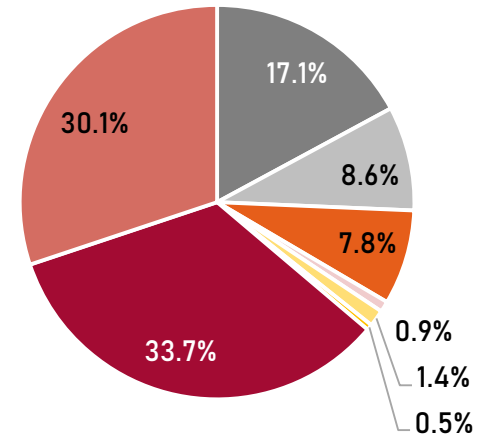
Night Arrivals

No nighttime military operations

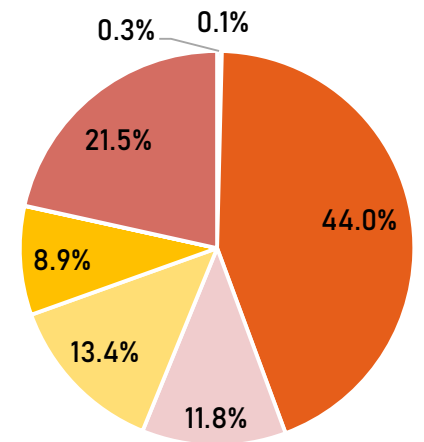
Night Departures

No nighttime military operations

Total Arrivals

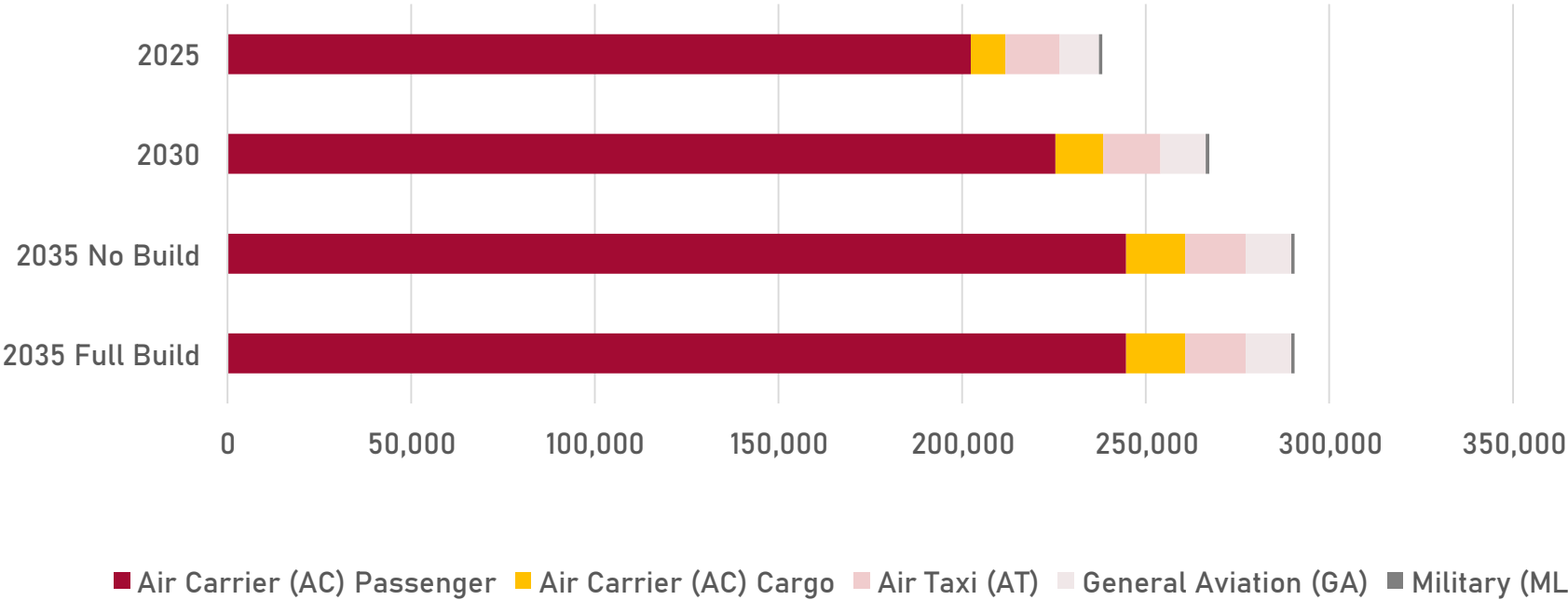


Total Departures



Forecast Comparisons

2025, 2030, 2035 No Build, 2035 Full Build Comparisons



Noise Contours

SAC Meeting #3

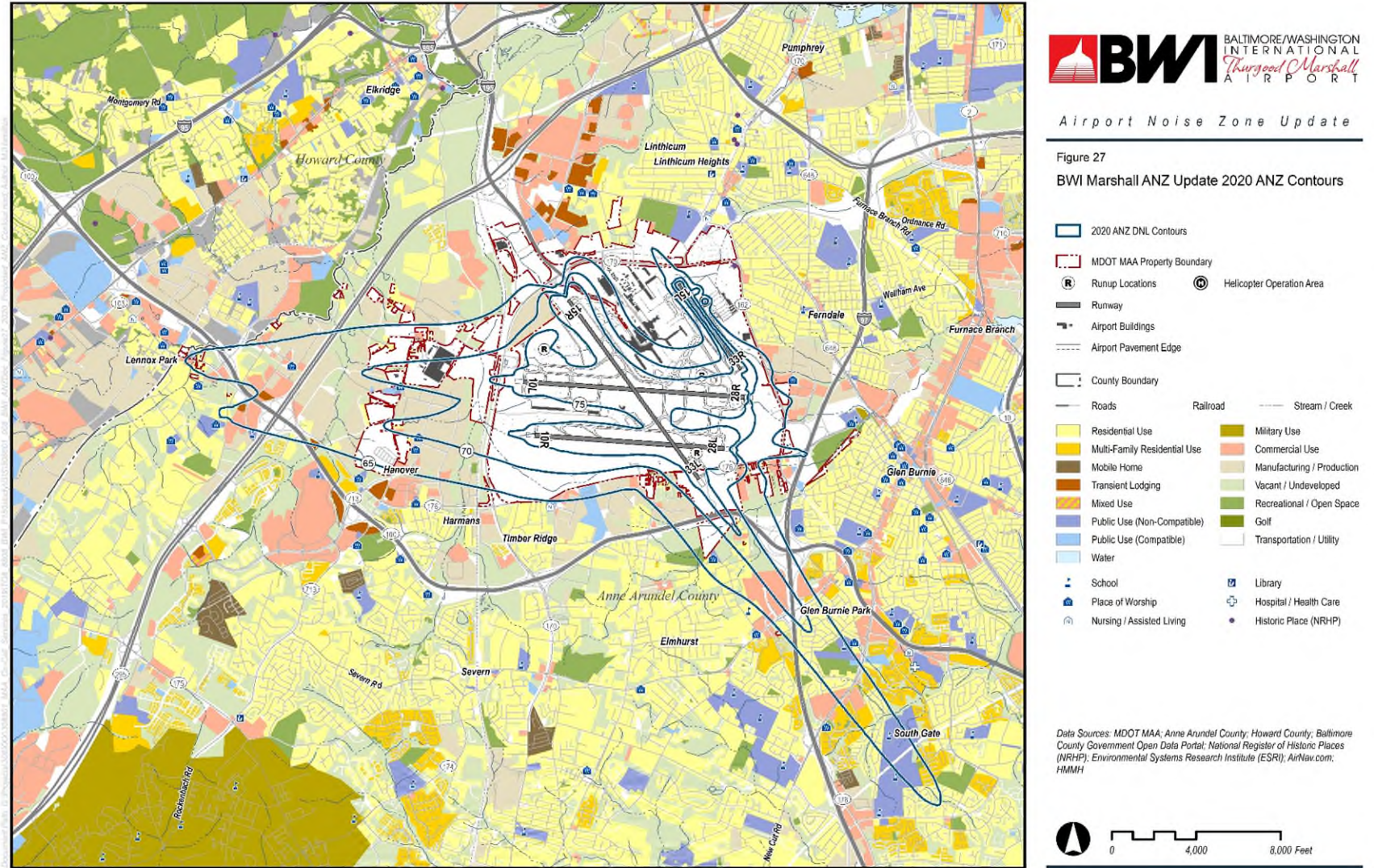
- Base Year Noise Contour
- Forecast Contours
 - 2030 Forecast Noise Contour
 - 2035 No Buildout Forecast Noise Contour
 - 2035 Full Buildout Forecast Noise Contour
- 2035 ANZ Noise Contour
 - 2035 ANZ (No Buildout) Noise Contour
 - 2035 ANZ (Full Buildout) Noise Contour—will be filed as official ANZ contour

ANZ Land Use Inventory

Land Use Inventory Process

- Assemble and review land use, zoning, and population data
- Identify local land use policies referring to compatibility with airport operations
- Create existing land use maps
- Identify noise sensitive sites (churches, schools, etc.)
- Following contour development, survey and confirm use within the 60 DNL contour

Existing Land Use



Noise Abatement Plan (NAP)

Noise Abatement Plan

- NAP Goal: To the extent possible, reduce incompatible land use within ANZ while maintaining efficient airport operations.
- General categories of NAP measures:
 - Noise abatement elements
 - Land use elements
- NAP status review only at this time.
 - Measures may be updated later as part of the 14 CFR Part 150 process.

Existing Noise Abatement Plan Measures

Noise Abatement Measures

ÐХйБйццХАрйЙТцХоА
КХцБНЙБОАсАйХЙНЙТцБХЙХоАХНХАЙвЕЕХХЙХУА
ццХоАвАЕБсЕНХАХУКрАвКХАЙвЕйБЫЙХАБХТАцХоА

АйНБУрйЙТцХоА
АҺХЕйцАвАХХйБйНХУАБНЙБОАБонНБомвоонНХАБХТА
цАБсАБТКБХцБХАВНЙвЕйБЫЙХАБХТАцХо

РХНЖХХБУРцХкБсАХАсАцХкА
ПХХБХХомКХНЖХХТАцХкБсАвАЕНННХАВНХАомвоцХА

ЃВХцвУвНБквцХТАБХТАНВНХБвццХоА
ЕЭвКрАвАЕНННХАквцХТАБХТАВНХАквйББвХА

Programmatic Measures

ЃВХБХцХТАНВХНВКНХУАБХТАХХцБУРХКНкА
ЕЭвКрАвАЕНННХАКХАКХБУАВНХАБНБЦЕХХцАквУКБЕА

Land Use Measures

ЃВХцвУвНБквцХТАБХТАНВНХБвццХоА
НННХАКХААНЖАквУКБЕУАЖАБХТАНВНХАВХХА
НВБХБВХАХАХБУЕОБЦАКБХОБИВХО

НВНХААооцБХЙКАрйУКБЕоА
ЭвКАХонХХцБХТАННВВУАХАХААНЖАВАХТцХАцХЕИХА
ВНБЭХИХТАквйХкХоБХТАВНХАЕНБН

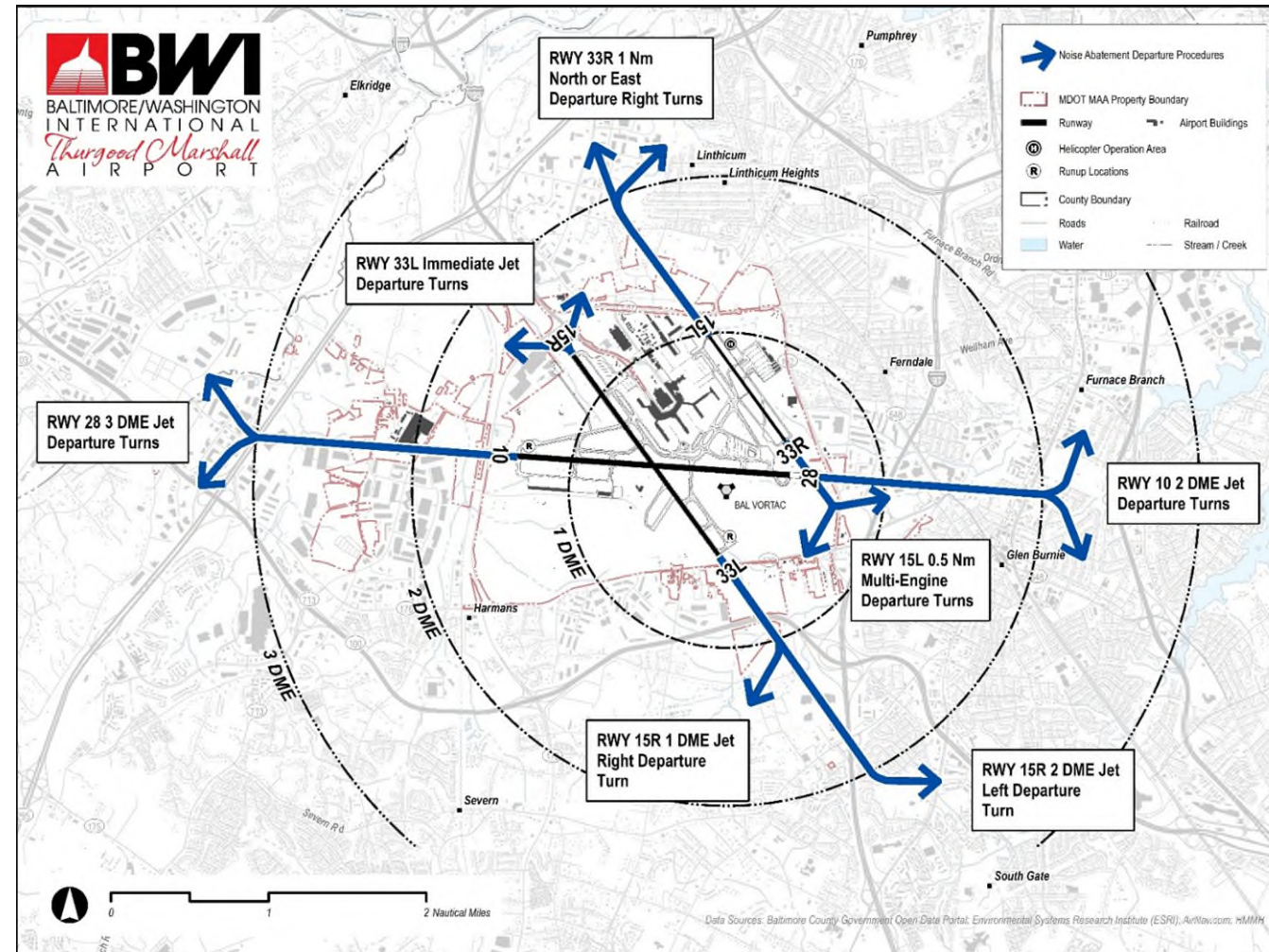
Noise Abatement Measures

Noise Abatement Jet Departure Procedures

- Review existing measures

ῬΨκΕς	ἌΗΨΩ	ΤΨΩ	ῬκΒΨΤΨΩΔΗΕΨΧ
Ῥ	ΚΩ	ῬΨΩ	ἌΝ ΕΕ Ῥ ἈΨ ἌΨ ἈΨκΕς ἈΨΤ
Ῥ	ΚΩ	ἸΧΩ	ἌΝ ΕΕ Ῥ ἈΨ ἌΨ ἈΨκΕς ἈΨΤ
	ΚΩ	ἌΨ	ἌΝ ΕΕ Ῥ ἈΨ ἌΨ ἈΨκΕς ἈΨΤ
	ΚΩ	ἌΨ	ἌΝ ΕΕ Ῥ ἈΨ ἌΨ ἈΨκΕς ἈΨΤ
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Ῥ	ἌΨ	ἸΒκΨΑ ΧΕΩ	ῬΨκΕς ἈΨΒΤΨΨΑΒ ἈΨ ἌΨ ἈΨκΕς ἈΨΤ
Ἰ	ΝΨΩ ΧΨΨΧ		ῬΨκΕς ἈΨΒΤΨΨΑΒ Ῥ ἈΨ ἌΨ ἈΨκΕς ἈΨΤ

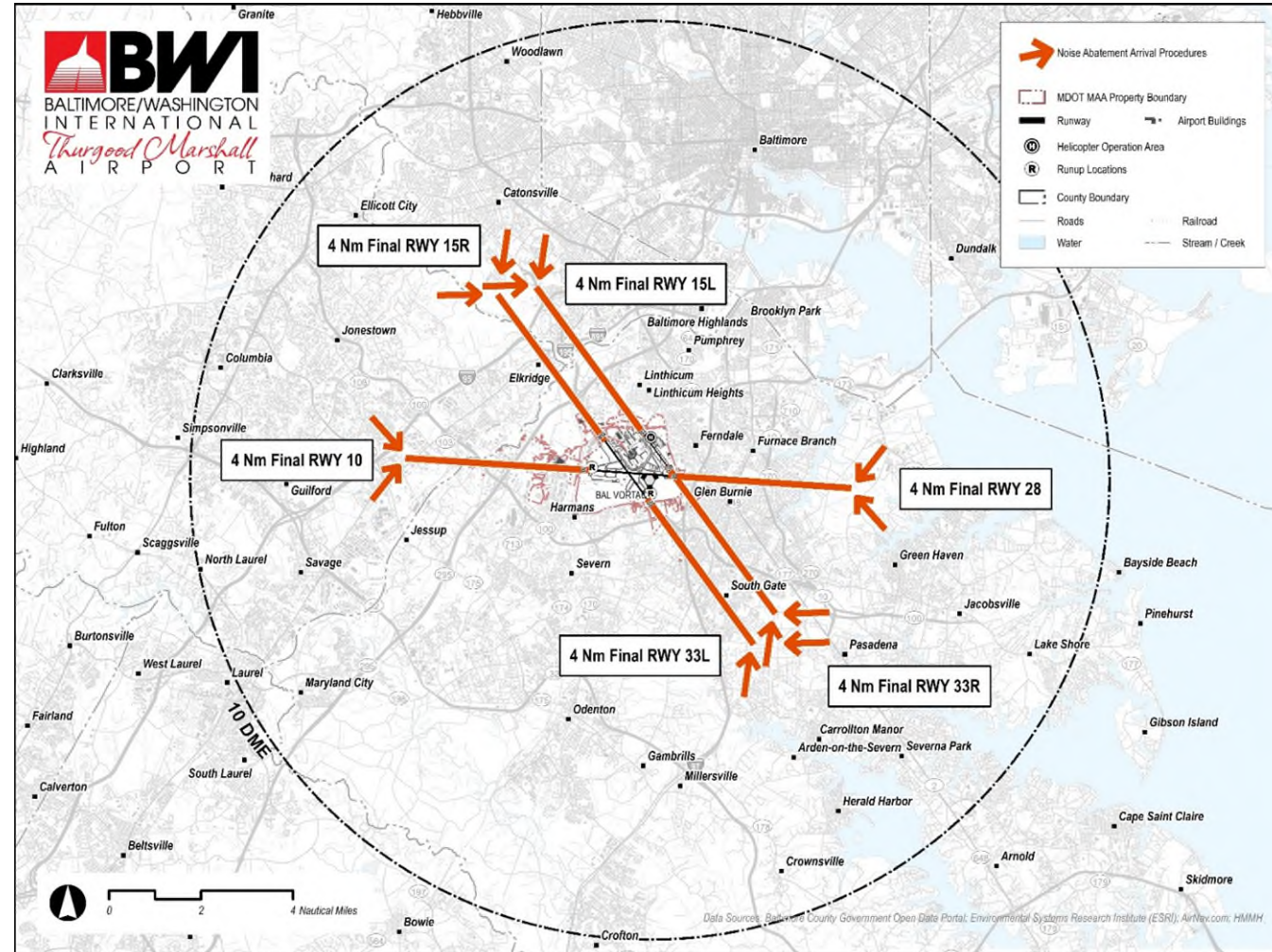
- Discuss possible measures
- Discuss next steps



Noise Abatement Measures

Noise Abatement Jet Arrival Procedures

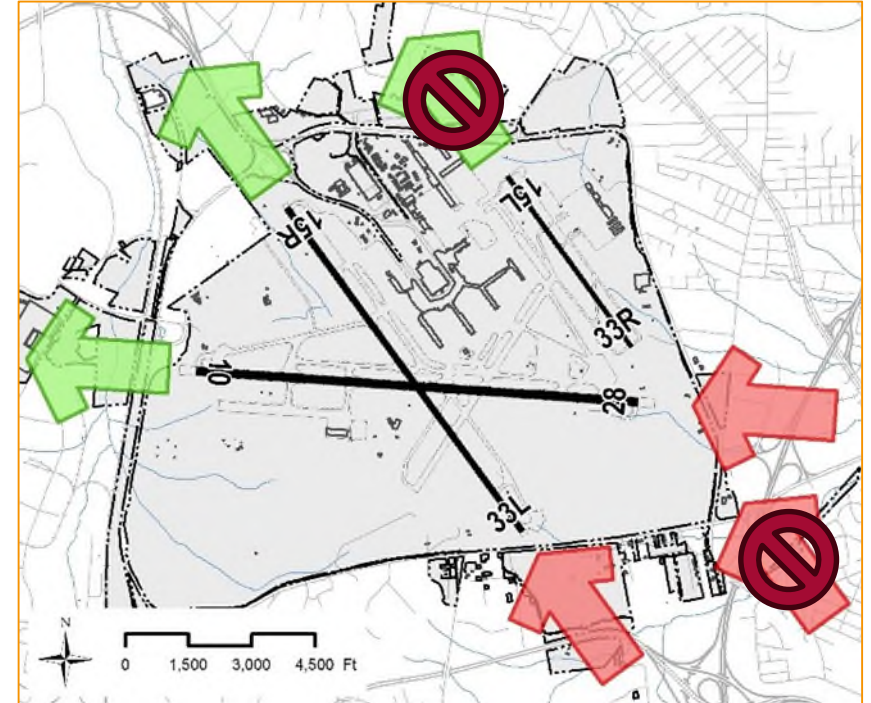
- Review existing measures
 - Jet aircraft conducting visual approaches
 - Turn onto final approach at least 4 nmi from runway approach end
 - Maintain 3,000 ft or above to 10 DME from BWI VORTAC and as best possible, remain at or above the ILS/VASI
- Discuss possible measures
- Discuss next steps



Noise Abatement Measures

Preferential Runway Use

- Review existing measures
 - West flow, which concentrates jet departures on Runway 28, is preferred for noise abatement
 - Between 11 p.m. and 5 a.m. local,
 - Runways 28 and 33L are preferred and should be used if traffic and weather permit
 - Runway 33R should not be assigned to departures
 - Runway 15L should not be assigned to arrivals, barring unusual weather, emergencies, or medical flights
 - Runway 15L/33R use is restricted for certain aircraft types (based on 14 CFR Part 36) except for emergencies and medical flights
- Discuss possible measures
- Discuss next steps



Noise Abatement Measures

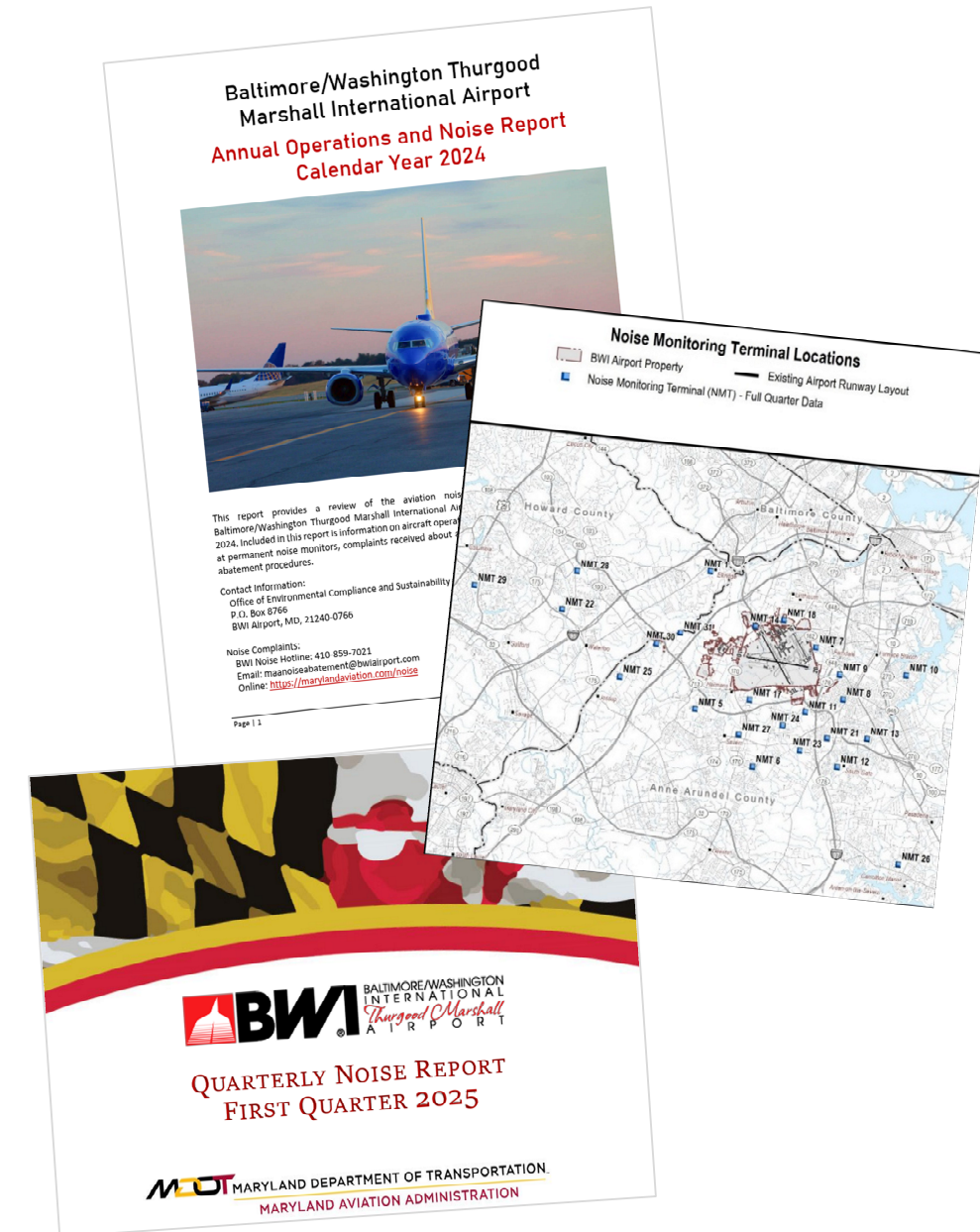
Controlling Ground-Based Noise Sources

- Review existing measures
 - Engine maintenance runup restrictions
 - Require prior permission from Airport Operations
 - Will be denied unless failure to conduct runup will delay scheduled passenger flight departure
 - Limited to Runway 33L hold block
 - Limited to a total of 5 minutes in intervals of 60 s or less
 - Not authorized between 11 p.m. and 7 a.m. local
 - Reverse thrust power-back operations
 - Limited to military aircraft at remote parking spots
 - Requires case-by-case approval by Airport Operations per Tenant Directive 203.121
- Discuss possible measures
- Discuss next steps

Programmatic Strategies

Continued Monitoring and Annual Review

- Review existing measures
 - Noise complaint submission methods
 - 24 permanent noise monitoring terminals
 - Residential portable noise monitoring program, available by application
 - Quarterly noise reports
 - Annual noise report
- Discuss possible measures
- Discuss next steps



Land Use Strategies

Controlling Incompatible Land Use Development

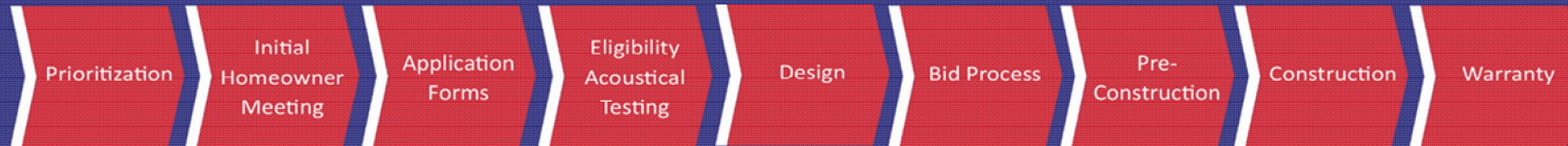
- Review existing measures
 - Establishment of the ANZ to identify areas of incompatible land use and restrict new development
 - Board of Airport Zoning Appeals to review permit applications for development within the ANZ
 - Noise zone notification for real estate transactions
- Discuss possible measures
- Discuss next steps

Land Use Strategies

Noise Assistance Programs

- Review existing measures
 - Voluntary residential property acquisition program
 - Sound insulation program
- Discuss possible measures
- Discuss next steps

The Sound Insulation Process

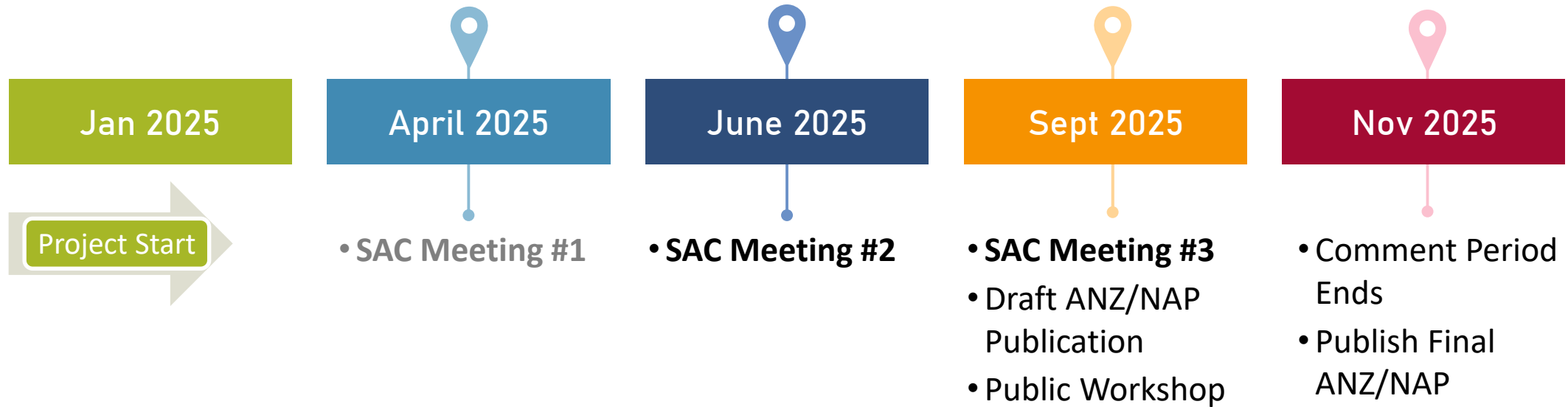


Noise Abatement Plan Caveats

- Noise abatement procedures are voluntary.
 - The FAA has primary responsibility for implementation of flight procedures and the preferential runway use system at BWI Marshall.
 - Aircraft may not follow noise abatement procedures if deemed necessary by air traffic control (ATC) or flight crews to maintain operational safety.
- Changes to local land use policies are under the purview of local governments.
 - The MAA cannot force local jurisdictions to change land use policies.
- The FAA has introduced new navigation technology and procedures that in some cases deviate from historic noise abatement procedures.

Schedule and Resources

Project Schedule



Project Contacts

Project Primary Contact

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Phone: (240) 200-5176

MAA Project Manager

Bruce Rineer, Manager, Office of Environmental Compliance and Sustainability, Noise Section
BRineer@bwiairport.com

ANZ Project Managers

Sarah Yenson, Principal Consultant
syenson@hmmh.com

Rhea Hanrahan, Director, AES
rhanrahan@hmmh.com

Additional Resources

2020 BWI Marshall ANZ

- <https://marylandaviation.com/environmental/airport-noise/bwi-marshall-airport-noise-zone/>

BWI Marshall Roundtable

- <https://marylandaviation.com/environmental/airport-noise/dc-metroplex-bwi-community-roundtable/>

Noise Reports

- <https://marylandaviation.com/environmental/airport-noise/quarterly-noise-reports/>

WebTrak

- <https://webtrak.emsbk.com/bwi3>

Wrap Up

- SAC member questions, comments, and discussion
- Next SAC meeting:
 - September 2025

Topics:

- Review and discuss ANZ contours
- Review and discuss NAP
- Public review and comment schedule
- ANZ finalization and COMAR

Thank You.

Baltimore/Washington International
Thurgood Marshall Airport



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