

**Martin State Airport Noise Zone (ANZ) Update
Stakeholder Advisory Committee (SAC) Meeting 1**

MEETING MINUTES

Wednesday, April 2, 2025, 6:00 PM – 8:00 PM

Martin State Airport
701 Wilson Point Road, Hanger 5
Baltimore, MD 21220

Discussion Item	Notes	Presenter
Welcome	Mr. Bruce Rineer welcomed attendees and conducted a safety briefing, identifying emergency exits, AED and fire extinguisher locations, and the accountability site outside Hangar 4. Attendees were reminded to report any hazards in the meeting room. He introduced the MAA and consultant team (HMMH), and each SAC member introduced themselves and the organizations they represent. Mr. Rineer emphasized that this process aims to update the existing Airport Noise Zone (ANZ) through stakeholder input and data collection. He noted that the last ANZ update for Martin State Airport occurred during the COVID pandemic and received little public feedback. This year, the process will include SAC meetings, a public hearing, and a workshop, offering multiple opportunities for engagement and feedback.	Bruce Rineer
Meeting Facilitation and Introductions	Ms. Rhea Hanrahan (HMMH) facilitated the meeting. Attendees, including members of the SAC, MAA, consultant teams (HMMH), and local stakeholders, introduced themselves and the organizations they represent.	Rhea Hanrahan
Expected Meeting Takeaways	Mr. Rineer outlined the key objectives of the meeting: <ul style="list-style-type: none"> • Provide an ANZ and Noise Abatement Plan (NAP) overview. • Explain the rationale for the ANZ update process. • Describe the regulatory background, including COMAR requirements. • Introduce the noise metrics used in the study, particularly DNL (Day-Night Average Sound Level). • Clarify the role of SAC members in shaping inputs and sharing information with their communities. 	Bruce Rineer

He also clarified that while the NAP includes voluntary procedures, the ANZ update is a regulatory requirement incorporating modeling, forecasting, and community input.

<p>Airport Noise Zone</p>	<p>Mr. Rineer began the discussion by providing an overview of the purpose and statutory basis of the ANZ. He explained that the ANZ is mandated by the Maryland Environmental Noise Act of 1974 and is used to identify noise contour boundaries, specifically at 65, 70, and 75 dB DNL, that help guide land use compatibility near state-owned airports. The objective is not to limit airport operations but to support local planning decisions that reduce the impact of aviation noise on surrounding communities.</p> <p>Ms. Hanrahan followed by clarifying the acoustic metrics used in the study. She explained that the Day-Night Average Sound Level (DNL) is the required metric under the Code of Maryland Regulations (COMAR) and is designed to reflect long-term noise exposure by accounting for both daytime and nighttime operations, with added weighting for nighttime noise.</p> <p>The presenter explained that the ANZ is updated on a five-year cycle and includes a base year, a five-year projection, and a ten-year forecast. For this ANZ update, these years will be 2025, 2030, and 2035. They emphasized that the modeling process is data-driven and does not include speculation about unknown or future changes. For example, introducing commercial airline services would require an environmental review and could trigger a new update.</p>	<p>Bruce Rineer</p>
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<p>Noise Abatement Plan (NAP) Overview</p>	<p>Mr. Rineer introduced the Noise Abatement Plan (NAP), describing it as a set of voluntary operational procedures designed to reduce noise impacts on surrounding communities. While the NAP is not mandatory, it plays a key role in MAA’s commitment to responsible airport operations.</p> <p>Mr. Nikolaus Wagenfeiler provided an example of an active noise abatement strategy at Martin State Airport. He explained that the airport only allows up to three aircrafts in the pattern to perform concurrent touch-and-go operations. Previously, having five or six aircraft performing these maneuvers at once could delay runway access and contribute to elevated noise levels. This change has improved both operational flow and community satisfaction.</p> <p>Mr. Rineer added that these initiatives were added to develop collaborations with local stakeholders, and that the airport has already seen positive effects. During this portion of the meeting, SAC members</p>	<p>Bruce Rineer</p>
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raised concerns and asked questions. Jim Merritt noted that aircraft noise varies widely depending on the type of plane and expressed frustration that a few particularly noisy aircraft affect the community's perception of the airport.

Mr. Jeff Kyger questioned how effective long-term planning can be when future changes, like tree removal or new aircraft types, are still uncertain. Mr. Rineer responded that the ANZ process relies on confirmed data and operational trends. If significant changes arise, such as the introduction of commercial carriers, those will require a separate environmental review and could trigger an ANZ revision.

Mr. Harold Fowler asked whether the NAP language could be strengthened during this update. Mr. Rineer confirmed that the upcoming meetings and the broader process were intended to gather such input and potentially revise the NAP language to reflect better and respond to community concerns.

Stakeholder
Advisory
Committee
(SAC)

The next portion of the meeting centered on the purpose and expectations of the Stakeholder Advisory Committee (SAC). Mr. Rineer described the SAC as a vital part of the ANZ update process, composed of local representatives, community members, and aviation stakeholders. He emphasized that the SAC operates voluntarily, but its work is essential in creating a transparent and community-driven process.

Mr. Rineer explained that the SAC's responsibilities include reviewing technical assumptions, evaluating noise modeling inputs, and helping MAA understand local concerns and conditions. Members are also encouraged to act as liaisons to the broader public, sharing information and collecting feedback to ensure a two-way flow of communication.

Ms. Hanrahan added that SAC members bring invaluable local knowledge to the table. She emphasized that their participation builds the credibility and consensus needed for a successful update process. She encouraged members to stay engaged and continue contributing their perspectives as the project progresses.

Bruce
Rineer

Martin State
Overview

This section provided a foundational perspective on how Martin State Airport functions differently from larger commercial airports like BWI. Mr. Rineer began framing Martin State Airport as a unique facility that supports many users, including the military, flight schools, law enforcement, and medevac operations.

Bruce
Rineer

Mr. Rineer detailed recent technical upgrades to MAA’s airport noise and operations modeling system (ANOMS), particularly the installation of an ADS-B antenna, that improves the capture and analysis of MTN. The discussion then transitioned into long-term infrastructure planning. Mr. Kevin Clarke addressed the committee with information about the Airport Layout Plan (ALP). He noted that if elements like lighting upgrades or tree removal are scheduled to occur within the 5- or 10-year planning window, they will be reflected in the noise modeling forecasts.

Fundamentals
of Noise

Ms. Hanrahan presented noise fundamentals to ensure all participants understood how noise is quantified and evaluated. She began by explaining the difference between sound and noise: sound is a physical phenomenon, while noise is subjective and varies by individual perception.

Rhea
Hanrahan

Ms. Hanrahan walked attendees through the basics of the decibel scale, emphasizing that it is logarithmic. She noted that every 3 dB increase represents a doubling of sound energy, while a 10 dB increase is perceived as twice as loud to the human ear. This led to a discussion of several noise metrics that are used when describing airport noise:

- **LMAX:** the peak level of noise during a single event.
- **SEL:** Sound Exposure Level integrates a noise event's intensity and duration.
- **DNL:** Day-Night Average Level, which applies a weighting to nighttime noise to reflect its increased potential for disturbance.

Ms. Hanrahan explained that DNL is the FAA and COMAR-required standard because it captures a 24-hour average noise exposure, ensuring national consistency. She also noted that DNL allows noise to be analyzed in a way that accounts for frequency, intensity, and timing of events, providing a more complete picture.

Ms. Hanrahan stated that communities begin to notice and react to increases in DNL of 5 dB, and many consider a 10 dB increase to be a doubling of noise. She also noted that use of DNL allows comparison of noise exposure across all airports nationwide.

Noise Modeling
Overview

The technical portion of the meeting focused on how aircraft noise is modeled to update the ANZ. Mr. Paul Krusell led this discussion, introducing the Aviation Environmental Design Tool (AEDT), a sophisticated modeling platform for simulating and forecasting noise exposure around airports.

Paul
Krusell

Mr. Krusell described how the model integrates a wide range of data, including aircraft types, operational counts, flight paths, runway usage, and time-of-day information. "We use AEDT, the Aviation Environmental Design Tool. It factors in aircraft types, flight paths, operations, time of day, runway use, even weather and terrain," he said.

Mr. Rineer elaborated on how the data is categorized, noting that while military data is available only in aggregate due to security concerns, civilian aircraft are individually identifiable through the ADS-B system. "We don't get tail numbers, but we do get counts," he said. "Civilian aircraft are more transparent thanks to ADS-B."

Ms. Hanrahan reinforced that the goal of the modeling isn't just accuracy, it's about providing a foundation for community input and responsible land use decisions. The contours produced by AEDT for 2025, 2030, and 2035 will inform zoning and community planning for years to come.

"Community feedback is critical to validating our assumptions," Ms. Hanrahan noted. "While the system is highly technical, it's meant to translate complex data into something meaningful for decision-makers and community members alike."

Schedule and
Additional
Resources

To conclude the meeting, Mr. Krusell presented the overall project schedule, outlining each upcoming milestone in the ANZ update process. The SAC will reconvene for two additional sessions, one focused on reviewing model inputs and the NAP and another to preview the draft contours before the public workshop. After gathering public input, the finalized plan will be submitted for codification in COMAR.

Paul
Krusell

"Here's the timeline we're working with," Mr. Krusell began:

- April 2025: SAC Meeting #1 (Completed)
- June 2025: SAC Meeting #2 (Review modeling inputs and the NAP)
- September 2025: SAC Meeting #3 (Preview ANZ Contours)
- Fall 2025: Public hearing, workshop, and comment period.
- Winter 2025: Codification in COMAR

Mr. Rineer followed up with a practical overview of Web Trak, the online tool for tracking aircraft and submitting noise complaints. He acknowledged its BWI-centered interface but noted that it can still provide useful insights for the Martin State community. "Use Web Trak to track aircraft and submit complaints," he encouraged. "It's a BWI-focused system, but it can still help. And we're always here to answer questions."

Ms. Hanrahan closed the session by assuring attendees that future meeting materials would be distributed in advance. She emphasized flexibility in participation, stating, "You'll have options for how involved you want to be, and that's okay. Some people dig into the data; others just want the summary. We support both."

Adjournment The meeting concluded around 7:45 pm, with the project team appreciating all participants. Mr. Rineer thanked attendees for their input and emphasized MAA's commitment to transparency and community collaboration in the ANZ update process. Bruce Rineer