Airport Noise Zone Update Stakeholder Advisory Committee

Meeting #3

Martin State Airport

September 25, 2025
6:00 PM – 8:00 PM

Welcome to Martin State

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 –#4 (Hangar 5)
- Nearest Fire Extinguisher – Room 527 (Hangar 5)
- Accountability Site: Parking lot outside of Hangar 4
- Always report any hazards in the meeting room

Source: MTN State Airport Photo Gallery

Agenda

- Welcome and Introductions
- SAC Meeting #2 Recap
- Noise Contours and Land Use
- 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
- Opening remarks

SAC Meeting #2 Recap

ANZ Update Scope and Process

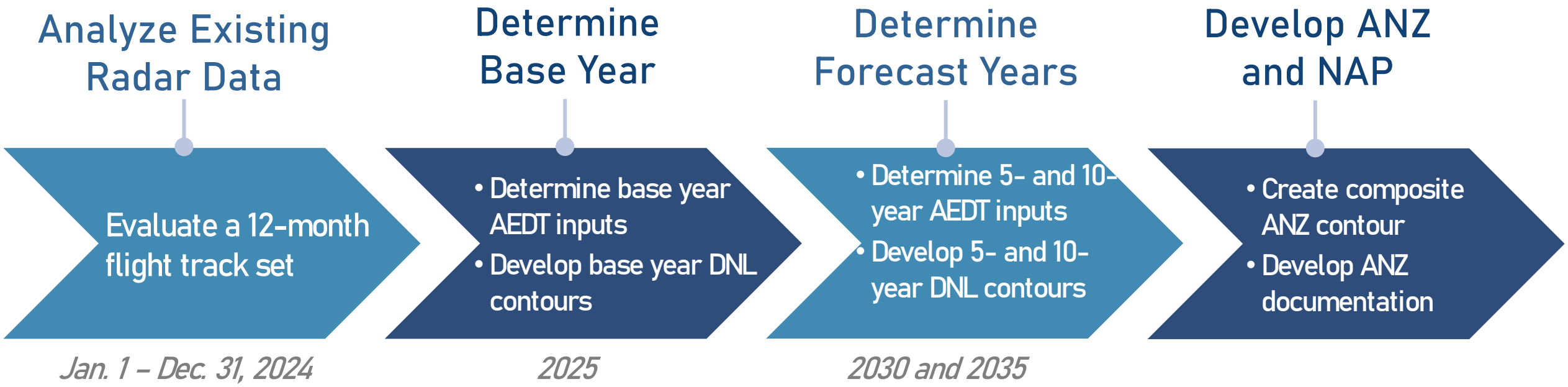
- Form and engage with Stakeholder Advisory Committee (SAC)
- Prepare base year, 5-year, 10-year forecast noise contours
- **Compile ANZ (composite of the three contour sets)**
- Conduct land use inventory within ANZ
- **Review existing Noise Abatement Plan (NAP)**
- Conduct public hearing/workshop
- 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 Martin State Is a composite of the farthest extents of the annual Day-Night Average (DNL) 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

ANZ Noise Modeling Process



State Law and Regulations

Transportation Code	Code of Maryland Regulations (COMAR)
Noise Zone Regulations; Part I The purpose of this subtitle is to: (1) Provide a positive basis for abatement of existing noise problems in communities near airports and to prevent new noise problems; and (2) Protect the health and general welfare of the occupants of land near airports.	Chapter 11.03.03 Defines the prediction method to be used to develop 'noise contours of equal noise exposure' (subject to the approval of the Executive Director) Provides direction for development of contours, including 5 and 10 year, plus cumulative condition, provides methods for determination of impacted land use areas, and direction on noise abatement plans.
Noise Zone Regulations; Part II Requires assessment of the noise environment, existing projected future use, following procedures the Executive Director establishes, delineates a "noise zone", requires development of a noise abatement plan - every five years	Section 11.03.03.05 Provides a process for permits for construction within the Noise Zone Surrounding a State-Owned Airport

Noise Model Inputs Summary

- Airport Layouts
  - 2025 (base year), 2030 (five-year), 2035 (ten-year)
- Operations
  - Counts, fleet mix, runway use, flight tracks, runups
- Weather and Terrain

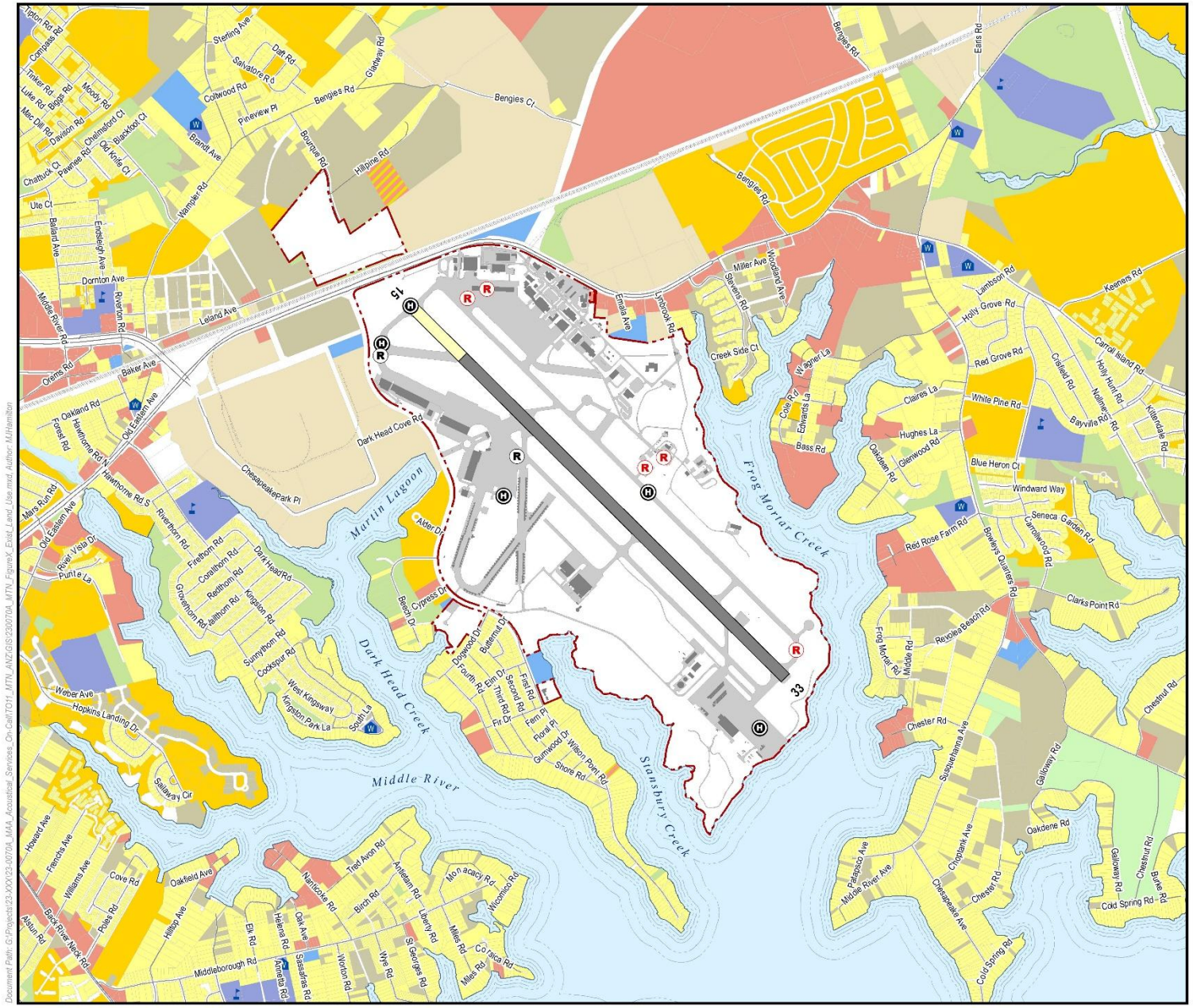
SAC Responsibilities

- 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 between the SAC and their organizations / constituents
  - Share information with your 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 Martin State ANZ update.

Noise Contours and Land Use

Current Land Use



MARTIN STATE AIRPORT

Airport Noise Zone Update

Figure
Existing Land Use

- Helicopter Operation Area
- Military Runup Location
- Civilian Runup Locations
- Civilian Runway
- Additional Runway Available for Military Operations
- Airport Buildings
- Taxiway / Apron
- Airport Boundary
- Roads
- Railroad
- Stream / Creek
- Residential Use
- Multi-Family Residential Use
- Mixed Use
- Public Use (Non-Compatible)
- Public Use (Compatible)
- Agriculture
- Recreational / Open Space
- Commercial Use
- Manufacturing / Production
- Vacant / Undeveloped
- Transportation / Utility
- Water
- School
- Library
- Place of Worship
- Hospital / Health Care

Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH

0 2,000 4,000 Feet

Land Use Compatibility

- 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 65 DNL contour

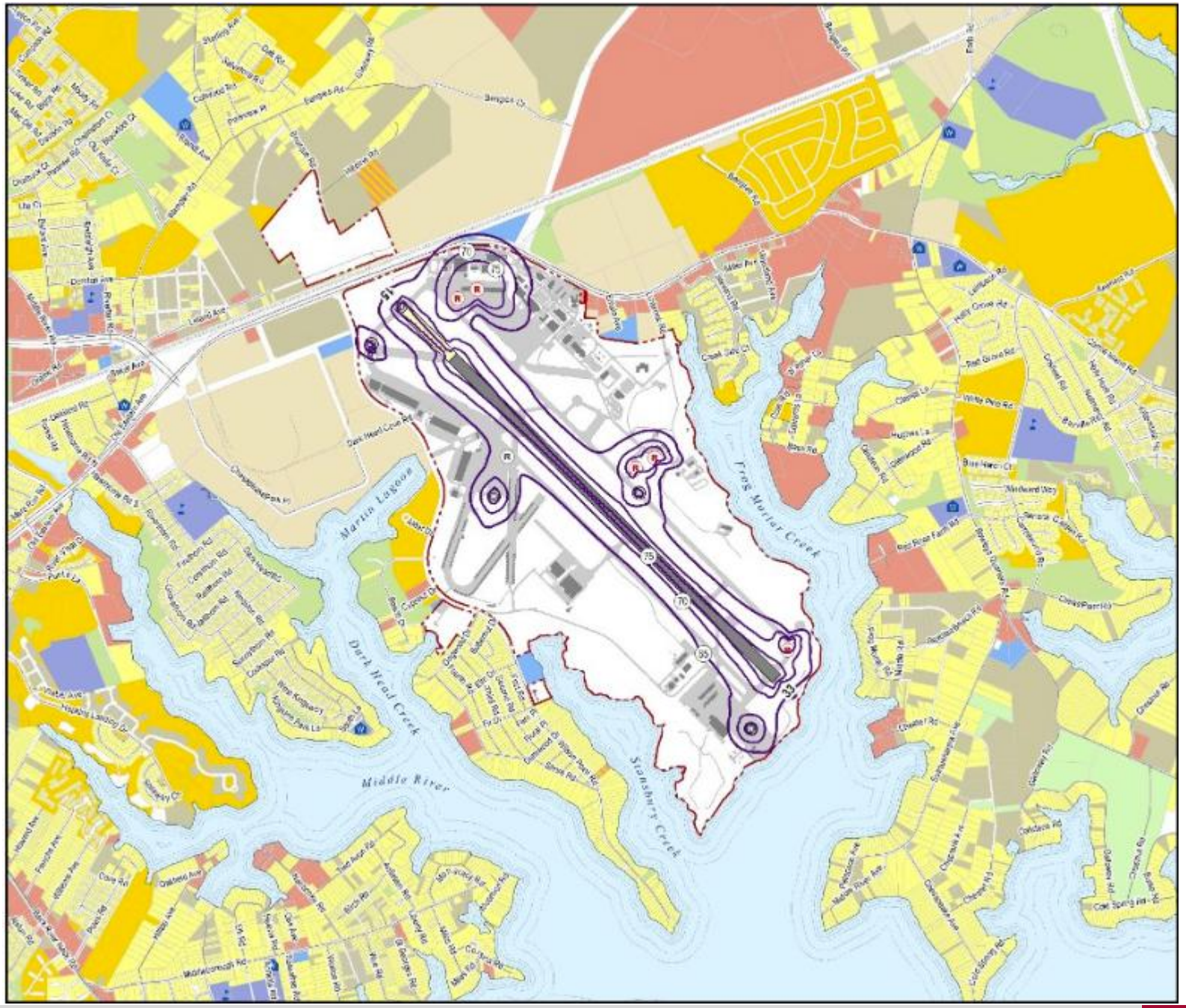
Per **11.03.03.03** in COMAR, all land uses are compatible with aircraft noise exposure for DNL less than 65 dB.

Noise Contours

- 2025 Base Year Noise Contour
- Forecast Contours
  - Five-Year 2030 Forecast Noise Contour
  - Ten-Year 2035 Forecast Noise Contour
- 2025 ANZ Noise Contour

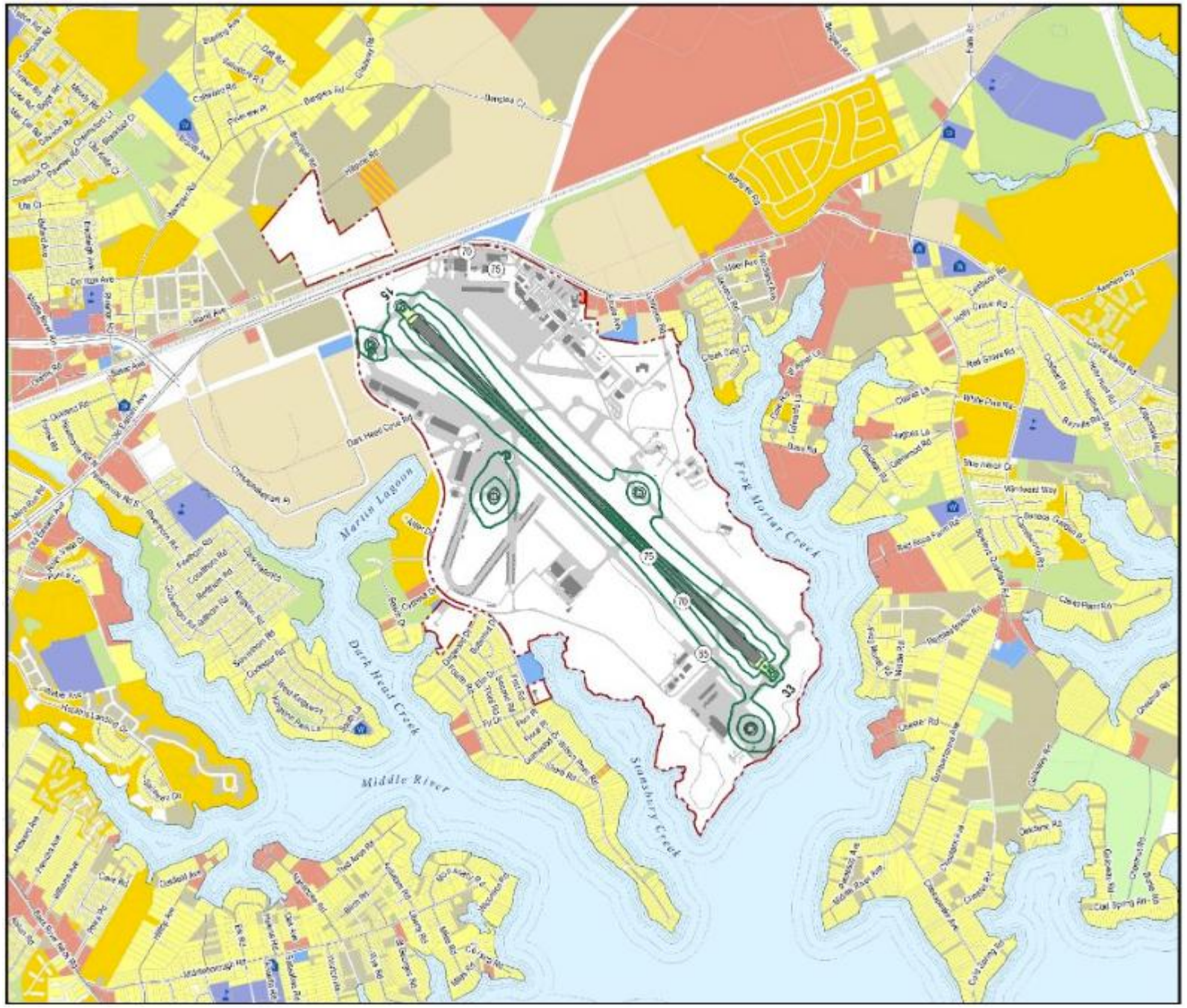
Base Year (2025) Contours

- Total annual operations: 89,489
- Total area: 283 acres
  - Majority (97% / 278 acres) is on airport property
  - Only 5 acres (3%) off airport within the 65–70 dB range
  - Higher noise levels (70–75 dB and>75 dB) fall entirely on airport property
- No residential population or housing units are affected



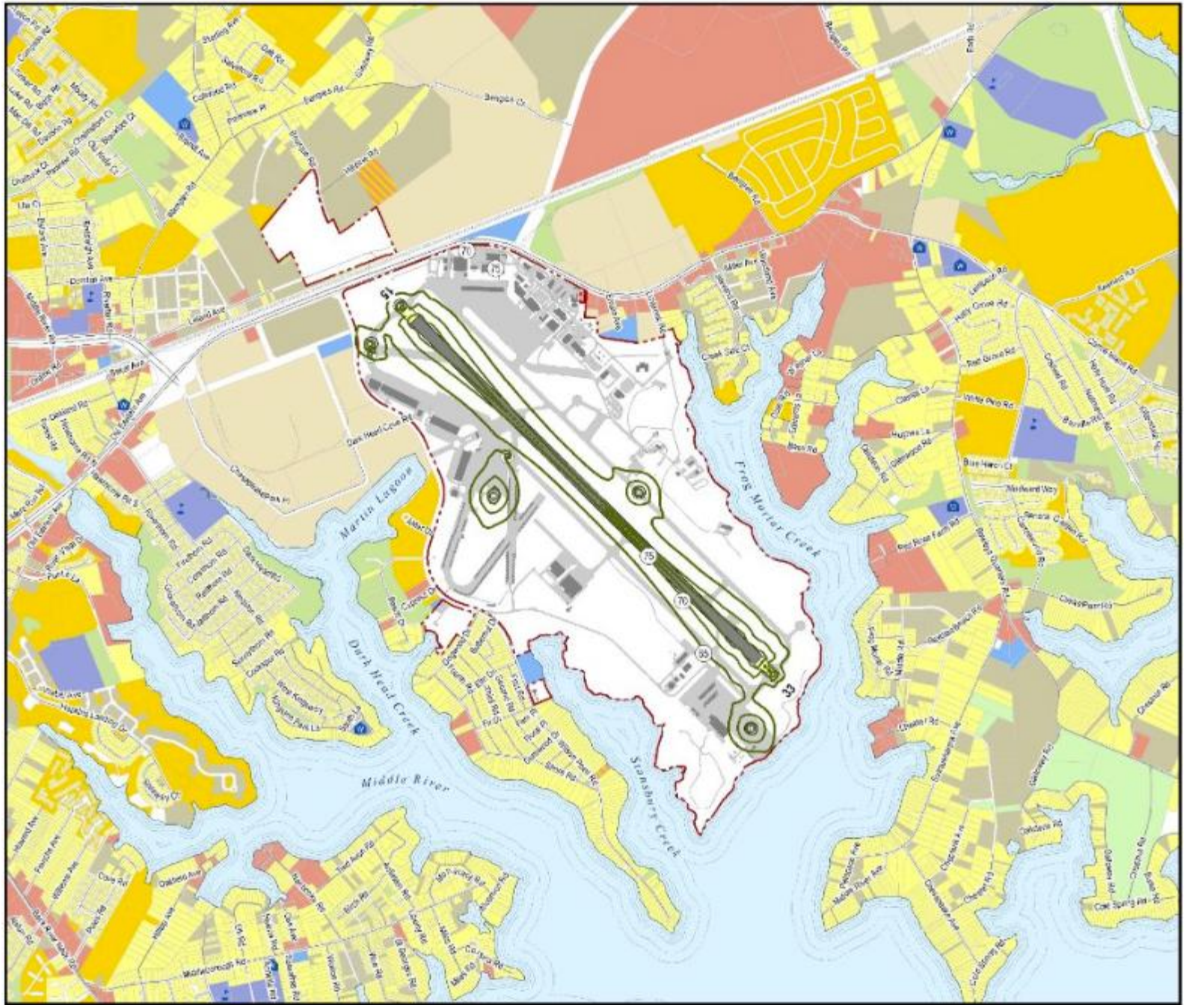
Five-Year (2030) Contours

- Total annual operations: 92,788
- Total area: 172 acres (down from 283 acres in 2025)
  - 99% of area on airport property (>1 acre off airport in 65–70 dB range)
  - Higher noise levels (70–75 dB and >75 dB) are fully contained on airport property
- No residential population or housing units affected



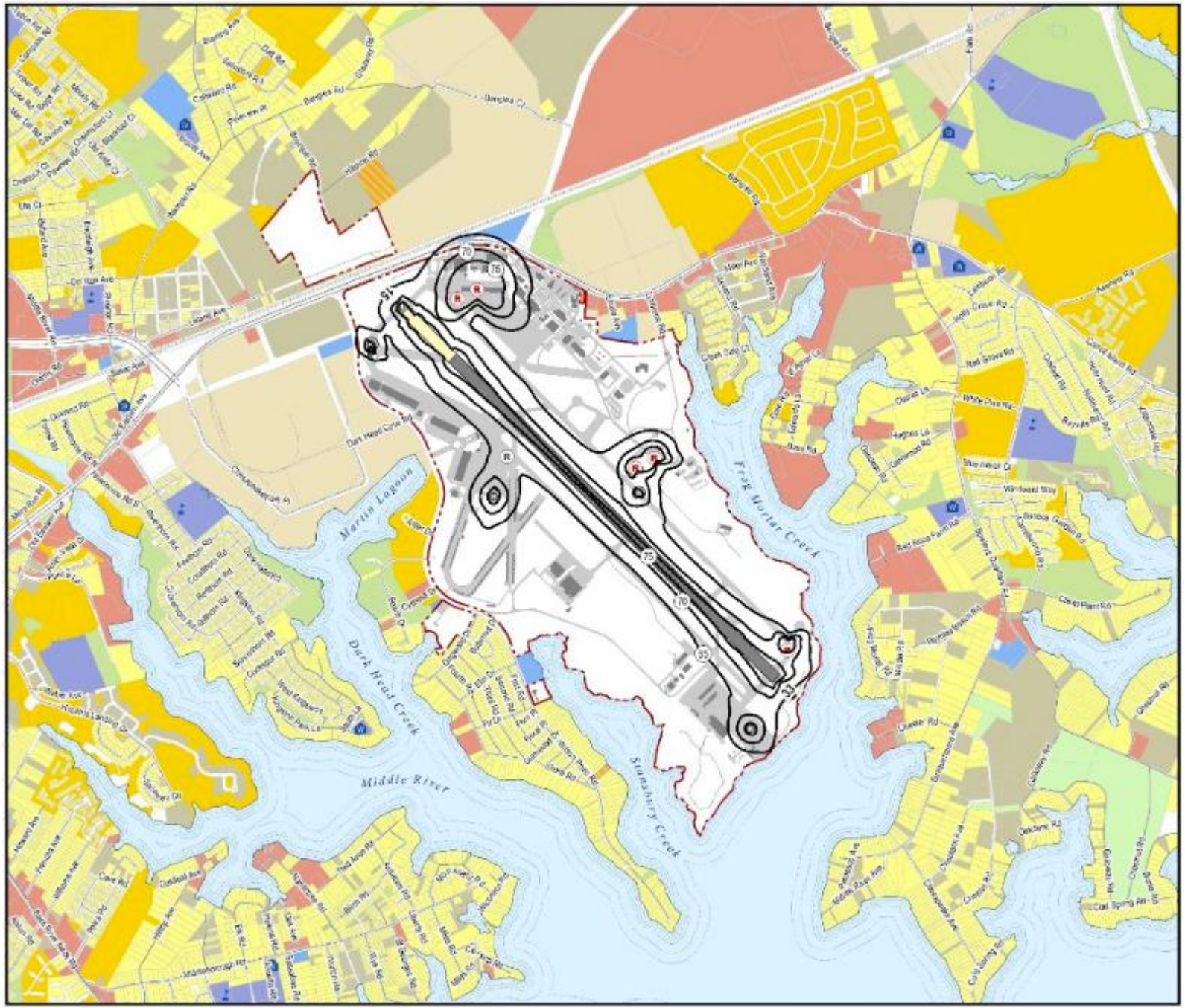
Ten-Year (2035) Contours

- Total annual operations: 95,700
- Total area: 174 acres (similar to 2030)
  - 99% of area on airport property (>1 acre off-airport in the 65–70 dB range)
  - Higher noise levels (70–75 dB and >75 dB) remain fully on airport property
- No residential population or housing units affected



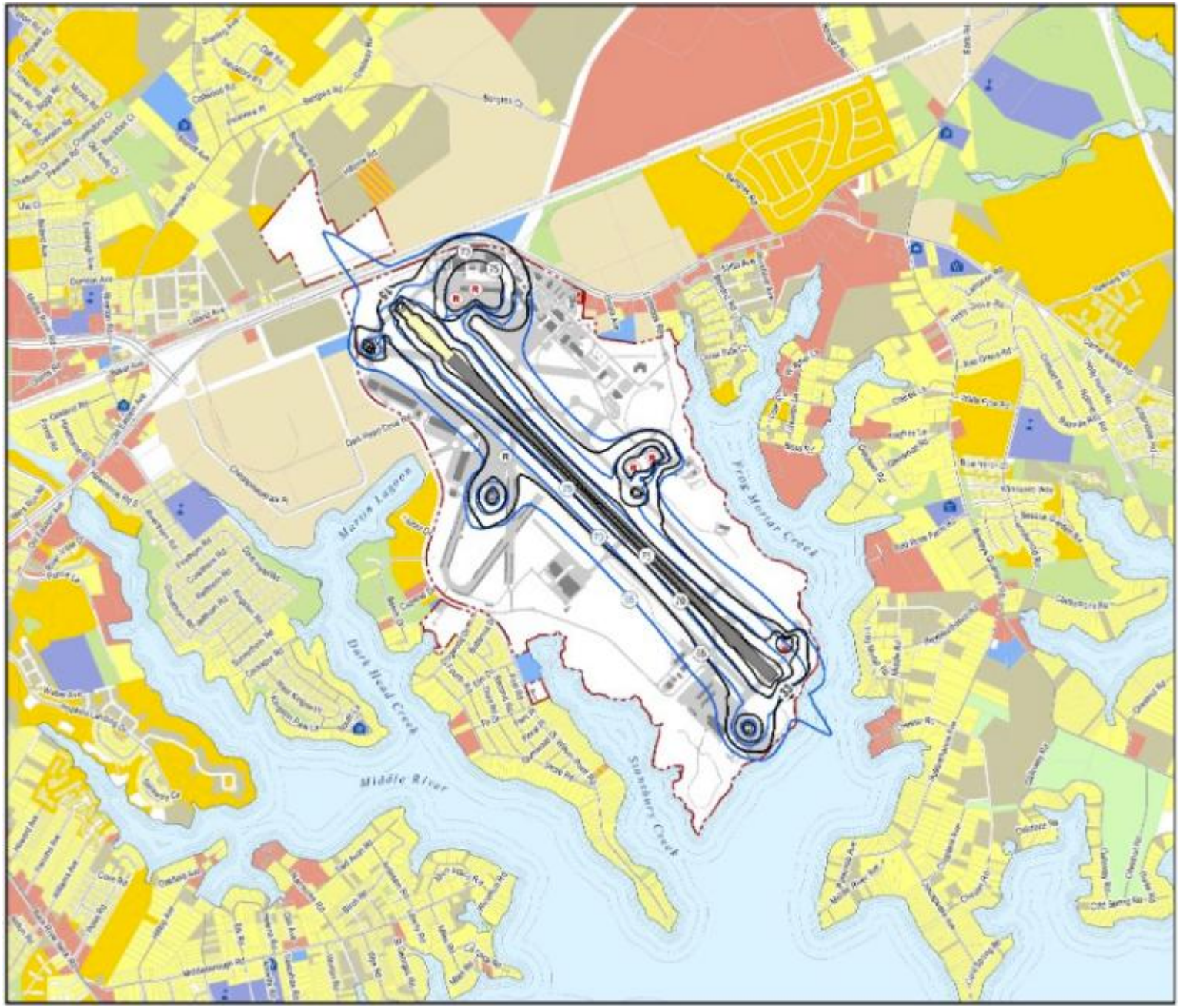
2025 ANZ Contours

- Total area: 286 acres
  - Only 5 acres (5%) off airport within the 65–70 dB range
  - Higher noise levels (70–75 dB and >75 dB) remain fully on airport property
- No residential population or housing units affected



2025 ANZ and 2020 ANZ Contours Comparison

- Total area: Decrease of 31%
  - 76% decrease of off airport within the 65–70 dB range
  - Higher noise levels (70–75 dB and >75 dB) remain fully on airport property and decrease by 52%
- No residential population or housing units affected



Noise Abatement Plan (NAP) Overview

Noise Abatement Plan (NAP)

Originally adopted in 1984, updated in 1987, reviewed and approved with no changes in 2012. The NAP was reviewed and updated as part of the 2020 MTN ANZ update process in order to accurately reflect current operating conditions at MTN.

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

Evaluate current NAP and allow for potential modifications or updates to be made.

Noise Abatement Plan (NAP)

Noise abatement procedures are voluntary and designed to minimize exposure of residential areas to aircraft noise, while ensuring safety of flight operations.

- Visual Flight Rules (VFR) / Instrument Flight Rules (IFR)
- Departures
- Arrivals
- Closed traffic patterns
- Taxiing aircraft
- Touch and Go and/or Practice Approach Restrictions
- Aircraft Maintenance Engine Run-up Areas

Noise Abatement Plan Measures

Noise Abatement Measures

- Departure Procedures
- Arrival Procedures
- Closed Traffic Patterns
- Touch-and-Go or Practice Approaches

Programmatic Measures

- Review of operations and noise concerns

Land Use Measures

- Control of Incompatible Development

Martin State NAP Caveats

Noise abatement procedures are voluntary:

- MTN NAP is formulated to minimize noise disturbance to neighboring communities while maintaining safe and efficient MTN Airport operations. MAA Division of MTN Airport Operations is responsible for the overall administration of MTN.
- Aircraft may not follow noise abatement procedures if deemed necessary by Air Traffic Control (ATC) or flight crews to maintain operational safety.

Noise Abatement Plan (NAP)

VFR and IFR Departure Traffic Patterns

- VFR Piston-engine Aircraft
  - Runway 15/33 – Unless otherwise instructed by Air Traffic Control (ATC), aircraft fly runway heading to 1000' Mean Sea Level (MSL) prior to turning to the ATC approved on-course heading or crosswind leg of the traffic pattern.
- VFR Turbine Powered Aircraft
  - Runway 15/33 – Unless otherwise instructed by ATC, aircraft shall fly runway heading to 1,500' MSL prior to turning to the ATC approved, on-course heading or crosswind leg of the traffic pattern.
- VFR Helicopter Departures
  - Unless operating under a Letter of Agreement (LOA) with MTN ATC specifying otherwise, helicopters shall climb to 500' AGL on initial departure heading before turning on-course.
- All IFR Departures
  - IFR departures shall be accomplished in accordance with ATC direction or clearance.

Note: IFR departures will be accomplished in accordance with Air Traffic Control (ATC) direction or clearance.

Noise Abatement Plan (NAP)

VFR and IFR Arrivals and Traffic Patterns

VFR and IFR aircraft approach should, to the maximum extent feasible, maintain the highest practical altitude, commensurate with flight and ATC procedures in order to minimize aircraft noise exposure to communities underlying the final approach courses.

Noise Abatement Plan (NAP)

Closed Traffic Patterns

A left-hand traffic pattern shall be used at MTN unless otherwise directed by ATC. Piston fixed-wing aircraft should fly runway heading until reaching 1,000' MSL prior to turning to the crosswind leg of the traffic pattern. Turbine aircraft should fly runway heading until reaching 1,500' MSL prior to turning to the crosswind leg of the traffic pattern.

Traffic pattern altitudes are:

Fixed Wing	Piston engine	1,000 ft MSL
	Civil turbine and military turboprop	1,500 ft MSL
	Military Jet	2,000 ft MSL
Rotary Wing		500 ft MSL

Noise Abatement Plan (NAP)

Touch-and-Go or Practice Approaches

No touch-and-go and/or practice approaches or practice landings are permitted between 10:00 p.m. to 6:00 a.m. daily unless approved by MTN Operations and Maintenance staff.

FAA Weight Class	Description	Weight	Limitation
Small	Small Single Engine/Twin Engine Aircraft, Helicopters, and Transient Military (e.g. Cessna 172, Piper Cherokee)	12,500 lbs. or less	No restrictions
Medium	Medium Aircraft and Transient Military* (e.g. military fighter jets, Learjet 35, Bombardier CRJ- 200LR)	Between 12,500 and 41,000 lbs	Limit of two practice approaches
Large	Large Jet/Large Commuter/757/Heavy Aircraft	More than 41,000 lbs.	Practice approaches and landings are not authorized without prior permission from MTN Operations and Maintenance staff.

* Military aircraft shall be limited to two practice landings/take-offs or approaches unless additional operations are approved by MTN Operations and Maintenance staff.
FAA Aircraft Weight Class - https://aspm.faa.gov/aspmhelp/index/Weight_Class.html

Noise Abatement Plan (NAP)

Aircraft Maintenance Engine Run-Up Areas

Aircraft maintenance engine run-ups are to be accomplished only in areas designated by the Chief, MTN Operations & Maintenance in accordance with MTN Tenant Directive 200.2.

Noise Abatement Plan (NAP)

Other Elements

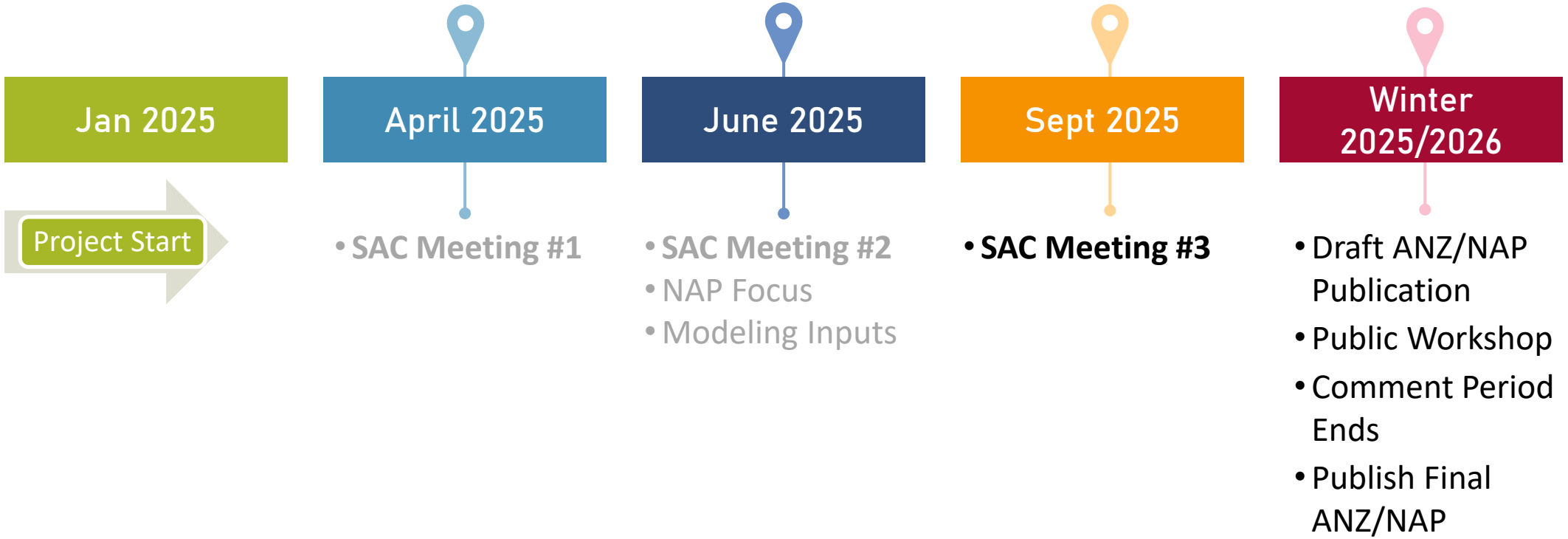
- Noise Concerns can be reported via telephone hotline and WebTrak
- Zoning Permit and Appeal Procedure
  - MAA regulates land use within the Airport Noise Zone.
  - Anyone desiring to construct or modify a structure or land use is required to obtain an Airport Zoning Permit.
- MDANG Noise Barriers
  - MDANG erected two noise barriers, both located between the MDANG's engine maintenance area and the homes northeast of the Airport.

Additional Initiatives

- Airfield signage
- Wall posters in Hangar 4 hallway
- Flyers and Posterboards Visuals
- Additional NAP training along with airfield driving training

Schedule and Resources

Proposed Project Schedule



Certifying the ANZ

- Current MTN ANZ
  - Certified in 2021
  - Referenced in COMAR Section 11.03.02.10
  - Incorporated by reference in COMAR Section 11.03.01.01-1(B)(5)
- Final 2025 MTN ANZ will be updated in COMAR
- Updating COMAR requires a regulatory process governed by the Maryland Administrative Procedure Act (APA)
- The Maryland Aviation Commission (MAC) is required to approve regulations prior to their adoption by the Executive Director of MAA.

Project Contacts

Project Primary Contact

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MAA Project Manager

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ANZ Project Managers

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Rhea Hanrahan, Director, AES, rhanrahan@hmmh.com

Additional Resources

2020 Martin State ANZ

https://marylandaviation.com/environmental/airport-noise/martin-state-airport-noise-zone/

WebTrak

https://webtrak.emsbk.com/bwi3

Wrap Up

- SAC member questions, comments, and discussion
- Public workshop
  - Winter 2025/2026

Thank You.

Martin State Airport

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