

MARYLAND AVIATION COMMISSION

June 17, 2026



MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND AVIATION
ADMINISTRATION

Maryland Aviation Commission
Wednesday, June 17, 2026
1 p.m.
Baltimore Washington International Thurgood Marshall Airport
A/B Assembly Conference Room, Third Floor

AGENDA

I. Welcome Remarks from Chair	Chair Thomson	2 min.	
II. Approval of Meeting Minutes	Chair Thomson	5 min.	
	<ul style="list-style-type: none"> • Amended November 12 Meeting Minutes • February 18 Meeting Minutes 		<p style="text-align: right;"><u>Tab A</u></p> <p style="text-align: right;"><u>Tab B</u></p>
III. Executive Director’s Report	Shannetta Griffin	5 min.	
IV. Planning & Engineering	Paul Shank	15 min.	<u>Tab C</u>
	<ul style="list-style-type: none"> • COMAR Final Action - BWI and MTN ANZ Updates 		
V. Marketing & Air Service Development	Jordan Kayloe	10 min.	
	<ul style="list-style-type: none"> • Air Service Update 		
VI. MAC Committees – Next Steps	Committee Chairs	40 min.	
	<ul style="list-style-type: none"> • Air Service Development Incentive Committee • Finance Committee • Economic Development Committee 		
VII. Process for Commission Review/Approvals	Chair Thomson	5 min.	
	<ul style="list-style-type: none"> • Documents and supplemental materials on Commission website 		
VIII. Public Comments			

TAB A

**MARYLAND AVIATION COMMISSION
WEDNESDAY, NOVEMBER 12, 2025
TERMINAL BUILDING, A/B CONFERENCE ROOM, THIRD FLOOR
BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT**

OPEN SESSION

MARYLAND AVIATION COMMISSION MEMBERS

Samantha Biddle, Acting Chairwoman
Ned Carey
Jesse Chancellor
LaTara Harris
W. Drew Hawkins
Charles Madison
Jose' Morales
Mary Reese
Dr. Cedric Sims (*virtual attendee*)
Donald Stanton
David Winstead
Dr. Zafar Zafari (*virtual attendee*)

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

Shannetta Griffin
Stacey Armstead
Aleksander Babecki
Bernadette Bridges (*virtual attendee*)
Niqui Clark
Traci Clark
Kevin Clarke
Jonathan Dean
Theodore Eyer
Rachel Goodman
Staci Gorden
John Harvell
Janean Hazelton (*virtual attendee*)
Stacey Hicks-Johnson
Jordan Kayloe
Drew Morrison
Cedric Johnson
Bruce Rineer (*virtual attendee*)
Robert Sager
Ashish Solanki
Karin White
Tanya Wojtulewicz

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OTHER EMPLOYEES OF THE STATE OF MARYLAND

Colter Menke, Maryland Department of Commerce

MEMBERS OF THE PUBLIC

Laura Atwood

Lissa Bell

Rudolph Lawrence (*virtual attendee*)

Warren Sloop (*virtual attendee*)

Chairwoman Biddle called the meeting to order at 1:10 p.m.

WELCOME REMARKS FROM CHAIR – Acting Chairwoman Biddle

Acting Secretary Biddle made welcome remarks. She apologized for her delayed arrival and explained that she had the honor of accompanying the Lieutenant Governor on a construction tour of the Purple Line in Prince George’s County this morning.

APPROVAL OF MINUTES – Acting Chairwoman Biddle

Upon request for a motion to approve the minutes of the August 27th Commission meeting, it was so moved by Commissioner Carey, seconded by Commissioner Hawkins, 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. She shared that Tara McDaniels was recently hired as Chief of External Affairs for MAA. She also provided a brief status update on MAA’s DBE/ACDBE program, in light of the new interim rule that modifies the use of race and gender in identifying social and economic disadvantage.

Executive Director Griffin thanked staff and Commissioners for their participation in several key events that took place at the airport recently – a full-scale emergency preparedness exercise that occurred on November 1st as well as an unveiling ceremony on November 6th for a new roadside historical marker in honor of the 75th anniversary of BWI Marshall Airport.

IMPACT OF FEDERAL GOVERNMENT SHUTDOWN – Cedric Johnson

Cedric Johnson, Deputy Director of BWI Operations, provided a summary of the full-scale emergency preparedness exercise that occurred at BWI Marshall on November 1st. All commercial airports must adhere to the FAA requirement to complete this exercise every three years. The exercise involved all operational components involved in emergency situations at the

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airport including police, fire, airport operations, stakeholders, airlines, community members, and mutual aid partners. The purpose of the exercise is to enable BWI Marshall and other agencies to prepare for an actual emergency at the airport.

Mr. Johnson also briefed Commissioners on the impact of the federal government shutdown on BWI Marshall's operations. He summarized the coordination and communication efforts undertaken by MAA since the start of the shutdown. He also described MAA's efforts to provide resources and support to the airport's impacted federal workers, many of whom are TSA agents. He shared the latest information on staffing irregularities, employee morale, flight reductions and delays, and the airport's contingency plans.

HISTORY AND SIGNIFICANCE OF SENATE BILL 162 – Commissioner Mary Reese
Commissioner Reese's presentation provided an overview and background on Senate Bill 162, which altered the duties and composition of the Maryland Aviation Commission. She also provided background information on the work and findings of the DC Metroplex BWI Community Roundtable (BWI Roundtable), which was formed in 2017 to address the FAA's implementation of NextGen technology at BWI Marshall.

Commissioner Reese's presentation referenced a 2022 Health Study of BWI Marshall, which found that there were costly long-term health and economic burdens due to increased aircraft noise caused by NextGen at BWI Marshall. Her presentation also included background information pertaining to federal regulatory policy on aircraft noise as well as legislative efforts at the state level to address aviation infrastructure planning impacts.

Following the presentation, Commissioners shared their views on the progress made or lack of progress concerning the Commissioners' ability to get more engaged and consider information and advice from certain additional stakeholders when carrying out the Commission's duties.

Action Items:

- Ensure all Commissioners review the Commission's Annual Report to the General Assembly.
- Develop a review and approval process for future submissions of the annual report.

NEXT STEPS ON CHAPTER 564 POLICY GOALS – Executive Director Shannetta Griffin

Executive Director Griffin's presentation summarized takeaways and feedback expressed by Commissioners during the previous Commission meeting, in which she presented on Chapter 564 policy goals. During today's follow-up presentation, she shared a potential framework for how Commissioners can become more engaged and assist MAA staff in decision-making processes.

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She outlined the purpose for a committee structure for the Commission, what it could look like and desired outcomes. She also provided some options for potential committees. She underscored that this was not the final version of the framework and indicated that she was open to suggestions and further discussion.

She spoke about finding the Commission's "sweet spot" for successful growth and operations, which she described as a balance between an emphasis on building systems, frameworks, structures, etc. and an emphasis on increasing Commission engagement, leveraging expertise, finding solutions, etc.

After the presentation, Commissioners discussed the potential committees and priority issues that the committees can work on. Acting Secretary Biddle encouraged Commissioners to look at the MDTA Board to see an example of how the Commission could be structured similarly. It was noted that because MDTA is an authority, it has fiduciary responsibilities that the Maryland Aviation Commission does not. MDTA's Board has a Capital Committee, a Finance and Administration Committee, and an Audit Committee.

Action Items:

- Determine if/how the full Commission should receive the Commission orientation. According to Senate Bill 162, Commissioners appointed before Oct. 1, 2023 should receive orientation as a group. Commissioners appointed to the Commission on or after Oct. 1, 2023 should receive the orientation on an individual basis.
- Commissioners should provide feedback on the potential committees via email to Executive Director Griffin. She intends to reach out to Commissioners individually as well.
- Potential committees will be finalized.
- The committee meeting cadence will be determined.
- Define roles and responsibilities for MAA, MDOT, and Commission.
- Commissioners should look at the MDTA Board to see an example of how the Commission could be structured similarly.

MDOT MAA SIX YEAR CAPITAL PROGRAM (NEW MAJOR CAPITAL PROJECTS)
– TANYA WOJTULEWICZ and PAUL SHANK

As required under Transportation Article, §2-103.1(a)(4), Annotated Code of Maryland, the Commission is to approve Major Capital Projects at BWI Marshall and Martin State airports. Ms. Wojtulewicz provided an overview of the Consolidated Transportation Program (CTP) process and an update of additions to the MAA capital program. Every November, the new major capital projects included in the draft CTP are brought before the Commission for approval.

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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 in January to support MDOT's capital budget request. The CTP is available [online](#).

MAA submitted its Draft CTP to MDOT (The Secretary's Office) 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.

Mr. Shank provided an overview of the two new major capital projects:

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. 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. 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.

Following the presentation, Commissioners asked questions about BWI's master plan, airport layout plan, and the process by which Commissioners review and vote to approve projects in the CTP. Commissioners asked about potential environmental impacts of the two new major capital projects. There was also discussion of the importance in understanding the difference between maintenance and expansion projects.

Upon request for a motion to approve the new major capital projects included in the CTP, it was so moved by Commissioner Winstead, seconded by Commissioner Hawkins, and approved by a majority. Commissioner Reese and Commissioner Chancellor abstained.

Action Items:

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- Send the current Airport Layout Plan to all Commissioners.
- Review process for presenting approval items to the Commission.

Airport Noise Zone Updates for BWI and MTN – Paul Shank

The Maryland Environmental Noise Act of 1974 requires an “assessment of the noise environment”, delineation of a “noise zone” (ANZ), and development of a noise abatement plan (NAP) every five years.

The Maryland Aviation Commission is charged with the approval of regulations prior to their adoption by the MAA Executive Director. Mr. Shank provided an overview of the Code of Maryland Regulations (COMAR) process. COMAR prescribes the noise metric, methodology, compatible land uses, consideration for noise abatement plan elements, and the permit process for construction within the Noise Zone.

BWI Marshall Airport ANZ Update - COMAR Section 11.03.01.01-1(B)(5)

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.

The most recent ANZ for BWI Marshall, certified in 2021, is referenced in COMAR Section 11.03.01.12 and incorporated by reference in COMAR Section 11.03.01.01-1(B)(5)y. MAA initiated an update to the ANZ for BWI in January 2025, and has completed the technical work. MAA proposes to update the references in COMAR to reflect an updated ANZ and Noise Abatement Plan (NAP) for BWI.

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.

Upon request for a motion to 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) it was so moved by Commissioner Hawkins, seconded by Commissioner Stanton, and approved by a majority. Commissioner Reese abstained. Commissioner Sims and Commissioner Zafari (*both remote attendees*) were unable to participate in the vote due to a technical problem that

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disrupted connectivity to Microsoft Teams (see note below).

Martin State Airport ANZ Update

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.

The most recent Airport Noise Zone (ANZ) for MTN, certified in 2021, is referenced in COMAR Section 11.03.02.10 and incorporated by reference in COMAR Section 11.03.01.01-1(B)(6). MAA initiated an update to the ANZ at MTN in January 2025, and has completed the technical work. MAA proposes to update the references in COMAR to reflect an updated ANZ for MTN.

Following the presentations, Commissioners discussed the ANZ process and the process by which they review and vote to approve the ANZ. Commissioner Reese communicated that she feels there are serious problems with the current methods used to establish the ANZ. She also asked questions about who attends the Stakeholder Advisory Committee Meetings, what information is being provided to the public, and how feedback is obtained.

Upon request for a motion to 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*, it was so moved by Commissioner Hawkins, seconded by Commissioner Morales, and approved by a majority. Commissioner Reese abstained. Commissioner Sims and Commissioner Zafari (*both remote attendees*) were unable to participate in the vote due to a technical problem that disrupted connectivity to Microsoft Teams (see note below).

***NOTE:** During this portion of the meeting (at approximately 2 hours and 58 minutes into the meeting), a technical problem disrupted connectivity to Microsoft Teams. Virtual attendees were unable to hear or participate in the meeting for approximately 16 minutes. Connectivity to Microsoft Teams resumed during the public comment period.

Future modification of ANZ Process

MAA intends to identify and pursue potential changes in COMAR that would reduce cost, reduce confusion in the public, and minimize duplicative effort while meeting applicable regulations and mitigation program goals, via adoption in COMAR of the Federal 14 CFR Part 150 process.

MAA has initiated an effort to identify potential changes to COMAR. Completed tasks include:

- Initial Report providing a history of ANZ/Part 150 studies

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- An evaluation of efforts other airports take beyond Part 150 studies
- Identification of potential recommendations and COMAR references

Commissioner Stanton spoke about special take-off procedures as a solution to reducing aircraft noise. He recommended the Commission work with the airlines to try to get more voluntary noise abatement procedures in place.

Action Items:

- Send the full set of ANZ contours to all Commissioners.
- Commissioner Reese asked about who attended the Stakeholder Advisory Committee Meetings. MAA PowerPoint slides listed who was invited.
- Commissioner Winstead asked how the Stakeholder Advisory Committee meetings were advertised.

PUBLIC COMMENT PERIOD

Lissa Bell read a prepared statement on Avelo Airlines and its operation of deportation flights. She requested that the Maryland Aviation Administration end the contract with Avelo Airlines. She described Avelo as a bad company and provided a list of practices she considered to be harmful.

Laurel Atwood read a prepared statement on Avelo Airlines and its operation of deportation flights. She requested that the Maryland Aviation Administration and Governor Moore end the contract with Avelo Airlines. She expressed her belief that although Avelo only runs a small number of flights out of BWI Marshall, it is imperative for the airport to end the contract with Avelo as a means of showing solidarity and support with other entities around the country who no longer do business with Avelo. She thanked MAA for the written response that she received previously.

*NOTE: Due to time constraints, the presentation on Air Service Development by Jordan Kayloe was postponed until the next meeting.

MEETING ADJOURNED

There being no further business, a motion to adjourn was made by Commissioner Hawkins, seconded by Commissioner Stanton, and approved unanimously. The meeting adjourned at 4:19 p.m.

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ACTION ITEMS

ACTION ITEMS FROM 11/12: (FOR MAA)

- Ensure all Commissioners review the Commission's Annual Report to the General Assembly. *(Emailed to Commissioners 12/9/25)*
- Develop a review and approval process for future submissions of the annual report.
- Determine if/how the full Commission should receive the Commission orientation. *(According to Senate Bill 162, Commissioners appointed before Oct. 1, 2023 should receive orientation as a group. Commissioners appointed to the Commission on or after Oct. 1, 2023 should receive the orientation on an individual basis.)*
- Potential committees will be finalized.
- Define roles and responsibilities for MAA, MDOT, and Commission.
- Commissioners should look at the MDTA Board to see an example of how the Commission could be structured similarly.
- Send the current Airport Layout Plan to all Commissioners. *(Emailed to Commissioners 12/10/25)*
- Review process for presenting approval items to the Commission.
- Send the full set of ANZ contours to all Commissioners. *(Emailed to Commissioners 12/10/25)*
- Commissioner Reese requested list of who attended the Stakeholder Advisory Committee Meetings. MAA PowerPoint slides listed who was invited. *(Emailed to Commissioners 12/10/25)*
- Commissioner Winstead asked how the Stakeholder Advisory Committee meetings were advertised. *(Emailed to Commissioners 12/10/25)*
- Due to time constraints, the presentation on Air Service Development by Jordan Kayloe was postponed until the next meeting.

(FOR COMMISSIONERS)

- Commissioners should look at the MDTA Board to see an example of how the Commission could be structured similarly.
- Commissioners should provide feedback on the potential committees via email to Executive Director Griffin. She intends to reach out to Commissioners individually as well. (Committee survey sent 11/19)

MARYLAND AVIATION COMMISSION REQUIREMENTS:

- Financial Disclosure Forms ---two Commissioners are outstanding

ONGOING DISCUSSIONS FROM PREVIOUS MEETINGS:

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- Setting up committee structure
- Creation of policy framework

AMENDMENT TO NOVEMBER 12, 2025 MEETING MINUTES
(MOTION TO AMEND MINUTES WAS MADE DURING FEBRUARY 18,
2026 MEETING)

Updates to section titled "MDOT MAA SIX YEAR CAPITAL PROGRAM":

Commissioner Reese asked how the Pavement Management Plan fit into the airport's master plan.

Mr. Shank answered that it is consistent with the current Airport Layout Plan which is a part of the airport's master plan.

Commissioner Reese stated that the former CEO informed the Commission in November 2023 that the MAA did not have a current master plan.

Executive Director Griffin explained that the master plan does expire by a certain date but that the airport authority is always operating under a plan until they make a new master plan. She explained federal regulation recommends a master plan is made every five years for a twenty-year period and although the airport's master plan expired the MAA will work under it until it has a new one. The ALP is the more significant document and any change to it would require FAA approval.

Commissioner Chancellor explained the agenda item showed a problem between the airport's continuing identification of a need while not having an identified future plan to which that need could be determined to be of benefit. He explained the Commission was asked to make decisions without its ability to consider the totality of its responsibilities and without understanding of the implications of its decisions. He stated the airport is situated in the middle of highly concentrated residential development and without any limiting factors considered in evaluating the airport's identified needs we risk having a metropolitan area that may only serve an airport rather than be served by an airport. He stated he had asked the former MAA executive director for a list of anticipated major projects the Commission would need to approve to help assist in the absence of a current master plan so the Commissioner would have

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the ability to consider airport projects in accordance with the scope of its duties without necessarily slowing them and a list was never provided.

Commissioner Reese stated the MAA was asking the Commission to vote to approve ANZ documents including the 5- and 10-year projections for a certification process without the Commission having been provided the documents to review.

Executive Director Griffin explained the process of creating a master plan was just beginning and could take one to two years.

Updates to section titled "AIRPORT NOISE ZONE UPDATES FOR BWI AND MTN":

Commissioner Reese stated her concern about inaccurate and skewed data on the proposed ANZ. She stated the purpose of the ANZ is land use planning and yet the proposed ANZ incorporates the presence of a nonexistent parallel runway to the existing RWY 10-28 which may not be built as it could likely not be certified by the FAA. She stated any prior approval of an ALP including that runway had possibly expired. She stated that by publishing the proposed ANZ the MAA would be providing a land use planning tool to the counties that is misleading.

Commissioner Reese indicated that Executive Director Griffin said it is hard to provide the documents to the members of the Commission but would do so upon request and the MAA needed to move along the ANZ process to meet COMAR deadlines even though the MAA representative with technical expertise could not be at the day's meeting.

Executive Director Griffin maintains that she said she would provide a copy of the ANZ for Commissioners to review if they would like to see it. She indicated that it may be hard for Commissioners to interpret and understand it because the documents are very technical and the MAA technical representative could not be at the day's meeting. She explained that there are deadlines that have to be met within the COMAR process. She went on to say that it was her understanding that this has been the process that the Commission has operated in in the past. She said MAA could look into revising the process if Commissioners are uncomfortable with it.

Correction to section titled "BWI MARSHALL AIRPORT ANZ UPDATE - COMAR Section 11.03.01.01-1(B)(5)":

Commissioner Reese voted "no" on the item "BWI Marshall Airport ANZ update" and did not abstain.

TAB B

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OPEN SESSION

MARYLAND AVIATION COMMISSION MEMBERS

Kathryn Thomson, Acting Chair
Ned Carey
LaTara Harris
W. Drew Hawkins
Charles Madison
Jose' Morales
Mary Reese
Donald Stanton
David Winstead (*virtual attendee*)
Dr. Zafar Zafari

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

MARYLAND AVIATION ADMINISTRATION (MAA)

Shannetta Griffin, Executive Director
Tunji Adenekan
Stacey Armstead
Samantha Biddle
Dean Christmon
Traci Clark
Kevin Clarke
Jonathan Dean
Theodore Eyler
Daniel Favarulo
Rachel Goodman (*virtual attendee*)
Staci Gorden
Janean Hazelton (*virtual attendee*)
Stacey Hicks-Johnson
Jordan Kayloe
William Lindsey
Tara McDaniel
Drew Morrison
Nia Newton (*virtual attendee*)
Bruce Rineer (*virtual attendee*)
Keiva Rodriques
Robert Sager
Ashish Solanki
Anthony Tangorra (*virtual attendee*)

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Shanida Thomas-Broderick

OTHER EMPLOYEES OF THE STATE OF MARYLAND

None

MEMBERS OF THE PUBLIC

Laura Donovan

Acting Chairwoman Thomson called the meeting to order at 1:02 p.m.

WELCOME REMARKS FROM CHAIR – Acting Chair Thomson

Acting Chair Thomson introduced herself as the Acting Secretary of the Maryland Department of Transportation and the new Acting Chair of the Maryland Aviation Commission. She made welcome remarks, which included an overview of her professional background.

During her remarks she described four core pillars that are key to the Commission’s work: 1) advising MDOT and MAA on safety and efficiency as it pertains to the airport and airport operations, 2) helping to ensure that MAA is doing everything it can to be a good neighbor to communities surrounding the airport, 3) ensuring operational excellence and integrity across all of MDOT and MAA, and 4) building and positioning MAA to grow and evolve into the future. She then asked the Commissioners to briefly introduce themselves. She shared that she looks forward to working with all of the Commissioners.

APPROVAL OF MINUTES – Acting Chair Thomson

There was a request by Commissioner Reese to modify the meeting minutes of the November 12, 2025 Commission meeting. She submitted her request via email prior to the meeting. In her email, she requested specific updates and a correction be made to the minutes.

The Executive Director commented that the Commission minutes are a summary intended to capture key points of discussion, as opposed to a transcript. She also noted that during the November 12th meeting, a technical problem disrupted connectivity to Microsoft Teams. Virtual attendees were unable to hear or participate during a portion of the meeting. The Commission meeting on November 12th was recorded, however audio for this portion of the recording dropped as well. Executive Director Griffin stated that because of this, it is not possible to validate some of Commissioner Reese’s requested amendments to the minutes.

Commissioner Reese made a statement about how the Commission’s meeting minutes were sparse and very different than the meeting minutes from the BWI Community Roundtable

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There was discussion regarding conflicting accounts of one statement made during the November 12th meeting. Specifically, Commissioner Reese requested to update the minutes to include the statement: “Executive Director Griffin explained it is hard to provide the documents to the members of the Commission but would do so upon request and the MAA needed to move along the ANZ process to meet COMAR deadlines even though the MAA representative with technical expertise could not be at the day’s meeting.” The Executive Director responded by saying that this was not exactly what she said. She stated that MAA staff would review the recording of the meeting to confirm.

There was also discussion regarding conflicting accounts of Commissioner Reese’s vote during the November 12th meeting. Specifically, Commissioner Reese requested to correct the minutes to indicate that she voted “no” on the item “BWI Marshall Airport ANZ Update”. The Executive Director maintains that Commissioner Resse abstained. The recording of the meeting does not capture this vote because it occurred during the portion of the recording when the audio dropped.

Commissioner Reese said that allowing Commissioners to submit requested amendments to meeting minutes could be useful if/when Commissioners submit content for future Annual Reports. She also requested that meeting minutes be distributed to Commissioners earlier than two days prior to the meeting so that there is more time to review.

Acting Chair Thomson spoke about the need for the meeting minutes to be succinct, but clear and accurate. She reiterated that the minutes will not capture all dialogue. She encouraged Commissioners to keep this in mind when reviewing the minutes, and she said that the Commission welcomes suggestions to correct or update the minutes to ensure accuracy.

Upon request for a motion to amend the minutes as requested by Commissioner Reese and Executive Director Griffin, it was so moved by Commissioner Hawkins, and seconded by Commissioner Morales and approved unanimously.

EXECUTIVE DIRECTOR’S REPORT – Executive Director Shannetta Griffin

The Executive Director made introductory remarks and welcomed Acting Secretary Thompson to the Commission. She also provided a brief overview of the agenda. She provided updates pertaining to recent and upcoming events at BWI Marshall and Martin State, including the opening of the A/B Connector, Aviation Day/National Engineers Week, AMAC Foundation Project LIFT, and the Topping Off Ceremony for the Air Traffic Control Tower at Martin State. She also gave a status update regarding the COMAR updates for the BWI Marshall Airport Noise Zone and the Martin State Airport Noise Zone. Ms. Griffin shared information on legislative matters affecting airports, including the state budget deficit and MAA’s legislative budget hearings. She encouraged Commissioners to attend MAA’s Annual Legislative Reception this

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evening in order to engage with policymakers and discuss the critical role the airport plays in the state's economy.

Following the Executive Director's Report, Commissioners asked questions pertaining to some of the topics covered in her remarks. Acting Chair Thomson shared insight on the role of the Commission, in terms of it being a regulatory or advisory body. Follow up discussion also revolved around MAA's budget hearings, budgetary constraints and the associated impacts on aviation and transportation in the state.

COMMISSIONER COMMENTS – Commissioner Zafar Zafari

Commissioner Zafari requested a few minutes on the agenda in order to raise a few points. He spoke about the challenges he encountered when trying to participate virtually in the Commission meeting on November 12, 2025. At some point during that meeting, his connectivity to Microsoft Teams was disrupted and he was unable to vote on the meeting agenda items. He broached the subject in order to request a solution to ensure that all virtual participant's votes are captured in the future.

In response, Acting Chair Thomson stated that the Commission can ensure that all virtual participant's votes are received when connectivity is disrupted by following up with Commissioners after the meeting to confirm the votes are properly recorded.

Commissioner Zafari also commented on the framework for the forthcoming Commission Committees. He requested the Commission create a formal process for public engagement and incorporate feedback before voting on items. He mentioned the policy framework he had started working on with former Commissioner Jesse Chancellor. He also provided an example of engagement – extending invitations to health scientists to serve as guest speakers at future Committee meetings or Commission meetings. He also recommended having the meeting package include community feedback or public health reports.

COMMISSION COMMITTEES: NEXT STEPS - Executive Director Shannetta Griffin

Ms. Griffin's presentation focused on key decision points for the formation of committees. Utilizing feedback received from Commissioners who completed a committee survey, she provided options for three potential committees as well as some potential projects. She underscored that this was a draft of the framework and indicated that she was open to revisions and further discussion.

Air Service Development Incentive Committee

Key Objectives:

- Growth & Retention of Commercial Air Service and Cargo Offerings
- Stakeholder Engagement & Advocacy

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- Policy & Strategic Alignment

Finance Committee

Key Objectives:

- Budget Development & Oversight
- Evaluation of Market Conditions & Economic Outlook
- Economic Impact Analysis & Advocacy

Economic Development Committee

Key Objectives:

- Revenue Generation Strategies
- Business Development & Partnerships
- Strategic Planning & Market Positioning

Ms. Griffin recommended that the Commission come to a consensus on the following key decision points in order to move forward with forming Committees:

- Selection of Committees
- Committee Descriptions
- Projects
- Chairs and Members of Committee
- Meeting Cadence
- Charters

Ms. Griffin explained that the committee survey included additional potential committees, but that the three proposed committees are based off of survey responses. Additionally, she made sure that components from all the potential committees were included in the three committees proposed today.

There was discussion about how the Committees would function and work in alignment with the MAA. Ms. Griffin explained that MAA staff would be assigned to serve as liaisons and facilitate the work of the committee. The strategic plan will inform the work of the Committees to ensure that all projects are aligned with MAA's goals and objectives.

Commissioners suggested that if there are other Airport Commissions across the country or a Commission within the state that functions similarly with Committees, that the Maryland Aviation Commission should look to see how they have set up their committees in order to glean best practices. There was a question about the status of the strategic plan and whether a new one is currently being developed. It was suggested that the strategic plan could be used as a resource document to inform the Committees. Commissioners also discussed opportunities to collaborate across Committees on various projects.

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Acting Chair Thomson recommended each committee identifies specific issues that it would like to work on and shares this information during the next Commission meeting. The full Commission can decide if there is an opportunity for collaboration and ensure that work is not duplicated by multiple committees.

There was also discussion about the need for clarity around whether the Committee projects should be strategic/ advisory or tactical/ directive. Getting clarity on this will help inform the Committees about what kinds of projects are appropriate to take on. A Commissioner expressed concern that the potential committees do not include the Commission's regulatory responsibilities.

Action Items (for MAA):

- Identify Airport Commissions across the country or a Commission within the state that functions similarly with Committees, so the Maryland Aviation Commission can look to see how they have set up their committees in order to glean best practices.
- Confirm where committee meetings can be held – onsite and/or virtual.
- Identify MAA staff liaisons for each Committee.

Action Items (for Commissioners):

- Provide any additional comments or feedback on the potential committees to .
- Each committee should convene, finalize members, elect a Chair, and identify specific issues that it would like to work on (including proposed timeframe and support needed for completion). Report out at the next MAC meeting on June 17, 2026.
- Get consensus on whether the Committee projects should be strategic/ advisory or tactical/ directive. This will help inform the Committee about what kinds of projects are appropriate to take on.

MARKETING AND AIR SERVICE DEVELOPMENT – Jordan Kayloe, Director of Air Service Development and Tunji Adenekan, Policy Advisor

Mr. Kayloe presented updates pertaining to air service development at BWI Marshall.

Air Service Development at BWI

Looking at future capacity, Q2 2026 seats are down 2% year-over-year. Spirit shed aircraft in bankruptcy and is down over 50% so far in 2026. Frontier is growing and filling in the holes that Spirit left behind.

In Q2 2026, carrier capacity share rankings have shifted.

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- Southwest: 73.4%
- Delta: 5.8%
- Frontier: 5.7%
- United: 4.5%
- American: 4.2%
- Spirit: 3.8%
- Other: 2.7%

Spirit falls from #2 to #6 with bankruptcy schedule reductions. Frontier jumps up to #3 with summer expansion.

Airlines have announced new routes for FY26:

Spirit: added Montego Bay

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

BermudAir: added Anguilla

Southwest: will add St. Thomas, Knoxville, St. Maarten, Oklahoma City, Pensacola

Alaska: will add Portland

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

In Q2 2026, Washington-Dulles leads the region in seat capacity:

IAD: 36%

BWI: 33%

DCA: 31%

The gap is much larger looking at international seat capacity:

IAD: 87%

BWI: 9%

DCA: 4%

BWI Marshall's top 10 unserved international markets provide opportunities for new nonstop service:

1. San Salvador
2. Toronto
3. Paris
4. Frankfurt
5. Guatemala City
6. Rome
7. Vancouver
8. Lagos

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9. Dublin
10. Amsterdam

Total passenger traffic continues to trend downward. The K-shaped economy does not favor the all-economy carriers prevalent at BWI Marshall. November had mandatory flight cancellations. December and January numbers are preliminary.

Southwest has increased its percentage of connecting passengers. This change impacts BWI Marshall. Fewer local passengers mean less revenue from parking and rental cars. BWI Marshall has the highest connecting percentage among Southwest's large airports.

International traffic was trending up this summer, but BWI Marshall lost the Icelandic carrier Play when they ceased operations in late September. Hurricane Melissa hit Jamaica in late October, which also impacted the airport's international air traffic.

Cargo volume grew in 2025. April and July increases were driven by consumers trying to rush to beat price increases caused by tariffs.

Air Service Development Incentive Committee – Next Steps

Mr. Adenekan's presentation focused on next steps for the air service development incentive committee. He provided a snapshot of the work of the committee over the next several months.

Building the Foundation

The committee will need to establish a shared foundational understanding of industry standards through briefings on:

- Air service development process
- ASIP Frameworks
- FAA regulations
- Competitive benchmarking
- Economic impact & ROI modeling

External Engagement & Advocacy

- Act as ambassadors for the airport
- Support the initiatives led by BWI Marshall Airport to engage key contacts
- Advocate for policy implementation

Report Back with Feedback and Contacts

- Report back with Feedback and Contacts

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Mr. Adenekan shared that he would likely be serving as the MAA staff liaison to the Air Service Development Incentive Committee and looks forward to delving into this work with committee members.

MAC REVIEW AND APPROVAL ITEMS – Executive Director Shannetta Griffin

The Executive Director presented on the Commission’s responsibilities as it pertains to reviewing and approving specific items.

Maryland Open Meeting Act

Ms. Griffin explained the training requirement related to the Open Meetings Act.

Annotated Code of Maryland, General Provisions §3-213(b) states:

Each public body shall designate at least one individual who is an employee, an officer, or a member of the public body to receive training on the requirements of the open meetings law.

Annotated Code of Maryland, General Provisions §3-213(d) states:

A public body may not meet in a closed session unless the public body has designated at least one member of the public body to receive training on the requirements of the open meetings law.

Annotated Code of Maryland, General Provisions §3213(d) (*continued*) states:

If the individuals designated cannot be present at an open meeting, then the public body must complete the Compliance Checklist developed by the Office of the Attorney General and include the completed checklist in the minutes for the meeting.

Acting Chair Thomson acknowledged that only one member must be trained according to the statute, but she recommended that all Commissioners take the Open Meetings Act Training. She indicated that all Commissioners should understand what their obligations are under the Open Meetings Act.

Action Items (for Commissioners):

- Acting Chair Thomson recommended that all Commissioners take the Open Meetings Act Training.

Commission Annual Report

Ms. Griffin provided an overview of the process of creating the Annual Report to the General Assembly.

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Subject to § 2–1257 of the State Government Article, the Commission shall report by January 15 of each year to the General Assembly on the activities of the Commission during the previous year.

Going forward, there will be a more formal process for drafting the Annual Report. The Commission will have an opportunity to review and contribute to the report. The updated process for the Annual Report includes:

- MAA drafts the report
- Commission reviews the report
- MDOT Government Affairs reviews the report
- MDOT Government Affairs obtains approvals from MDOT TSO, Department of Budget and Management, and Governor’s Office.
- MDOT Government Affairs submit the report to the General Assembly

The 2026 Annual Report was approved by the Governor’s Office yesterday and submitted to the General Assembly. A copy will be placed on the Commission webpage today.

There was consensus among the Commissioners who agreed with the process as outlined today.

Items Requiring Commission Approval (From Maryland Transportation Article §5–201)

Ms. Griffin highlighted the following items that require Commission approval:

- New or amended COMAR regulations
- Major capital projects, as defined in Maryland Transportation Code § 2–103.1(a)(4), that are included in the Consolidated Transportation Plan (CTP).
- Appointments for up to 12 management personnel positions.

Maryland Transportation Article §5–201 states:

No formal action may be taken by the Commission except by an affirmative vote of a majority of the entire Commission.

Supplemental Materials on the Commission Website

Ms. Griffin explained that she received a request from Commissioner Reese recently to place a Supplemental Annual Report on the Commission website that was drafted by herself and former Commissioner Chancellor independently of the Maryland Aviation Commission. The report is titled “2024 Supplementary Report to the Maryland General Assembly Executive Summary. The Supplemental Report was posted on the BWI Community Roundtable’s webpage as part of their meeting materials. It remained on the Roundtable’s webpage for over a year, and was then subsequently taken down.

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Ms. Griffin said she was bringing this to the attention of the full Commission today and proposed having a process for reviewing/approving requests to post material to the Commission webpage.

Commissioner Reese shared that she and former Commissioner Chancellor wrote the report as a supplement to the 2025 Commission Annual Report, which was submitted late. At that time, the Commission was not reviewing / approving the Commission Annual Report before it was submitted to the General Assembly. Commissioner Reese said she and former Commissioner Chancellor were unsure what community input was included in the Commission Annual Report when they wrote their supplemental report. Commissioner Reese also explained that she and Commissioner Chancellor sent the supplemental report to Secretary Wiedefeld and informed him that they were also sending their supplemental report to legislators and others.

Commissioner Reese then recommended that MAA have an archive on the website so that the public can access a larger amount of documents and recordings of past Commission meetings. In addition to posting her Supplemental Annual Report, she also requested that all the recordings of previous Commission meetings be restored to the website.

There was follow up discussion amongst commissioners about whether or not it was appropriate to post material or documents written independently by Commissioners without the approval of the full Commission. One Commissioner described the Supplemental Report as an airing of grievances against the Commission and the MAA, and not an official document of the Commission.

Acting Chair Thomson indicated that she felt that Commissioners should be able to contribute content to the website, but if it is not approved by the full Commission, then the material needs to be classified as public comment. She shared that there are ways to incorporate public comments on the website.

She informed the Commissioners that this topic would be discussed further offline and then she would report back with a proposed course of action.

Commissioner Reese stated that the 2026 Commission Annual Report was inadequate and did not speak to what the Commission did. She said the report was missing public comments and community feedback, as well as the concerns that she voiced during the last meeting. She also indicated that it was confusing that so much of the Commission's Annual Report detailed MAA projects and programs that were not discussed during Commission meetings.

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Executive Director Griffin explained that the contents of the Annual Report are mandated through legislation.

Action Items (for MDOT):

- Draft process for reviewing and approving requests to post content by Commissioners and/or members of the public to the Commission website. Share proposed course of action at a future Commission meeting.

PUBLIC COMMENT PERIOD

No comments

MEETING ADJOURNED

There being no further business, a motion to adjourn was made by Commissioner Morales, seconded by Commissioner Stanton, and approved unanimously. The meeting adjourned at 2:58 p.m.

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ACTION ITEMS

ACTION ITEMS FROM 2/18:

(FOR MDOT)

- Draft process for reviewing and approving requests to post content by Commissioners and/or members of the public to the Commission website. Share proposed course of action at a future Commission meeting.

(FOR MAA)

- Identify Airport Commissions across the country or a Commission within the state that functions similarly with Committees, so the Maryland Aviation Commission can look to see how they have set up their committees in order to glean best practices.
- Confirm where committee meetings can be held – onsite and/or virtual.
- Identify MAA staff liaisons for each Committee and introduce them to Committee members.
- Ensure MAA staff liaisons are facilitating open committee meetings.

(FOR COMMISSIONERS)

- Complete virtual [Open Meetings Act Training](#).
- Provide any additional comments or feedback on the potential committees to Executive Director Griffin.
- Each committee should convene, finalize members, elect a Chair, and identify specific issues that it would like to work on (include proposed timeframe and support needed for completion). Report out at the next MAC meeting on June 17, 2026.
- Get consensus on whether the Committee projects should be strategic/ advisory or tactical/ directive. This will help inform the Committee about what kinds of projects are appropriate to take on.

MARYLAND AVIATION COMMISSION REQUIREMENTS:

- Financial Disclosure Forms ---one Commissioner is outstanding

ONGOING DISCUSSIONS FROM PREVIOUS MEETINGS:

- Define roles and responsibilities for MAA, MDOT, and Commission.
- Setting up committee structure
- Creation of policy framework

TAB C

MARYLAND AVIATION ADMINISTRATION
Decision Paper

Airport Noise Zone and Noise Abatement Plan Update
BWI Marshall Airport
COMAR Final Action

June 17th, 2026

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.

Previous Maryland Aviation Commission Action

MAA presented the proposed 2025 ANZ to the Commission on November 12th, 2025. The decision paper and presentation provided an overview of MAA's requirements to prepare an update to the ANZ, reviewed the scope, process, and Stakeholder Advisory Committee (SAC), presented the Draft 2025 BWI ANZ noise contours, provided an overview of the NAP, and highlighted the public notice and review process.

The Decision Paper from the November 12th, 2025 Maryland Aviation Commission meeting is included as **Attachment 1**. The Commission authorized MAA to proceed with updating both the ANZ and NAP and to publish the proposed amendment to the regulations in the Maryland Register.

MAA has subsequently completed and published the draft ANZ document, held a public workshop and hearing, reviewed and prepared responses to submitted public comments, and prepared the final BWI Marshall 2025 ANZ document.

Public Workshop and Public Hearing

Following the Commission's approval to move forward, MAA completed the Draft ANZ and made the draft document available on January 20th, 2026 on the MAA website. A public workshop and hearing was planned for Thursday, March 19th, 2026, and public notice was provided via the following means:

- Legal notice was published in the Baltimore Sun (March 8th) and the Capital (March 9th).
- Subscribers to MAA's eNews Express were notified directly via email.
- Elected and public officials were notified directly via email
- Email notifications were sent directly to members of the Stakeholder Advisory Committee.
- Hard copies were placed at 14 local libraries in Baltimore City and County, Anne Arundel County and Howard County.
- The Notice of Proposed Action, including the proposed changes to COMAR, was published in the Maryland Register, Volume 53, Issue 6, March 20th, 2026.

On Thursday, March 19th, 2026, from 3:00 p.m. to 5:00 p.m. and 6:00 p.m. to 8:00 p.m., MAA hosted an in-person public workshop and hearing at MAA offices at 991 Corporate Blvd in Linthicum Heights. There were twenty-six (26) people in attendance. The public workshop included display boards staffed by MAA and the consultant team, and the public hearing in an adjacent room allowed interested parties to provide comments to a court reporter.

MAA received 19 comments from 16 individuals. Many commentors reside in Severn and are impacted by a recent FAA procedure change which MAA is attempting to remedy with the Federal Aviation Administration. One attendee provided comments via the court reporter and submitted supporting data and ten letters with similar content, nine of which are copies of a form letter signed by other residents in Severn. This packet also included personal statements from two additional people. None of the comments received affect the technical results of the ANZ. The comments and MAA's responses are included in the Final ANZ and are summarized below.

Commentors noted the concentration of aircraft departures from Runway 15R over the Severn community.

MAA Response: Many of the commentors live in the Severn community. As part of FAA's July 2024 implementation of new departure procedures for westbound departures from BWI Marshall's Runway 15R (TERPZ EIGHT, LINSE ONE, and FOXHL ONE Standard Instrument Departures or SIDs), westbound aircraft are directed from Runway 15R to fly to a new waypoint (WARYN) prior to initiating a westbound turn. While this procedure mimics MAA's long-standing Runway 15R noise abatement departure procedure, the initiation of a departure turn at this specific location has resulted in a significant concentration of flight tracks over the Severn community. This concentration of flights has resulted in a notable increase in community concern, including an increase in noise complaints, attendance at Roundtable meetings, and correspondence with elected officials. The concentration of flights over the Severn community was an unintended consequence

of the addition of the WARYN waypoint. The use of the WARYN waypoint and this procedure is modeled in the ANZ and no changes to the ANZ are warranted.

Independent of this ANZ update, the MAA and Roundtable have requested that FAA remove the WARYN waypoint. Consultation with industry representatives has pointed towards the feasibility of a procedure which directs aircraft to climb to an altitude prior to initiating a westbound turn; such a procedure would both increase the altitude of departing aircraft and reduce flight track concentration. This approach could return the dispersion of aircraft to patterns that existed prior to implementation of NextGen. The MAA has formally petitioned the FAA to remove publication of the WARYN waypoint, and, instead, adopt a minimum altitude restriction prior to initiating the westbound turn, with the restricting altitude chosen to better balance the impacts over the Elmhurst and Severn communities. As of June 2026, MAA is awaiting the results of FAA's initial feasibility analysis and a clear definition of the next steps towards implementation. FAA has indicated that the timeline may be as long as five years for review and publication of any new procedure.

Commentors suggested that a portable noise monitor located directly under the westbound Runway 15R departure flight path would yield a different result in the ANZ contours, and asked that the final ANZ be adjusted to include additional residential land uses. Multiple commentors contested the ANZ based on noise monitor results.

MAA Response: Noise monitors are not, and can not be, used in the preparation of the Airport Noise Zone. Noise monitors measure noise levels at one discreet location and cannot be used to forecast future noise exposure. MAA relies on the FAA's Aviation Environmental Design Tool (AEDT), which uses reference aircraft noise data combined with actual runway use, flight track use, and wind and weather conditions to define cumulative noise levels on an average annual day.

The ANZ contours are presented in terms of the Day-Night Average Sound Level (DNL) metric, while the permanent (and portable) noise monitors can report single event noise levels. Commentors note that some single event noise levels from aircraft overflights can exceed 65 decibels at locations outside of the 65 DNL noise contour of the ANZ. MAA concurs, and notes that DNL is a cumulative noise metric that averages noise levels over a 24-hour period, with a nighttime penalty. The cumulative nature of the metric accounts for both the loudness and duration of all noise events. The ANZ presents an accurate estimate of cumulative noise based on the best available assumptions.

The modeling approach used to develop the ANZ is standard in the development of noise contours and follows the methodology outlined under State regulations. The noise contours presented in this document account for current flight procedures, including westbound departures from Runway 15R that overfly Severn.

For informational purposes, MAA offers portable noise monitoring, and requests for placement of a portable noise monitor at a residence may be made by completing the Application for Portable Noise Monitoring at <https://marylandaviation.com/application-for-portable-noise-monitoring-form/>. The noise monitor will be installed for a period of two weeks; following the monitoring period, a detailed technical report including data on aircraft and community noise levels will be provided to the requestor.

One commentor suggested their residence in Severn should be included in Anne Arundel County's property tax credit program or MAA's voluntary residential sound insulation program.

MAA Response: Anne Arundel County Code § 4-2-303. *Airport Noise Zone*, describes the credit from County real property taxes levied on property within the BWI Marshall ANZ, provided the property is owner-occupied, residential property that is located entirely or in part within the 75 DNL noise contour. MAA does not collect property taxes from land uses around BWI Marshall and the credit is fully under the jurisdiction of Anne Arundel County.

MAA does offer participation in a voluntary residential sound insulation program, based on FAA-eligibility criteria, including being located within the 65 DNL of the airport's current Noise Exposure Map under the FAA's 14 CFR Part 150 program. MAA is currently administering this program for eligible homes and intends to update the Part 150 beginning in late 2026. MAA does not expect participation in this program to expand beyond historical eligibility boundaries.

Commentors expressed dissatisfaction with the Day-Night Average Sound Level (DNL) metric and questioned the use of the FAA's required noise model.

MAA response: Although the DNL metric is often criticized as confusing and not equivalent to the noise levels people hear, it remains the required metric for the development of the ANZs. The FAA is currently conducting a comprehensive Noise Policy Review to evaluate the possibility of supplementing or replacing DNL with other noise metrics, including single-event metrics. The MAA recognizes the critiques of DNL and is following the FAA's policy research.

The FAA's Aviation Environmental Design Tool (AEDT) is the software used to develop noise contours for the BWI Marshall ANZ. AEDT uses a standard, scientifically rigorous method for noise modeling and ensures technical consistency and legal defensibility for the resulting noise contours.

One commentor expressed dissatisfaction with ground noise from aircraft operations.

MAA Response: MAA acknowledges that aircraft noise exposure can be heard from aircraft on the ground, including the start of takeoff roll for departing aircraft, the use of reverse thrust for arriving aircraft, and ground run up operations. As part of the Noise Abatement Plan, the MAA includes provisions for the restriction and control of ground-based noise, such as reverse thrust and maintenance run-ups. These restrictions can be found in the ANZ document and the BWI Tenant Directives (<https://marylandaviation.com/wp-content/uploads/2026/03/BWI-501.1-BWI-Noise-Abatement-Plan-A.pdf>). Run-ups must be pre-approved and are limited in duration and location. Additionally, the MAA keeps annual run-up records; no run-ups were recorded in 2024 or 2025.

3. CONCLUSION

The proposed BWI Airport Noise Zone and Noise Abatement Plan should be adopted as proposed.

4. RECOMMENDATION

MAA recommends that the Maryland Aviation Commission approve the proposed amendment to Regulation .01, .01-1 and .12 under COMAR 11.03.01 Baltimore/Washington International Thurgood Marshall Airport.

Approved _____ Disapproved _____ Date _____

MARYLAND AVIATION ADMINISTRATION
Decision Paper

Airport Noise Zone and Noise Abatement Plan Update
Martin State Airport
COMAR Final Action

June 17th, 2026

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). MAA proposes to establish the updated ANZ and NAP for MTN by amending Regulation .10 under COMAR 11.03.02 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 (Commission) is required to approve regulations prior to their adoption by the Executive Director of MAA.

2. DISCUSSION

The Maryland Environmental Noise Act of 1974 provided for the protection of citizens from the impact of transportation related noise. The aviation portion of the Act requires the MAA to adopt an ANZ and NAP to control incompatible land development around MTN and to reduce or eliminate impacted land uses around the Airport. The ANZ is determined by a composite of three noise contours: a base year contour, a five-year forecast contour and a ten-year forecast contour. The largest of the three contours in any area around MTN determines the ANZ. For this ANZ update, the study process considered existing conditions for the base year of 2025 and the forecast conditions in 2030 and 2035.

Previous Maryland Aviation Commission Action

MAA presented the proposed 2025 ANZ to the Commission on November 12th, 2025. The presentation provided an overview of MAA's requirements to prepare an update to the ANZ, reviewed the scope, process, and Stakeholder Advisory Committee (SAC), presented the Draft 2025 MTN ANZ noise contours, provided an overview of the NAP, and highlighted the public notice and review process.

The Decision Paper from the November 12th, 2025 Maryland Aviation Commission meeting is included as **Attachment 1**. The Commission authorized MAA to proceed with

updating both the ANZ and NAP and to publish the proposed amendment to the regulations in the Maryland Register.

MAA has subsequently completed and published the Draft ANZ document, held a public workshop and hearing, reviewed and prepared responses to submitted public comments, and prepared the final MTN 2025 ANZ document.

Public Workshop and Public Hearing

Following the Commission's approval to move forward, MAA completed the Draft ANZ and made the draft document available on January 20th, 2026 on the MAA website. A public workshop and hearing was planned for Wednesday, March 18th, 2026, and public notice was provided via the following means:

- Legal notice was published in the Baltimore Sun (March 8th), the Avenue News (March 12th), and the Dundalk Eagle (March 12th).
- Subscribers to MAA's eNews Express were notified directly via email.
- Elected and public officials were notified directly via email
- Email notifications were sent directly to members of the Stakeholder Advisory Committee.
- Hard copies were placed at the Baltimore County Library, 1110 Eastern Blvd, Essex, MD 21221, and White Marsh Branch Library, 8133 Sandpiper Cir, Nottingham, MD 21236.
- The Notice of Proposed Action, including the proposed changes to COMAR, was published in the Maryland Register, Volume 53, Issue 6, March 20th, 2026.

On Wednesday, March 18th, 2026, from 6:00 p.m. to 8:00 p.m., MAA hosted an in-person public workshop and hearing at Martin State Airport. There were twenty-six (26) people in attendance. Following the public workshop, which included a presentation, question and answer period, and display boards staffed by MAA, the public hearing commenced.

Two comments were received during the public hearing portion of the meeting, and an additional 24 individuals submitted comments following the workshop and hearing. The comments primarily focused on encouraging the MAA to adopt a formal "Fly Friendly" program similar to other airports around the country; to encourage flight school participation in noise abatement meetings, to reduce the occurrences of intersection departures, and to modify flight paths to maximize noise abatement. The comments and MAA's responses are included in the Final ANZ and are summarized below.

Commentors requested that the Noise Abatement Plan be modified to add that MAA strongly encourages aircraft to depart from the furthest end of the runway to facilitate higher altitudes, consistent with the existing NAP.

MAA Response: In some cases, aircraft at MTN may begin its takeoff roll from a taxiway/runway intersection somewhere down the runway rather than use the full

runway length from the threshold. MAA reviewed this request with the MTN ATCT who also concurred. The NAP has been updated to include the following language as *Measure F*: “Aircraft departing Runway 15 are discouraged from utilizing intersection departures from Taxiway Juliet.”

Many commentors raised concerns related to flight training activity, and encourage MAA to pursue productive working relationships with flight schools, including participation in the ANZ study.

MAA Response: Flight training activity represents a significant number of air traffic operations at MTN. MTN hosts multiple flight schools, including a number of private pilots who fly recreationally, and has facilities, such as an instrument approach, which attract pilots looking to maintain proficiency. While MAA cannot limit the number of operations, MAA will continue to proactively engage with MTN tenants on issues related to compliance with the noise abatement plan.

A commentor suggested that MAA evaluate flight patterns and consider making neighbor-friendly changes that might include increasing altitude, lowering volume and repetition, delaying or modifying turns and throttling, and adopting new patterns that do not have the flights going over the same properties repeatedly.

MAA Response: MAA notes the suggestions regarding operational measures that may help reduce community noise exposure. MTN already has an established voluntary noise abatement program that encourages pilots to operate in a safe and noise-conscious manner to the extent practicable and consistent with FAA requirements, aircraft performance, weather conditions, and air traffic considerations.

Aircraft operating in the traffic pattern, including touch-and-go operations, generally follow standard FAA-recommended traffic pattern procedures and altitudes applicable to the aircraft type and operation. In addition, flight tracks associated with pilot training activities naturally vary based on aircraft performance, wind conditions, air traffic instructions, pilot experience levels, and the dynamic nature of airport operations, resulting in dispersion rather than repetitive overflight of a single property or area.

The airport will continue to coordinate with airport users, FAA, and local stakeholders to evaluate operational practices and identify reasonable opportunities to promote noise-sensitive flying procedures, including pilot education related to pattern operations, altitude, and repetitive flight activity where feasible.

A commentor suggested the aircraft owners ensure that aircraft engines are properly tuned and maintained to minimize engine noise.

MAA Response: MAA does not have the authority to regulate aircraft engine design, certification, or maintenance practices for aircraft using the airport, as those responsibilities fall to the FAA. 14 CFR 91.409 dictates that civil aircraft must have an

annual inspection, and further notes that aircraft used for hire flight instruction must undergo a comprehensive inspection every 100 hours of flight time. Inspections include the engine, airframe, control surfaces, landing gear, and avionics.

Engine maintenance and tuning has a minimal impact on noise generated by piston aircraft. How the aircraft is operated, including the speed during climb, RPM, aircraft altitude, aircraft weight, atmospheric conditions, and the location and dispersion of flight tracks, generally have a greater impact on the noise experienced on the ground.

A commentor suggested that air traffic controllers should consider mixing up the flight patterns (as much as possible) so as to spread out and/or alternate the noise impact.

MAA Response: This is an existing practice. MAA and the Air Traffic Control Tower at MTN have collaborated on the practice of alternating runways and patterns each week to the extent that wind and weather conditions allow.

Commentors suggested that MAA has the ability and responsibility to enter into lease terms with their tenants that serve the public interest, including to minimize noise issues affecting the community. Another commentor suggested that the flight schools have attendance and participation in community improvement meetings as a condition of their rental agreement with the airport.

MAA Response: As the airport sponsor and operator, MAA establishes lease terms, operating standards, and airport rules consistent with applicable federal obligations, safety requirements, and the airport's role as a public-use aviation facility.

As MTN is the recipient of federal funds, MAA cannot compel participation in airport or community improvement meetings through lease agreements only applicable to specific users. However, MAA currently encourages airport tenants and users, including flight schools, to operate in a safe and noise-conscious manner consistent with the airport's voluntary noise abatement practices. MAA also recognizes the value of continued communication between airport users and the surrounding community and will continue to evaluate opportunities to promote stakeholder engagement, education, and participation in community discussions related to airport operations and noise concerns, where appropriate and practicable.

Many commentors submitted similar comments that suggested MAA adopt a Fly Friendly program, and highlighted the program at John Wayne Airport as an example.

MAA Response: Most "Fly Friendly" programs are voluntary noise abatement initiatives intended to encourage pilots and airport users to follow operational practices that help reduce noise impacts on surrounding communities while maintaining safe aircraft operations. Typical measures may include recommended

flight tracks, preferred runway use, guidance on minimizing low-altitude overflights of residential areas where feasible, limitations on engine run-up locations, and outreach to pilots and tenants regarding noise-sensitive areas surrounding the airport. Because aircraft operations are regulated by the FAA, participation in Fly Friendly procedures is generally voluntary unless otherwise authorized through applicable FAA processes.

Fly Friendly programs vary widely by airport and are typically tailored to specific operational and community contexts. For example, John Wayne Airport serves a substantially higher volume of commercial service and business jet activity—handling over 11 million passengers annually—alongside a large general aviation population. Its Fly Friendly Program is a voluntary, data-driven program that evaluates and scores operators based on their use of quieter procedures, avoidance of sensitive hours, participation in noise abatement efforts, and broader environmental stewardship. Top-performing general aviation jet operators are publicly recognized through a tiered awards system.

MAA first established the MTN NAP in the 1970s. The NAP includes a comprehensive set of procedures designed to reduce aviation noise impacts on the surrounding communities. These procedures include maintaining runway heading until reaching an altitude, maintaining the highest practical altitude on approach, standard traffic pattern altitudes, and limitations on touch and go operations between 10:00 p.m. and 6:00 a.m. (Refer to Section 5, Noise Abatement Plan, for the complete list of measures.)

In addition to the established NAP, MAA has implemented and continues to advance a series of initiatives to enhance awareness and effectiveness of existing noise abatement practices, including:

- **Alternating Touch-and-Go Patterns:** When operationally feasible, closed traffic patterns are alternated on a weekly basis to distribute overflights between surrounding communities (e.g., Bowley’s Quarters and Wilson Point), helping to avoid concentrating noise impacts in a single area.
- **Limiting Aircraft in the Pattern:** The MTN Air Traffic Control Tower limits the number of aircraft operating in the traffic pattern at any given time to maintain safety and reduce the frequency of overflights.
- **Noise Monitoring and Reporting:** Through the Airport Noise and Operations Monitoring System (ANOMS), MAA is developing reports to track compliance with voluntary noise abatement procedures, including operational timing, turn initiation altitudes, and traffic pattern altitudes.
- **Airfield Signage:** MAA is exploring installation of airfield signage to direct pilots to the MAA website containing the Noise Abatement Plan and relevant portions of the Aeronautical Information Manual.

- **Terminal Outreach Materials:** Posters and informational materials are being installed in terminals and hangars to increase pilot awareness of voluntary noise abatement procedures.
- **Amend the Airport Facility Directory:** MAA is initiating an update to the FAA's Airport Facility Directory to publicize the existence of noise abatement procedures.
- **Pilot Education Initiatives:** MAA is developing pilot training and informational resources to further reinforce noise-sensitive operating practices.

MAA believes these measures will continue to improve awareness of and compliance with MTN's voluntary noise abatement procedures. At this time, MAA does not plan to implement an operator ranking or rating system. Such programs can be resource-intensive, require specialized monitoring infrastructure, and may not be well-suited to the diverse operational environment at MTN. MAA's approach emphasizes collaboration, education, and consistency with FAA guidance rather than comparative or enforcement-based frameworks.

A commentor suggested that MAA put limits on flight school activity.

MAA Response: MAA does not have the authority to place limits on the number of operations undertaken by any individual tenant at MTN, including flight schools.

A commentor suggested noise barriers to reduce the transmission of noise across water.

MAA Response: Noise barriers (such as walls or earthen berms) may have the potential to reduce ground-based or line-of-sight noise sources in some contexts, but are generally not feasible or effective for aircraft operation once airborne. Further, there are siting challenges associated with locating a noise barrier that could provide meaningful noise reduction.

A commentor noted that aircraft noise often begins early in the day and ends late at night.

MAA Response: MTN supports a range of aviation activities, including general aviation, military, business, and other aircraft operations, which may occur during both daytime and nighttime hours, and varies by season, weather conditions, and the needs of airport users. The FAA regulates aircraft operations and the use of navigable airspace. As a public-use airport, MTN is generally required to remain available to accommodate aviation activity and MAA does not have authority to mandatorily restrict the hours during which aircraft may operate. However, the MTN NAP addresses the times of touch and go operations by including language that states "No touch-and-go and/or practice approaches or practice landings are permitted between 10:00 p.m. to 6:00 a.m. daily unless approved by MTN Operations and Maintenance

staff." Note that the NAP is voluntary, and MAA review of the time of operations shows minimal activity prior to 6:00 a.m. or after 10:00 p.m.

A commentor stated that aircraft take off way too low and loud.

MAA Response: Aircraft departure procedures and minimum safe operating altitudes are regulated by the FAA and are designed to ensure the safe and efficient operation of aircraft within the national airspace system. Pilots must comply with FAA regulations, air traffic control instructions, published departure procedures, and aircraft performance requirements during takeoff and climb operations.

Residents may notice variability in the altitudes of individual departing aircraft (aircraft climb performance), which can be caused by a number of factors, including the aircraft type, weight, weather conditions, and ATC instructions. Any concerns related to the unsafe operation of an aircraft should be reported to the local FAA Flight Standards District Office, which has the ability to investigate potential violations of federal aviation regulations. Individuals who observe aircraft operations they believe may be unsafe are encouraged to document relevant details, such as the date, time, location, aircraft description or registration number (if visible), and the nature of the concern, and report the information to the appropriate FAA Flight Standards District Office (FSDO) for review.

3. CONCLUSION

The proposed MTN Airport Noise Zone and Noise Abatement Plan should be adopted as proposed.

4. RECOMMENDATION

MAA recommends that the Maryland Aviation Commission approve the proposed amendment to Regulation .10 under COMAR 11.03.02 Martin State Airport and 01-1 under COMAR 11.03.01.

Approved _____ Disapproved _____ Date _____