
**Baltimore/Washington International Thurgood Marshall Airport
Airport Noise Zone (ANZ) Update
Stakeholder Advisory Committee (SAC) Meeting 1**

MEETING MINUTES

Thursday, April 3, 2025, 6:00 PM – 8:00 PM

MAA Facilities
991 Corporate Boulevard
Linthicum Heights, MD 21090

Discussion Item	Notes	Presenter
Welcome	The meeting began with Mr. Bruce Rineer welcoming attendees and providing a safety briefing. He reviewed emergency procedures, including the locations of exits, the AED and fire extinguisher, and the designated accountability site outside the building. Mr. Rineer emphasized the importance of reporting hazards and encouraged participants to contact MAA staff with questions or concerns.	Bruce Rineer
Introductions	Following the welcome, Ms. Odessa Phillip introduced herself as the meeting facilitator. She explained her role in keeping the meeting on track and creating space for all voices to be heard. Ms. Phillip then invited participants to introduce themselves. Attendees included representatives from MAA, the HMMH consultant team, airport tenants, local government, the BWI Roundtable, and various community and civic organizations.	Odessa Phillip
Expected Meeting Takeaways	After the introductions, Mr. Rineer returned to outline the evening's goals. He explained that this first Stakeholder Advisory Committee (SAC) meeting would provide foundational information about the Airport Noise Zone (ANZ) process, including key topics such as regulatory background, the Noise Abatement Plan (NAP), the SAC's role, and how noise is modeled. He shared that by the end of the meeting, participants should have a clear understanding of: • What the ANZ is and why it's required • The purpose and voluntary nature of the NAP • The SAC's advisory role • How noise is evaluated using the Day-Night Average Sound Level (DNL)	Bruce Rineer

- The inputs to the noise model and the expected study's outputs.

Participants represented diverse perspectives, including local civic associations, airport tenants, local government, the BWI Roundtable, and federal air traffic control.

Airport Noise Zone

Mr. Rineer explained that Maryland law mandates MAA to complete an update to the ANZ approximately every five years. The ANZ delineates boundaries where aircraft noise is projected to reach 65, 70, and 75 decibels DNL. These contours are used as a land use compatibility tool to guide development near the airport. He emphasized that while the ANZ identifies noise exposure, it does not restrict airport operations.

Bruce
Rineer

The ANZ update is governed by the Maryland Environmental Noise Act of 1974 and the Code of Maryland Regulations (COMAR). The update includes noise modeling for a base year (2025), a five-year forecast (2030), and a ten-year forecast (2035). The certified ANZ is developed as a composite formed by the farthest extents of these three contours. Mr. Rineer noted that this program is entirely state-funded and not eligible for federal noise mitigation programs. Its purpose is to support local planning decisions and reduce future noise conflicts. The ANZ is also tied to permitting processes through the Board of Airport Zoning Appeals (BAZA), which can issue variances for developments proposed within the noise contours.

Mr. Rineer explained that while the ANZ defines compatible land uses, it does not directly trigger noise mitigation programs like residential sound insulation. These programs are governed separately, typically through the FAA's Part 150 process.

Mr. Drew Roth questioned whether the contours would consider runway development that has not occurred. Mr. Rineer responded that the contours reflect existing conditions and approved plans. Mr. Roth asked whether the noise contours accounted for aircraft operations associated with future runway development. Mr. Rineer clarified that only approved and funded projects within the planning horizon are included in the contours, and that this update does not assume the construction of a new runway unless it is part of an adopted capital

Noise Abatement Plan Overview	plan. As part of modeling, a 10-year contour with the parallel runway and one w/o the parallel runway will be developed. However, the ANZ contour will use the contour with the runway per regulations, and the contour w/o will be used as information only. Mr. Rineer introduced the Noise Abatement Plan (NAP) by describing it as a set of voluntary, community-driven practices that aim to reduce the effects of aircraft noise without restricting operations. He explained that while not enforceable, the plan is a key way to incorporate local noise-related concerns into daily airport mitigation practices. He encouraged SAC members to suggest revisions or additions to the plan, especially if there are recurring noise concerns within their communities that could be addressed through voluntary measures. He noted that the NAP is reviewed and updated as part of the ANZ process and that this committee's input could directly shape that effort. Several SAC members questioned specific flight corridors and reported challenges in certain neighborhoods. The team acknowledged the feedback and encouraged participants to continue tracking these issues and using WebTrak to log complaints and trends.	Bruce Rineer
Stakeholder Advisory Committee (SAC)	Mr. Rineer transitioned to discuss the purpose and structure of the SAC. He explained that the committee brings together a range of stakeholders, from community groups to airport tenants to local officials, to advise MAA during the ANZ update. Ms. Rhea Hanrahan emphasized that the SAC plays a critical role in reviewing technical materials, providing localized feedback, and helping to shape both the modeling inputs and public communications. She explained that members are encouraged to bring forward community concerns and share information with their networks to ensure transparency. Mr. Rineer described the SAC as a two-way communication forum: members will receive updates and materials before each meeting, and their feedback will be used to refine study assumptions, prioritize noise abatement considerations, and identify key outreach needs. Several members expressed interest in how the SAC's feedback would be documented and incorporated. Ms. Hanrahan confirmed that all	Bruce Rineer

comments and recommendations would be logged, and summaries of each meeting would be shared for review. The team committed to ensuring follow-up and accountability throughout the process.

BWI Overview	Mr. Rineer provided a high-level overview of BWI Marshall Airport’s operations, layout, and tenants to give SAC members a better understanding of the context in which the ANZ update is being conducted. He explained that BWI is a joint-use facility that serves commercial passenger airlines, air cargo carriers, general aviation, and military operations. Mr. Rineer noted that it is one of the busiest airports in the region and continues to grow in activity and capacity. He discussed recent capital improvement projects and ongoing facility upgrades to support safe and efficient operations. These include terminal expansions, improvements to runway and taxiway infrastructure, and modernization of the airport’s airfield lighting and navigational systems. Mr. Rineer emphasized the challenges with balancing the needs of multiple stakeholders, including the FAA, commercial airlines, and local jurisdictions. Also, BWI's growth affects how aircraft noise is distributed across surrounding communities. Understanding the airport's layout, including runway configurations and flight corridors, is essential for interpreting the modeled noise contours presented later in the process. Mr. Rineer reiterated the importance of grounding the ANZ study in accurate operational data and aligning it with the airport’s existing layout and approved plans for future development.	Bruce Rineer
Fundamentals of Noise	Ms. Hanrahan led a foundational discussion on noise and how it is measured and evaluated in airport environments. She began by distinguishing the concept of sound from noise, explaining that while sound is a measurable physical phenomenon, noise is inherently subjective and influenced by individual perception. Ms. Hanrahan introduced the audience to key acoustic metrics used in aviation noise analysis. She explained that the decibel (dB) scale is logarithmic, meaning a 3 dB increase signifies a doubling of sound energy. Additionally, she noted that the human ear typically perceives a 10 dB increase as sounding twice as loud. This understanding helps clarify why even small increases in dB levels can lead to noticeable reactions from the community. She went on to describe the main noise metrics used to describe aircraft noise:	Rhea Hanrahan

- **L_{max}**, the maximum sound level during a single noise event.
- **SEL** (Sound Exposure Level), which accounts for both the intensity and duration of a noise event.
- **DNL** (Day-Night Average Sound Level) aggregates noise levels over 24 hours and adds a 10 dB penalty for nighttime operations between 10:00 PM and 7:00 AM.

Ms. Hanrahan emphasized that DNL is the federally mandated metric for airport noise modeling and is required under the Code of Maryland Regulations (COMAR) to develop the ANZ. While it may not reflect every community's experience with noise, it allows for consistent comparison and planning across different airports and periods. She also addressed common misconceptions, such as why some areas experience high levels of annoyance even when the DNL is below 65 dB. Ms. Hanrahan noted that the frequency of events, time of day, and the tonal characteristics of aircraft can all influence public perception, reinforcing the importance of consistent methodology for analyzing data and community feedback.

Noise Modeling Overview

Mr. Paul Krusell led the technical presentation on the noise modeling process that generates the contours to define the updated ANZ. He explained that the study uses the FAA's Aviation Environmental Design Tool (AEDT), a standardized platform incorporating a range of data inputs to simulate aircraft noise exposure around the airport.

Paul
Krusell

Mr. Krusell outlined the data input in the model, including the number and type of aircraft operations, flight track information, runway use, altitude, time of day, and weather conditions. He noted that the modeling uses an average annual day to provide a consistent baseline and that special attention is given to nighttime operations due to their higher weight in the DNL calculation.

He explained that the contours are generated for three periods: 2025 (base year), 2030 (five-year forecast), and 2035 (ten-year forecast). These contours are then overlaid with land use data to create the certified ANZ, which helps assess land use compatibility.

Mr. Krusell emphasized that stakeholder input is important for validating the model's assumptions. He encouraged SAC members to review the forthcoming modeling input materials and provide feedback on anything inconsistent with lived experience or local understanding of airport operations.

SAC members asked how the model accounts for variability in day-to-day operations and whether it reflects peak activity periods. Mr. Krusell clarified that while the model is designed around an average day, it uses representative operational data from recent years and FAA forecast data and includes typical and peak-period activity patterns.

Ms. Hanrahan added that the contours do not represent single events or isolated peak days, but rather a long-term average exposure that helps to guide planning and land use policy.

Schedule and
Additional
Resources

To close the meeting, Mr. Krusell provided an overview of the project timeline. He outlined the major milestones of the ANZ update, starting with the April 2025 SAC Meeting #1 and continuing through to final public engagement and codification:

Paul
Krusell

- **April 2025:** SAC Meeting #1 – Project kickoff and process overview
- **June 2025:** SAC Meeting #2 – Review of modeling inputs and assumptions
- **September 2025:** SAC Meeting #3 – Presentation of draft contours and preliminary recommendations
- **Fall 2025:** Public workshop and comment period
- **Winter 2025:** Finalization and codification of the ANZ in COMAR

Mr. Rineer emphasized the importance of continued engagement and reiterated that all meeting materials would be shared. He reminded members that the MAA team can answer questions or receive input between meetings.

Mr. Rineer also encouraged attendees to use the WebTrak tool, which allows the public to track aircraft in real time and submit noise complaints. While WebTrak is centered on BWI operations, it can help the public and the project team better understand regional noise patterns and concerns.

Q&A

Following the presentation on the project schedule, Mr. Rineer reopened the floor for questions and returned to the earlier slide on the 2020 BWI Marshall ANZ contours to help reinforce key points.

Bruce
Rineer

Mr. Dan Woomer questioned the use of real noise monitoring data versus modeled data. He suggested that filtering non-aircraft noise (such as lawnmowers or vehicles) could enhance the comparison between measured and modeled noise levels. Ms. Hanrahan responded that while real-world measurements are valuable, the ANZ process focuses on forecasting future conditions using standardized modeling, as COMAR requires. Mr. Rineer added that comparisons between modeled and measured data show that the model often presents a more conservative (higher) estimate of noise exposure.

Ms. Gina Stewart asked for clarification on the contour lines shown in the slide. She wanted to know whether they represented current conditions or future projections. Mr. Rineer explained that the contours shown in the ANZ are composite forecasts that include current, five-year, and ten-year projections. For this ANZ update, these years would be 2025, 2030, and 2035. Ms. Hanrahan added that the modeling approach overlays all three forecast years to produce a worst-case scenario contour for planning purposes.

Mr. Samuel Meyers inquired about the number of annual residential permit applications MAA reviews and how many are typically approved. Mr. Rineer responded that only a few applications are submitted yearly and that approvals are rare. He cited one recent case where a permit was granted with strict conditions requiring interior noise levels to remain below 45 dB.

Mr. Royce Bassarab elaborated on the variance process, noting that applicants denied a permit due to being within the ANZ can appeal through the BAZA. He explained that applicants must demonstrate that the proposed structure will achieve sufficient interior noise reduction. Mr. Bassarab emphasized that most variances approved by the board include conditions to mitigate noise impacts through construction techniques.

Ms. Suzzie Schuyler appreciated the thoroughness of the presentations and thanked the project team for explaining complex technical concepts in an accessible way.

The discussion helped reinforce several earlier concepts and allowed the team to address specific areas of interest raised by attendees.

Adjournment

Mr. Rineer formally adjourned the meeting by thanking all participants for their attendance, input, and thoughtful discussion throughout the evening. He expressed appreciation for the time and effort each SAC member contributed and reaffirmed the value of their continued engagement in the ANZ update process. Mr. Rineer encouraged members to stay involved, review materials before the next meeting, and share information with their respective communities. He noted that the next SAC meeting would occur in June 2025 and that details would be shared in advance.

Bruce
Rineer