

MARYLAND AVIATION COMMISSION

November 12, 2025



Maryland Aviation Commission
Wednesday, November 12, 2025
1 p.m.
Baltimore Washington International Thurgood Marshall Airport
A/B Assembly Conference Room, Third Floor

AGENDA

I. Welcome Remarks from Chair	Acting Chair Biddle	2 min.	
II. Approval of August 27 Meeting Minutes	Acting Chair Biddle	2 min.	<u>Tab A</u>
III. Executive Director’s Report	Shannetta Griffin	5 min.	
IV. Update on Impact of Federal Government Shutdown	Cedric Johnson	5 min.	
V. Commissioner Presentation	Mary Reese	30 min.	
<ul style="list-style-type: none"> • History and Significance of Senate Bill 162 			
VI. Chapter 564 Policy Goals Follow Up and Next Steps	Shannetta Griffin	30 min.	
VII. MDOT MAA Six Year Capital Program	Tanya Wojtulewicz/ Paul Shank	12 min.	<u>Tab B</u>
<ul style="list-style-type: none"> • Approval of new Major Capital Projects 			
VIII. Marketing & Air Service Development	Jordan Kayloe	15 min.	
<ul style="list-style-type: none"> • Air Service Update • Incentive Program – Follow Up 			
IX. Planning & Engineering	Paul Shank	10 min.	<u>Tab C</u>
<ul style="list-style-type: none"> • COMAR Proposed Action - BWI / MTN ANZ Updates • Future modification of ANZ Process 			
X. Public Comments			

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MARYLAND AVIATION COMMISSION
WEDNESDAY, AUGUST 27, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

OPEN SESSION

MARYLAND AVIATION COMMISSION MEMBERS

Samantha Biddle, Acting Chairwoman
Ned Carey
LaTara Harris
Raymond Nichols
Mary Reese
Dr. Cedric Sims
Donald Stanton
Dr. Zafar Zafari

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) MARYLAND AVIATION ADMINISTRATION (MAA)

Shannetta Griffin
Niqui Clark
Traci Clark
Daniel Favarulo
Rachel Goodman (*virtual attendee*)
Staci Gorden
John Harvell
Stacey Hicks-Johnson
Jordan Kayloe
William Lindsey
Drew Morrison
Shanae Murray
Wayne Pennell
Bruce Rineer (*virtual attendee*)
Keiva Rodrigues
Robert Sager
Ashish Solanki
Tanya Wojtulewicz

OTHER EMPLOYEES OF THE STATE OF MARYLAND

None

MEMBERS OF THE PUBLIC

Laura Atwood
Laura Donovan

MARYLAND AVIATION COMMISSION
WEDNESDAY, AUGUST 27, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

Chairwoman Biddle called the meeting to order at 1:08 p.m.

WELCOME REMARKS FROM CHAIR – Acting Chairwoman Biddle

Acting Secretary Biddle made introductory remarks and welcomed the new Commissioner – Ms. LaTara Harris. Each Commissioner gave a brief introduction.

APPROVAL OF MINUTES – Acting Chairwoman Biddle

Upon request for a motion to approve the minutes of the June 18th Commission meeting, it was so moved by Commissioner Nichols, seconded by Commissioner Carey, and approved unanimously.

EXECUTIVE DIRECTOR’S REPORT – Executive Director Shannetta Griffin

Executive Director Griffin made introductory remarks and provided a brief overview of the agenda, including two proposed COMAR amendments (*COMAR 11.03.01.13 - Business Hours of Operation* and *COMAR 11.03.01.04 (A), (L) - Control of Vehicular Traffic on the Air Operations Area*). She also mentioned that MAA staff will be reaching out to the three new Commissioners to schedule orientation sessions, which are required by law.

CHAPTER 564 POLICY GOALS DISCUSSION – Executive Director Shannetta Griffin

Prior to the discussion, Acting Secretary Biddle read written remarks submitted by Commissioner Chancellor on the implementation of Senate Bill 162.

Executive Director Griffin presented information on Chapter 564 (Senate Bill 162). She then led a discussion seeking to gain insight into the Commissioners’ interpretations of the legislation. She expressed a desire to engage the Commission on the first phase of the project plan – translating the direction of Chapter 564 into policy goals. During the discussion, she requested feedback from the Commissioners about what the stated considerations in the legislation mean to MAA and to the Commissioners. She anticipated having concrete next steps for the following meeting based off of the discussion.

Discussion Topics:

- Defining aviation
- The expanded role of the Commission in airport development
- The structure of the Commission (meeting cadence, committees, etc.)
- Transparency
- What items / issues get brought to the Commission and when
- The role of MDOT vs. MAA vs. Commission
- Safety, Security, and Resilience as a possible Committee Group

MARYLAND AVIATION COMMISSION
WEDNESDAY, AUGUST 27, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

- Government Affairs as a possible Committee Group
- Talent Management as a possible Committee Group
- Ways that MAA and the Commission can incorporate these policy considerations into the work?

In defining aviation in the legislation, Commissioners contributed the following:

- Aviation should not refer exclusively to commercial airlines. Aviation should include helicopters, general aviation, regional aviation, and newer technologies like unmanned aerial systems (UAS), electric vertical take-off and landing (eVTOLS), etc.

Commissioner Reese commented that she was amenable to discussing these topics during the meeting, but wanted the opportunity to speak with legislators about some of the topics being presented and then follow up with more feedback. She said there are detailed explanations, particularly around the environmental topics that she is not able to condense and present today.

Commissioner Nichols commented that in the past the Commission had a much more significant role. The Commission used to have a committee structure where issues and special projects were worked on in conjunction with MAA staff and then presented to the full Commission. He felt like in the past the Commissioners were able to gain a full understanding and knowledge about the airport by working closely with airport staff. As a result, the Commission contributed more to the success of the airport and it was a lot more engaging.

Acting Secretary Biddle thanked the Commissioners for contributing to the discussion and for expressing that there is a desire to do more. She said all of these discussion topics will help reset the foundation for the Commission as things move forward. She explained that the Executive Director and her team will work to provide a structure that allows the Commission to contribute based off of key areas of agreement. If it is determined that small groups are best suited to work on projects, MAA will find a way to make that happen within the bounds of the Maryland Open Meetings Act.

Additionally, she stated that there are certain decisions that reside within MDOT and within MAA. It will need to be communicated to the Commission which decisions those are. She suggested that the orientation may be a good time to communicate what decisions reside within MAA and within MDOT.

Next Steps:

- Staff will compile notes from the discussion and seek to begin to identify a set of shared policy goals for the next Commission meeting.
- The Commission will discuss how best to advance this implementation work.

MARYLAND AVIATION COMMISSION
WEDNESDAY, AUGUST 27, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

BWI OPERATIONS & MAINTENANCE – Wayne Pennell, Chief, Division of BWI Operations & Maintenance

Final Action – Proposed Amendment to COMAR 11.03.01.13

MAA proposes to amend COMAR 11.03.01.13 “Public Hours of Operations” to “Business Hours of Operation” at BWI Marshall Airport.

In recent years, MAA has seen an increase in our persons experiencing homelessness (PEH) population that dwells and lodges in BWI Marshall Airport continuously during all hours of the day. To address these issues, the MAA Office of Airport Security has developed a comprehensive community-driven strategy that enhances the quality of life for PEH and supports a safe and secure BWI Marshall Airport Operating environment.

This proposed amendment serves to assist with the enforcement of security regulations and support a safe and secure BWI Marshall Airport Operating environment. Airports across the country have instituted similar language and has proven to be successful.

The MAA proposal to amend COMAR 11.03.01.13 “Public Hours of Operations” to “Business Hours of Operation” at the Airport was approved by the Maryland Aviation Commission on February 19, 2025. The required Maryland Register thirty (30) day public commitment period was executed online between June 13, 2025, and closed on July 13, 2025. No public comments were received.

Upon request for a motion for final approval of the amendments to COMAR 11.03.01.13, it was so moved by Commissioner Carey, seconded by Commissioner Sims, and approved unanimously.

Final Action – Proposed Amendment to COMAR 11.03.01.04 (A), (L) 13

MAA proposes the adoption of amendments to COMAR to update the definition of abandoned, derelict, inoperable and surplus vehicles and equipment; and to establish a directive to prohibit the parking of abandoned, derelict, inoperable and surplus motor vehicles and equipment. This directive also serves to provide the regulatory authority to remove these vehicles and equipment from the Air Operations Area at the owner’s expense. In addition to the update of the vehicle and equipment definitions, these proposed amendments serve to articulate the circumstances of when and how vehicles and equipment can be removed from the Airport.

The MAA proposal to amend COMAR 11.03.01.01 (B) (1), (22) “Definitions” and COMAR 11.03.01.04 (T) (1), (2), (3) “Control of Vehicular Traffic on the Air Operations Area” at the Airport was approved by the Maryland Aviation Commission on February 19, 2025. A Public

MARYLAND AVIATION COMMISSION
WEDNESDAY, AUGUST 27, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

Hearing was held on July 22, 2025, and the required Maryland Register thirty (30) day public comment period was executed August 8, 2025, and closed on September 8, 2025. No public comments were received.

Upon request for a motion for final approval of the amendments to COMAR 11.03.01.04 (A), (L), it was so moved by Commissioner Nichols, seconded by Commissioner Carey, and approved unanimously.

MARKETING AND AIR SERVICE DEVELOPMENT – Jordan Kayloe, Director of Air Service Development

Air Service Development at BWI

Looking at future capacity, Q4 2025 seats are up 2% year-over-year. In Q4 2025, Southwest leads capacity (72.5%), and Spirit is second (7.7%).

Airlines are beginning to announce new routes for FY26:

Spirit: returned to Montego Bay

Frontier: added Chicago, Houston, New Orleans, Cancun, and Fort Lauderdale

BermudAir: adds Anguilla beginning in December

Southwest: adds St. Thomas in February, Knoxville in March, and St. Maarten in April

BWI Marshall's route map now includes 90 nonstop destinations.

In Q4 2025, Washington-Dulles leads the region in seat capacity:

IAD: 33.7%

BWI: 33.2%

DCA: 33.1%

The gap is much larger looking at international seat capacity:

IAD: 87%

BWI: 9%

DCA: 4%

Total passenger traffic is trending downward after setting records. International traffic is trending up since Spring Break. Competition over Cancun slowed in March 2024. This winter there were fewer flights to Cancun.

Cargo volume has fluctuated, but is more positive recently. April and July increases may have been due to the general public increasing purchasing in response to the anticipated tariffs.

**MARYLAND AVIATION COMMISSION
WEDNESDAY, AUGUST 27, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT**

Cargo carrier relationships are evolving. Amazon recently selected 21 Air as one of their air transport providers.

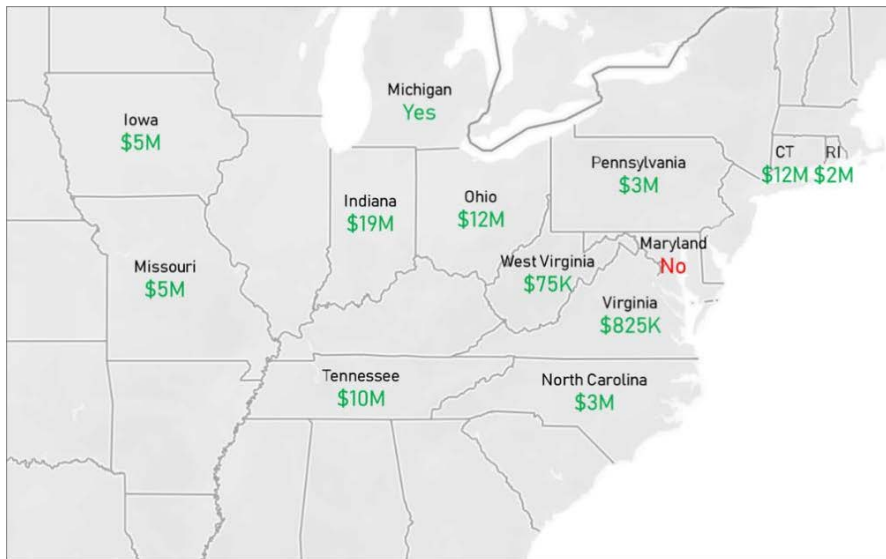
[RESTATED INFORMATION ORIGINALLY PRESENTED DURING 6/18/25 COMMISSION MEETING]

Competitive Air Service Incentives

FAA rules severely limit what U.S. airports can contribute monetarily to attract new air service. U.S. airports are therefore at a disadvantage when pitching to international airlines. Foreign airports are usually private companies with more flexibility in developing attractive financial packages.

Many airports do receive regional assistance. Regional governments, economic development entities, and destination marketing organizations go beyond what airports are permitted to provide in order to compete. These funds can be a difference maker when airlines are deciding among multiple opportunities with limited resources. With pilot and aircraft availability issues, regional funds are more important than ever.

States Surrounding Maryland Offer Larger Air Service Incentive Programs:



[RESTATED INFORMATION MATERIAL ORIGINALLY PRESENTED DURING 6/18/25 COMMISSION MEETING]

Recent Air Service Wins Required Significant Local Funding

- Saint Louis: Lufthansa can get up to \$5 million in subsidies over 2 years if it maintains an average of 3 times weekly nonstop flights to its hub in Frankfurt. The St. Louis County

MARYLAND AVIATION COMMISSION
WEDNESDAY, AUGUST 27, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

Port Authority and regional economic development group Greater St. Louis Inc. will each contribute \$2.5 million.

- **Cleveland:** Aer Lingus can get up to \$12 million in subsidies over 3 years to fly to its hub in The City of Cleveland, Cuyahoga County, and the Greater Cleveland Partnership are contributing \$2.4 million. JobsOhio is adding \$9.4 million more.
- **Indianapolis:** Aer Lingus can get up to \$19 million in subsidies over 2 years to fly 4 times weekly to its hub in Dublin. The Indiana Economic Development Corporation will provide \$17 million, with heavy backing from Eli Lilly. The airport will put up about \$2 million in credits and advertising.

BWI Marshall is working with local organizations to develop incentive packages. The airport has an Air Service Advisory Committee and has started working with the Greater Baltimore Committee, the Maryland Tourism Office (Dept. Of Commerce), as well as destination marketing organizations like Visit Annapolis & Anne Arundel County and Visit Baltimore.

International air service provides large returns on investment as depicted in the following example below:

Maryland Economic Impact of New Air Service

	Narrowbody International Service	Widebody Europe Service	Widebody Asia Service
Example Airline	Avianca	Air France	JAL
Example Route	San Salvador	Paris	Tokyo
Total Enplanements	52,627	74,572	57,735
Visitors	11,914	17,480	22,448
<u>Direct Impacts</u>			
Employment (jobs)	174	243	447
Earnings (mil. \$)	\$9.9	\$14.2	\$21.1
Output (mil. \$)	\$33.8	\$49.1	\$75.5
<u>Total Impacts</u>			
Employment (jobs)	325	463	796
Earnings (mil. \$)	\$14.9	\$21.5	\$35.1
Output (mil. \$)	\$59.5	\$86.3	\$135.0
State/Local Taxes (000 \$)	\$4,118	\$5,981	\$9,629

MARYLAND AVIATION COMMISSION
WEDNESDAY, AUGUST 27, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

The airport is seeking assistance from the Commission to encourage these organizations to help put together incentive packages for airlines.

How Commissioners Can Contribute to Our Success

Talk with community members:

- Armed with talking points and data
- Listening for air service deficiencies, both passenger and cargo
- Preparing for potential investment

Advocate with elected officials for potential legislation

- Highlight benefits to state economy for economic development and tourism
- Point out that Maryland is behind neighboring state programs

Report Back with Feedback and Contacts

- BWI Marshall will set up larger gatherings to educate community on:
 - Airline industry background
 - Competitive landscape for air service
 - Economic impacts and return on investment
- Gather usable data for airlines
- Develop plans to approach airlines based on identified needs

Next Steps:

- Expect talking points by the end of September
- If you already have leads, please send them to Jordan Kayloe (JKayloe@bwiairport.com)

OPEN DISCUSSION

Commissioner Reese asked questions about the flight activity of Avelo Airlines at BWI Marshall, particularly as it relates to deportation flights. She also asked about the state's relationship with the airline.

Executive Director Griffin explained that Avelo operates four commercial flights per week out of BWI Marshall. Those flights go to Wilmington, NC and New Haven, CT. Avelo also provides flights through a fixed based operator (FBO) at BWI Marshall. Some of these flights through the FBO may have been deportation flights. This FBO is a separate business entity located at the airport, and not controlled by BWI Marshall. MAA is working with MDOT to prepare a response

MARYLAND AVIATION COMMISSION
WEDNESDAY, AUGUST 27, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

to the multiple inquiries they have received on this topic. All of the commissioners will receive a copy of this response. She does not want to get into the specifics of the response at this time because it has not been finalized.

Commissioner Harris expressed a desire to ensure that Prince George's County is included in any upcoming airport marketing efforts targeting Maryland residents. She also inquired about what kind of roll out is being done for the new regulations impacting the state's DBE and ACDBE programs.

Executive Director Griffin explained that information regarding these new regulations has not been presented to the Commission yet. Information on the specifics of the new regulations impacting DBE and ACDBE programs is still being worked out at the state level. Once the information is finalized and made available, she and Acting Secretary Biddle will discuss how the new regulations will impact the programs at the airport. The Commission will be briefed on the programs in the future.

Commissioner Stanton asked if targeted marketing was being done to residents outside of Maryland such as Delaware, southern Pennsylvania, West Virginia and other states.

Executive Director Griffin, John Harvell (Deputy Chief of Marketing and Air Service Development) and Ashish Solanki (Director of Regional Aviation) spoke about opportunities to expand the airport's marketing efforts as well as partner with other state airports (i.e., Hagerstown and Salisbury) that provide commercial air service.

PUBLIC COMMENT PERIOD

Laurel Atwood read a prepared statement on Avelo Airlines and its operation of deportation flights. She requested that the State of Maryland, including Gov. Wes Moore and the Maryland Aviation Authority, end the contract with Avelo Airlines and Signature Aviation and stop all deportation flights.

Laura Donovan read a prepared statement on the severe health impacts that aviation-related noise has on her daily life. She says her severe health issues are attributed to a lack of sleep due to aviation-related noise from helicopters and large planes flying over her home.

MEETING ADJOURNED

MARYLAND AVIATION COMMISSION
WEDNESDAY, AUGUST 27, 2025
EXECUTIVE CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT

There being no further business, a motion to adjourn was made by Commissioner Carey, seconded by Commissioner Sims, and approved unanimously. The meeting adjourned at 2:55 p.m.

ACTION ITEMS

ACTION ITEMS FROM 8/27:

- Notes will be compiled from the Chapter 564 Policy Goals Discussion and staff will begin to identify a set of shared policy goals for the next Commission meeting.
- Commissioner Nichols asked if this amendment to COMAR 11.03.01 for Derelict Vehicles covered MTN or just BWI?

MAA RESPONSE:

There are separate regulations for BWI Marshall and MTN (see COMAR 11.03.01.01, et seq. for BWI, and see COMAR 11.03.02.01, et seq. for MTN). The regulation amendment just adopted only applies to BWI Marshall.

- Talking points will be provided to Commissioners so they may serve as community ambassadors / liaisons for the development of air service incentive programs.
- Commissioners requested MDOT's official position on Avelo Airlines regarding the deportation flights.

UPCOMING MARYLAND AVIATION COMMISSION REQUIREMENTS:

- Orientation for new Commissioners

ONGOING DISCUSSIONS FROM PREVIOUS MEETINGS:

- Setting up committee structure
- Creation of policy framework

TABB

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

MARYLAND AVIATION COMMISSION
MAJOR CAPITAL PROJECTS APPROVAL FY 2026

November 12, 2025

1. SUBJECT AND BACKGROUND

The Maryland Aviation Commission (MAC), established by Chapter 457, Acts of 1994 (Transportation Article, §5-201.2(c)), effective October 1, 1994, is required under Transportation Article, §2-103.1(a)(4), Annotated Code of Maryland, to approve Major Capital Projects at the State-owned Baltimore/Washington International Thurgood Marshall (BWI Marshall) and Martin State (MTN) airports.

Per the statute, a “Major Capital Project” is defined as any new, expanded, or significantly improved facility or service that involves planning, environmental studies, design, right-of-way, construction, or purchase of essential equipment related to the facility or service.

The Maryland Aviation Administration (MAA) submitted its Draft Consolidated Transportation Program (CTP) to the Maryland Department of Transportation (MDOT), The Secretary’s Office (TSO) in May 2025, and will submit its Final CTP in November 2025. MAA’s draft capital program totals \$830.2 million for the six-year period FY 2026–2031, a decrease of \$221.1 million from the prior FY 2025–2030 program.

The CTP is MDOT’s six-year capital investment plan for each modal administration. It includes projects for the current year, budget year, and the following four years. A comprehensive update is conducted annually, beginning in spring. A Draft CTP is released in September, followed by meetings with local officials to gather input. The Final CTP is published in December and presented to the General Assembly to support MDOT’s capital budget request. The CTP is available online at MDOT Capital Programming [Capital Programming – MDOT \(maryland.gov\)](https://www.maryland.gov/capital-programming).

CTP capital projects fall into three categories:

- **Major Construction:** New, expanded, or significantly improved facilities.
- **Major Design & Evaluation (D&E):** Planning and preliminary design for future construction candidates.
- **System Preservation:** Rehabilitation or preservation of existing facilities with limited scope.

All previously approved projects continue to progress through the project lifecycle as funding becomes available.

2. DISCUSSION

During the Draft submission, the capital programming team reallocated Federal funding savings from previously approved projects, enabling the addition of two (2) capital projects to the six-year program. These project are funded with Special Funds (i.e. Transportation Trust Fund) and Federal funding from the Federal Aviation Administration Airport Improvement Program.

North Cargo Pavement Rehabilitation at BWI Marshall Airport - \$34.3M (Federal \$25.7M/Special \$8.5M)

This project will rehabilitate the North Cargo pavement area at BWI Marshall in three phases:

- Phase 1 - Pavement rehabilitation of Taxilane J and pavement reconstruction of cargo positions F18-F20 in concrete.
- Phase 2 - Rehabilitation/replacement of the pavement for cargo positions F1-F5 and concrete pavement rehabilitation of parking positions F6-F9.
- Phase 3 - Concrete pavement rehabilitation of the entire cargo ramp between cargo buildings D & E including parking positions F10-F17 and the adjacent taxilane.

The 2023 Pavement Condition Index (PCI) report identified this area as being in very poor to fair condition. The improvements will enhance operational conditions and reduce future maintenance costs and disruptions. This project was previously part of the Minor System Preservation program and not previously approved. Phases 1 and 2 are in design, with construction anticipated to begin in FY 2027.

Runway 15R/33L Pavement Mill and Overlay at BWI Marshall Airport - \$12.5M (Federal \$9.4M Federal/Special \$3.1M)

This project will resurface Runway 15R/33L, including:

- Pavement repairs and tie-ins to adjacent taxiways and runway.
- Replacement of edge, centerline, threshold, and touchdown zone lights with LED fixtures.
- Replacement of runway surface sensors.

The 2023 PCI report projects the runway's condition will decline into the fair range within the next few years. Resurfacing will maintain safety and performance. Upgrading to LED lighting will reduce power consumption and maintenance needs.

3. CONCLUSION

MAA's Final FY 2026–2031 CTP reflects project priorities and funding levels consistent with MDOT guidelines. The newly added projects support the State of Good Repair (SOGR) strategy,

ensuring continued safe and efficient airport operations while addressing aging infrastructure. The Final CTP will be presented to the General Assembly in February 2026.

4. RECOMMENDATION

Approved

Disapproved

Date: _____

TABC

MARYLAND AVIATION ADMINISTRATION

Decision Paper

Airport Noise Zone and Noise Abatement Plan Update BWI Marshall Airport

1. SUBJECT/ISSUE

The Maryland Department of Transportation Maryland Aviation Administration (MAA) proposes to update the Code of Maryland Regulations (COMAR) to reflect an updated Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). The MAA develops and certifies the BWI Marshall ANZ pursuant to the *Maryland Environmental Noise Act of 1974* (See Transportation Article, §§5-805, 5-806, and 5-819, Annotated Code of Maryland). The current ANZ for BWI Marshall, certified in 2021, is referenced in COMAR Section 11.03.01.12 - *Certified Baltimore/Washington International Thurgood Marshall Airport (BWI) Noise Zone* and incorporated by reference in COMAR Section 11.03.01.01-1(B)(5).

In accordance with the Annotated Code of Maryland, Transportation §5-201 (b)(2), the Maryland Aviation Commission is required to approve MAA regulations prior to their adoption by the Executive Director.

2. DISCUSSION

Maryland law requires that an assessment of the noise environment created by the operation and projected future use of an airport be regularly undertaken, which includes the delineation of an ANZ and identification of any impacted land use area. An ANZ and NAP were first established for BWI Marshall in 1976 and were updated in 1982, 1988, 1993, 1998, 2007, 2014 and 2020. The ANZ represents the boundaries for determining incompatible activities or land uses under Maryland law and is used to restrict noise-sensitive development that would be incompatible with the cumulative noise exposure level acceptable for an area.

Airport Noise Zone

The ANZ contour is determined by a composite of three Day Night Average Sound Level (DNL) contours: a base year contour, a 5-year forecast contour (2030), and a 10-year forecast contour (2035). The largest of the three contours in any area around the Airport determines the ANZ. The 2025 ANZ for BWI Marshall is shown on **Attachment 1**.

The 2025 ANZ encompasses approximately 3,802 acres (approximately 5.9 square miles) within the composite 65 DNL dB noise contour, 63% of which remains on MAA property, and is approximately 1,742 acres smaller than the 2020 ANZ contour (a decrease of 31%). The 2025 ANZ also represents a 57% decrease in estimated population, and a 59% decrease in estimated households, relative to the 2020 ANZ. Notable factors that result in the decrease in size, households, and population include a smaller number of operations relative to the 2020 ANZ, the implementation of new arrival and departure procedures in 2024, and changes to the fleet mix forecast for 2030 and 2035, including a continued shift towards quieter aircraft. A comparison of

the 2020 and 2025 ANZ contours is shown on **Attachment 2**.

Review of NAP for BWI Marshall

MAA is required to implement an NAP at BWI Marshall if an impacted land use area exists within the ANZ. The NAP prescribes measures to monitor and reduce or eliminate impacted land use areas around BWI Marshall to the extent feasible, while maintaining safe and efficient airport operations. The NAP is designed to minimize the noise of aircraft operations within the constraints of the Federal Air Traffic Control System while ensuring aircraft safety.

BWI Marshall has a comprehensive NAP which has been developed over several decades, through extensive cooperative efforts with citizens and users of BWI Marshall. The program includes noise abatement measures, compatible land use measures and measures that focus on program implementation, communication, monitoring, and updating. This cooperative airport, citizen, and user effort has been, and will continue to be, the key to the success of the noise abatement program.

The review of the NAP as part of this process included a review and analysis of compliance with the historic noise abatement procedures, a refinement of the description of current NAP procedures to remove the unused Runway 33L Interstate Visual arrival procedure, and inclusion of programmatic measures such as MAA publication of the Annual Noise and Operations Report.

Public Participation

The 2025 BWI Marshall ANZ Update includes opportunities for public involvement and participation. A Stakeholder Advisory Committee (SAC) was convened at the onset of the study, which included representatives of stakeholder groups such as tenants, local planning and zoning officials, and representation from communities most affected by airport noise. The SAC was convened three times during the ANZ update process, in April, June, and September 2025 to solicit input, review materials, and provide a means to disseminate study findings. A public meeting and hearing offering the opportunity to provide comment will be held prior to the certification of the 2025 ANZ by the Executive Director.

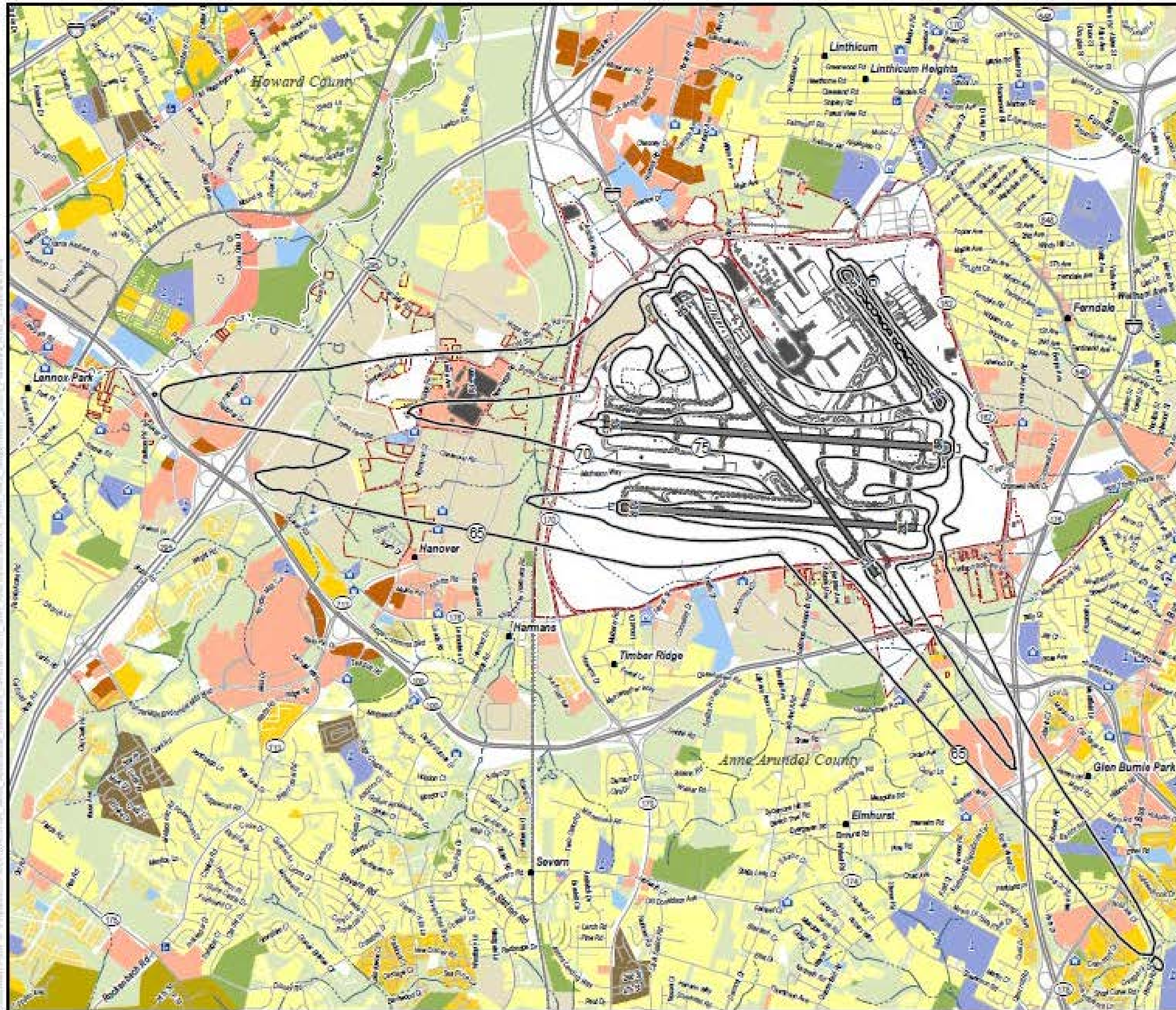
3. CONCLUSION

MAA has completed the technical work associated with updating the 2025 ANZ and NAP for BWI Marshall. The MAA proposes to proceed with the update of the ANZ and NAP for BWI Marshall in COMAR. MAA will publish both the proposed ANZ and NAP as a proposed action in the Maryland Register, and will hold a public hearing on the proposed action. The public will be able to comment on the proposed action at the public hearing. Maryland Aviation Commission approval will be sought prior to the final adoption of regulations establishing the updated ANZ and NAP for BWI Marshall.

4. RECOMMENDATION


































MAA recommends that the Maryland Aviation Commission approve the proposed updates to the ANZ and NAP for BWI Marshall as to be provided for in amendments to COMAR 11.03.01.12 and 11.03.01.01-1(B)(5).

Approved _____ Disapproved _____ Date _____

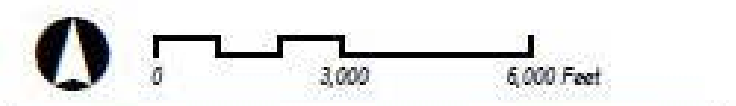


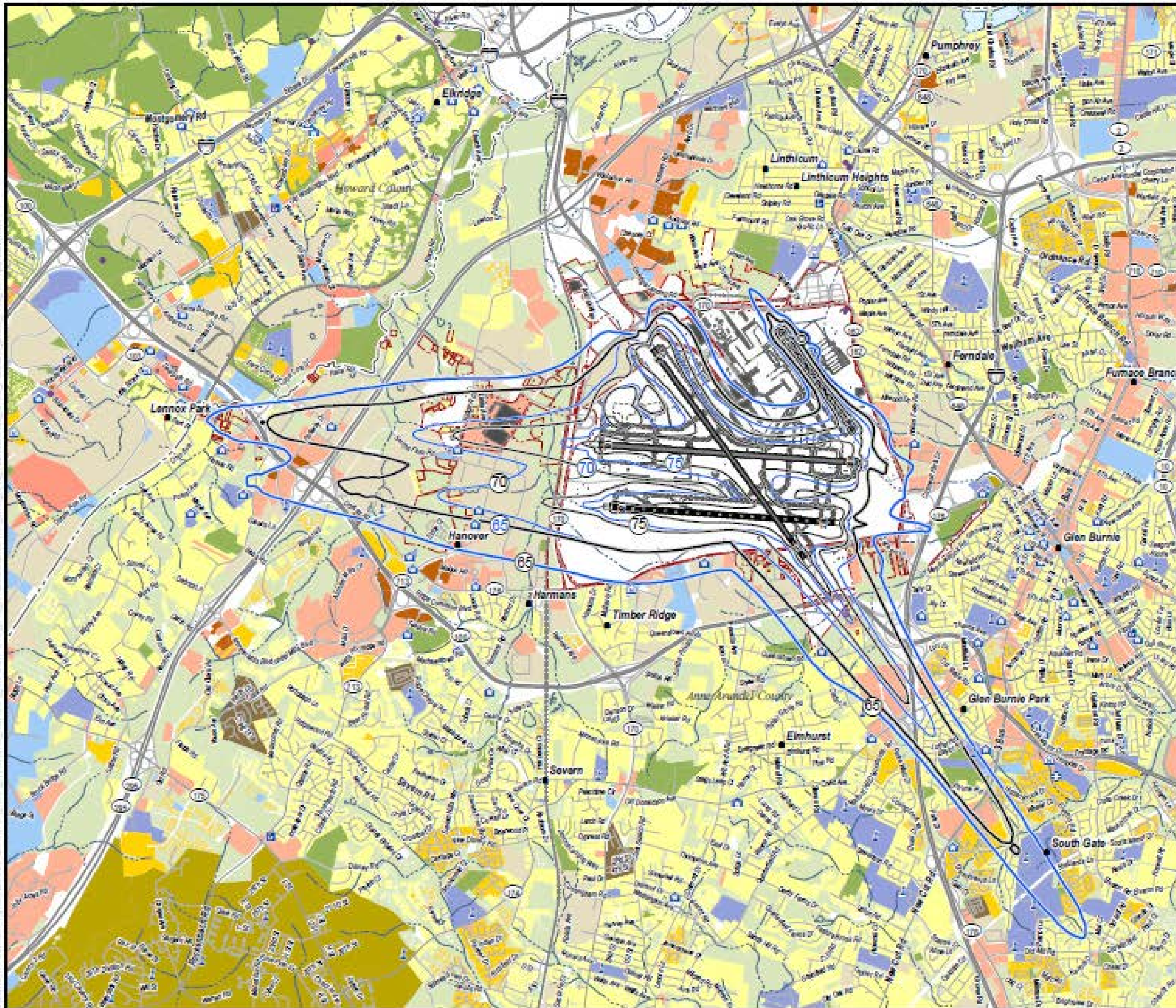
Airport Noise Zone Update

Attachment 1
2025 ANZ Contours

-  2025 ANZ Contours
-  MAA Property Boundary
-  Runup Locations
-  Helicopter Operation Area
-  Runway
-  Airport Buildings
-  Airport Pavement Edge
-  Airport Pavement Shoulder
-  County Boundary
-  Roads
-  Railroad
-  Stream / Creek
-  Residential Use
-  Multi-Family Residential Use
-  Mobile Home
-  Transient Lodging
-  Mixed Use
-  Public Use (Non-Competible)
-  Public Use (Competible)
-  Water
-  Military Use
-  Commercial Use
-  Manufacturing / Production
-  Vacant / Undeveloped
-  Recreational / Open Space
-  Golf
-  Transportation / Utility
-  School
-  Library
-  Place of Worship
-  Hospital / Health Care
-  Nursing / Assisted Living
-  Historic Place (NRHP)

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





Airport Noise Zone Update

Attachment 2
 2025 ANZ Compared to 2020 ANZ

- 2025 ANZ Contours
- 2020 ANZ Contours
- MAA Property Boundary
- Runup Locations
- Helicopter Operation Area
- Runway
- Future Runway / Extension
- Airport Buildings
- Airport Pavement Edge
- Airport Pavement Shoulder
- County Boundary
- Roads
- Railroad
- Stream / Creek
- Residential Use
- Multi-Family Residential Use
- Mobile Home
- Transient Lodging
- Mixed Use
- Public Use (Non-Competible)
- Public Use (Competible)
- Water
- Military Use
- Commercial Use
- Manufacturing / Production
- Vacant / Undeveloped
- Recreational / Open Space
- Golf
- Transportation / Utility
- School
- Place of Worship
- Nursing / Assisted Living
- Library
- Hospital / Health Care
- Historic Place (NRHP)

Data Sources: Maryland Aviation Administration; Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNewcom; HMMH Inc.



MARYLAND AVIATION ADMINISTRATION

Decision Paper

Airport Noise Zone and Noise Abatement Plan Update Martin State Airport

1. SUBJECT/ISSUE

The Maryland Department of Transportation Maryland Aviation Administration (MAA) proposes to update the Code of Maryland Regulations (COMAR) to reflect an updated Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for Martin State Airport (MTN). The MAA develops and certifies the MTN ANZ pursuant to the *Maryland Environmental Noise Act of 1974* (See Transportation Article, §§5-805, 5-806, and 5-819, Annotated Code of Maryland). The current ANZ for MTN, certified in 2021, is referenced in COMAR Section 11.03.02.10 - *Certified Martin State Airport (MTN) Noise Zone* and incorporated by reference in COMAR Section 11.03.01.01-1(B)(6).

In accordance with the Annotated Code of Maryland, Transportation §5-201 (b)(2), the Maryland Aviation Commission is required to approve MAA regulations prior to their adoption by the Executive Director.

2. DISCUSSION

Maryland law requires that an assessment of the noise environment created by the operation and projected future use of the airport be regularly undertaken, which includes the delineation of an ANZ and identification of any impacted land use area. An ANZ and NAP were first established for MTN in 1977 and was updated in 1984, 1988, 1996, 2001, 2012 and 2020. The ANZ represents the boundaries for determining incompatible activities or land uses under Maryland law and is used to restrict noise-sensitive development that would be incompatible with the cumulative noise exposure level acceptable for an area.

Airport Noise Zone

The ANZ contour is determined by a composite of three Day Night Average Sound Level (DNL) contours: a base year contour, a 5-year forecast contour (2030), and a 10-year forecast contour (2035). The largest of the three contours in any area around the Airport determines the ANZ. The MTN 2025 ANZ is shown on **Attachment 1**.

The 2025 ANZ encompasses 286 acres, a 30% decrease from the 411 acres contained within the previous ANZ. The 2025 ANZ remains over either the airport (95%) or other compatible land uses (5%), and there are no noise-sensitive land uses within the ANZ. The decrease in size is primarily associated with the deactivation of the Maryland Air National Guard A-10 aircraft. A comparison of the previous and proposed ANZ contours is shown on **Attachment 2**.

Review of NAP for MTN

MAA is required to implement a NAP at MTN if an impacted land use area exists within the ANZ. The MTN NAP prescribes measures to monitor and reduce or eliminate impacted land use areas around MTN to the extent feasible, while maintaining safe and efficient airport operations. The NAP is designed to minimize the noise of aircraft operations within the constraints of the Federal Air Traffic Control System and ensure aircraft safety.

Currently, there are no impacted land use areas within the ANZ for MTN, however, MAA has reviewed the status of the NAP to ensure the existing measures address potential noise concerns. While no changes were made to the NAP, MAA has identified a series of strategies to increase awareness of and compliance with the voluntary measures prescribed in the NAP.

Public Participation

The 2025 MTN ANZ Update includes opportunities for public involvement and participation. A Stakeholder Advisory Committee (SAC) was convened at the onset of the study, which included representatives of stakeholder groups such as tenants, local planning and zoning officials, and representation from communities most affected by airport noise. The SAC was convened three times during the ANZ update process, in April, June, and September 2025 to solicit input, review materials, and provide a means to disseminate study findings. A public meeting and hearing offering the opportunity to provide comment will be held prior to the certification of the 2025 ANZ by the Executive Director.

Review of Potential Need for Noise Assistance Programs

As indicated above, there are no incompatible land uses within the 2025 MTN ANZ. Therefore, a Federal Aviation Administration Part 150 Study is not warranted, as there is no need to pursue federal funding for noise assistance programs.

3. CONCLUSION

MAA has completed the technical work associated with updating the 2025 ANZ and NAP for MTN. The MAA proposes to proceed with the update of the ANZ and NAP for MTN in COMAR. MAA will publish both the proposed ANZ and NAP as a proposed action in the Maryland Register and will hold a public hearing on the proposed action. The public will be able to comment on the proposed action at the public hearing. Maryland Aviation Commission approval will be sought prior to the final adoption of regulations establishing the updated ANZ and NAP for MTN.

4. RECOMMENDATION

MAA recommends that the Maryland Aviation Commission approve the revised and proposed updated ANZ and NAP for MTN as to be provided for in amendments to COMAR 11.03.02.10 *Certified Martin State Airport (MTN) Noise Zone* and COMAR 11.03.01.01-1 *Incorporation by Reference*.

Approved _____ Disapproved _____ Date _____

