

# Baltimore/Washington Thurgood Marshall International Airport

## Annual Operations and Noise Report Calendar Year 2025



This report provides a review of the aviation noise program and aircraft operations at Baltimore/Washington Thurgood Marshall International Airport (BWI Marshall) for the calendar year 2025. Included in this report is information on aircraft operations, cumulative noise exposure, noise levels at permanent noise monitors, complaints received about aircraft noise, and observance rates for noise abatement procedures.

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## Highlights and Overview

The Maryland Aviation Administration (MAA) fosters the vitality of aviation statewide and promotes safe and efficient operations, economic viability, and environmental stewardship. Responsible for the operation of Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) and Martin State Airport (MTN), MAA provides friendly, convenient facilities and customer services and develops enhanced domestic and international passenger and cargo opportunities through inter-modalism and state-of-the-art technology.

The Noise Section of the Office of Environmental Compliance and Sustainability is committed to monitoring aircraft operations and airport related noise levels in the communities surrounding BWI Marshall and MTN Airports, and is dedicated to helping stakeholders understand the facts, science, and regulations associated with airport noise in a transparent, clear, and accessible way to those we serve.

### 2025 Annual Operations and Noise Snapshot

|                                   |  |
|-----------------------------------|--|
| <b>Operations (Overall)</b>       | In 2025, BWI Marshall handled 237,879 operations (averaging 651.7 daily operations). Approximately 86% of operations are flown by scheduled passenger carriers, and 4% by dedicated cargo operators.                                   |
| <b>Operations (Time of Day)</b>   | Overall, 83% of all BWI Marshall operations occurred during daytime hours (7:00 a.m. – 10:00 p.m.).  |
| <b>Operational Flow</b>           | In 2025, 64.4% of operations occurred in west flow and 35.6% in east flow.   |
| <b>Noise Monitoring</b>           | Each of MAA's 24 permanent noise monitors operated as expected. MAA fulfilled nine portable noise monitoring requests in 2025.   |
| <b>Noise Complaints</b>           | MAA received 119,630 noise complaints from 569 individuals (529 households) in 2025. 77% of all complaints from 2025 originated from 10 complainants. The majority of noise complaints originate from beyond the 50 DNL noise contour. |
| <b>Noise Abatement Procedures</b> | There was overall 95% compliance with MAA's voluntary Noise Abatement Departure and Arrival procedures.  |

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## Introduction

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BWI Marshall is owned and operated by the MAA on behalf of the State of Maryland. MAA fosters the vitality of aviation statewide and promotes safe and efficient operations, economic viability and environmental stewardship. MAA provides friendly, convenient facilities and customer services, and develops enhanced domestic and international passenger and cargo opportunities through inter-modalism and state-of-the-art technology.

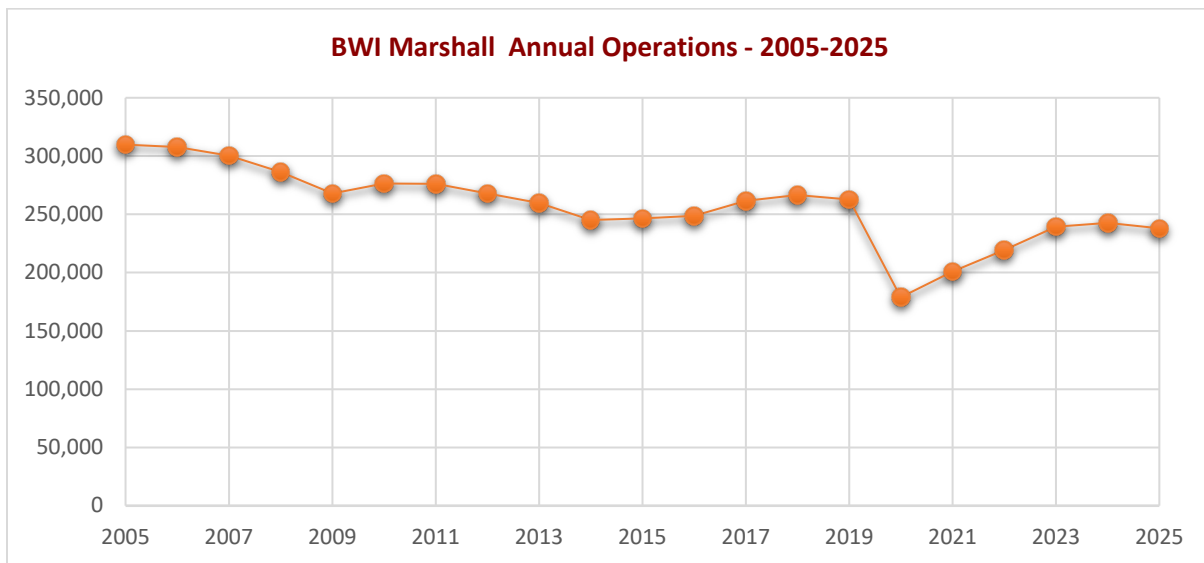
MAA is responsible for the operation and maintenance of BWI Marshall facilities, including runways and taxiways, and is required to ensure that all facilities meet Federal Aviation Administration (FAA) regulations. Commercial pilots fly prescribed routes to and from BWI Marshall as instructed by air traffic controllers. The FAA is responsible for managing BWI Marshall's airspace and for ensuring the safe and expeditious flow of traffic. Flight path procedures are dictated by the FAA, taking into account considerations of operational, safety, and air traffic control procedures. The ultimate authority of the aircraft rests with the pilot.

MAA prepared this report to document important operational information in 2025. This information supplements and expands upon the information provided in MAA Quarterly Noise Reports, and can be compared with information provided in the 2024 Annual Operations and Noise Report, available at <https://marylandaviation.com/environmental/airport-noise/quarterly-noise-reports>. Throughout the report, noise is measured using the Day Night Average Sound Level (DNL), which is an aggregate measure of aviation noise over a 24-hour period, with 10 decibels (dB) added to nighttime noise events to account for increased human sensitivity at night. DNL is the FAA's required noise metric for the assessment of aircraft noise and was adopted through 14 Code of Federal Regulations Part 150 as required to meet the provisions of the Aviation Safety and Noise Abatement Act of 1979. The threshold used for potential eligibility for FAA funded mitigation programs administered by MAA is 65 DNL.

## BWI Marshall Aircraft Operations in 2025

In 2025, the FAA reported 237,879 operations at BWI Marshall, averaging 651.7 operations per day. The operational information in this report is based on MAA’s Airport Noise and Operations Monitoring System (ANOMS), which reported 235,033 operations.<sup>1</sup> Approximately 86% of operations are flown by scheduled passenger carriers, and another 4% by dedicated cargo operators. The balance of operations (10%) at BWI Marshall consist of general aviation operations, including charter operations, corporate operations, medical support operations, private pilot activity, and military operations.

Since 2005, operations at BWI Marshall remain at lower levels, and have decreased slightly compared to 2024 (approximately 2%).



Source: FAA Air Traffic Activity System (ATADS), accessed January 28, 2026

The primary focus of this report is air carrier passenger and air cargo operations conducted at BWI Marshall. The following tables provide information about the most frequently used aircraft during 2025, the total number of operations by operator and by aircraft type flown and time of day of operations during 2025, for both airlines and cargo operators.

<sup>1</sup> The ANOMS system does not capture operations by military aircraft for national security purposes, and may be subject to general aviation pattern work and touch-and-go undercapture due to surveillance altitude and coverage limits.

## 2025 Top 10 Most Frequently Flown Aircraft

| Aircraft                | Operators  | Operations | % of Total |
|-------------------------|--|------------|------------|
| Boeing 737-700 series   | Avelo Airlines, Copa Airlines, Eastern Air Express, Southwest Airlines, United Airlines  | 59,087     | 25%        |
| Boeing 737-800 series   | Alaska Airlines, American Airlines, Atlas Air, Avelo Airlines, Copa Airlines, Delta Air Lines, Southwest Airlines, Sun Country Airlines, United Airlines | 52,471     | 22%        |
| Boeing 737 MAX 8 series | Alaska Airlines, American Airlines, Contour Airlines, Copa Airlines, Icelandair, Southwest Airlines, United Airlines                                     | 48,735     | 21%        |
| Airbus A320neo          | Frontier Airlines, Play Airlines, Spirit Airlines  | 7,219      | 3%         |
| Airbus A320 series      | Air Canada, Allegiant Air, American Airlines, Delta Air Lines, Envoy Air, Frontier Airlines, JetBlue Airways, Spirit Airlines, United Airlines           | 5,501      | 2%         |
| Boeing 767-300 series   | 21 Air, Inc, ABX Air, Air Transport International, FedEx, UPS  | 5,181      | 2%         |
| Boeing 737-900 series   | Alaska Airlines, Delta Air Lines, United Airlines  | 4,983      | 2%         |
| Airbus A321neo          | American Airlines, Delta Air Lines, Frontier Airlines, Play Airlines, Spirit Airlines, United Airlines   | 4,712      | 2%         |
| Airbus A321 series      | American Airlines, Delta Air Lines, Frontier Airlines, Jetblue Airways, Sprit Airlines   | 4,498      | 2%         |
| Boeing 757-200          | Air Transport International, Delta Air Lines, FedEx, United Airlines, UPS  | 2,788      | 1%         |
| All Others              |  | 39,858     | 17%        |

Source: MAA ANOMS

### 2025 Annual Airline Operations by Aircraft Type

| Airline |                   | Aircraft |                         | Operations | % of Total |
|---------|-------------------|----------|-------------------------|------------|------------|
| AAL     | American Airlines | A21N     | Airbus A321neo          | 54         | 0.0%       |
|         |                   | A319     | Airbus A319 series      | 812        | 0.4%       |
|         |                   | A320     | Airbus A320 series      | 282        | 0.1%       |
|         |                   | A321     | Airbus A321 series      | 772        | 0.4%       |
|         |                   | B38M     | Boeing 737 MAX 8 series | 659        | 0.3%       |
|         |                   | B738     | Boeing 737-800 series   | 4,407      | 2.2%       |
| AAY     | Allegiant Air     | A319     | Airbus A319 series      | 16         | 0.0%       |
|         |                   | A320     | Airbus A320 series      | 114        | 0.1%       |
| ACA     | Air Canada        | A320     | Airbus A320 series      | 6          | 0.0%       |
| ASA     | Alaska Airlines   | B38M     | Boeing 737 MAX 8 series | 10         | 0.0%       |
|         |                   | B39M     | Boeing 737 MAX 9 series | 391        | 0.2%       |
|         |                   | B738     | Boeing 737-800 series   | 208        | 0.1%       |
|         |                   | B739     | Boeing 737-900 series   | 562        | 0.3%       |
| ASH     | Mesa Airlines     | E170     | Embraer 170/175         | 2          | 0.0%       |
|         |                   | E75L     | Embraer 175             | 354        | 0.2%       |
| AWI     | Air Wisconsin     | CRJ2     | Bombardier CRJ-200LR    | 18         | 0.0%       |
| BAW     | British Airways   | B772     | Boeing 777-200 series   | 572        | 0.3%       |
|         |                   | B77W     | Boeing 777-300ER        | 24         | 0.0%       |
|         |                   | B788     | Boeing 787-8 Dreamliner | 68         | 0.0%       |
|         |                   | B789     | Boeing 787-900 series   | 14         | 0.0%       |
| BMA     | BermudAir         | E190     | Embraer 190             | 68         | 0.0%       |
|         |                   | E75L     | Embraer 175             | 204        | 0.1%       |
| CFG     | Condor            | A339     | Airbus A330-900         | 2          | 0.0%       |
| CMP     | Copa Airlines     | B38M     | Boeing 737 MAX 8 series | 83         | 0.0%       |
|         |                   | B39M     | Boeing 737 MAX 9 series | 98         | 0.0%       |
|         |                   | B737     | Boeing 737-700 series   | 4          | 0.0%       |
|         |                   | B738     | Boeing 737-800 series   | 240        | 0.1%       |
| DAL     | Delta Air Lines   | A21N     | Airbus A321neo          | 73         | 0.0%       |
|         |                   | A319     | Airbus A319 series      | 501        | 0.2%       |
|         |                   | A320     | Airbus A320 series      | 780        | 0.4%       |
|         |                   | A321     | Airbus A321 series      | 1,540      | 0.8%       |
|         |                   | A339     | Airbus A330-900         | 2          | 0.0%       |
|         |                   | A359     | Airbus A350-900         | 8          | 0.0%       |
|         |                   | B712     | Boeing 717 series       | 2,040      | 1.0%       |
|         |                   | B738     | Boeing 737-800 series   | 279        | 0.1%       |
|         |                   | B739     | Boeing 737-900 series   | 2,741      | 1.4%       |
|         |                   | B752     | Boeing 757-200          | 2,487      | 1.2%       |
|         |                   | B753     | Boeing 757-300          | 2          | 0.0%       |
|         |                   | B764     | Boeing 767-400ER        | 16         | 0.0%       |

| Airline |                          | Aircraft |                         | Operations | % of Total |
|---------|--------------------------|----------|-------------------------|------------|------------|
|         |                          | BCS1     | Airbus A220-100         | 134        | 0.1%       |
|         |                          | BCS3     | Airbus A220-300         | 144        | 0.1%       |
| EDV     | Endeavor Air             | CRJ9     | Bombardier CRJ900       | 23         | 0.0%       |
| ENY     | Envoy Air                | E170     | Embraer 170             | 1,960      | 1.0%       |
|         |                          | E75L     | Embraer 175             | 38         | 0.0%       |
| ETD     | Etihad Airways           | B789     | Boeing 787-900 series   | 2          | 0.0%       |
| FFT     | Frontier Airlines        | A20N     | Airbus A320neo          | 3,333      | 1.7%       |
|         |                          | A21N     | Airbus A321neo          | 1,531      | 0.8%       |
|         |                          | A320     | Airbus A320 series      | 234        | 0.1%       |
|         |                          | A321     | Airbus A321 series      | 656        | 0.3%       |
| FLE     | Flair Airlines           | B38M     | Boeing 737 MAX 8 series | 4          | 0.0%       |
| FPY     | Play Airlines            | 32N      | Airbus A320neo          | 14         | 0.0%       |
|         |                          | 32Q      | Airbus A321neo          | 30         | 0.0%       |
|         |                          | A20N     | Airbus A320neo          | 386        | 0.2%       |
|         |                          | A21N     | Airbus A321neo          | 60         | 0.0%       |
| HAL     | Hawaiian Airlines        | A332     | Airbus A330-200         | 2          | 0.0%       |
|         |                          | A333     | Airbus A333-300         | 2          | 0.0%       |
| ICE     | Icelandair               | B38M     | Boeing 737 MAX 8 series | 448        | 0.2%       |
|         |                          | B39M     | Boeing 737 MAX 9 series | 268        | 0.1%       |
| ITY     | ITA Airways              | A339     | Airbus A330-900         | 2          | 0.0%       |
| JBU     | Jetblue Airways          | A320     | Airbus A320 series      | 4          | 0.0%       |
|         |                          | A321     | Airbus A321 series      | 14         | 0.0%       |
|         |                          | BCS3     | Airbus A220-300         | 1          | 0.0%       |
|         |                          | E190     | Embraer 190             | 2          | 0.0%       |
| KLM     | KLM Royal Dutch Airlines | A332     | Airbus A330-200         | 2          | 0.0%       |
| NKS     | Spirit Airlines          | A20N     | Airbus A320neo          | 3,484      | 1.7%       |
|         |                          | A21N     | Airbus A321neo          | 2,961      | 1.5%       |
|         |                          | A320     | Airbus A320 series      | 3,103      | 1.5%       |
|         |                          | A321     | Airbus A321 series      | 1,505      | 0.7%       |
| PDT     | Piedmont Airlines        | E145     | Embraer 145 ER          | 12         | 0.0%       |
| RPA     | Republic Airlines        | E170     | Embraer 170             | 526        | 0.3%       |
|         |                          | E75L/S   | Embraer 175             | 1,894      | 0.9%       |
| SCX     | Sun Country Airlines     | B738     | Boeing 737-800 series   | 1,674      | 0.8%       |
| SKW     | SkyWest Airlines         | CRJ9     | Bombardier CRJ900       | 4          | 0.0%       |
|         |                          | E75L     | Embraer 175             | 122        | 0.1%       |
| SWA     | Southwest Airlines       | 73W      | Boeing 737-700          | 1          | 0.0%       |
|         |                          | B38M     | Boeing 737 MAX 8 series | 45,953     | 22.8%      |
|         |                          | B737     | Boeing 737-700 series   | 58,280     | 28.9%      |
|         |                          | B738     | Boeing 737-800 series   | 43,612     | 21.6%      |
| UAL     | United Airlines          | A21N     | Airbus A321neo          | 2          | 0.0%       |

| Airline      |                         | Aircraft |                            | Operations     | % of Total     |
|--------------|-------------------------|----------|----------------------------|----------------|----------------|
|              |                         | A319     | Airbus A319 series         | 633            | 0.3%           |
|              |                         | A320     | Airbus A320 series         | 935            | 0.5%           |
|              |                         | B38M     | Boeing 737 MAX 8 series    | 1,552          | 0.8%           |
|              |                         | B39M     | Boeing 737 MAX 9 series    | 1,247          | 0.6%           |
|              |                         | B737     | Boeing 737-700 series      | 527            | 0.3%           |
|              |                         | B738     | Boeing 737-800 series      | 1,450          | 0.7%           |
|              |                         | B739     | Boeing 737-900 series      | 1,680          | 0.8%           |
|              |                         | B752     | Boeing 757-200             | 6              | 0.0%           |
|              |                         | B753     | Boeing 757-300             | 14             | 0.0%           |
|              |                         | B764     | Boeing 767-400ER           | 2              | 0.0%           |
|              |                         | B772     | Boeing 777-200 series      | 10             | 0.0%           |
|              |                         | B77W     | Boeing 777-300ER           | 4              | 0.0%           |
|              |                         | B788     | Boeing 787-8 Dreamliner    | 4              | 0.0%           |
|              |                         | B789     | Boeing 787-900 series      | 10             | 0.0%           |
|              |                         | UCA      | CommutAir (United Express) | E145           | Embraer 145 ER |
| E45X         | Embraer 145XR           |          |                            | 6              | 0.0%           |
| VIR          | Virgin Atlantic Airways | A333     | Airbus A333-300            | 4              | 0.0%           |
| VTE          | Contour Airlines        | CRJ2     | Bombardier CRJ-200LR       | 28             | 0.0%           |
|              |                         | E135     | Embraer 135 ER             | 134            | 0.1%           |
|              |                         | E145     | Embraer 145 ER             | 273            | 0.1%           |
| VXP          | Avelo Airlines          | B737     | Boeing 737-700 series      | 254            | 0.1%           |
|              |                         | B738     | Boeing 737-800 series      | 120            | 0.1%           |
| <b>Total</b> |                         |          |                            | <b>201,838</b> | <b>100%</b>    |

Source: MAA ANOMS

## 2025 Annual Cargo Operations by Aircraft Type

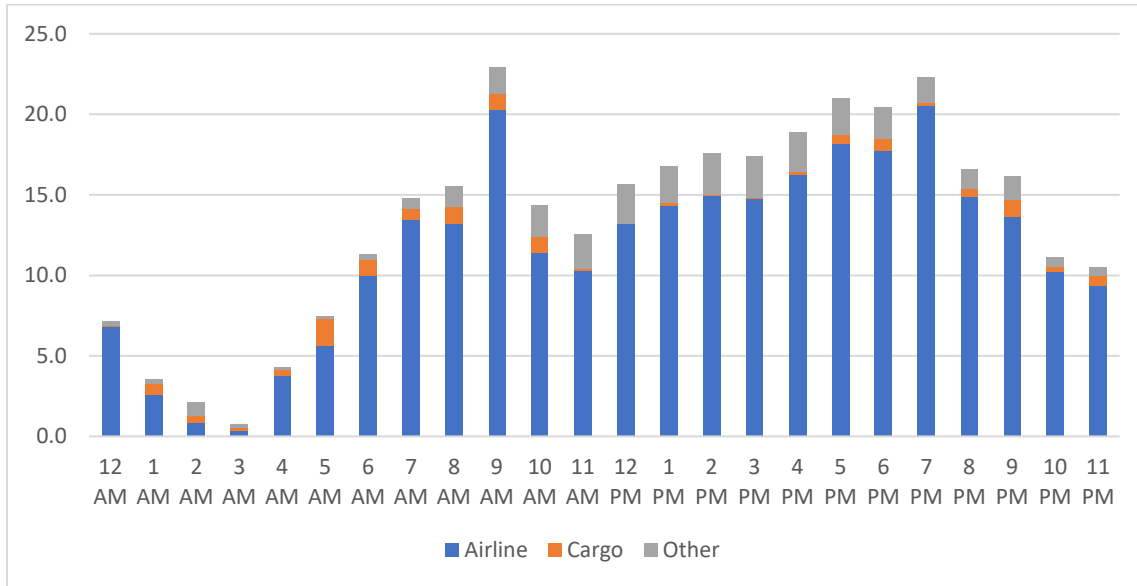
| Airline      |                             | Aircraft |                         | Operations   | % of Total  |
|--------------|-----------------------------|----------|-------------------------|--------------|-------------|
| ABX          | ABX Air                     | B762     | Boeing 767-200 series   | 974          | 10.3%       |
|              |                             | B763     | Boeing 767-300 series   | 302          | 3.2%        |
| ATN          | Air Transport International | B752     | Boeing 757-200          | 213          | 2.2%        |
|              |                             | B763     | Boeing 767-300 series   | 2,627        | 27.7%       |
| CKS          | Kalitta Air                 | B744     | Boeing 747-400 series   | 2            | 0.0%        |
| CSB          | 21 Air, LLC                 | B763     | Boeing 767-300 series   | 1,108        | 11.7%       |
| FDX          | FedEx                       | A306     | Airbus A300-600 series  | 403          | 4.3%        |
|              |                             | B752     | Boeing 757-200          | 50           | 0.5%        |
|              |                             | B763     | Boeing 767-300 series   | 474          | 5.0%        |
| GTI          | Atlas Air                   | B738     | Boeing 737-800 series   | 468          | 4.9%        |
|              |                             | B744     | Boeing 747-400 series   | 217          | 2.3%        |
|              |                             | B763     | Boeing 767-300 series   | 202          | 2.1%        |
| MTN          | Mountain Air Cargo          | C208     | Cessna 208-G Caravan    | 816          | 8.6%        |
| RAX          | Royal Air Freight           | E110     | Embraer EMB 110         | 8            | 0.1%        |
|              |                             | FA20     | Dassault Falcon 20      | 4            | 0.0%        |
|              |                             | FA50     | Dassault Falcon 50      | 2            | 0.0%        |
|              |                             | LJ35     | Learjet 35A             | 32           | 0.3%        |
| UPS          | UPS                         | A306     | Airbus A300-600 series  | 488          | 5.2%        |
|              |                             | B748     | Boeing 747-8            | 2            | 0.0%        |
|              |                             | B752     | Boeing 757-200          | 23           | 0.2%        |
|              |                             | B763     | Boeing 767-300 series   | 208          | 2.2%        |
|              |                             | MD11     | McDonnell Douglas MD-11 | 830          | 8.8%        |
| USC          | United Carriers             | LJ35     | Learjet 35A             | 16           | 0.2%        |
| <b>Total</b> |                             |          |                         | <b>9,469</b> | <b>100%</b> |

Source: MAA ANOMS

## Time of Day Distribution of 2025 Operations

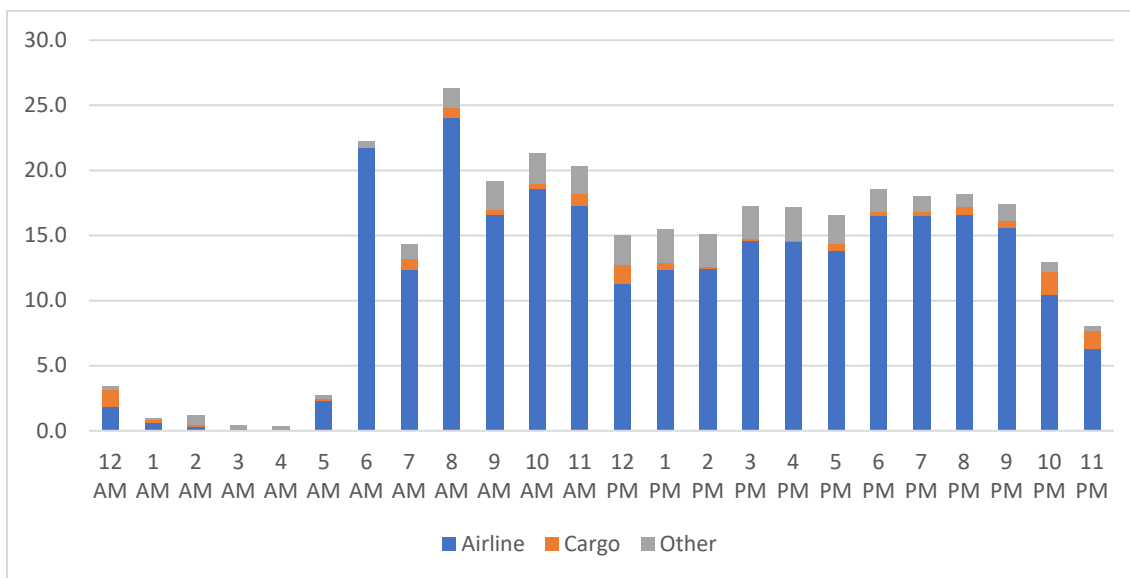
BWI Marshall operates 24 hours per day 365 days per year. In 2025, approximately 83% of all BWI Marshall operations occurred during daytime hours, with 17% occurring at night. The following graphics present the average daily number of arrival and departure operations that occur by hour of day, where day is 7:00 a.m. to 9:59 p.m. and night is 10:00 p.m. to 6:59 a.m.

### 2025 Average Daily Arrival Operations by Hour



Source: MAA ANOMS

### 2025 Average Daily Departure Operations by Hour



Source: MAA ANOMS

## 2025 Percent of Aircraft Operations by Day and Night

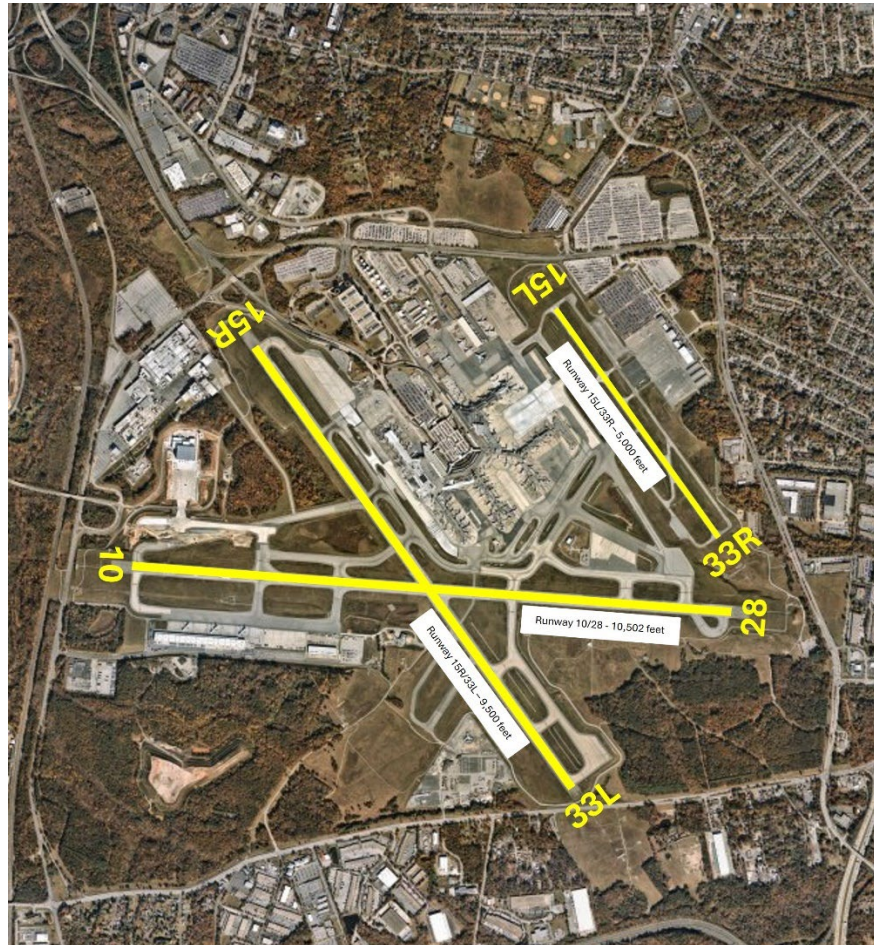
| Category                            | Arrivals |       |             | Departures |       |             |
|-------------------------------------|----------|-------|-------------|------------|-------|-------------|
|                                     | Day      | Night | Total       | Day        | Night | Total       |
| Airline                             | 82.1%    | 17.9% | <b>100%</b> | 84.2%      | 15.8% | <b>100%</b> |
| Cargo                               | 57.2%    | 42.8% | <b>100%</b> | 60.5%      | 39.5% | <b>100%</b> |
| Other (general aviation, corporate) | 89.8%    | 10.2% | <b>100%</b> | 89.4%      | 10.6% | <b>100%</b> |

Acoustic day - 7:00 a.m. to 9:59 p.m.; Acoustic night - 10:00 p.m. to 6:59 a.m.

Source: MAA ANOMS

## 2025 East/West Flow and Runway Use

BWI Marshall has three runways, designated as Runway 10/28, Runway 15R/33L, and Runway 15L/33R. Runway 10/28 is 10,502 feet in length, while Runway 15R/33L is 9,500 feet in length. Runway 15L/33R is 5,000 feet in length and is limited to use by certain aircraft types.



Prevailing wind speed, direction and weather factors primarily determine the direction of air traffic flow. Aircraft usually take off and land into the wind to meet safety and operational requirements. As aircraft cannot arrive and depart from the same runway under normal operations, BWI Marshall generally operates in two configurations:

- **West flow** primarily consists of departures from Runway 28 and arrivals to Runway 33L.
- **East flow** primarily consists of departures from Runway 15R and arrivals to Runway 10.

On an annual basis, historical trends have resulted in west flow being used approximately 70% of the time, and east flow is used approximately 30% of the time. During west flow, aircraft operations primarily consist of arrivals to Runway 33L and departures from Runway 28. West flow has been MAA's preferred operating configuration for noise abatement purposes and is more frequently used during calm weather conditions. During east flow, aircraft operations primarily consist of departures from Runway 15R and arrivals to Runway 10.

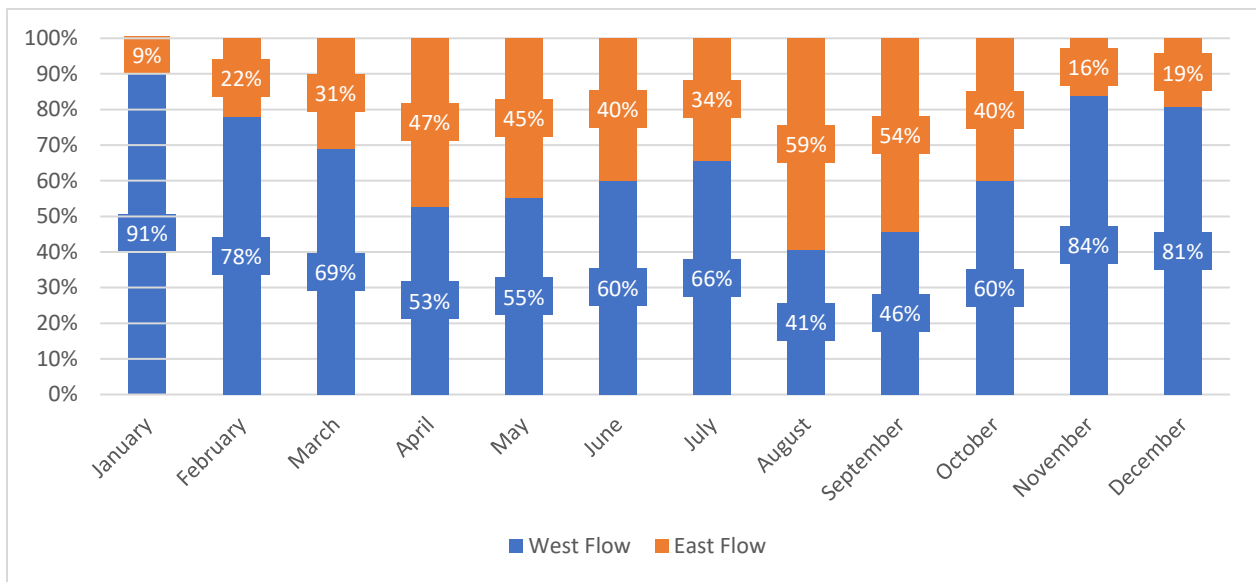
In 2025, BWI Marshall operated in West flow 64% of the time and East flow the remaining 36%.

### 2025 Annual East/West Flow Use

|      |     |     |
|------|-----|-----|
|      |     |     |
| 2025 | 36% | 64% |

The following table provides information about East and West flow for each month in 2025.

### East/West Flow by Month in 2025



Source: MAA ANOMS

The percentage each runway is used for arrivals and departures is shown in the following table.

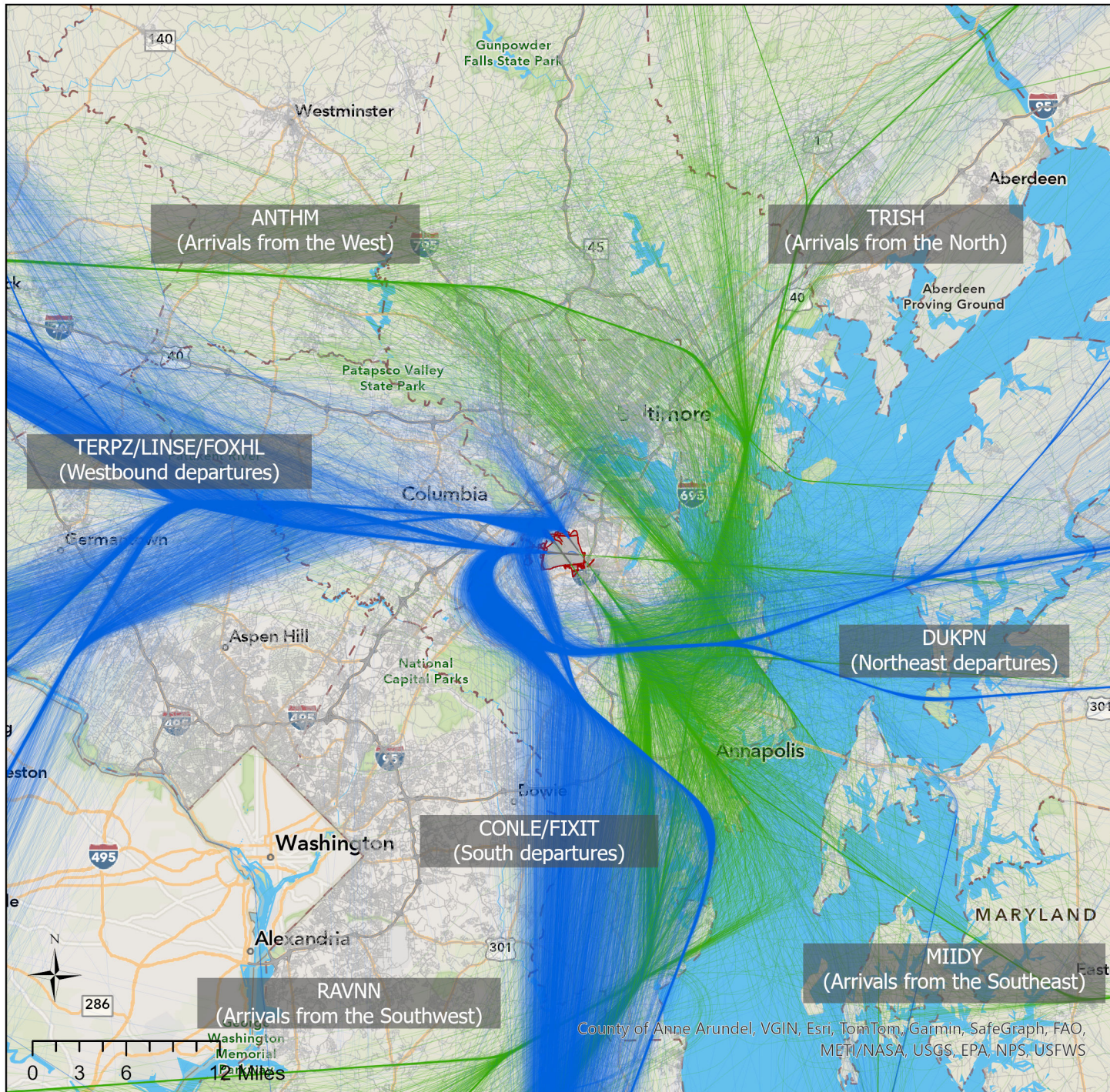
### 2025 Annual Runway Use Percentage by Operation Type

| Runway       | Arrival     | Departure   |
|--------------|-------------|-------------|
| 10           | 27%         | 0%          |
| 28           | 6%          | 54%         |
| 15L          | 2%          | 3%          |
| 15R          | 7%          | 32%         |
| 33L          | 53%         | 5%          |
| 33R          | 5%          | 5%          |
| <b>Total</b> | <b>100%</b> | <b>100%</b> |

Totals may not equal 100% due to rounding

Source: MAA ANOMS

# 2025 West Flow Operations



## Legend

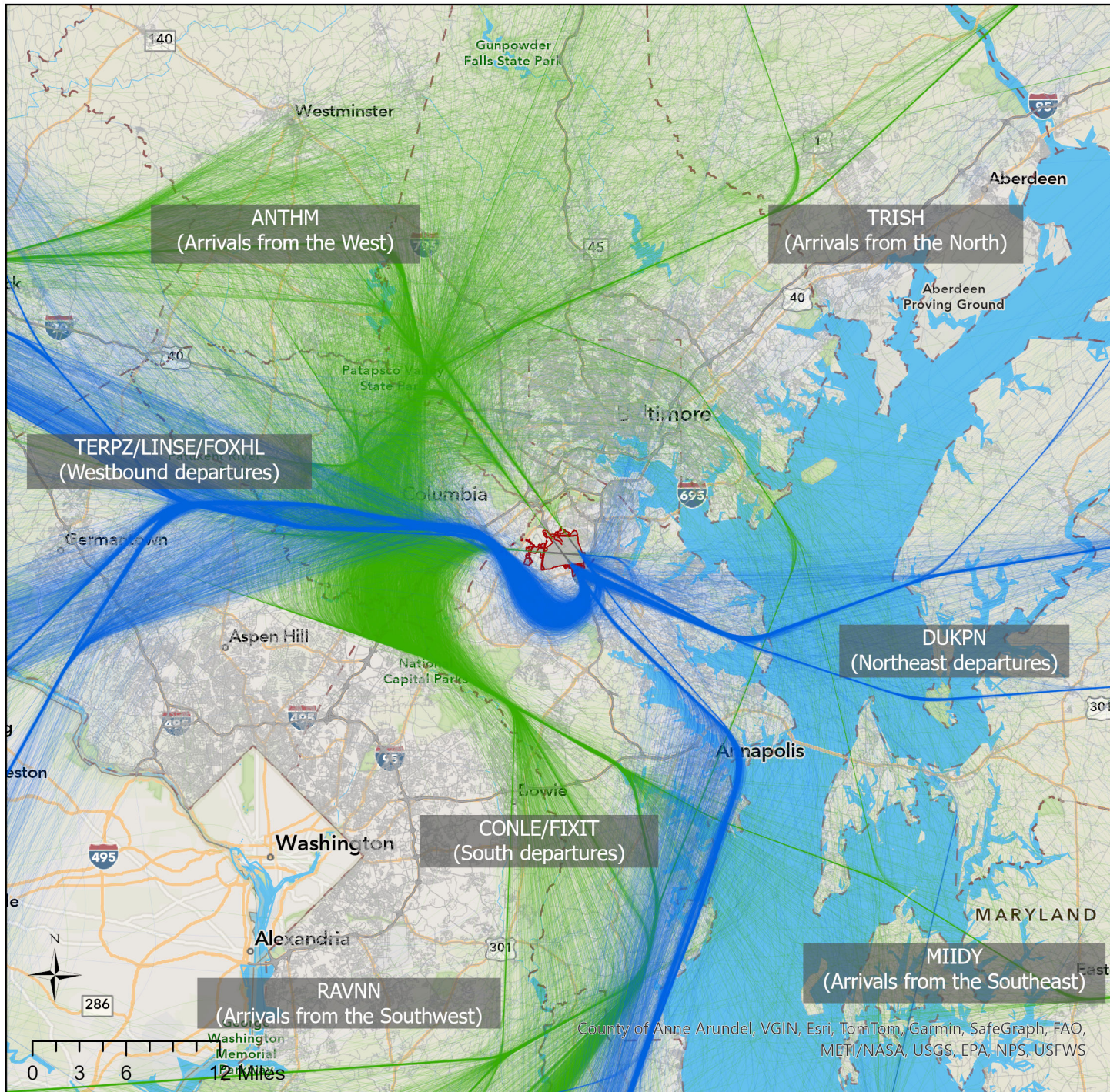
- BWI Marshall Arrivals
- BWI Marshall Departures
- BWI Marshall Runways
- BWI Marshall Property
- Counties
- Interstates
- Roads



County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

Prepared March 9, 2026  
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# 2025 East Flow Operations



## Legend

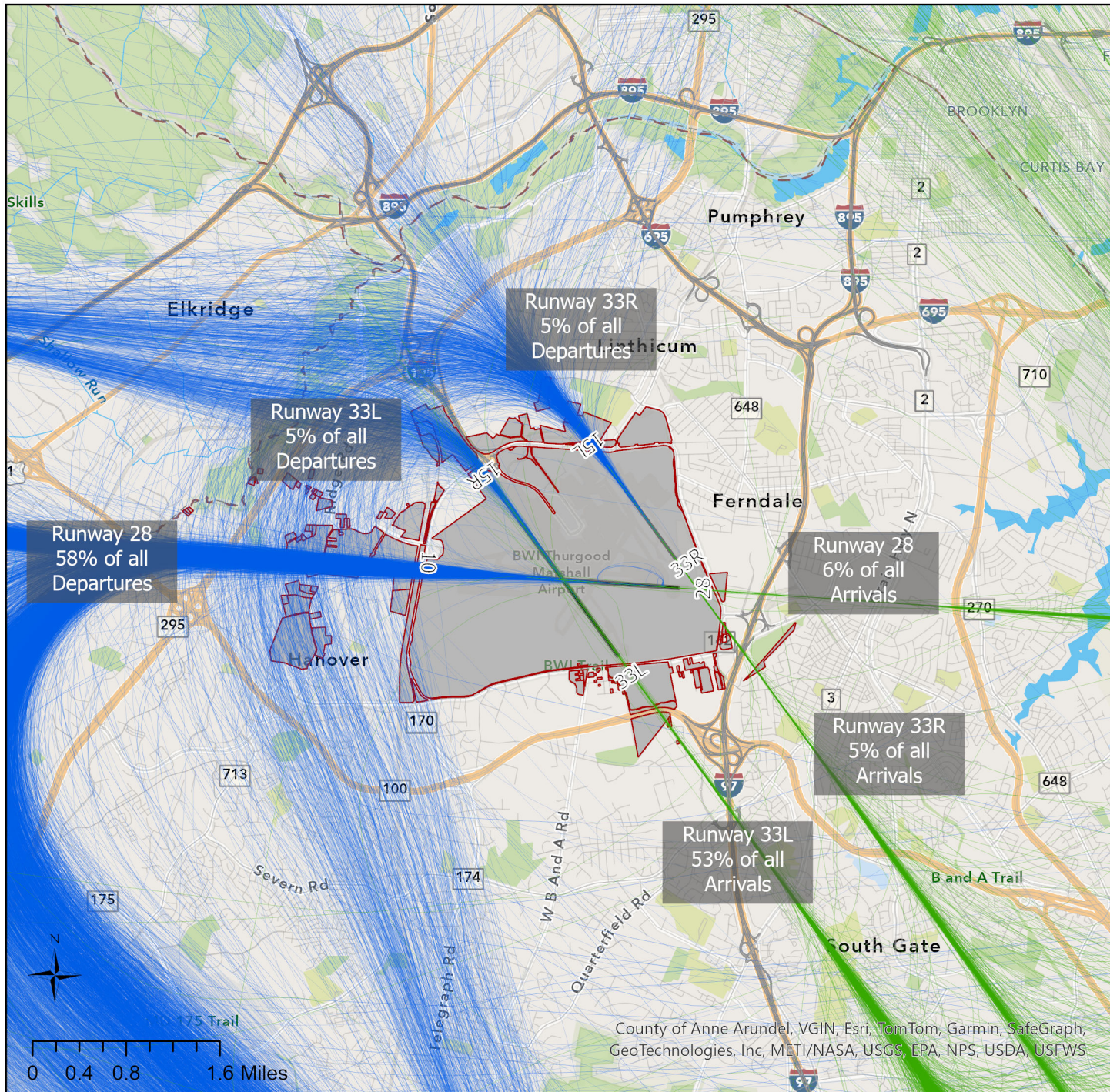
- BWI Marshall Arrivals
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# 2025 West Flow Runway Use



## Legend

- BWI Marshall Arrivals
- BWI Marshall Departures
- BWI Marshall Runways
- BWI Marshall Property
- Counties
- Interstates
- Roads

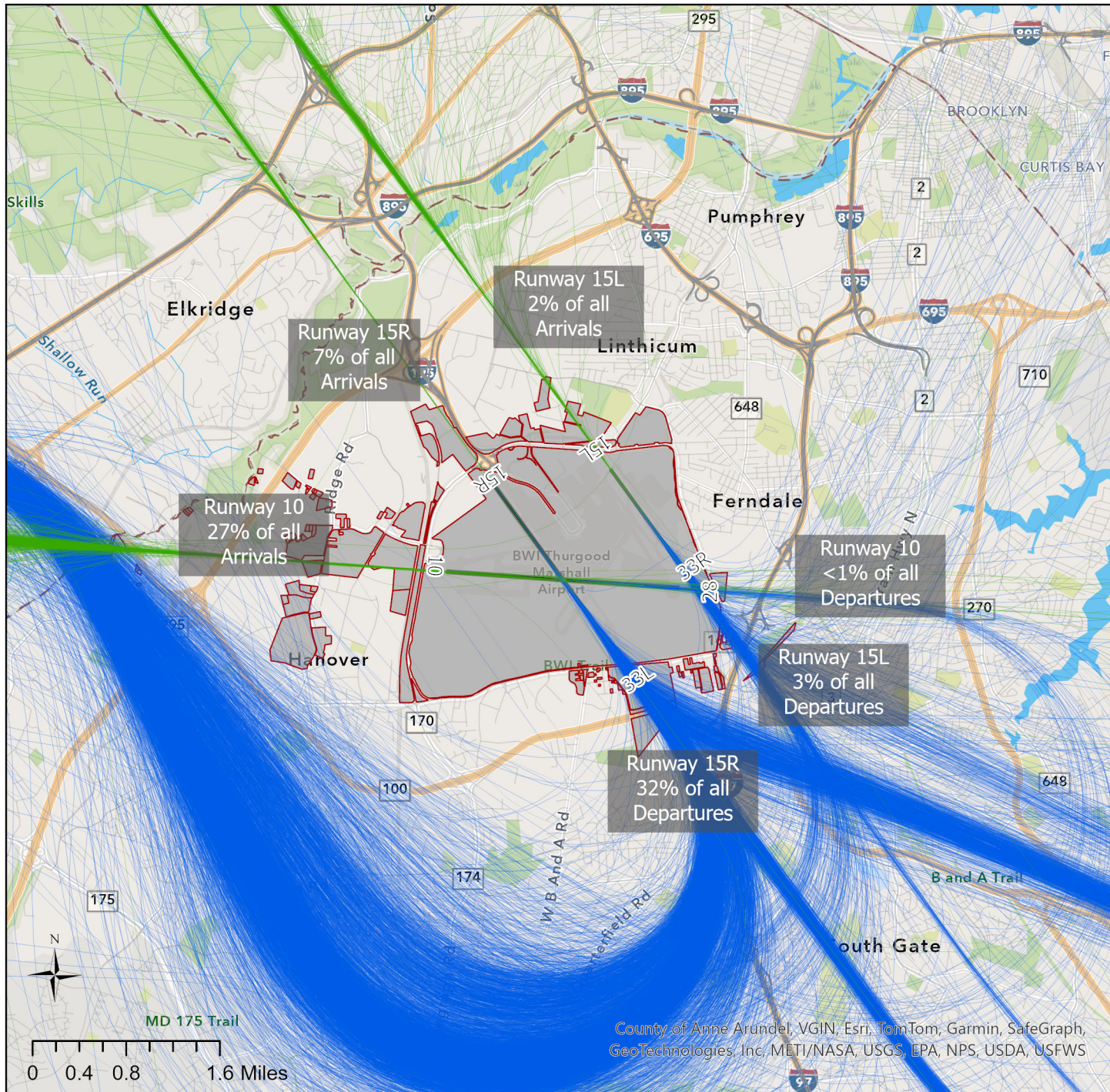


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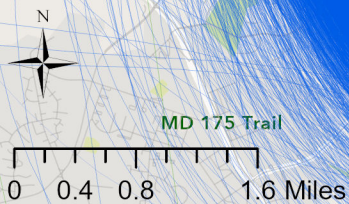
0 0.4 0.8 1.6 Miles

# 2025 East Flow Runway Use



## Legend

- BWI Marshall Arrivals
- BWI Marshall Departures
- BWI Marshall Runways
- BWI Marshall Property
- Counties
- Interstates
- Roads



County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS



## 2025 Noise Monitoring Results

MAA has 24 permanent Noise Monitoring Terminals (NMTs) located within the communities surrounding BWI Marshall. Permanent noise monitors are used to investigate noise complaints as well as to track long-term changes in noise exposure.

Near real time data for each of the permanent noise monitors is available via WebTrak. WebTrak provides an interactive portal for the viewing of aircraft overflights in the vicinity of BWI Marshall, as well as the opportunity to file noise complaints and view information about MAA's permanent noise monitors. WebTrak includes an aircraft's type, altitude, origin and destination airports, and flight identification. To access WebTrak, visit: <https://marylandaviation.com/environmental/environmental-compliance-sustainability/on-line-noise-and-flight-tracking/>. MAA monitors the equipment in real time. During 2025, each of the permanent noise monitors performed as expected and there was no loss of data.

### 2025 Permanent Noise Monitors - Aircraft, Community and Total DNL Values

| NMT | Description                  | Aircraft DNL        |                     |                     |                     | Annual Aircraft DNL | Annual Community DNL | Annual Total DNL |
|-----|------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|------------------|
|     |                              | 1 <sup>st</sup> Qtr | 2 <sup>nd</sup> Qtr | 3 <sup>rd</sup> Qtr | 4 <sup>th</sup> Qtr |                     |                      |                  |
| 1   | St. Augustine Church         | 45.8                | 50.8                | 44.1                | 44.1                | 47.3                | 58.1                 | 58.4             |
| 5   | Hebron-Harman Elementary     | 45.5                | 50                  | 49.6                | 47.6                | 48.7                | 57.9                 | 58.4             |
| 6   | Delmont United Methodist     | 51                  | 53.8                | 52.8                | 50.9                | 52.4                | 57.3                 | 58.2             |
| 7   | Wicklow Woods                | 55.9                | 54.5                | 52.5                | 56.1                | 55                  | 60.2                 | 61.4             |
| 8   | Richard H. Lee Elementary    | 46.9                | 50.2                | 51.3                | 48.2                | 49.5                | 60.4                 | 60.7             |
| 9   | MD National Guard Armory     | 58.8                | 55.6                | 55.3                | 60.6                | 58.1                | 62.6                 | 64               |
| 10  | Margate Pumping Station      | 50.8                | 47.4                | 46.3                | 51.4                | 49.5                | 60.8                 | 61               |
| 11  | Jones Road, Queenstown       | 67.8                | 69.7                | 69.6                | 68.8                | 69                  | 62.2                 | 69.8             |
| 12  | Rippling Woods Elementary    | 61.5                | 62.4                | 62                  | 62.5                | 62.1                | 59.2                 | 63.9             |
| 13  | Woodside Elementary          | 47.5                | 52.2                | 52.7                | 48.4                | 50.8                | 59.7                 | 60.2             |
| 14  | Runway 15R Approach          | 62.3                | 68.2                | 60.3                | 60.3                | 64.2                | 65.3                 | 67.8             |
| 17  | Timber Ridge Road            | 38.5                | 38.5                | 39.6                | 38.6                | 38.9                | 58.7                 | 58.7             |
| 18  | Runway 15L Approach          | 56.4                | 57                  | 56.1                | 57.6                | 56.8                | 61.2                 | 62.5             |
| 21  | Glen Burnie Park Elementary  | 60.4                | 61.6                | 61.2                | 61.3                | 61.1                | 60.8                 | 64               |
| 22  | Lark Brown Road, Columbia    | 53.7                | 55.2                | 56.6                | 55.8                | 55.5                | 59.2                 | 60.7             |
| 23  | Quarterfield Elementary      | 57.2                | 59.7                | 59.7                | 58                  | 59                  | 59.4                 | 61.6             |
| 24  | Elmhurst, Severn             | 45.7                | 47.1                | 47.8                | 46.6                | 47                  | 57.7                 | 58               |
| 25  | Belclare Court, Jessup       | 52                  | 53.4                | 53.3                | 53.7                | 53.1                | 58.4                 | 59.5             |
| 26  | Benfield Elementary          | 56.5                | 57.4                | 56.5                | 57.3                | 56.9                | 57.8                 | 60.4             |
| 27  | Severn Elementary            | 50.7                | 47.9                | 45.4                | 43.6                | 47.7                | 62.6                 | 62.8             |
| 28  | Maryland School for the Deaf | 42.9                | 48.7                | 45.8                | 45.5                | 46.2                | 59.6                 | 59.8             |
| 29  | MVA VEIP                     | 48.7                | 49.1                | 52.5                | 51.4                | 50.9                | 56.1                 | 57.1             |
| 30  | Forest Ave, Hanover          | 61.9                | 63.1                | 64.8                | 63.7                | 63.5                | 63.5                 | 66.5             |
| 31  | Race Road, Hanover           | 60.3                | 60.3                | 61.7                | 61.8                | 61.1                | 59.4                 | 63.3             |

Source: MAA ANOMS

In addition to the MAA's 24 permanent noise monitors, the MAA provides homeowners the opportunity to request a temporary noise monitor at their residence. Upon written agreement, and provided the residence meets the technical requirements, the MAA will set up a temporary noise monitor for a period of two weeks and compile a detailed technical report upon conclusion. The final report provides aircraft and community noise levels, the percentage of East/West flow operations, and general information about noise measurements and airport operations.

Additional information on the portable noise monitoring program is available at <https://marylandaviation.com/environmental/environmental-compliance-sustainability/residential-portable-noise-monitoring/>.






There were nine completed portable noise monitoring requests during 2025, as shown below.

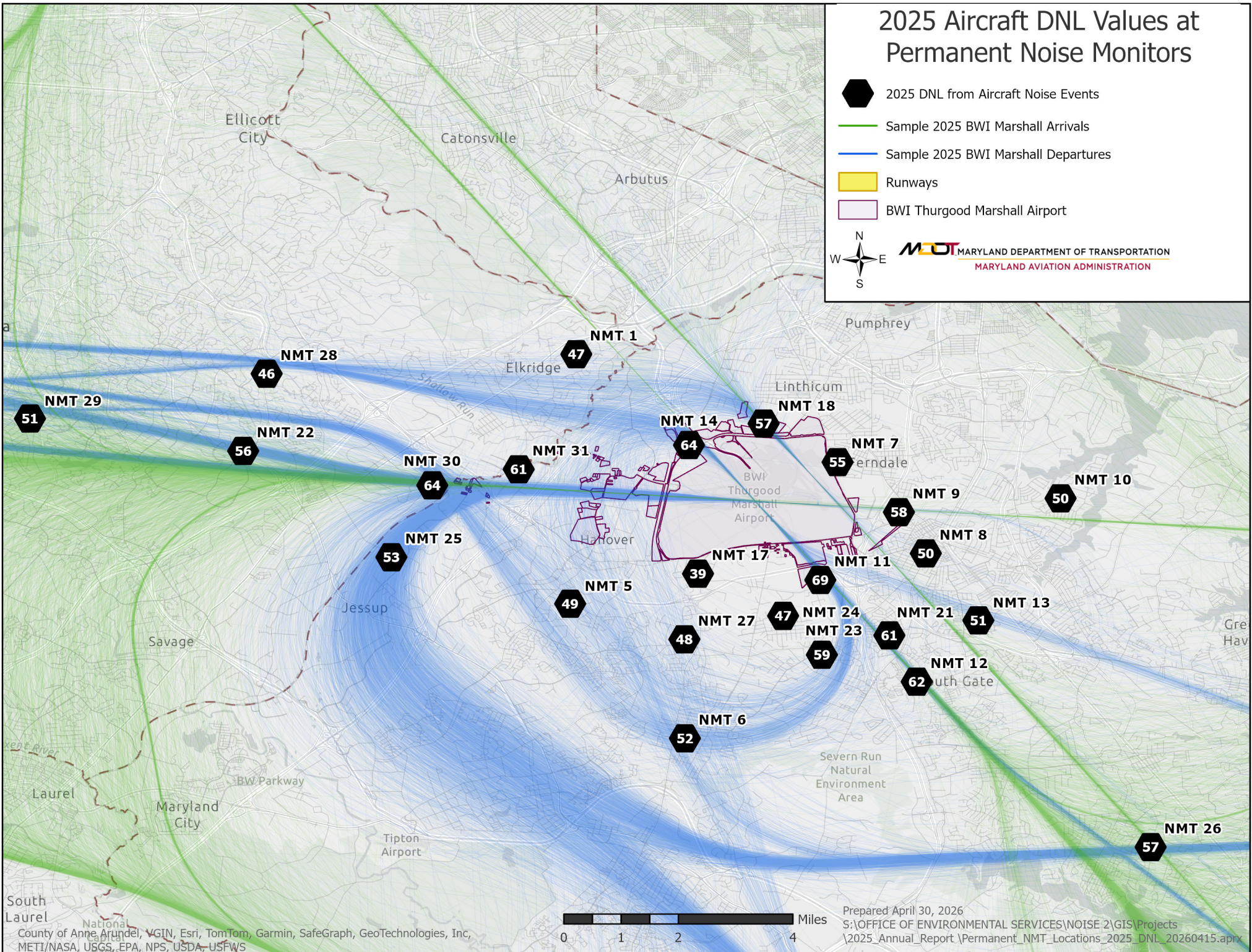
### **2025 Portable Noise Monitoring - Aircraft, Community and Total DNL Values**

| Location                           | Time Period                           | Aircraft DNL | Community DNL | Total DNL |
|------------------------------------|---------------------------------------|--------------|---------------|-----------|
| Glendale Avenue, Glen Burnie       | November 23, 2024 to January 7, 2025  | 47 dB        | 57 dB         | 58 dB     |
| N Farm Crossing Road, Severn       | December 31, 2024 to January 16, 2025 | 43 dB        | 56 dB         | 56 dB     |
| Coldwater Reserve Crossing, Severn | January 11 to January 26, 2025        | 42 dB        | 46 dB         | 48 dB     |
| Coldwater Reserve Crossing, Severn | January 23 to February 6, 2025        | 45 dB        | 52 dB         | 53 dB     |
| King George Drive, Glen Burnie     | February 8 to February 23, 2025       | 50 dB        | 55 dB         | 57 dB     |
| Equestrian Drive, Severn           | April 8 to May 11, 2025               | 58 dB        | 57 dB         | 60 dB     |
| Buckeye Court, Millersville        | May 17 to June 1, 2025                | 60 dB        | 55 dB         | 62 dB     |
| Pine Drive, Columbia               | July 10 to July 27, 2025              | 53 dB        | 58 dB         | 58 dB     |
| Summer Sky Drive, Severn           | August 12 to August 27, 2025          | 54 dB        | 57 dB         | 58 dB     |

Source: MAA ANOMS

# 2025 Aircraft DNL Values at Permanent Noise Monitors

-  2025 DNL from Aircraft Noise Events
-  Sample 2025 BWI Marshall Arrivals
-  Sample 2025 BWI Marshall Departures
-  Runways
-  BWI Thurgood Marshall Airport



## 2025 Annual Noise Contours

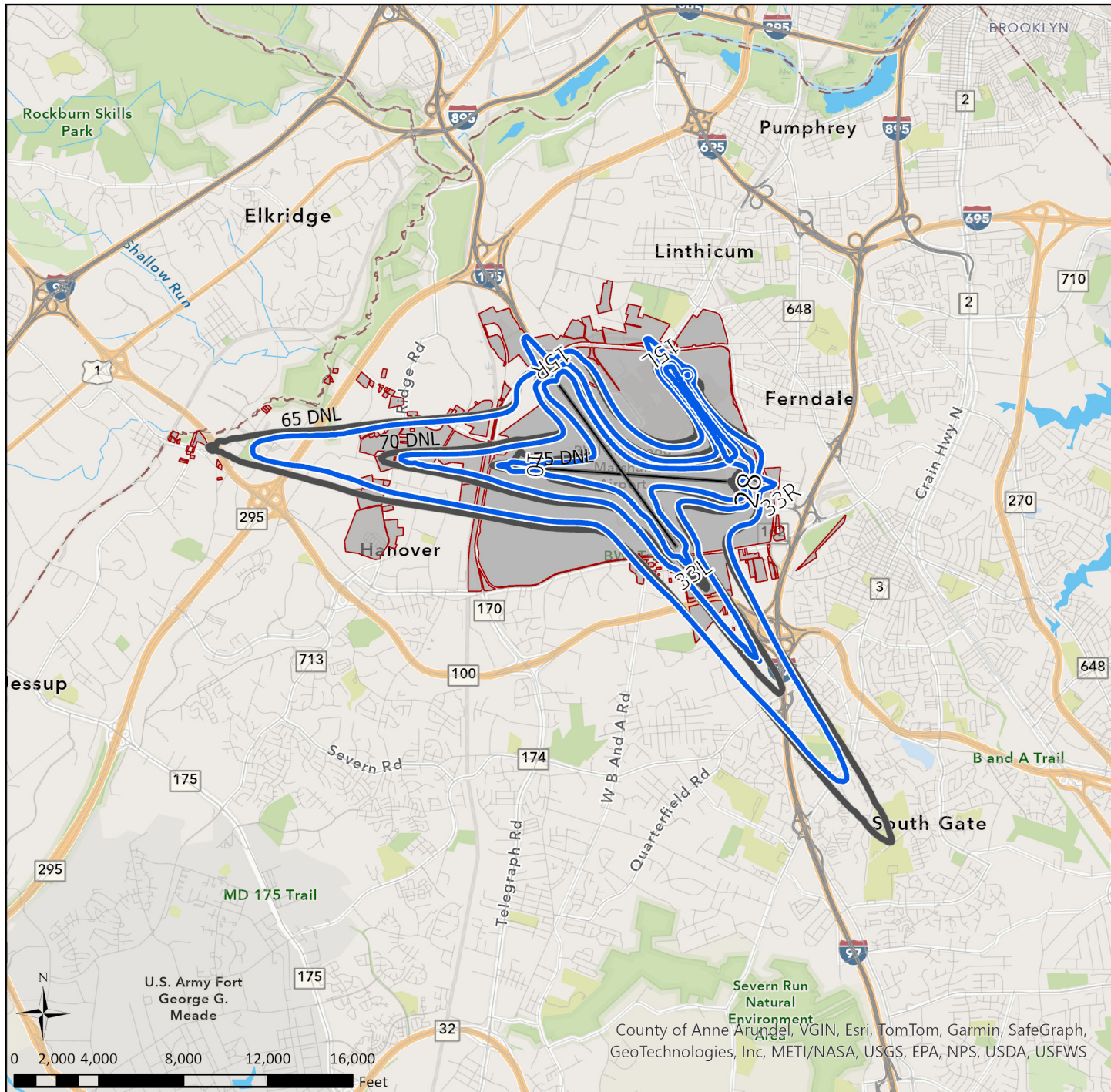
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MAA prepared an annual noise contour for calendar year 2025 operations, using the Day Night Average Sound Level (DNL) metric. The 2025 annual noise contour has been prepared for informational purposes only and cannot be used to determine potential eligibility for sound insulation or voluntary acquisition programs. Noise contours are prepared using FAA's Aviation Environmental Design Tool (AEDT) version 3g, which accounts for the number of operations, aircraft type, noise characteristics of each aircraft, runways and flight tracks, and weather and terrain information.

Noise contours are prepared accounting for an average annual day compared to the historic 2019 Noise Exposure Map (NEM). The 2019 NEM was prepared as part of MAA's voluntary participation in the 14 CFR Part 150 program and is used to define eligibility and obtain Federal grant funding for the voluntary acquisition and sound insulation program. MAA will embark on a Part 150 update in 2026 pending receipt of a federal grant. Noise contours prepared for this Annual Report include:

- 2025 Annual Noise Contour compared to the 2019 Noise Exposure Map (65+ DNL)
- 2025 Annual Noise Contour compared to the 2019 Noise Exposure Map (55+ DNL)
- 2025 Annual Noise Contour compared to the 2025 West Flow Average Day (55+ DNL)
- 2025 Annual Noise Contour compared to the 2025 East Flow Average Day (55+ DNL)
- 2025 Number of Events above 70 dB

# 2025 Annual Noise Contour compared to 2019 Noise Exposure Map (NEM) (65+ DNL)



## Legend

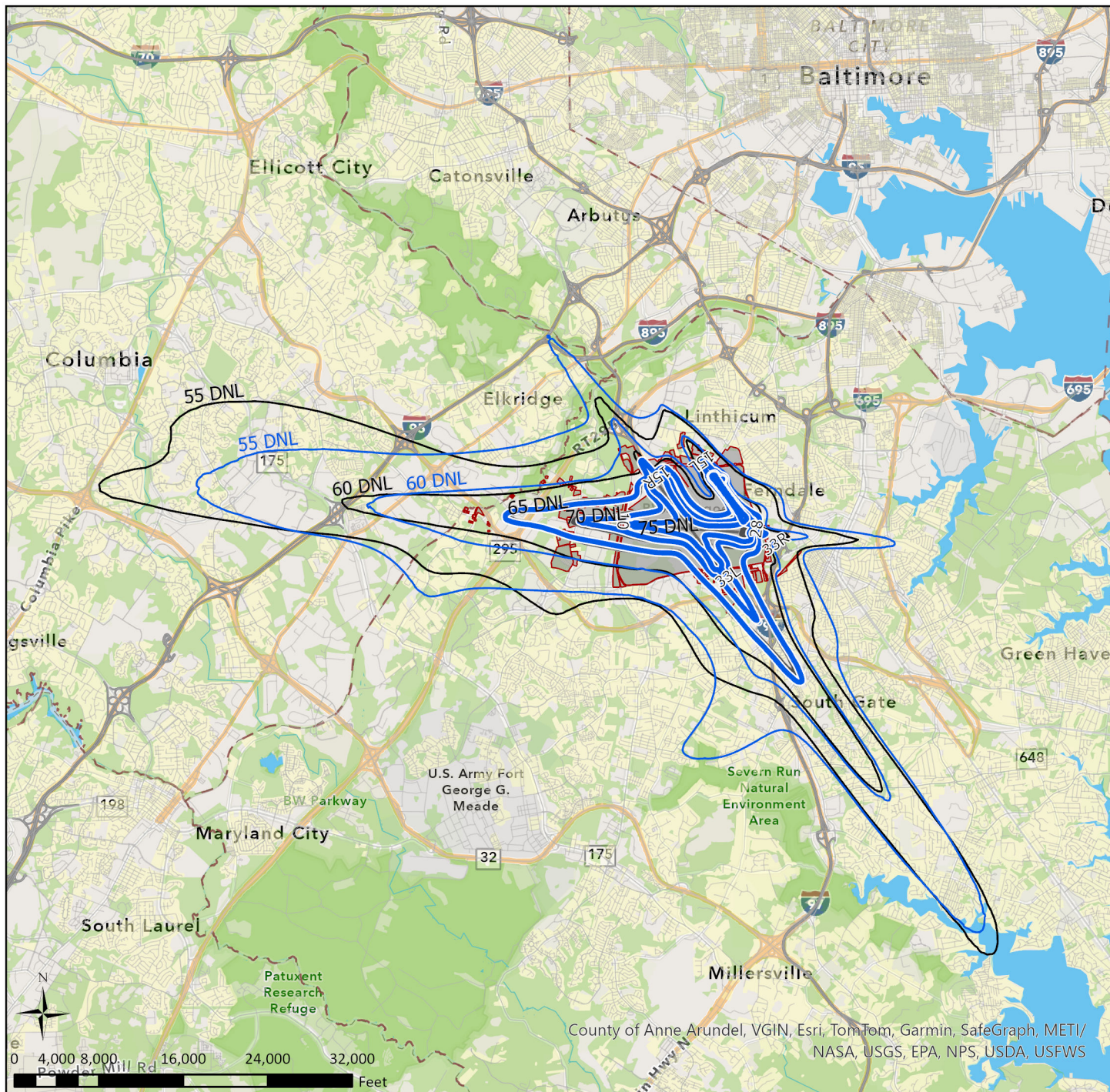
- ▭ 2025 Annual Noise Contour
- 2019 NEM
- BWI Marshall Runways
- BWI Marshall Property
- Counties
- Interstates
- Roads



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# 2025 Annual Noise Contour compared to 2024 Annual Noise Contour (55+ DNL)



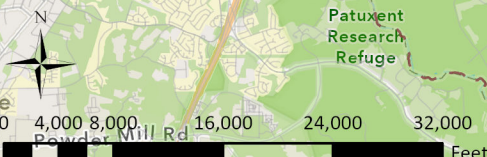
## Legend

- ▭ 2025 Annual Noise Contour
- ▭ 2025 Annual Noise Contour (55 & 60 DNL)
- ▭ 2024 Annual Noise Contour
- ▭ 2024 Annual Noise Contour (55 & 60 DNL)
- ▭ BWI Marshall Runways
- ▭ BWI Marshall Property
- Counties
- Interstates
- Roads

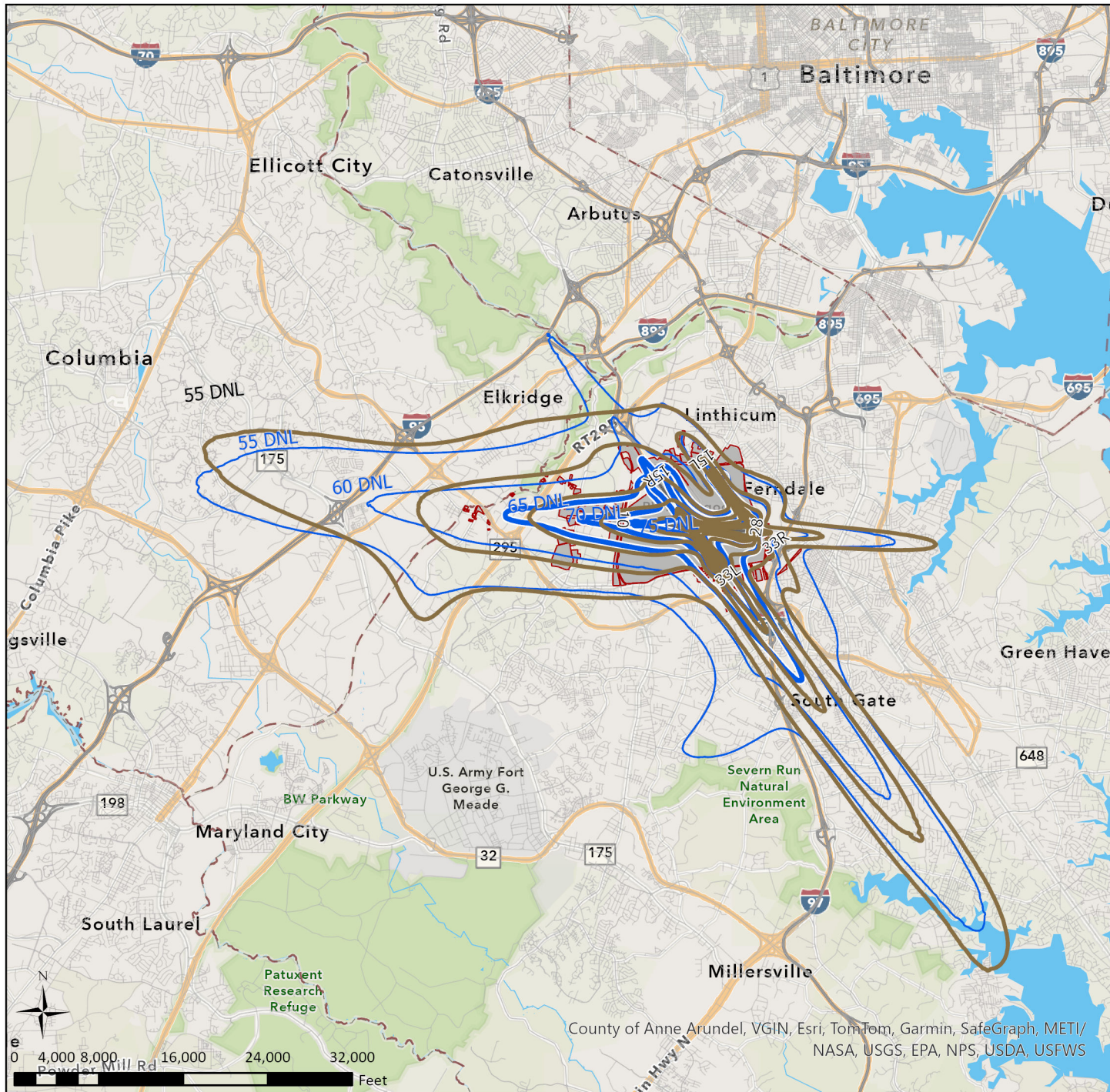


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# 2025 Annual Noise Contour compared to 2025 West Flow Noise Contour (55+ DNL)



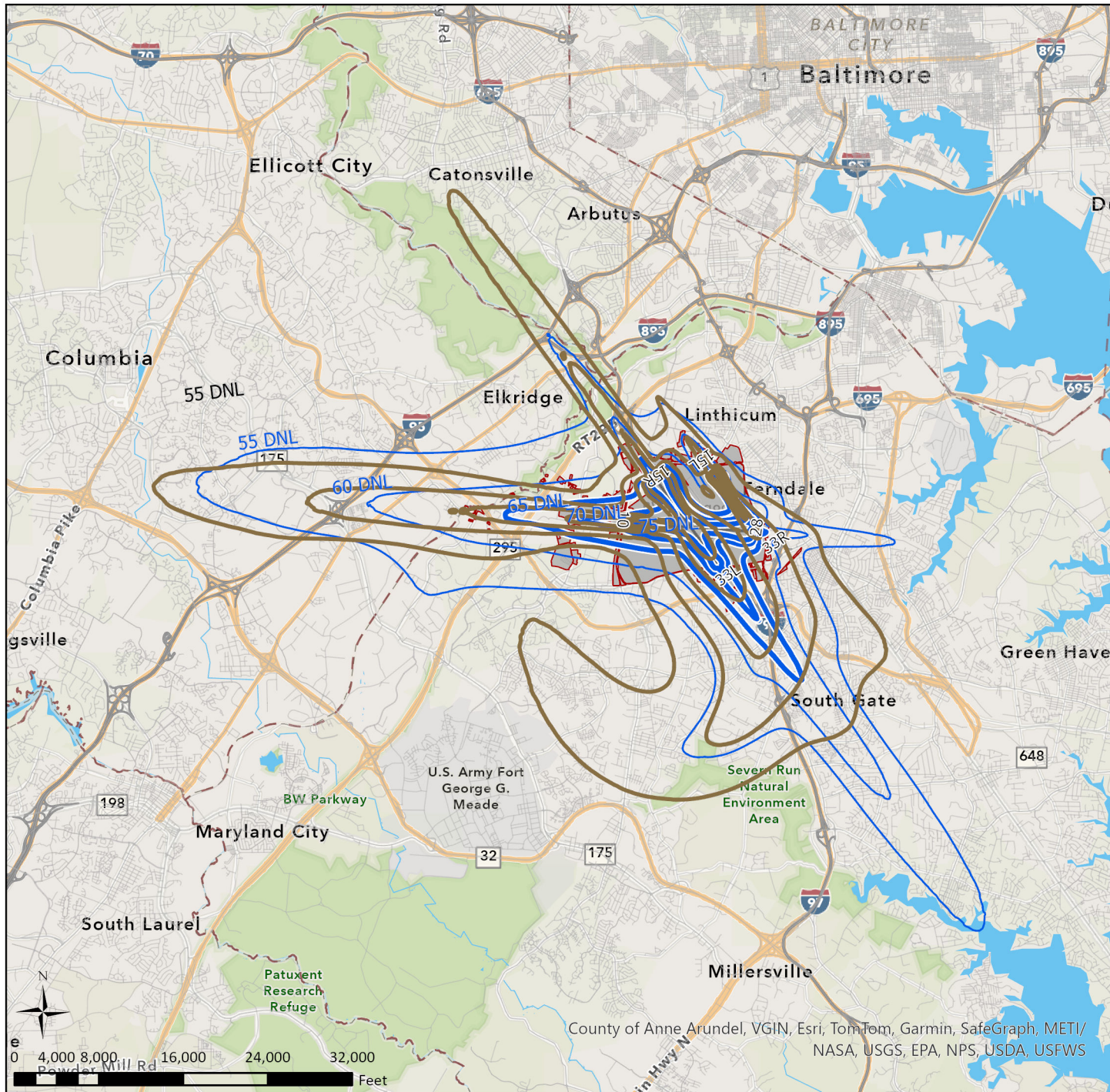
- Legend**
- ▭ 2025 Annual Noise Contour
  - ▭ 2025 Annual Noise Contour (55 & 60 DNL)
  - ▭ 2025 BWI West Flow Noise Contour
  - ▭ BWI Marshall Runways
  - ▭ BWI Marshall Property
  - Counties
  - Interstates
  - Roads











County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph, METI/  
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2025\_Annual\_Contour\_v\_2025\_West\_Flow\_Contour\_v2.aprx

# 2025 Annual Noise Contour compared to 2025 East Flow Noise Contour (55+ DNL)



## Legend

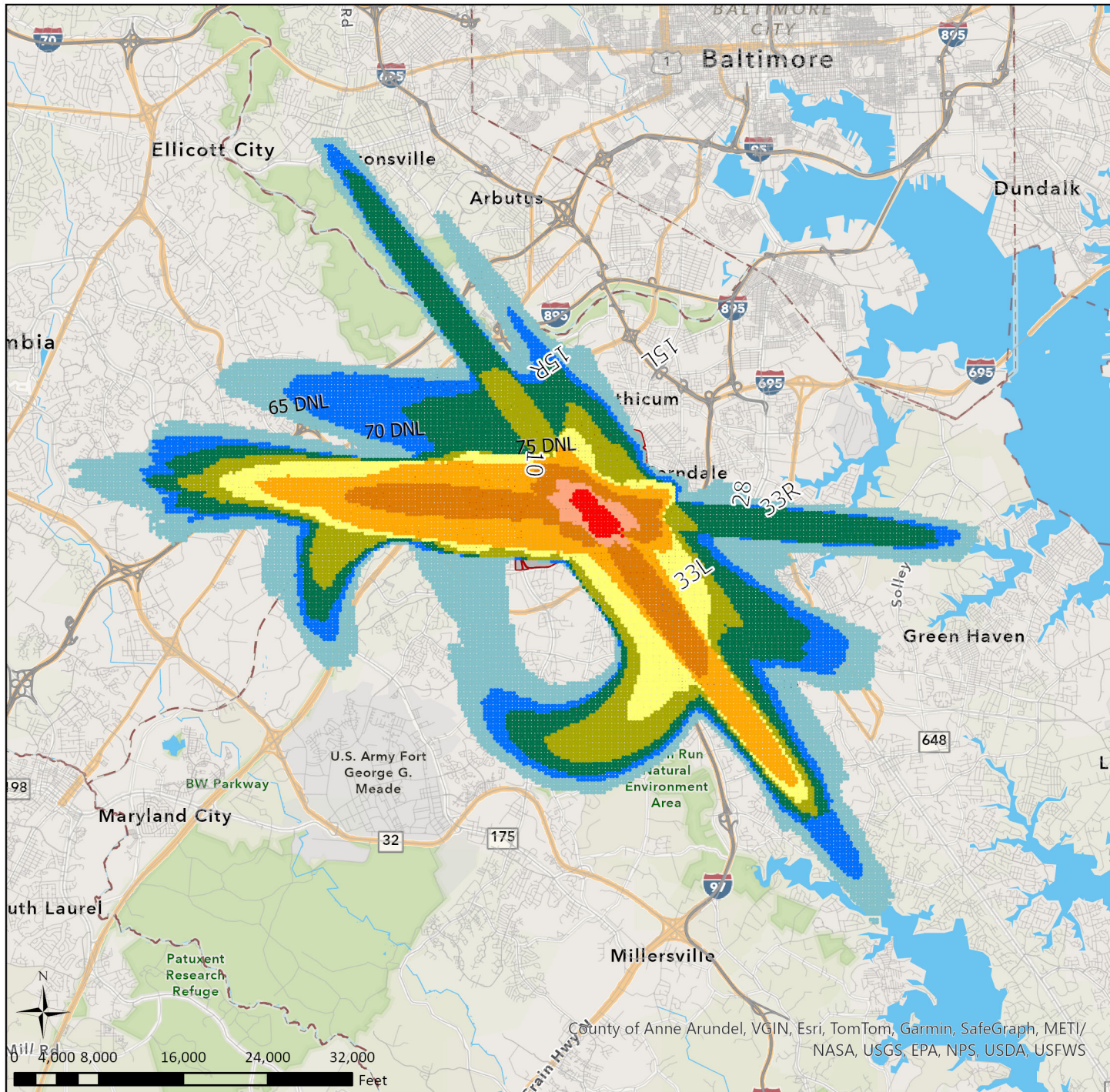
-  2025 Annual Noise Contour
-  2025 Annual Noise Contour (55 & 60 DNL)
-  2025 BWI East Flow Noise Contour
-  BWI Marshall Runways
-  BWI Marshall Property
-  Counties
-  Interstates
-  Roads



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2025\_Annual\_Contour\_v\_2025\_East\_Flow\_Contour\_v2.aprx

# 2025 Annual Noise Number of Events above 70 dB



## Legend

Number of Events above 70 dB

- Less than 5
- 5 - 10
- 10 - 25
- 25 - 50
- 50 - 100
- 100 - 200
- 200 - 300
- 300 - 400
- > 400

■ BWI Marshall Runways

■ BWI Marshall Property

⋯ Counties

— Interstates

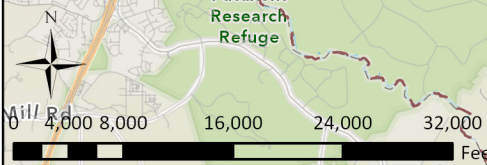
— Roads



MARYLAND AVIATION  
ADMINISTRATION

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## 2025 Noise Complaints

MAA provides multiple methods for the public to submit aircraft noise complaints, including an on-line form and a 24-hour noise complaint and information hotline. The MAA accepts and logs complaints from many sources including third-party apps, however, the MAA does *not* control any third-party noise complaint apps. MAA is committed to answering questions and helping residents understand aircraft operations. All noise complaints are logged and reviewed daily. MAA’s Noise Complaint Guidelines can be accessed here: <https://marylandaviation.com/environmental/airport-noise/noise-complaints/>.

MAA received 119,630 noise complaints from 569 individuals (529 households) in 2025. 77% of all complaints for 2025 came from 10 complainants. Complaints include those submitted for BWI Marshall, Martin State and other events that may not be correlated with local operations.

### 2025 Total Complaints, Complainants and Households

| Total Noise Complaints | Total Unique Complainants | Total Distinct Households |
|------------------------|---------------------------|---------------------------|
| 119,630                | 569                       | 529                       |

Note: Five complaints have no associated address  
 Source: MAA ANOMS

### Top Ten Complainants in 2025

| Complainant    | 2025 Complaints | %          |
|----------------|-----------------|------------|
| Complainant 1  | 29,039          | 24%        |
| Complainant 2  | 16,145          | 13%        |
| Complainant 3  | 16,067          | 13%        |
| Complainant 4  | 8,461           | 7%         |
| Complainant 5  | 6,672           | 6%         |
| Complainant 6  | 4,678           | 4%         |
| Complainant 7  | 3,413           | 3%         |
| Complainant 8  | 2,788           | 2%         |
| Complainant 9  | 2,641           | 2%         |
| Complainant 10 | 2,331           | 2%         |
| <b>Total</b>   | <b>92,235</b>   | <b>77%</b> |

Source: MAA ANOMS

MAA accepts noise complaints via multiple methods, including the Noise Hotline, a dedicated email address, electronically via webform, interactively via WebTrak, Airnoise.io, and via other direct communication. The majority of noise complaints (79%) originate from Airnoise.io, representing complaints from 134 individuals. In 2025, approximately 63 individuals used more than one method to submit a noise complaint.

### Noise Complaints by Contact Method

| Noise Complaint Method | Noise Complaints | Percent     | Noise Complainants | Percent     |
|------------------------|------------------|-------------|--------------------|-------------|
| Email                  | 765              | 0.6%        | 32                 | 5.1%        |
| Airnoise.io            | 94,201           | 78.7%       | 134                | 21.2%       |
| Noise Hotline (Phone)  | 137              | 0.1%        | 83                 | 13.1%       |
| Web Form               | 21,851           | 18.3%       | 332                | 52.5%       |
| WebTrak                | 2,403            | 2.0%        | 41                 | 6.5%        |
| Other                  | 273              | 0.2%        | 10                 | 1.6%        |
| <b>Total</b>           | <b>119,630</b>   | <b>100%</b> | <b>632*</b>        | <b>100%</b> |

\* Number is higher accounting for complainants using more than one contact method.

Source: MAA ANOMS

The noise complainant and complaint distribution by noise contour levels is shown below.

### 2025 Noise Complaints and Associated 2025 DNL Noise Level

| Contour      | Complainant | % of Total  | Complaints     | % of Total  |
|--------------|-------------|-------------|----------------|-------------|
| < 55 DNL     | 444         | 78%         | 91,763         | 77%         |
| 55-60 DNL    | 110         | 19%         | 11,597         | 10%         |
| 60 - 65 DNL  | 15          | 3%          | 16,270         | 14%         |
| 65 - 70 DNL  | 0           | 0%          | 0              | 0%          |
| 70 - 75 DNL  | 0           | 0%          | 0              | 0%          |
| <b>Total</b> | <b>412</b>  | <b>100%</b> | <b>147,814</b> | <b>100%</b> |

Source: MAA ANOMS, HNTB 2026

MAA reports the geographic distribution of noise complaints, including by county and by city, as reported by the complainant.

### 2025 Noise Complaints by County of Origin

| County                 | Complaints     | Percent     | Complainants | Percent     |
|------------------------|----------------|-------------|--------------|-------------|
| Anne Arundel County    | 61,536         | 51%         | 264          | 46%         |
| Baltimore County       | 1,250          | 1%          | 161          | 28%         |
| Baltimore City         | 5              | 0%          | 3            | 1%          |
| Howard County          | 55,046         | 46%         | 118          | 21%         |
| Montgomery County      | 62             | 0%          | 4            | 1%          |
| Prince George's County | 1,528          | 1%          | 5            | 1%          |
| Other                  | 203            | 0%          | 14           | 2%          |
| <b>Total</b>           | <b>119,630</b> | <b>100%</b> | <b>569</b>   | <b>100%</b> |

Source: MAA ANOMS

## 2025 Noise Complaints by City of Origin

| City              | Complaints | Complainants | Households |
|-------------------|------------|--------------|------------|
| Annapolis         | 1,086      | 10           | 10         |
| Annapolis Neck    | 1          | 1            | 1          |
| Arnold            | 818        | 1            | 1          |
| Baltimore         | 10         | 6            | 6          |
| Brookeville       | 60         | 2            | 2          |
| Brooklyn Park     | 3          | 1            | 1          |
| Catonsville       | 1,233      | 149          | 139        |
| Clarksville       | 299        | 5            | 5          |
| Columbia          | 4,023      | 35           | 35         |
| Crofton           | 382        | 2            | 2          |
| Crownsville       | 2,730      | 17           | 12         |
| Davidsonville     | 1          | 1            | 1          |
| Dayton            | 3,615      | 5            | 4          |
| Edgewater         | 133        | 1            | 1          |
| Elkridge          | 3,281      | 40           | 37         |
| Ellicott City     | 40,165     | 28           | 27         |
| Fort Washington   | 1          | 1            | 1          |
| Frederick         | 1          | 1            | 1          |
| Gibson Island     | 7          | 1            | 1          |
| Glen Burnie       | 322        | 28           | 27         |
| Glenelg           | 132        | 1            | 1          |
| Halethorpe        | 1          | 1            | 1          |
| Hanover           | 4,015      | 42           | 41         |
| Highland          | 2          | 1            | 1          |
| Ilchester         | 9          | 1            | 1          |
| Jessup            | 47         | 2            | 2          |
| Laurel            | 1,639      | 6            | 5          |
| Linthicum         | 117        | 9            | 9          |
| Linthicum Heights | 2          | 2            | 2          |
| Middle River      | 2          | 2            | 2          |
| Millersville      | 35         | 9            | 9          |
| Mount Airy        | 5          | 1            | 1          |
| Parkville         | 1          | 1            | 1          |
| Pasadena          | 17         | 6            | 6          |
| Potomac           | 1          | 1            | 1          |
| Queenstown        | 1          | 1            | 1          |
| Severn            | 50,306     | 113          | 99         |
| Severna Park      | 4,937      | 22           | 22         |
| Silver Spring     | 1          | 1            | 1          |

| City           | Complaints     | Complainants | Households |
|----------------|----------------|--------------|------------|
| Sparrows Point | 1              | 1            | 1          |
| Sykesville     | 2              | 2            | 2          |
| Westminster    | 2              | 1            | 1          |
| Windsor Mill   | 3              | 2            | 2          |
| Woodstock      | 1              | 1            | 1          |
| Other/Unknown  | 180            | 5            | 2          |
| <b>Total</b>   | <b>119,630</b> | <b>569</b>   | <b>529</b> |

Source: MAA ANOMS

MAA also collects the geographic distribution of noise complaints by legislative district. In 2025, District 31 accounted for the highest number of noise complainants (131 individuals), while the highest number of noise complaints originated from District 9.

### 2025 Noise Complaints and Complainants by Legislative District

| District     | Population       | Noise Complaints | % Total     | Noise Complainants | % Total     |
|--------------|------------------|------------------|-------------|--------------------|-------------|
| District 4   | 126,536          | 1                | 0.00%       | 1                  | 0.18%       |
| District 5   | 133,491          | 9                | 0.01%       | 4                  | 0.70%       |
| District 6   | 131,282          | 1                | 0.00%       | 1                  | 0.18%       |
| District 7   | 129,596          | 2                | 0.00%       | 2                  | 0.35%       |
| District 8   | 128,487          | 1                | 0.00%       | 1                  | 0.18%       |
| District 9   | 130,281          | 41,474           | 34.67%      | 30                 | 5.27%       |
| District 10  | 126,173          | 623              | 0.52%       | 113                | 19.86%      |
| District 12  | 131,907          | 9993             | 8.35%       | 80                 | 14.06%      |
| District 13  | 131,054          | 3,768            | 3.15%       | 31                 | 5.45%       |
| District 14  | 127,947          | 60               | 0.05%       | 2                  | 0.35%       |
| District 16  | 132,983          | 1                | 0.00%       | 1                  | 0.18%       |
| District 20  | 130,259          | 1                | 0.00%       | 1                  | 0.18%       |
| District 21  | 133,497          | 1,523            | 1.27%       | 3                  | 0.53%       |
| District 26  | 135,704          | 1                | 0.00%       | 1                  | 0.18%       |
| District 30  | 126,540          | 1,088            | 0.91%       | 8                  | 1.41%       |
| District 31  | 130,883          | 18,171           | 15.19%      | 131                | 23.02%      |
| District 32  | 135,064          | 33,257           | 27.80%      | 64                 | 11.25%      |
| District 33  | 131,878          | 8841             | 7.39%       | 39                 | 6.85%       |
| District 36  | 134,994          | 1                | 0.00%       | 1                  | 0.18%       |
| District 40  | 126,162          | 2                | 0.00%       | 2                  | 0.35%       |
| District 44  | 132,982          | 629              | 0.53%       | 46                 | 8.08%       |
| Other        | N/A*             | 183              | 0.50%       | 7                  | 1.90%       |
| <b>Total</b> | <b>2,747,700</b> | <b>119,630</b>   | <b>100%</b> | <b>569</b>         | <b>100%</b> |

Population data: Maryland 2022 Legislative Districts with 2020 Total Adjusted Population

Source: MAA ANOMS

Noise complaints are automatically correlated with operations in the ANOMS system. If the date and time of a noise complaint does not match with a known operation in ANOMS, the noise complaint is not correlated. Overall, in 2025, 92,202 noise complaints were correlated with an aircraft operation out of a total of 119,630 complaints, or approximately 77%.

### Correlation of 2025 Noise Complaints with Aircraft Operations

| Total Noise Complaints | Correlated with Operation | %   |
|------------------------|---------------------------|-----|
| 119,630                | 92,202                    | 77% |

Source: MAA ANOMS

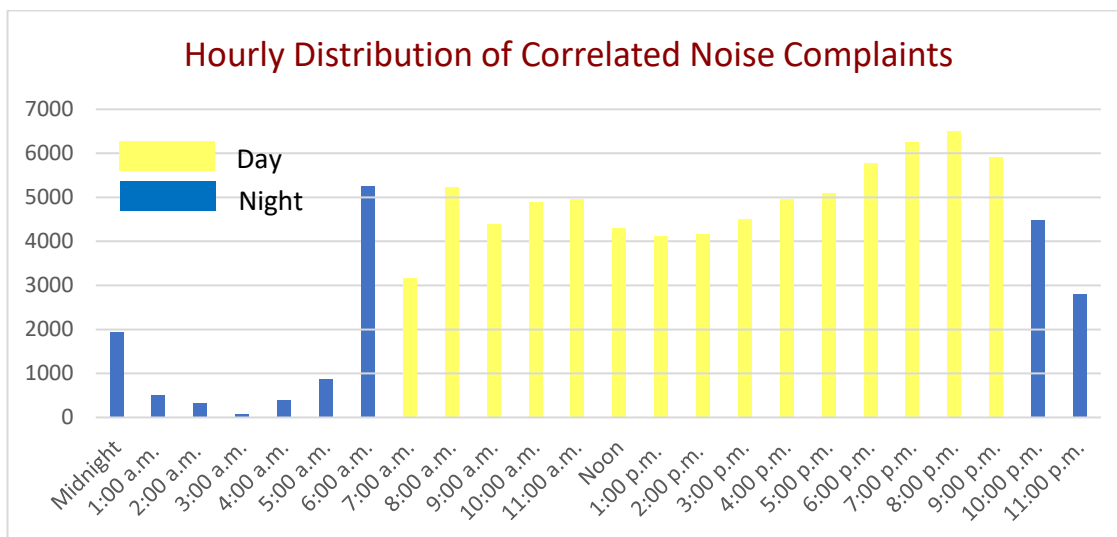
Noise complaints can be correlated with the operation type, including arrivals, departures and touch and go operations from BWI Marshall and Martin State, and flights not associated with operations at BWI Marshall or Martin State. Overall, for BWI Marshall noise complaints, the majority were associated with departure operations (58%).

### Correlation of 2025 Noise Complaints with Type of Operations

| Operation Type | Correlated Noise Complaints | %           |
|----------------|-----------------------------|-------------|
| Arrival        | 27,042                      | 29%         |
| Departure      | 53,582                      | 58%         |
| Overflight     | 11,555                      | 13%         |
| Touch and Go   | 23                          | <1%         |
| <b>Total</b>   | <b>92,202</b>               | <b>100%</b> |

Source: MAA ANOMS

A majority (82%) of noise complaints that correlated with aircraft operations occurred during daytime (7:00 a.m. to 10:00 p.m.) hours. The remaining 18% of noise complaints correlated with operations occurring between 10:00 p.m. and 7:00 a.m. The hourly distribution of noise complaints is shown in the following chart.



Source: MAA ANOMS

Noise complaints correlated with specific operations from different runways at BWI Marshall are shown in the following table. The majority of noise complaints are associated with departures from Runway 15R (47%), followed by arrivals to Runway 10 (15%) and departures from Runway 28 (11%).

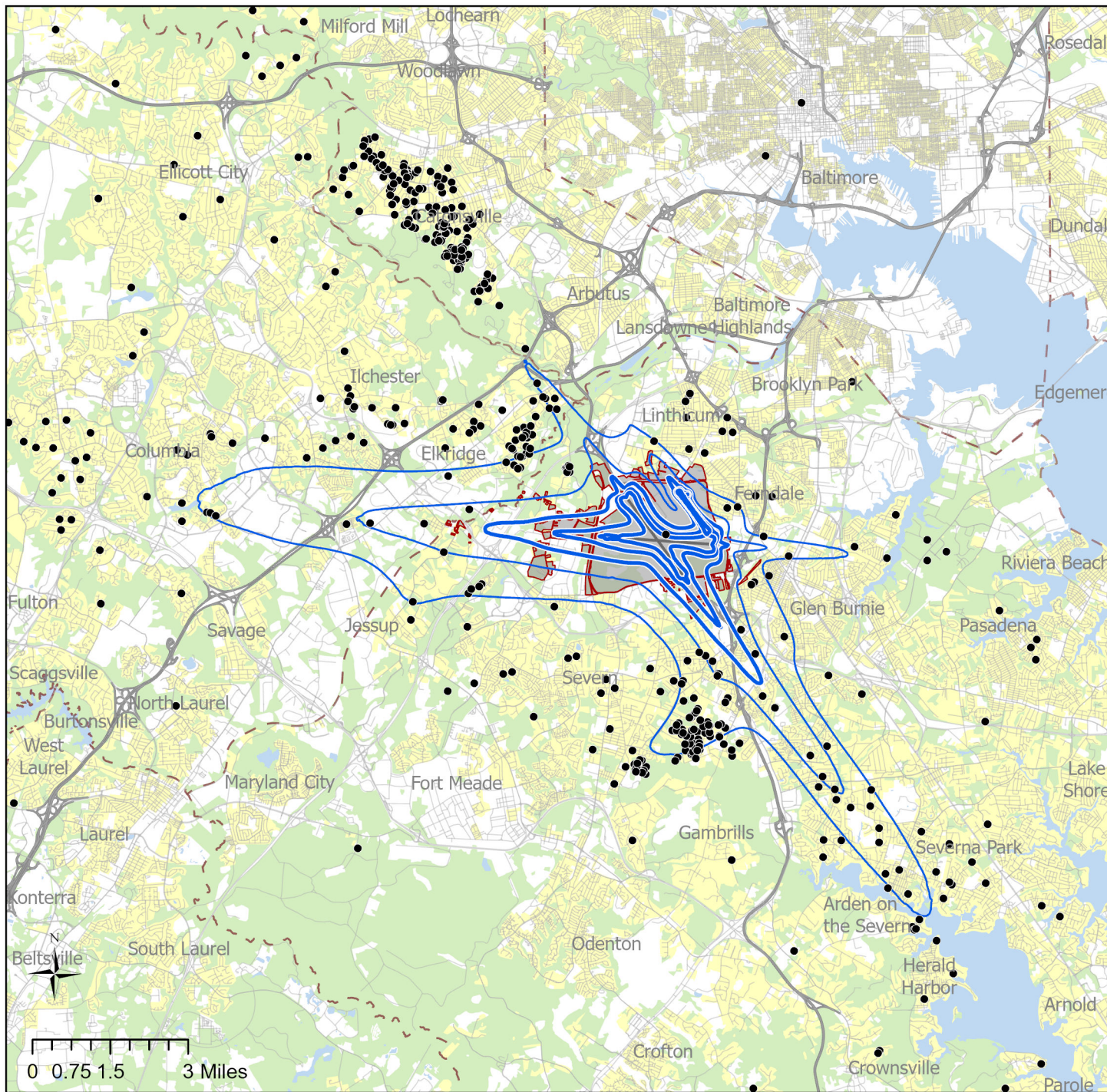
### Correlation of 2025 Noise Complaints with Operation by Type, Flow and Runway

| Operation Type            | Runway     | Operational Flow | Noise Complaints | % of Total by Operation Type | % of Overall Total |
|---------------------------|------------|------------------|------------------|------------------------------|--------------------|
| Arrival                   | Runway 10  | East Flow        | 11,799           | 44%                          | 15%                |
| Arrival                   | Runway 15L | East Flow        | 435              | 2%                           | 1%                 |
| Arrival                   | Runway 15R | East Flow        | 6,792            | 25%                          | 8%                 |
| Arrival                   | Runway 28  | West Flow        | 189              | 1%                           | 0%                 |
| Arrival                   | Runway 33L | West Flow        | 7,413            | 27%                          | 9%                 |
| Arrival                   | Runway 33R | West Flow        | 373              | 1%                           | 0%                 |
| Arrival                   | Helicopter | N/A              | 34               | 0%                           | 0%                 |
| <i>Total - Arrivals</i>   |            |                  | <i>27,035</i>    | <i>100%</i>                  |                    |
| Departure                 | Runway 10  | East Flow        | 85               | 0%                           | 0%                 |
| Departure                 | Runway 15L | East Flow        | 385              | 1%                           | 0%                 |
| Departure                 | Runway 15R | East Flow        | 37,755           | 70%                          | 47%                |
| Departure                 | Runway 28  | West Flow        | 8,485            | 16%                          | 11%                |
| Departure                 | Runway 33L | West Flow        | 5,891            | 11%                          | 7%                 |
| Departure                 | Runway 33R | West Flow        | 882              | 2%                           | 1%                 |
| Departure                 | Helicopter | N/A              | 79               | 0%                           | 0%                 |
| <i>Total - Departures</i> |            |                  | <i>53,562</i>    | <i>100%</i>                  |                    |
| <b>Total</b>              |            |                  | <b>80,597</b>    |                              | <b>100%</b>        |

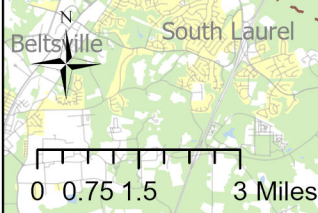
Note: Total not inclusive of touch and go or overflight operations.

Source: MAA ANOMS

# 2025 Noise Complaint Locations



- Legend**
- 2025 Noise Complaint Locations
  - ▭ 2025 Annual Noise Contour
  - ▭ 2025 Annual Noise Contour (55 & 60 DNL)
  - BWI Marshall Runways
  - ▭ BWI Marshall Property
  - - - Counties
  - Interstates
  - Roads



Prepared February 9, 2026  
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## 2025 Compliance with Noise Abatement Operational Procedures

Noise abatement at BWI Marshall includes a wide variety of strategies that are intended to reduce noise impacts for communities around the Airport. Operational procedures such as arrival and departure flight procedures and a preferential runway use system are voluntary in nature and are intended to direct aircraft operations over less populated areas, where and when possible. The FAA Air Traffic Control Tower (ATCT) at BWI Marshall and Potomac Consolidated Terminal Radar Approach Control (TRACON) have primary responsibility for implementation of flight procedures and the preferential runway use system. Although encouraged to do so, aircraft may not follow noise abatement procedures if deemed necessary by air traffic control or flight crews to maintain operational safety.

### Noise Abatement Departure Procedure Summary

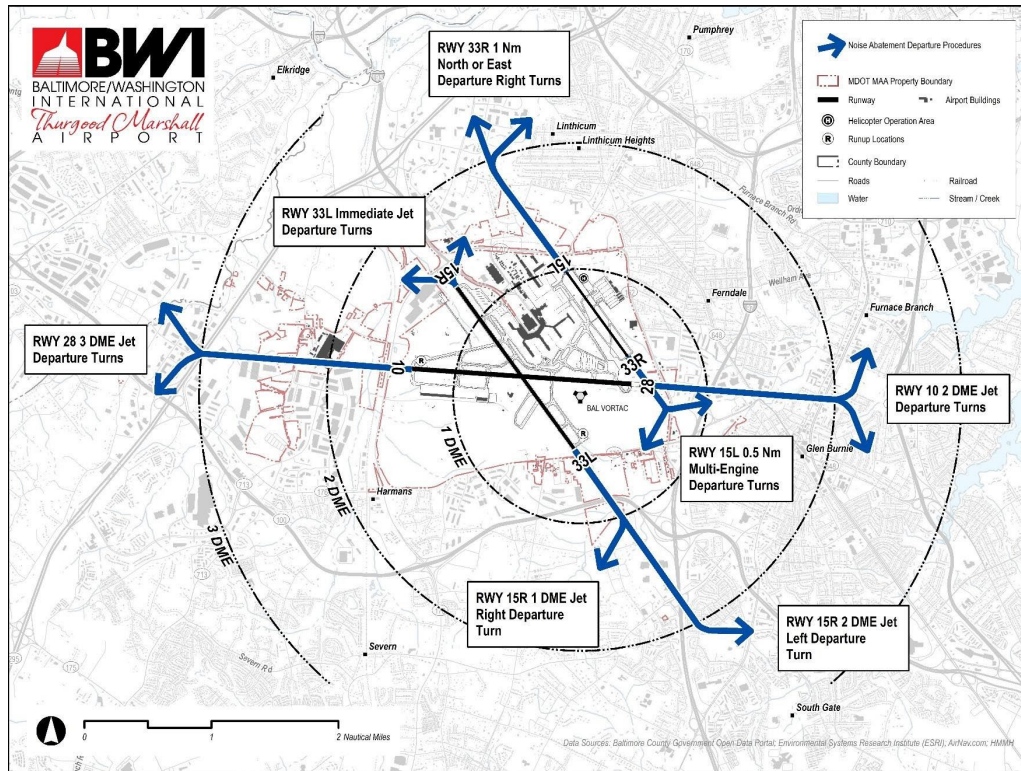
| Runway | Aircraft     | Turns | Distance & Notes  |
|--------|--------------|-------|---|
| 15R    | Jet          | Right | 2 Distance Measuring Equipment (DME) or 1.7 nautical mile (NM) from Rwy End   |
| 15R    | Jet          | Left  | 1 DME or 0.7 NM from Rwy End  |
| 28     | Jet          | All   | 3 DME or 1.7 NM from Rwy End  |
| 10     | Jet          | All   | 2 DME or 1.6 NM from Rwy End  |
| 33L    | Jet          | All   | Immediate Turns (Visual Flight Rules (VFR) - Not below 300' Above Ground Level (AGL), Instrument Flight Rules (IFR) Not below 400' AGL) |
| 33R    | All          | N/E   | Runway heading to 1 NM from departure end   |
| 15L    | Multi-engine |       | Runway heading to 0.5 NM from departure end   |

### Aircraft Noise Abatement Arrival Procedures

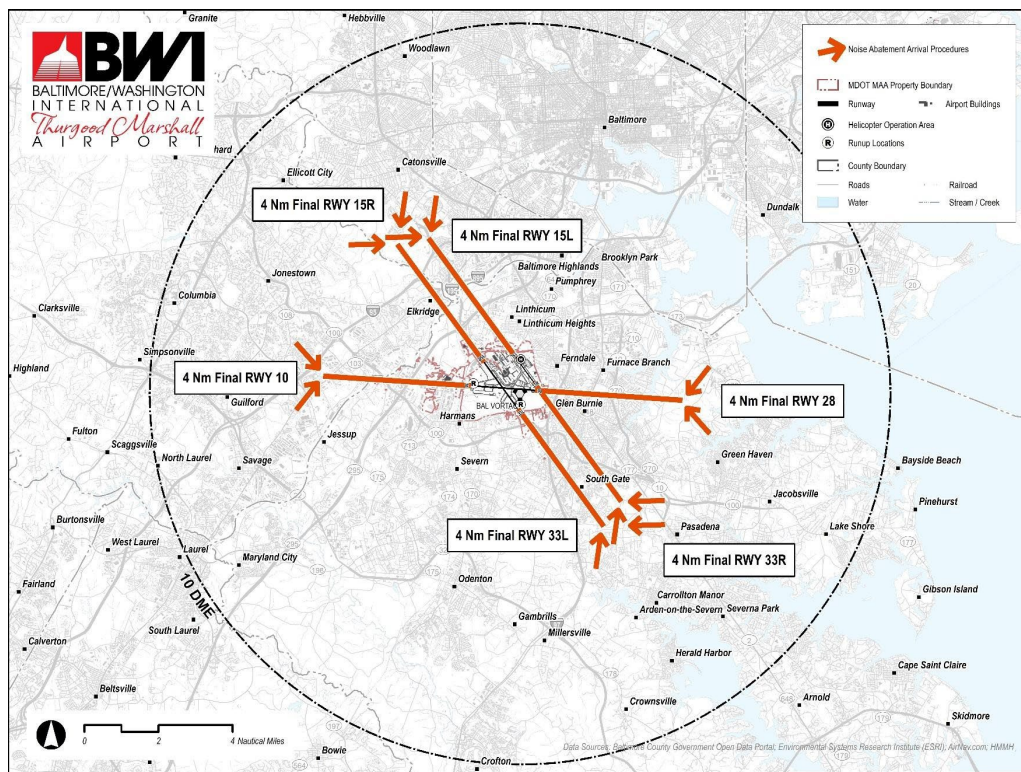
**Unless instructed otherwise by air traffic control or deviation is necessary to maintain operational safety or comply with published arrival flight procedures, aircraft are to follow the noise abatement arrival procedures detailed below**

- a) Jet aircraft conducting visual approaches will turn onto final approach a minimum of four (4) Nm from the approach end of the runway.
- b) All jet aircraft conducting visual approaches are expected to maintain 3,000 feet or above until 10 DME from the BWI VORTAC and, to the maximum extent possible, should remain at or above the Instrument Landing System (ILS) or Visual Approach Slope Indicator (VASI) for the landing runway, consistent with safe flight procedures.

## Noise Abatement Departure Procedures



## Noise Abatement Arrival Procedures



## 2025 Noise Abatement Procedure Compliance by Airline

| Airline      |                             | Violations   | Operations     | % Compliant | % Noncompliant |
|--------------|-----------------------------|--------------|----------------|-------------|----------------|
| AAL          | American Airlines           | 43           | 4,854          | 99%         | 1%             |
| AAY          | Allegiant Air               | 3            | 92             | 97%         | 3%             |
| ASA          | Alaska Airlines             | 13           | 815            | 98%         | 2%             |
| ASH          | Mesa Airlines               | 3            | 251            | 99%         | 1%             |
| AWI          | Air Wisconsin               | 0            | 12             | 100%        | 0%             |
| ACA          | Air Canada                  | 0            | 5              | 100%        | 0%             |
| BAW          | British Airways             | 135          | 653            | 79%         | 21%            |
| BMA          | BurmudAir                   | 55           | 267            | 79%         | 21%            |
| CFG          | Condor                      | 0            | 2              | 100%        | 0%             |
| CMP          | Copa Airlines               | 12           | 349            | 97%         | 3%             |
| DAL          | Delta Air Lines             | 88           | 7,239          | 99%         | 1%             |
| EDV          | Endeavor Air                | 1            | 22             | 95%         | 5%             |
| ENY          | Envoy Air                   | 19           | 1,444          | 99%         | 1%             |
| ETD          | Etihad Airways              | 0            | 2              | 100%        | 0%             |
| FFT          | Frontier Airlines           | 54           | 4,190          | 99%         | 1%             |
| ICE          | Icelandair                  | 142          | 680            | 79%         | 21%            |
| JBU          | JetBlue Airways             | 1            | 15             | 93%         | 7%             |
| NKS          | Spirit Airlines             | 277          | 8,260          | 97%         | 3%             |
| FPY          | Play Airlines               | 117          | 365            | 68%         | 32%            |
| RPA          | Republic Airlines           | 386          | 2,243          | 83%         | 17%            |
| SKW          | SkyWest Airlines            | 4            | 97             | 96%         | 4%             |
| SWA          | Southwest Airlines          | 5,685        | 110,926        | 95%         | 5%             |
| UAL          | United Airlines             | 96           | 5,504          | 98%         | 2%             |
| SCX          | Sun Country Airlines        | 20           | 1,154          | 98%         | 2%             |
| VTE          | Contour Airlines            | 5            | 280            | 98%         | 2%             |
| VXP          | Avelo Airlines              | 47           | 328            | 86%         | 14%            |
| ABX          | ABX Air                     | 89           | 1,035          | 91%         | 9%             |
| ATN          | Air Transport International | 39           | 1,956          | 98%         | 2%             |
| CKS          | Kalitta Air                 | 0            | 2              | 100%        | 0%             |
| FDX          | FedEx                       | 5            | 635            | 99%         | 1%             |
| GTI          | Atlas Air                   | 27           | 632            | 96%         | 4%             |
| JLG          | Jet Logistics               | 0            | 9              | 100%        | 0%             |
| MTN          | Mountain Air Cargo          | 30           | 56             | 46%         | 54%            |
| UPS          | UPS                         | 89           | 1,165          | 92%         | 8%             |
| <b>Total</b> |                             | <b>7,507</b> | <b>156,396</b> | <b>95%</b>  | <b>5%</b>      |

Source: MAA ANOMS