

Executive Summary

Introduction

Martin State Airport (MTN), located in Middle River, Maryland, is owned by the State of Maryland and operated by the Maryland Department of Transportation Maryland Aviation Administration (MAA). Maryland law (the Maryland Environmental Noise Act of 1974) requires the protection of citizens from the impact of transportation-related noise. MAA is required to develop and certify an Airport Noise Zone (ANZ), assess the noise environment, and assist in preventing incompatible development around the airport.

Maryland law also requires the MAA to regularly update the ANZ for MTN, in order to ensure it remains an accurate representation of noise conditions at the airport. Updating the ANZ is necessary because factors such as the number of aircraft, operations, aircraft types, and flight paths may change over time, potentially altering overall noise exposure. Updating the ANZ involves studying airport noise and developing noise contours for both existing and future conditions at MTN, which are necessary for local land use planning.

This ANZ update also includes a review of the MTN Noise Abatement Plan (NAP). If an incompatible land use area falls within the ANZ, MTN is required to implement an NAP. While no incompatible land uses currently exist within MTN's noise zone, the airport has adopted an NAP in the past and will continue to review and update the plan as needed. The NAP prescribes measures to monitor and reduce or eliminate incompatible land use to the extent feasible, while maintaining efficient airport operations.

This ANZ update provides the MAA and MTN stakeholders including Baltimore County and surrounding communities with improved understanding of current and future noise conditions at the airport. The ANZ provides a means for the MAA to identify, control, and prevent incompatible land development around the airport.

Public Engagement

The ANZ update process includes multiple public consultation efforts to ensure that MTN stakeholder input and review is reflected in the resulting ANZ contour and NAP documentation. This public involvement component included two major initiatives: (1) voluntarily forming and convening a Stakeholder Advisory Committee (SAC) and (2) conducting a public workshop and hearing.

The SAC convened representatives of stakeholder groups affected by airport activities to ensure that these groups were informed of the 2025 MTN ANZ update process and methodology. Members were invited to participate throughout the process by reviewing study inputs, assumptions, analyses, and documentation, and by providing input and guidance related to the NAP. They were also encouraged to share relevant information with the groups or individuals they represent. The SAC was composed of stakeholders representing all significant interests at MTN:

- Local government planning staff
- Community organizations
- MTN tenants and users
- Aviation trade associations

The SAC convened three times during the ANZ update process and served in an advisory role to the MAA solely for the duration of the MTN ANZ update process.

As required by Maryland law, a public workshop and hearing were held concerning the 2025 MTN ANZ on March 18, 2026. The public workshop and hearing afforded all interested persons with an opportunity to comment on the proposed update to the MTN ANZ and NAP.

Airport Noise Zone

The ANZ is an area specified by noise level contours in terms of the Day-Night Average Sound Levels, abbreviated DNL or L_{dn} . The study process considered existing conditions in 2025 (also referred to as the base year) and forecast conditions in 2030 and 2035.

This 2025 MTN ANZ document includes the DNL noise contours for the following three conditions:

1. Base year 2025 conditions utilizing the current runway layout
2. Forecast conditions for year 2030, five years post certification, reflecting the updated runway layout as outlined in the MTN Airport Layout Plan (ALP)¹
3. Forecast conditions for year 2035, ten years post certification, reflecting the updated runway layout as outlined in the MTN ALP

The ANZ, as shown in **Figure ES-1**, is a composite of the three contours described above. The 2025 ANZ represents the largest extent of the annual DNL contours for each of the three study years (2025, 2030 and 2035) and is defined to provide the largest area of the existing or future noise exposure contours for planning purposes. The noise contours are presented in 5-decibel increments, from 65 dB to 75 dB.

The 65 dB DNL contour for the 2025 ANZ is 286 acres in size and remains almost entirely on airport property (approximately 98 percent). This represents a 30 percent decrease from the 411 acres contained within the previous 2020 ANZ. This decrease is attributed in part to reduced military operations as well as refined and updated military procedures. The 2025 ANZ does not include any noise-sensitive land uses (such as residential or educational). The 2025 ANZ noise contour extends beyond airport property over compatible land uses in four areas:

- An area on the northeast side of the airport off of Runway 15 due to military maintenance run-ups of A-10C aircraft on the Maryland Air National Guard (MDANG) ramp area.
- An area on the southwest side of the airport off of Runway 15 due to helicopter activity at the Baltimore City Police helipad.
- An area on the northeast side of the airport off of Runway 33 due to military pre-flight run-ups of A-10C aircraft.
- An area to the southwest side of the airport off of Runway 33 due to fixed wing arrival operations but dominated by helicopter activity at the Maryland State Police helipad.

¹ Maryland Aviation Administration. (2022). *Notice of Availability of Final Environmental Assessment (EA) and Finding of No Significant Impact / Record of Decision (FONSI/ROD) for Phase I Improvements at Martin State Airport*. <https://marylandaviation.com/environmental/environmental-planning/>

The base year contour largely defines the extent of the 2025 ANZ contour due to the A-10C operational levels. However, since the MDANG has divested the A-10C aircraft in 2025, no A-10C operations are expected under future conditions.

Noise Abatement Plan

The MAA has a long history of noise abatement at MTN. The NAP is designed to minimize the noise of aircraft operations within the constraints of the Federal Air Traffic Control System and ensure aircraft safety. The NAP was developed with the cooperation of MDANG, airport users, the aviation industry, and local governments.²

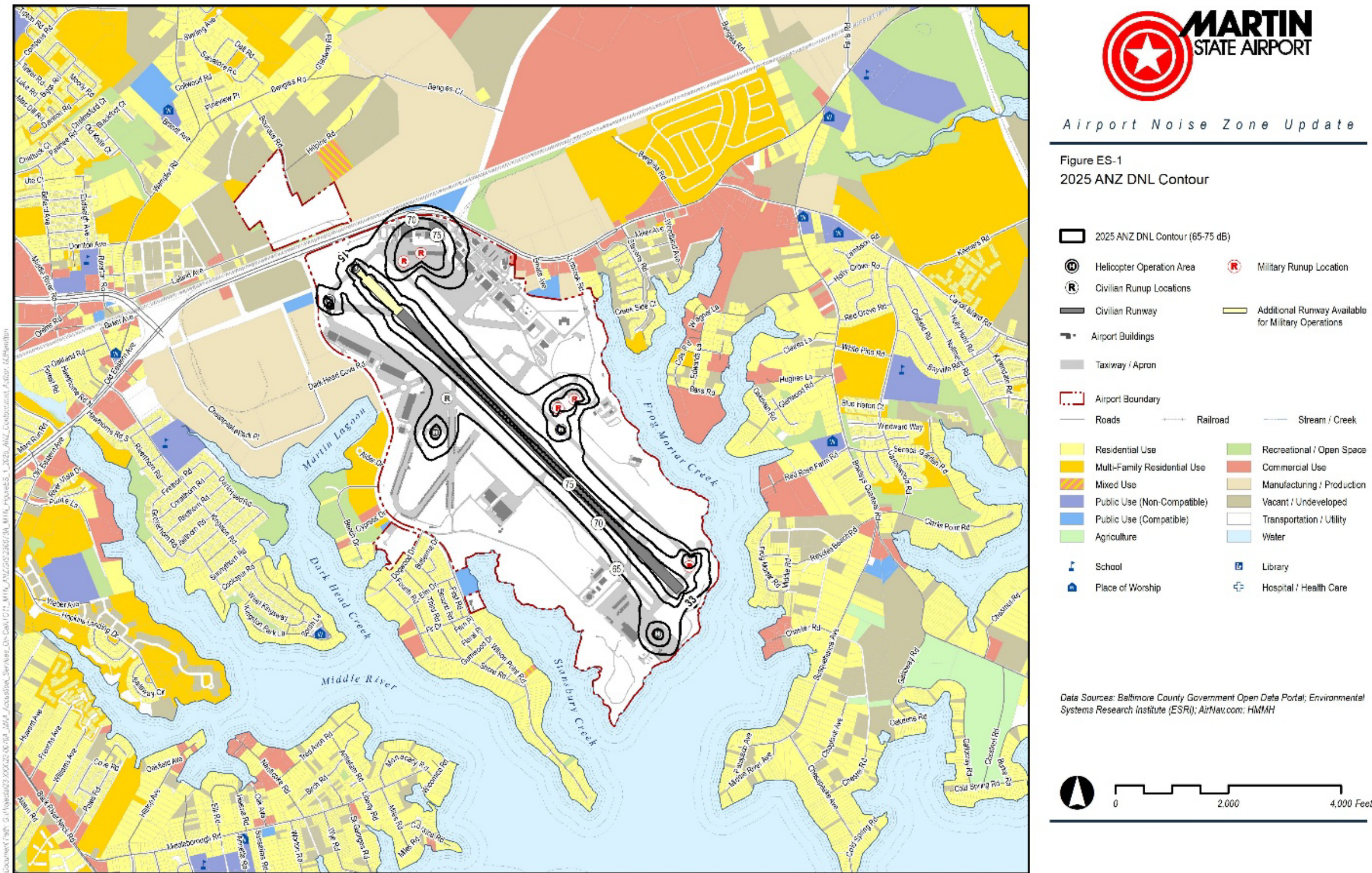
The NAP is formulated to minimize noise disturbance to neighboring communities while maintaining safe and efficient MTN Airport operations. The NAP is comprised of two parts: (1) the efforts the MAA is taking to mitigate noise in the areas surrounding MTN, and (2) aircraft operating procedures.

The MAA Division of MTN Airport Operations is responsible for the overall administration of the MTN NAP. Per COMAR Section 11.03.02.10C(3)(b), the MDANG, the Maryland State Police, and local law enforcement agencies are exempt from the provisions of this regulation when operational necessity dictates noncompliance, or in the event of a State or national emergency. As part of this study, the NAP was reviewed to determine the continued applicability of existing measures. A new measure discouraging intersection departures from Runway 15 was added.

² The MTN NAP is established pursuant to the Maryland Environmental Noise Act of 1974 (Transportation Article, §§ 5-805, 5-806, and 5-819, Annotated Code of Maryland) and COMAR Section 11.03.02.10. <http://mdrules.elaws.us/comar/11.03.02.10>

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Figure ES-1. 2025 ANZ DNL Contour



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