Appendix A Aircraft Noise Terminology

Noise is a complex physical quantity. The properties, measurement, and presentation of noise involve specialized terminology that can be difficult to understand. To provide a basic reference on these technical issues, this section introduces fundamentals of noise terminology, the effects of noise on human activity, and noise propagation.

A.1 Introduction to Noise Terminology

Analyses of potential impacts from changes in aircraft noise levels rely largely on a measure of cumulative noise exposure over an entire calendar year, expressed in terms of a metric called the Day-Night Average Sound Level (DNL/ldn). However, DNL does not provide the only metric for measuring noise. A variety of metrics, which are further described in subsequent sub-sections, are used to describe noise, including:

- Sound Pressure Level, SPL, and the Decibel, dB
- A-Weighted Decibel, dBA
- Maximum A-Weighted Sound Level, L_{max}
- Time Above, TA
- Sound Exposure Level, SEL
- Equivalent A-Weighted Sound Level, L_{eq}
- Day-Night Average Sound Level, DNL/Ldn

A.1.1 Sound Pressure Level, SPL, and the Decibel, dB

All sounds come from a sound source – a musical instrument, a voice speaking, an airplane passing overhead. It takes energy to produce sound. The sound energy produced by any sound source travels through the air in sound waves – tiny, quick oscillations of pressure just above and just below atmospheric pressure. The ear senses these pressure variations and – with much processing in our brain – translates them into "sound."

Our ears are sensitive to a wide range of sound pressures. The loudest sounds that we can hear without pain contain about one million times more energy than the quietest sounds we can detect. To allow us to perceive sound over this very wide range, our ear/brain "auditory system" compresses our response in a complex manner, represented by a term called sound pressure level (SPL), which we express in units called decibels (dB).

Mathematically, SPL is a logarithmic quantity based on the ratio of two sound pressures, the numerator being the pressure of the sound source of interest (P_{source}), and the denominator being a reference pressure ($P_{reference}$).[10]

[10] The reference pressure is approximately the quietest sound that a healthy young adult can hear.

$$\textit{Sound Pressure Level (SPL)} = 20 * Log\left(\frac{P_{source}}{P_{reference}}\right) dB$$

The logarithmic conversion of sound pressure to SPL means that the quietest sound that we can hear (the reference pressure) has a sound pressure level of about 0 dB, while the loudest sounds that we hear without pain have sound pressure levels of about 120 dB. Most sounds in our day-to-day environment have sound pressure levels from about 40 to 100 dB[11].

Because decibels are logarithmic quantities, we cannot use common arithmetic to combine them. For example, if two sound sources each produce 100 dB operating individually, when they operate simultaneously, they produce 103 dB -- not the 200 dB we might expect. Increasing to four equal sources operating simultaneously will add another three decibels of noise, resulting in a total SPL of 106 dB. For every doubling of the number of equal sources, the SPL goes up another three decibels.

If one noise source is much louder than another is, the louder source "masks" the quieter one and the two sources together produce virtually the same SPL as the louder source alone. For example, a 100 dB and 80 dB sources produce approximately 100 dB of noise when operating together.

Two useful “rules of thumb” related to SPL are worth noting: (1) humans generally perceive a six to 10 dB increase in SPL to be about a doubling of loudness,[12] and (2) changes in SPL of less than about three decibels for an particular sound are not readily detectable outside of a laboratory environment.

A.1.2 A-Weighted Decibel

An important characteristic of sound is its frequency, or "pitch.” This is the per-second oscillation rate of the sound pressure variation at our ear, expressed in units known as Hertz (Hz).

When analyzing the total noise of any source, acousticians often break the noise into frequency components (or bands) to consider the “low,” “medium,” and “high” frequency components. This breakdown is important for two reasons:

- Our ear is better equipped to hear mid and high frequencies and is least sensitive to lower frequencies. Thus, we find mid- and high-frequency noise more annoying.
- Engineering solutions to noise problems differ with frequency content. Low-frequency noise is generally harder to control.

The normal frequency range of hearing for most people extends from a low of about 20 Hz to a high of about 10,000 to 15,000 Hz. Most people respond to sound most readily when the predominant frequency is in the range of normal conversation – typically around 1,000 to 2,000 Hz. The acoustical community has defined several “filters,” which approximate this sensitivity of our ear and thus, help us to judge the relative loudness of various sounds made up of many different frequencies.

[11] The logarithmic ratio used in its calculation means that SPL changes relatively quickly at low sound pressures and more slowly at high pressures. This relationship matches human detection of changes in pressure. We are much more sensitive to changes in level when the SPL is low (for example, hearing a baby crying in a distant bedroom), than we are to changes in level when the SPL is high (for example, when listening to highly amplified music).
[12] A “10 dB per doubling” rule of thumb is the most often used approximation.

The so-called "A" filter (“A weighting”) generally does the best job of matching human response to most environmental noise sources, including natural sounds and sound from common transportation sources. “A-weighted decibels” are abbreviated “dBA.” Because of the correlation with our hearing, the U. S. Environmental Protection Agency (EPA) and nearly every other federal and state agency have adopted A-weighted decibels as the metric for use in describing environmental and transportation noise. Figure A-1 depicts A-weighting adjustments to sound from approximately 20 Hz to 10,000 Hz.

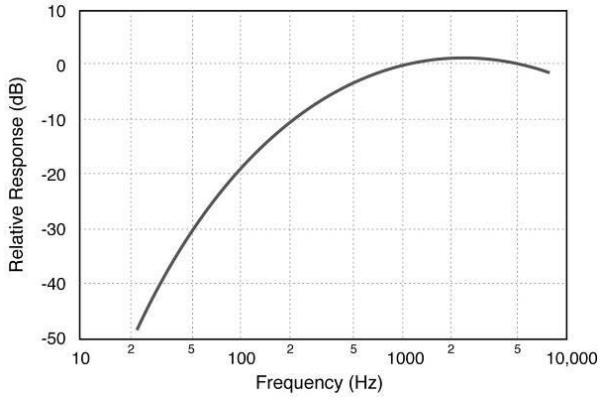


Figure A-1 A-Weighting Frequency Response

Source: Extract from Harris, Cyril M., Editor, “Handbook of Acoustical Measurements and Control,” McGraw-Hill, Inc., 1991, pg. 5.13; HMMH

As the figure shows, A-weighting significantly de-emphasizes noise content at lower and higher frequencies where we do not hear as well, and has little effect, or is nearly "flat,” in for mid-range frequencies between 1,000 and 5,000 Hz. All sound pressure levels presented in this document are A-weighted unless otherwise specified.

Figure A-2 depicts representative A-weighted sound levels for a variety of common sounds.

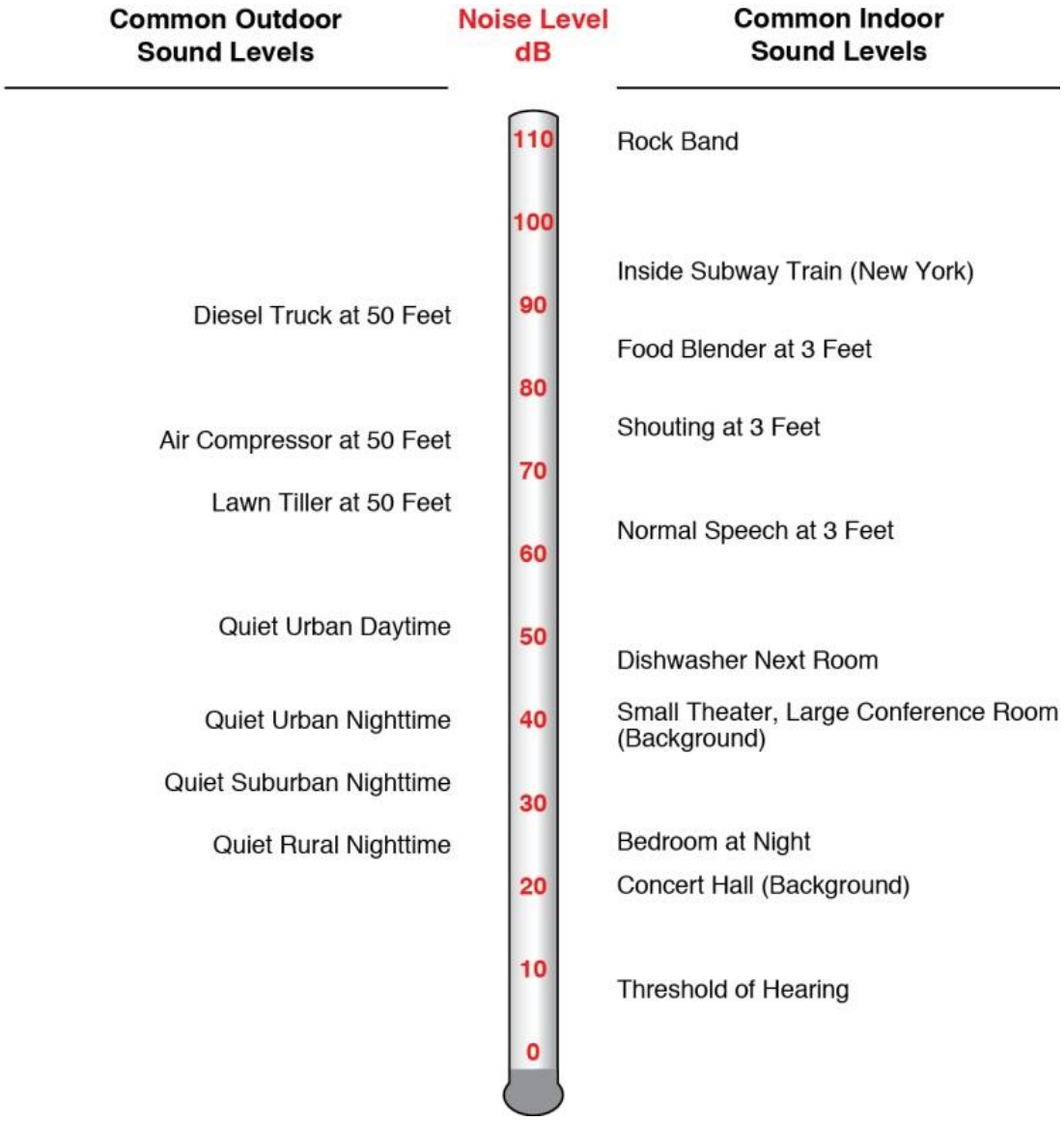


Figure A-2 A-Weighted Sound Levels for Common Sounds

A.1.3 Maximum A-Weighted Sound Level, L_{max}

An additional dimension to environmental noise is that A-weighted levels vary with time. For example, the sound level increases as a car or aircraft approaches, then falls and blends into the background as the aircraft recedes into the distance. The background or “ambient” level continues to vary in the absence of a distinctive source, for example due to birds chirping, insects buzzing, leaves rustling, etc. It is often convenient to describe a particular noise "event" (such as a vehicle passing by, a dog barking, etc.) by its maximum sound level, abbreviated as L_{max}.

Figure A-3 depicts this general concept, for a hypothetical noise event with an L_{max} of approximately 102 dB.

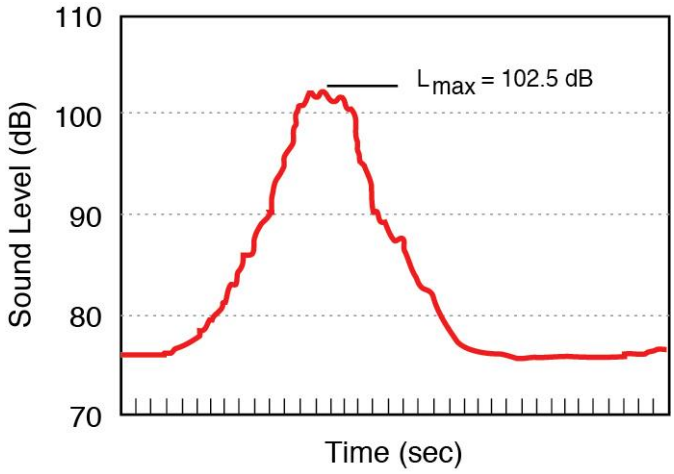


Figure A-3 Variation in A-Weighted Sound Level over Time and Maximum Noise Level

Source: HMMH

While the maximum level is easy to understand, it suffers from a serious drawback when used to describe the relative "noisiness" of an event such as an aircraft flyover; i.e., it describes only one dimension of the event and provides no information on the event's overall, or cumulative, noise exposure. In fact, two events with identical maximum levels may produce very different total exposures. One may be of very short duration, while the other may continue for an extended period and be judged much more annoying. The next section introduces a measure that accounts for this concept of a noise "dose," or the cumulative exposure associated with an individual "noise event" such as an aircraft flyover.

A.1.4 Sound Exposure Level, SEL

The most commonly used measure of cumulative noise exposure for an individual noise event, such as an aircraft flyover, is the Sound Exposure Level, or SEL. SEL is a summation of the A-weighted sound energy over the entire duration of a noise event. SEL expresses the accumulated energy in terms of the one-second-long steady-state sound level that would contain the same amount of energy as the actual time-varying level.

SEL provides a basis for comparing noise events that generally match our impression of their overall "noisiness," including the effects of both duration and level. The higher the SEL, the more annoying a noise event is likely to be. In simple terms, SEL "compresses" the energy for the noise event into a single second. Figure A-4 depicts this compression, for the same hypothetical event shown in Figure 3. Note that the SEL is higher than the L_{max}.

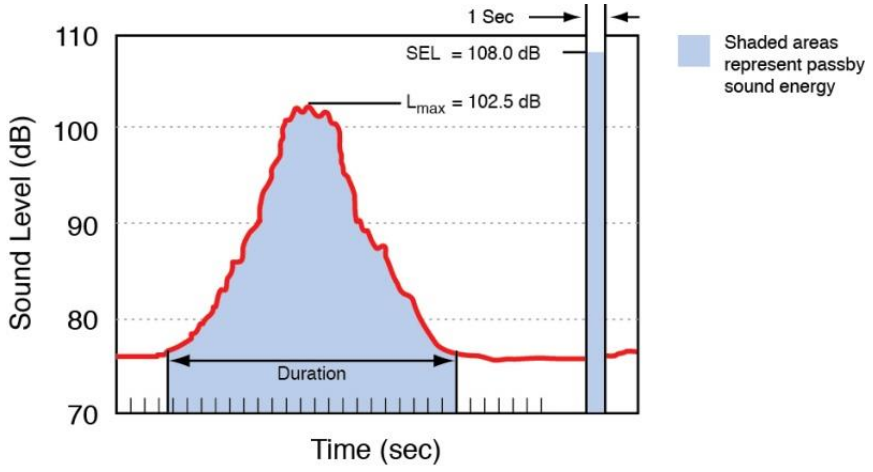


Figure A-4 Graphical Depiction of Sound Exposure Level

Source: HMMH

The "compression" of energy into one second means that a given noise event's SEL will almost always will be a higher value than its L_{max}. For most aircraft flyovers, SEL is roughly five to 12 dB higher than L_{max}. Adjustment for duration means that relatively slow and quiet propeller aircraft can have the same or higher SEL than faster, louder jets, which produce shorter duration events.

A.1.5 Equivalent A-Weighted Sound Level, L_{eq}

The Equivalent Sound Level, abbreviated L_{eq}, is a measure of the exposure resulting from the accumulation of sound levels over a particular period of interest; e.g., one hour, an eight-hour school day, nighttime, or a full 24-hour day. L_{eq} plots for consecutive hours can help illustrate how the noise dose rises and falls over a day or how a few loud aircraft significantly affect some hours.

L_{eq} may be thought of as the constant sound level over the period of interest that would contain as much sound energy as the actual varying level. It is a way of assigning a single number to a time-varying sound level. Figure A-5 illustrates this concept for the same hypothetical event shown in Figure A-3 and Figure A-4. Note that the L_{eq} is lower than either the L_{max} or SEL.

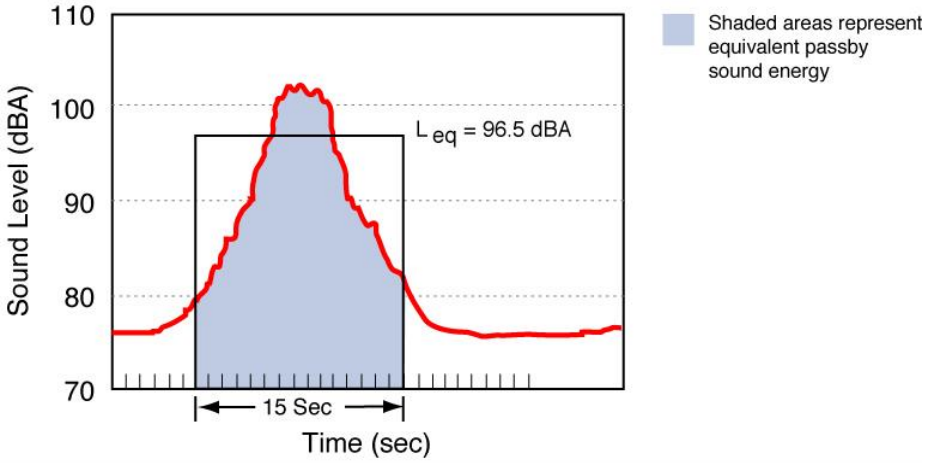


Figure A-5 Example of a 15-Second Equivalent Sound Level

Source: HMMH

A.1.6 Day-Night Average Sound Level, DNL or L_{dn}

The FAA requires that airports use a measure of noise exposure that is slightly more complicated than L_{eq} to describe cumulative noise exposure – the Day-Night Average Sound Level, DNL.

The U.S. Environmental Protection Agency identified DNL as the most appropriate means of evaluating airport noise based on the following considerations[13].

- The measure should be applicable to the evaluation of pervasive long-term noise in various defined areas and under various conditions over long periods.
- The measure should correlate well with known effects of the noise environment and on individuals and the public.
- The measure should be simple, practical, and accurate. In principal, it should be useful for planning as well as for enforcement or monitoring purposes.
- The required measurement equipment, with standard characteristics, should be commercially available.
- The measure should be closely related to existing methods currently in use.
- The single measure of noise at a given location should be predictable, within an acceptable tolerance, from knowledge of the physical events producing the noise.
- The measure should lend itself to small, simple monitors, which can be left unattended in public areas for long periods.

Most federal agencies dealing with noise have formally adopted DNL. The Federal Interagency Committee on Noise (FICON) reaffirmed the appropriateness of DNL in 1992. The FICON summary report stated: “There are no new descriptors or metrics of sufficient scientific standing to substitute for the present DNL cumulative noise exposure metric.”

In simple terms, DNL is the 24-hour L_{eq} with one adjustment; all noises occurring at night (defined as 10 p.m. through 7 a.m.) are increased by 10 dB, to reflect the added intrusiveness of nighttime noise events when background noise levels decrease. In calculating aircraft exposure, this 10 dB increase is mathematically identical to counting each nighttime aircraft noise event ten times.

DNL can be measured or estimated. Measurements are practical only for obtaining DNL values for limited numbers of points, and, in the absence of a permanently installed monitoring system, only for relatively short periods. Most airport noise studies use computer-generated DNL estimates depicted as equal-exposure noise contours (much as topographic maps have contours of equal elevation).

The annual DNL is mathematically identical to the DNL for the average annual day; i.e., a day on which the number of operations is equal to the annual total divided by 365 (366 in a leap year). Figure A-6 graphically depicts the manner in which the nighttime adjustment applies in calculating DNL. Figure A-7 presents representative outdoor DNL values measured at various U.S. locations.

[13] "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," U. S. EPA Report No. 550/9-74-004, March 1974.

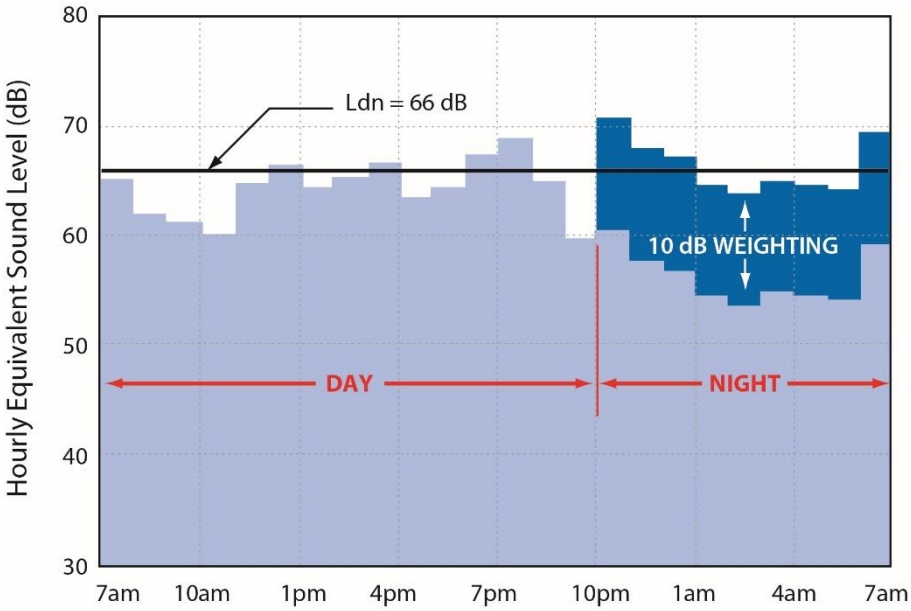


Figure A-6 Example of a Day-Night Average Sound Level Calculation

Source: HMMH

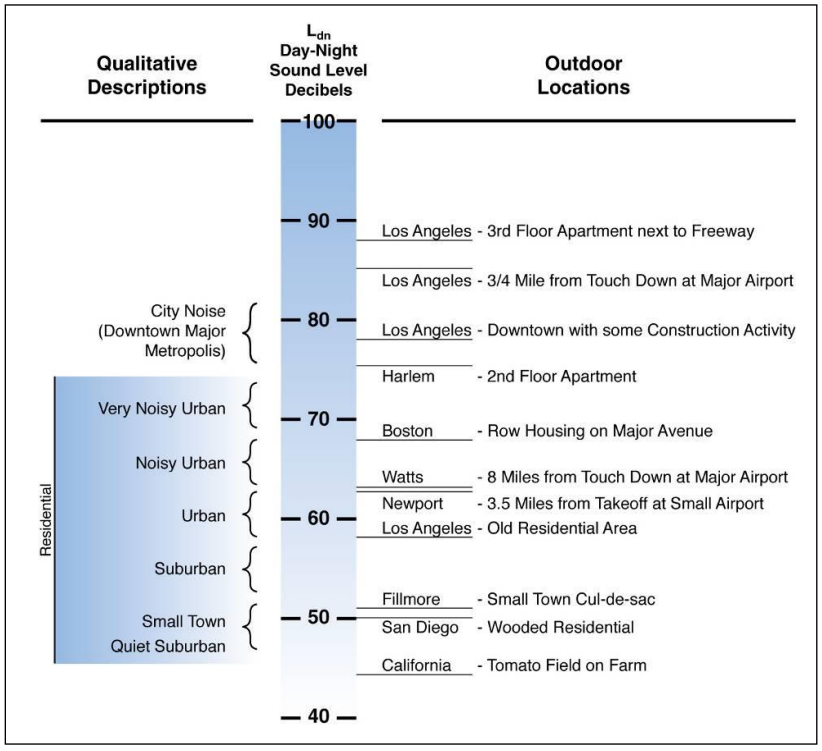


Figure A-7 Examples of Measured Day-Night Average Sound Levels, DNL

Source: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," March 1974, p.14.

A.2 Aircraft Noise Effects on Human Activity

Aircraft noise can be an annoyance and a nuisance. It can interfere with conversation and listening to television, disrupt classroom activities in schools, and disrupt sleep. Relating these effects to specific noise metrics helps in the understanding of how and why people react to their environment.

A.2.1 Speech Interference

One potential effect of aircraft noise is its tendency to "mask" speech, making it difficult to carry on a normal conversation. The sound level of speech decreases as the distance between a talker and listener increases. As the background sound level increases, it becomes harder to hear speech.

Figure A-8 presents typical distances between talker and listener for satisfactory outdoor conversations, in the presence of different steady A-weighted background noise levels for raised, normal, and relaxed voice effort. As the background level increases, the talker must raise his/her voice, or the individuals must get closer together to continue talking.

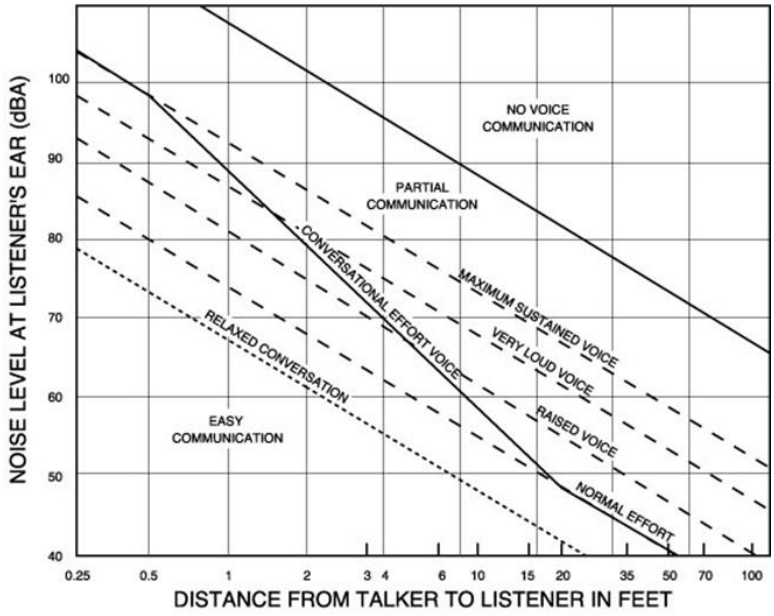


Figure A-8 Outdoor Speech Intelligibility

Source: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," March 1974, p.D-5.

Satisfactory conversation does not always require hearing every word; 95% intelligibility is acceptable for many conversations. In relaxed conversation, however, we have higher expectations of hearing speech and generally require closer to 100% intelligibility. Any combination of talker-listener distances and background noise that falls below the bottom line in the figure (which roughly represents the upper boundary of 100% intelligibility) represents an ideal environment for outdoor speech communication. Indoor communication is generally acceptable in this region as well.

One implication of the relationships in Figure A-8 is that for typical communication distances of three or four feet, acceptable outdoor conversations can be carried on in a normal voice as long as the background noise outdoors is less than about 65 dB. If the noise exceeds this level, as might occur when

an aircraft passes overhead, intelligibility would be lost unless vocal effort were increased or communication distance were decreased.

Indoors, typical distances, voice levels, and intelligibility expectations generally require a background level less than 45 dB. With windows partly open, housing generally provides about 10 to 15 dB of interior-to-exterior noise level reduction. Thus, if the outdoor sound level is 60 dB or less, there is a reasonable chance that the resulting indoor sound level will afford acceptable interior conversation. With windows closed, 24 dB of attenuation is typical.

A.2.2 Sleep Interference

Research on sleep disruption from noise has led to widely varying observations. In part, this is because (1) sleep can be disturbed without awakening, (2) the deeper the sleep the more noise it takes to cause arousal, (3) the tendency to awaken increases with age, and other factors. Figure A-9 shows a summary of findings on the topic.

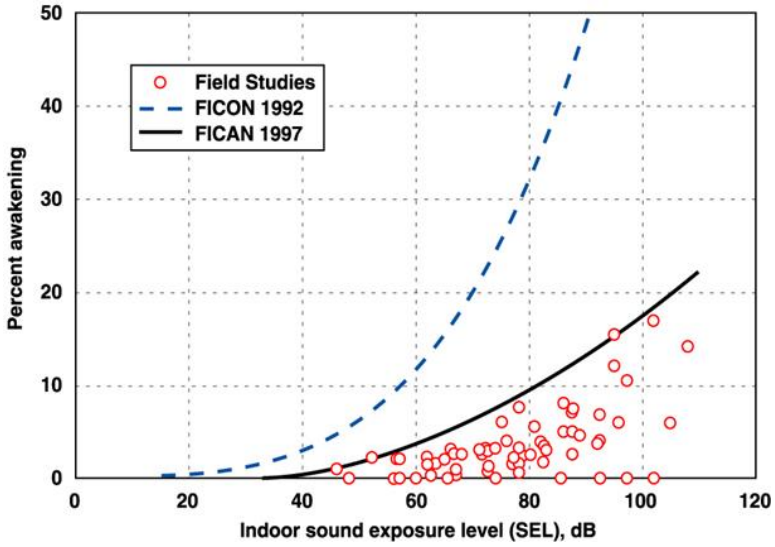


Figure A-9 Sleep Interference

Source: Federal Interagency Committee on Aircraft Noise (FICAN), "Effects of Aviation Noise on Awakenings from Sleep," June 1997, pg. 6

Figure A-9 uses indoor SEL as the measure of noise exposure; current research supports the use of this metric in assessing sleep disruption. An indoor SEL of 80 dBA results in a maximum of 10% awakening.[14]

[14] The awakening data presented in Figure A-9 apply only to individual noise events. The American National Standards Institute (ANSI) has published a standard that provides a method for estimating the number of people awakened at least once from a full night of noise events: ANSI/ASA S12.9-2008 / Part 6, "Quantities and Procedures for Description and Measurement of Environmental Sound – Part 6: Methods for Estimation of Awakenings Associated with Outdoor Noise Events Heard in Homes." This method can use the information on single events computed by a program such as the FAA's Aviation Environmental Design Tool, to compute awakenings.

A.2.3 Community Annoyance

Numerous psychoacoustic surveys provide substantial evidence that individual reactions to noise vary widely with noise exposure level. Since the early 1970s, researchers have determined (and subsequently confirmed) that aggregate community response is generally predictable and relates reasonably well to cumulative noise exposure such as DNL. COMAR provides methods for the calculation of noise exposure including metrics and measurement methods.[15] Figure A-10 depicts the widely recognized relationship between environmental noise and the percentage of people "highly annoyed," with annoyance being the key indicator of community response usually cited in this body of research.

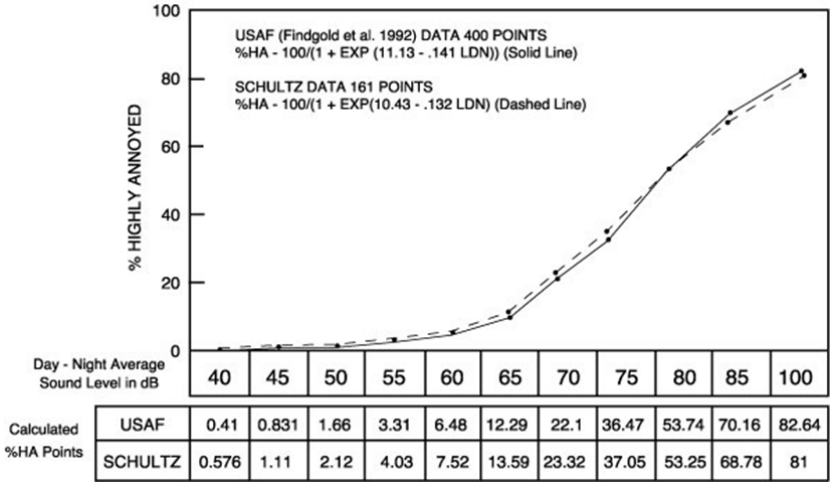


Figure A-10 Percentage of People Highly Annoyed

Source: FICON, "Federal Agency Review of Selected Airport Noise Analysis Issues," September 1992

Separate work by the EPA has shown that overall community reaction to a noise environment is also dependent on DNL. Figure A-11 depicts this relationship.

[15] Code of Maryland Regulations Title 11. Department of Transportation Subtitle 03. MARYLAND AVIATION ADMINISTRATION Chapter 11.03.03. Airport Noise Control Program Sec. 11.03.03.02. Methods for Calculation and Measurement of Levels of Cumulative Noise Exposure. http://mdrules.elaws.us/comar/11.03.03.02

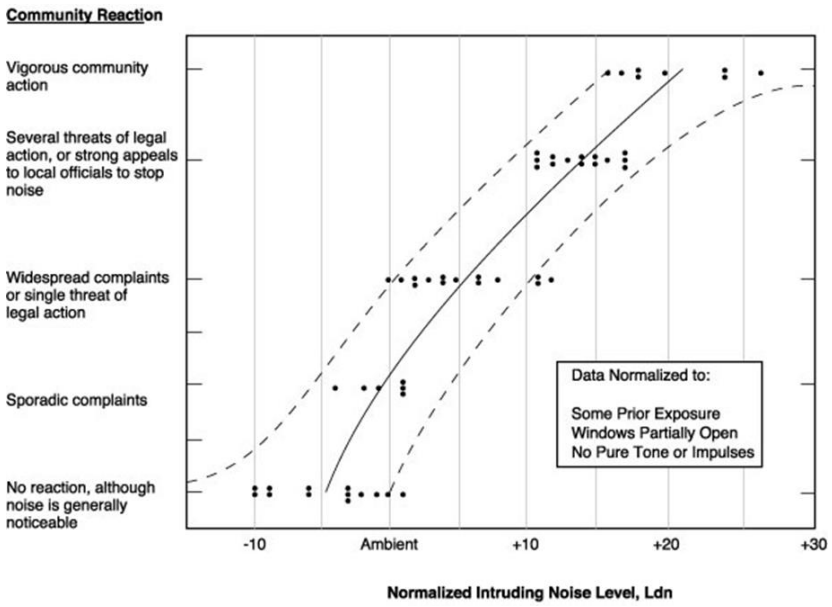


Figure A-11 Community Reaction as a Function of Outdoor DNL

Source: Wyle Laboratories, Community Noise, prepared for the U.S. Environmental Protection Agency, Office of Noise Abatement and Control, Washington, D.C., December 1971, pg. 63

Data summarized in the figure suggest that little reaction would be expected for intrusive noise levels five decibels below the ambient, while widespread complaints can be expected as intruding noise exceeds background levels by about five decibels. Vigorous action is likely when levels exceed the background by 20 dB.

A.3 Noise Propagation

This section presents information sound-propagation effect due to weather, source-to-listener distance, and vegetation.

A.3.1 Weather-Related Effects

Weather (or atmospheric) conditions that can influence the propagation of sound include humidity, precipitation, temperature, wind, and turbulence (or gustiness). The effect of wind – turbulence in particular – is generally more important than the effects of other factors. Under calm-wind conditions, the importance of temperature (in particular vertical "gradients") can increase, sometimes to very significant levels. Humidity generally has little significance relative to the other effects.

A.3.1.1 Influence of Humidity and Precipitation

Humidity and precipitation rarely effect sound propagation in a significant manner. Humidity can reduce propagation of high-frequency noise under calm-wind conditions. This is called "Atmospheric absorption." In very cold conditions, listeners often observe that aircraft sound "tinny," because the dry air increases the propagation of high-frequency sound. Rain, snow, and fog also have little, if any

noticeable effect on sound propagation. A substantial body of empirical data supports these conclusions.[16]

A.3.1.2 Influence of Temperature

The velocity of sound in the atmosphere is dependent on the air temperature. [17] As a result, if the temperature varies at different heights above the ground, sound will travel in curved paths rather than straight lines. During the day, temperature normally decreases with increasing height. Under such "temperature lapse" conditions, the atmosphere refracts ("bends") sound waves upwards and an acoustical shadow zone may exist at some distance from the noise source.

Under some weather conditions, an upper level of warmer air may trap a lower layer of cool air. Such a "temperature inversion" is most common in the evening, at night, and early in the morning when heat absorbed by the ground during the day radiates into the atmosphere. [18] The effect of an inversion is just the opposite of lapse conditions. It causes sound propagating through the atmosphere to refract downward.

The downward refraction caused by temperature inversions often allows sound rays with originally upward-sloping paths to bypass obstructions and ground effects, increasing noise levels at greater distances. This type of effect is most prevalent at night, when temperature inversions are most common and when wind levels often are very low, limiting any confounding factors. [19] Under extreme conditions, one study found that noise from ground-borne aircraft might be amplified 15 to 20 dB by a temperature inversion. In a similar study, noise caused by an aircraft on the ground registered a higher level at an observer location 1.8 miles away than at a second observer location only 0.2 miles from the aircraft. [20]

A.3.1.3 Influence of Wind

Wind has a strong directional component that can lead to significant variation in propagation. In general, receivers that are downwind of a source will experience higher sound levels, and those that are upwind will experience lower sound levels. Wind perpendicular to the source-to-receiver path has no significant effect.

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[16] Ingard, Uno. "A Review of the Influence of Meteorological Conditions on Sound Propagation," *Journal of the Acoustical Society of America*, Vol. 25, No. 3, May 1953, p. 407.
[17] In dry air, the approximate velocity of sound can be obtained from the relationship:
$c = 331 + 0.6T_c$ (c in meters per second, T_c in degrees Celsius). Pierce, Allan D., *Acoustics: An Introduction to its Physical Principles and Applications.* McGraw-Hill. 1981. p. 29.
[18] Embleton, T.F.W., G.J. Thiessen, and J.E. Piercy, "Propagation in an inversion and reflections at the ground," *Journal of the Acoustical Society of America*, Vol. 59, No. 2, February 1976, p. 278.
[19] Ingard, p. 407.
[20] Dickinson, P.J., "Temperature Inversion Effects on Aircraft Noise Propagation," (Letters to the Editor) *Journal of Sound and Vibration.* Vol. 47, No. 3, 1976, p. 442.

The refraction caused by wind direction and temperature gradients is additive. [21] One study suggests that for frequencies greater than 500 Hz, the combined effects of these two factors tends towards two extreme values: approximately 0 dB in conditions of downward refraction (temperature inversion or downwind propagation) and -20 dB in upward refraction conditions (temperature lapse or upwind propagation). At lower frequencies, the effects of refraction due to wind and temperature gradients are less pronounced. [22]

Wind turbulence (or "gustiness") can also affect sound propagation. Sound levels heard at remote receiver locations will fluctuate with gustiness. In addition, gustiness can cause considerable attenuation of sound due to effects of eddies traveling with the wind. Attenuation due to eddies is essentially the same in all directions, with or against the flow of the wind, and can mask the refractive effects discussed above. [23]

A.3.2 Distance-Related Effects

People often ask how distance from an aircraft to a listener affects sound levels. Changes in distance may be associated with varying terrain, offsets to the side of a flight path, or aircraft altitude. The answer is a bit complex, because distance affects the propagation of sound in several ways.

The principal effect results from the fact that any emitted sound expands in a spherical fashion – like a balloon – as the distance from the source increases, resulting in the sound energy being spread out over a larger volume. With each doubling of distance, spherical spreading reduces instantaneous or maximum level by approximately six decibels and SEL by approximately three decibels.

A.3.3 Vegetation-Related Effects

Sound can be scattered and absorbed as it travels through vegetation. This results in a decrease in sound levels. The literature on the effect of vegetation on sound propagation contains several approaches to calculating its effect. Though these approaches differ in some aspects, they agree on the following:

- The vegetation must be dense and deep enough to block the line of sight
- The noise reduction is greatest at high frequencies and least at low frequencies

The International Standard ISO 9613-2[24] provides a useful example of the types of calculations employed in these methods. Originally developed for industrial noise sources, ISO 9613-2 is well-suited for the evaluation of ground-based aircraft noise sources under favorable meteorological conditions for sound propagation. ISO 9613-2's methodology for calculating sound propagation includes geometric dispersion from acoustical point sources, atmospheric absorption, the effects of areas of hard and soft ground,

[21] Piercy and Embleton, p. 1412. Note, in addition, that as a result of the scalar nature of temperature and the vector nature of wind, the following is true: under lapse conditions, the refractive effects of wind and temperature add in the upwind direction and cancel each other in the downwind direction. Under inversion conditions, the opposite is true.
[22] Piercy and Embleton, p. 1413.
[23] Ingard, pp. 409-410.
[24] International Organization for Standardization, Acoustics – Attenuation of sound during propagation outdoors – Part 2: General Method of calculation, International Standard ISO9613-2, Geneva, Switzerland (15 December 1996).

screening due to barriers, and reflections. The attenuation provided by dense foliage varies by octave band and by distance as shown in Table A- 1.

For propagation through less than 10 m of dense foliage, no attenuation is assumed. For propagation through 10 m to 20 m of dense foliage, the total attenuation is shown in the first row of Table A- 1.

For distances between 20 m and 200 m, the total attenuation is computed by multiplying the distance of propagation through dense foliage by the dB/m values shown in the second row of Table A- 1.

Table A- 1 Dense Foliage Noise Attenuation

Source: ISO 9613-2, Table A.1

Propagation Distance	Nominal Midband Frequency (Hz)							
	63	125	250	500	1,000	2,000	4,000	8,000
10 m to 20 m (dB Attenuation)	0	0	1	1	1	1	2	3
20 m to 200 m (dB/m Attenuation)	0.02	0.03	0.04	0.05	0.06	0.08	0.09	0.12

ISO 9613-2 assumes a moderate downwind condition. The equations in the ISO Standard also hold, equivalently, for average propagation under a well-developed moderate ground-based temperature inversion, such as commonly occurs on clear, calm nights. In either case, the sound is refracted downward. The radius of this curved path is assumed to be 5 km. With this curved sound path, only portions of the sound path may travel through the dense foliage, as illustrated by Figure A-12. Thus the relative locations of the source and receiver, the dimensions of the volume of dense foliage, and the contours of the intervening terrain are essential to the estimation of the noise attenuation.

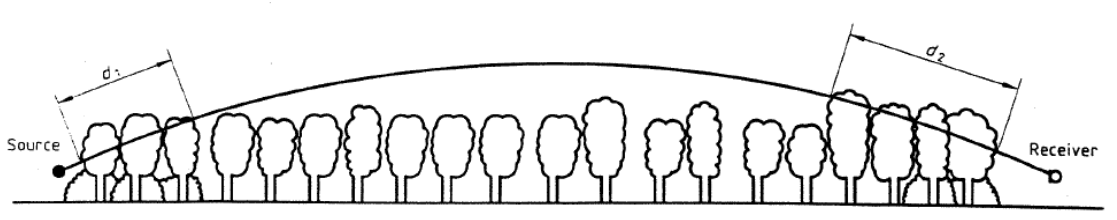


Figure A-12 Downward Refracting Sound Path (source: ISO 9613-2)

As illustrated in Figure A-12, the foliage only provides attenuation if the sound path passes through the foliage. For aircraft in the air, the sound will pass through little, if any foliage. Additionally, either the noise source or receiver must be near the foliage for it to have an effect.

Appendix B MTN 2020 Airport Noise Zone Overlaid on County Tax Maps

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

MARTIN STATE AIRPORT

AIRPORT NOISE ZONE

MARTIN STATE AIRPORT

The Martin State (MTN) Airport Noise Zone, incorporated by reference at COMAR 11.03.01.01-1B(6) and displayed as the noise zone contours on this map, is hereby certified as the Noise Zone for MTN effective April 19, 2021.

RICKY D. SMITH SR.
Executive Director

COMAR 11.03.01.01-1B(6)

Martin State Airport

Airport Noise Zone

MARTIN STATE AIRPORT
AIRPORT NOISE ZONE

Prepared by:
Maryland Department of Transportation
Maryland Aviation Administration

Assisted by:
Harris Miller Miller & Hanson Inc.

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

MARTIN STATE AIRPORT

AIRPORT NOISE ZONE

MARTIN STATE AIRPORT

The Martin State (MTN) Airport Noise Zone, incorporated by reference at COMAR 11.03.01.01-1B(6) and displayed as the noise zone contours on this map, is hereby certified as the Noise Zone for MTN effective April 19, 2021.

RICKY D. SMITH SR.
Executive Director

COMAR 11.03.01.01-1B(6)
Martin State Airport
Airport Noise Zone

442545 658159 | 444545 658159 | 446545 658159 | 448545 658159 | 450545 658159 | 452545 658159 | 454545 658159

188365 804018 | 186365 804018 | 184365 804018 | 182365 804018 | 180365 804018

Data Sources: Maryland Department of Transportation, Maryland Aviation Administration
Office of Environmental Services, Maryland Department of Planning; Maryland Department of Transportation,
State Highway Administration; Environmental System Research Institute (ESRI), Inc.; HMMH Inc

0 3000 6000 Feet

2020 Airport Noise Zone

Baltimore County, Maryland

2020 Airport Noise Zone
Prepared May 14, 2020

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

MARTIN STATE AIRPORT

AIRPORT NOISE ZONE

MARTIN STATE AIRPORT

The Martin State (MTN) Airport Noise Zone, incorporated by reference at COMAR 11.03.01.01-1B(6) and displayed as the noise zone contours on this map, is hereby certified as the Noise Zone for MTN effective April 19, 2021.

RICKY D. SMITH SR.
Executive Director

COMAR 11.03.01.01-1B(6)
Martin State Airport
Airport Noise Zone

090

091

Ldn 65

Ldn 75

Data Sources: Maryland Department of Transportation, Maryland Aviation Administration; Office of Environmental Services, Maryland Department of Planning; Maryland Department of Transportation, State Highway Administration; Environmental System Research Institute (ESRI), Inc.; HMMH Inc

0 3000 6000 Feet

2020 Airport Noise Zone

Baltimore County, Maryland

Tax Map Grid
Prepared May 14, 2020

443917.247639 | 445917.247639 | 447917.247639

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

MARTIN STATE AIRPORT

AIRPORT NOISE ZONE

MARTIN STATE AIRPORT

The Martin State (MTN) Airport Noise Zone, incorporated by reference at COMAR 11.03.01.01-1B(6) and displayed as the noise zone contours on this map, is hereby certified as the Noise Zone for MTN effective April 19, 2021.

RICKY D. SMITH SR.
Executive Director

COMAR 11.03.01.01-1B(6)
Martin State Airport
Airport Noise Zone

185109.091155

185109.091162

Data Sources: Maryland Department of Transportation, Maryland Aviation Administration, Office of Environmental Services; Maryland Department of Planning, Tax Map - March, 2016; Maryland Department of Transportation, State Highway Administration; Environmental System Research Institute (ESRI), Inc.; HMMH Inc

443917.247639 | 445917.247639 | 447917.247639

183109.091162

0 1200 2400 3600 Feet

2020 Airport Noise Zone

Baltimore County, Maryland

Tax Map
Prepared May 14, 2020

MAP NO.
090

449403.685139 | 451403.685139 | 453403.685139

185109.183842

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

MARTIN STATE AIRPORT

AIRPORT NOISE ZONE

MARTIN STATE AIRPORT

The Martin State (MTN) Airport Noise Zone, incorporated by reference at COMAR 11.03.01.01-1B(6) and displayed as the noise zone contours on this map, is hereby certified as the Noise Zone for MTN effective April 19, 2021.

RICKY D. SMITH SR.
Executive Director

COMAR 11.03.01.01-1B(6)
Martin State Airport
Airport Noise Zone

Ldn 65
Ldn 70
Ldn 75

Data Sources: Maryland Department of Transportation, Maryland Aviation Administration, Office of Environmental Services; Maryland Department of Planning, Tax Map - March, 2016; Maryland Department of Transportation, State Highway Administration; Environmental System Research Institute (ESRI), Inc.; HMMH Inc

0 1200 2400 3600 Feet

2020 Airport Noise Zone

Baltimore County, Maryland

Tax Map
Prepared May 14, 2020

MAP NO.
091

183109.183842

Appendix C MTN Stakeholder Advisory Committee (SAC) Meeting Materials

Appendix C includes the MTN SAC roster, along with materials from both the September and January SAC Meetings, including the invitations, sign-in sheets, presentations, and meeting minutes.

MTN ANZ Stakeholder Advisory Committee Roster

Notes:

For Community Association information, see:
https://www.baltimorecountymd.gov/Agencies/planning/communityplanning/community_associations.html
For Tenant information, see: https://www.martinstateairport.com/content/airserv/tenant_directory.html

Organization	Address	Point of Contact
AMAV, Inc.	701 Wilson Point Road, Box 29 Baltimore, MD 21220	Jane Toskes
AMAV, Inc.	701 Wilson Point Road, Box 29 Baltimore, MD 21220	Joseph M. Toskes, Chief Pilot
Baltimore City Police Department - Aviation Unit		Cory Grochowski
Baltimore County Department of Planning	105 W. Chesapeake Avenue Towson, MD 21204	Krystle Patchak, Planner
Baltimore County Department of Planning	105 W. Chesapeake Avenue Suite 101 Towson, MD 21204	Joseph Fraker, Community Planner
Baltimore County Police Department - Aviation Unit	701 Wilson Point Road Box 85 Baltimore, MD 21220	Sgt. Brandon Branham
Baltimore County Police Department - Aviation Unit	701 Wilson Point Road Box 85 Baltimore, MD 21220	Chris Roussey
Bowley's Quarters Community Association	PO Box 484 Chase, MD 21027	Ron Walper
Bowley's Quarters Community Association	PO Box 484 Chase, MD 21027	Paul Allen Paul Jr., President
Bowley's Quarters Improvement Association	1124 Bowleys Quarters Rd Baltimore, MD 21220	Marsha Ayres
Essex Middle River Civic Council	721 Rockaway Beach Avenue Baltimore, MD 21220	Rocky Jones
Essex Middle River Civic Council	721 Rockaway Beach Avenue Baltimore, MD 21220	Robert Bendler, President
Maryland Air National Guard	2701 Eastern Boulevard Baltimore, MD 21220	Brig. Gen. Ed Jones, Brigadier General
Maryland Air National Guard	2701 Eastern Boulevard Baltimore, MD 21220	Brig. Gen. Paul Johnson, Brigadier General
Maryland State Police - Aviation Command	3023 Strawberry Point Road Baltimore, MD 21220	Joseph Ireton, Aviation Safety Officer
Maryland State Police - Aviation Command	3023 Strawberry Point Road Baltimore, MD 21220	Major Michael Tagliaferri, Commander
Maryland State Police - Aviation Command	3023 Strawberry Point Road Baltimore, MD 21220	Captain Keith McMinn
Maryland State Police - Aviation Command	3023 Strawberry Point Road Baltimore, MD 21220	Michael Deruggiero, Chief Pilot
MDOT MAA - Division of Planning and Engineering	P.O. Box 8766 BWI Airport, MD 21240	Kevin Clarke, Director of Planning

MDOT MAA - Division of Planning and Engineering	P.O. Box 8766 BWI Airport, MD 21240	Paul L. Shank, Chief, Division of Planning & Engineering
MDOT MAA - Division of Planning and Engineering	P.O. Box 8766 BWI Airport, MD 21240	Shawn Ames, Deputy Director of Planning
MDOT MAA - Martin State Airport Operations and Maintenance	P.O. Box 8766 BWI Airport, MD 21240	Glenn DiSabatino, Director of Operations
MDOT MAA - Martin State Airport Operations and Maintenance	P.O. Box 8766 BWI Airport, MD 21240	Al Pollard, Chief of Operations and Maintenance
MDOT MAA - Martin State Airport Operations and Maintenance	P.O. Box 8766 BWI Airport, MD 21240	Ryan Agan
MDOT MAA - Noise Program	P.O. Box 8766 BWI Airport, MD 21240	Bruce Rineer, Manager, Noise Section
MDOT MAA - Noise Program	P.O. Box 8766 BWI Airport, MD 21240	Karen Harrell, Administrative Coordinator
MDOT MAA - Noise Program	P.O. Box 8766 BWI Airport, MD 21240	Royce Bassarab, Noise Program SME
MDOT MAA - Office of Environmental Services	P.O. Box 8766 BWI Airport, MD 21240	Robin Bowie, Director of Environmental Services
MDOT MAA - Office of Environmental Services	P.O. Box 8766 BWI Airport, MD 21240	Darline Terrell-Tyson, Deputy Director of Environmental Services
Middle River Aviation, LLC	701 Wilson Point Road Box 14 Baltimore, MD 21220	Kevin Walsh, President
Midwest Air Traffic Control	701 Wilson Point Road Baltimore, MD 21220	Nikolaus Wagenfeiler
Nottingham Improvement Association	9929 Philadelphia Road Rosedale, MD 21237	Judith Davies
The Aircraft Owners and Pilots Association		Gerard Uehlinger
The National Business Aviation Association	1200 G Street NW, Suite 1100 Washington, DC 20005	Paige Kroner
Wilson Point Civic Improvement Association	1452 Shore Rd Middle River, MD 21220	Doug Zeisel
Wilson Point Civic Improvement Association	1452 Shore Rd Middle River, MD 21220	Lynn Lanham

Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary

Ricky D. Smith, Sr.
Executive Director

August 9, 2019

[Name]
[Title]
[Company]
[Address 1] [Address 2]
[City] [State] [Zip]

Dear [Name]:

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) has begun the process of updating the Airport Noise Zone (ANZ) for Martin State Airport (MTN). Updating the ANZ involves studying airport noise and developing noise contours for both existing and future conditions at MTN, necessary for local land use planning. The study also includes a review of the existing MTN Noise Abatement Plan. Involvement from community stakeholders is critical to the success of the ANZ update. Therefore, we are seeking input from those impacted by airport activities and aircraft noise.

We invite you, or another representative of your organization, to join the MTN ANZ Stakeholder Advisory Committee (SAC). The purpose of the SAC is to convene stakeholders affected by airport activities and to present the preliminary noise zone contour planning parameters as we prepare for this MTN ANZ update. Members of the SAC will collaborate with MDOT MAA during the MTN ANZ update process and share pertinent information with the groups or impacted citizens that they represent. The SAC will include representatives of state and local government, the Maryland Air National Guard and Civil Air Patrol, local community organizations, tenants of MTN, industry organizations, and MDOT MAA staff.

We anticipate that the SAC will meet twice. The first meeting is scheduled for **September 12, 2019 from 6:00pm – 8:00pm.** The meeting will be held in Room 416, located in the lower level of Hangar 4 at MTN. Details on the second meeting (anticipated to occur 3-4 months from now) are forthcoming. The public involvement process will include a separate public hearing concerning the MTN ANZ update, anticipated to occur early next year (2020). We appreciate your interest in airport issues and look forward to working with you to update the MTN ANZ.

MARTIN STATE AIRPORT
701 Wilson Point Road – Box 1
Baltimore, Maryland 21220-4282
Telephone: 410-682-8800 • Fax: 410-682-8822 • TTY Users Call via MD Relay • www.martinstateairport.com

Please call Malcolm Mossman at 240-583-7920 or email MalcolmM@assedollc.com to RSVP or register online: https://mtnsac.eventbrite.com.

For reference, the previous MTN ANZ is available online: https://www.maacommunityrelations.com/content/anznoiseupdate/mtnanz.php.

Sincerely,

Bruce Rineer, Manager
Noise Program Section
Office of Environmental Services

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

Ricky D. Smith, Sr.
Executive Director

Martin State Airport (MTN)
Airport Noise Zone (ANZ) Update
Stakeholder Advisory Committee (SAC) Meeting #1

AGENDA

Thursday, September 12, 2019, 6:00 PM – 8:00 PM
Martin State Airport
Hangar 4, Lower Level, Room 416
701 Wilson Point Road
Baltimore, Maryland 21220

Time	Discussion Item
6:00-6:10 pm	Welcome remarks and meeting agenda
6:10-6:15 pm	Safety briefing
6:15-6:20 pm	Meeting facilitation remarks
6:20-6:40 pm	Self-introductions
6:40-6:50 pm	Discussion of Maryland Airport Noise Zone (ANZ) regulations (COMAR) • Overview of Martin State Airport (MTN) Airport Noise Zone (ANZ) update scope and process
6:50-7:00 pm	Stakeholder Advisory Committee (SAC) makeup, roles, and responsibilities • Overview of invited SAC participants
7:00-7:10 pm	Review existing MTN ANZ
7:10-7:30 pm	Discussion of noise model input needs and modeling process
7:30-7:40 pm	Review of existing MTN Noise Abatement Plan
7:40-7:50 pm	Discussion of project schedule and contacts
7:50-8:00 pm	Wrap-up and Q&A

MARTIN STATE AIRPORT
701 Wilson Point Road – Box 1
Baltimore, Maryland 21220-4282
Telephone: 410-682-8800 • Fax: 410-682-8822 • TTY Users Call via MD Relay • www.martinstateairport.com

Maryland Aviation Administration

MARTIN STATE AIRPORT

Please Sign In

Martin State Airport Noise Zone Update – Stakeholder Advisory Committee (SAC)				September 12, 2019	
	Name/Title	Organization	Phone	Email	Initials
1.	Adam Scholten – Consultant	HMMH	(781) 229-0707	ascholten@hmmh.com	
2.	Al Pollard* – Chief of Operations and Maintenance	MDOT MAA – Martin State Airport Operations and Maintenance	(410) 682-8826	apollard@bwiairport.com	
3.	Brig. Gen. Ed Jones*	Maryland Air National Guard		edward.s.jones.mil@mail.mil	
4.	Bruce Rineer* – Manager	MDOT MAA – Noise Program	(410) 859-7813	brineer@bwiairport.com	
5.	Chris Roussey*	Baltimore County Police Department – Aviation Unit		croussey@baltimorecountymd.gov	
6.	Darline Terrell-Tyson* – Deputy Director of Environmental Services	MDOT MAA - Office of Environmental Services	(410) 859-7370	dterrell-tyson@bwiairport.com	
7. JF	Joseph Fraker* – Community Planner	Baltimore County Department of Planning	(410) 887-3480	jfraker@baltimorecountymd.gov	
8.	Joy Hamilton – Facilitator	Assedo Consulting	(240) 583-7925	joyh@assedollc.com	
9.	Judith Davies*	Nottingham Improvement Association	(410) 687-7794	bixfan@aol.com	
10.	Julia Nagy – Consultant	HMMH	(781) 229-0707	jnagy@hmmh.com	
11.	Karen Harrell* – Administrative Coordinator	MDOT MAA – Noise Program	(410) 859-7550	kharrell@bwiairport.com	
12.	Kevin Clarke* – Director of Planning	MDOT MAA – Division of Planning and Engineering	(410) 859-7787	kclarke@bwiairport.com	
13.	Kevin Walsh* – President	Middle River Aviation	(410) 574-3897	kevin@middleriveraviation.com	
14.	Krystle Patchak* – Eastern Sector Planner	Baltimore County Department of Planning		kpatchak@baltimorecountymd.gov	
15.	Lynn Lanham*	Wilson Point Civic Improvement Association		lynn.lanham18@gmail.com	
16.	Malcolm Mossman – Consultant	Assedo Consulting	(240) 583-7920	malcolmm@assedollc.com	
17.	Michael Deruggiero* – Chief Pilot	Maryland State Police – Aviation Command		michael.deruggiero@maryland.gov	
18.	Nikolaus Wagenfeiler*	Midwest Air Traffic Control	(410) 682-8807	nikolaus.wagenfeiler@midwestatcs.com	
19.	Paige Kroner*	The National Business Aviation Association	(202) 783-9000	pkroner@nbaa.org	
20.	Rhea Gundry - Consultant	HMMH	(916) 368-0707	rgundry@hmmh.com	
21.	Robin Bowie* – Director of Environmental Services	MDOT MAA - Office of Environmental Services	(410) 859-7103	rbowie@bwiairport.com	

* Stakeholder Advisory Committee Member

	Name/Title	Organization	Phone	Email	Initials
22.	Rocky Jones*	Essex Middle River Civic Council	(410) 971-7859	16redrose@comcast.net	
23.	Ron Walper*	Bowley's Quarters Community Association		ronwalper@gmail.com	
24.	Royce Bassarab* – Noise Program SME	MDOT MAA - Noise Program	(410) 859-7925	rbassarab@bwiairport.com	
25.	Sgt. Brandon Branham*	Baltimore County Police Department - Aviation Unit	(410) 887-0280	bbranham@baltimorecountymd.gov	
26.	JANE TOSKES	AmAv, Inc	410-391-1738	jane@flyamav.com	
27.	Cory Grochowski	Baltimore City Police Dept. Aviation Unit	(443)984 7042	cory.grochowski@baltimorepolice.org	
28.	Marsha Ayres	Bowleys Quarters Improvement Assn.	4103357973	mayres1022@gmail.com	
29.	GLENN DiSABATINO	MAA OPS	410 682 [illegible]	GDiSabatino@BWI AIRPORT.com	
30.	Ryan Agan	MAA OPS	410 682 8801	ragan@marylandaviation.com	
31.	Joe Toskes	Am Av Inc	410 340 7721	Joe@flyamav.com	
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* Stakeholder Advisory Committee Member

Martin State Airport
Airport Noise Zone Update
Stakeholder Advisory Committee (SAC) Meeting

MARTIN STATE AIRPORT

September 12, 2019
6:00 PM – 8:00 PM

MARYLAND | MDOT MARYLAND DEPARTMENT OF TRANSPORTATION | Maryland Aviation Administration

Welcome to Martin State Airport (MTN)



Source: MTN State Airport Photo Gallery

Time	Discussion Item
6:00-6:10 pm	Welcome remarks and meeting agenda
6:10-6:15 pm	Safety briefing
6:15-6:20 pm	Meeting facilitation remarks
6:20-6:40 pm	Self-introductions
6:40-6:50 pm	Discussion of Maryland Airport Noise Zone (ANZ) regulations (COMAR) • Overview of Martin State Airport (MTN) Airport Noise Zone (ANZ) update scope and process
6:50-7:00 pm	Stakeholder Advisory Committee (SAC) makeup, roles, and responsibilities • Overview of invited SAC participants
7:00-7:10 pm	Review existing MTN ANZ
7:10-7:30 pm	Discussion of noise model input needs and modeling process
7:30-7:40 pm	Review of existing MTN Noise Abatement Plan
7:40-7:50 pm	Discussion of project schedule and contacts
7:50-8:00 pm	Wrap-up and Q&A

BWI Baltimore/Washington International Thurgood Marshall Airport | MARTIN STATE AIRPORT

Safety Briefing



- Follow Emergency Exits
- Call 911
- Assist those who need assistance
- Be sure to take a head count during the emergency event
- Nearest AED – Entryway #4 (Hangar 5)
- Nearest Fire Extinguisher – Room 527 (Hangar 5)
- **Accountability Site:** Parking lot outside of Hangar 4
- Always… report any hazards in the "Meeting Room"

BWI Baltimore/Washington International Thurgood Marshall Airport | MARTIN STATE AIRPORT

Meeting Facilitation

- The meeting facilitator is responsible for ensuring SAC meetings:
  - Run efficiently, respectfully, and effectively
  - Focus on the published agenda
  - Provide appropriate opportunities for all members to participate
  - Result in consensus conclusions to the maximum extent feasible
  - Are documented through preparation of accurate meeting notes

Introductions

Thank you for joining us!

Around the room please:

- State your name
- Which organization you represent
- Whether you are familiar with the ANZ process

Maryland Airport Noise Zone (ANZ) Regulations

- Maryland Environmental Noise Act of 1974
  - Intended to minimize aircraft noise impacts and prevent incompatible land development around airports
- Code of Maryland Regulations (COMAR) requires MDOT MAA to complete an ANZ update for MTN approximately every five years
- Noise impact determined by Day-Night Average (DNL/Ldn) composite contours:
  - Base year
  - 5-year post certification forecast
  - 10-year post certification forecast
- The ANZ represents the largest extent of the annual contours for each study year

Airport Noise Zone Update Scope and Process

- Form and engage with Stakeholder Advisory Committee (SAC)
- Prepare base year, 5-year, 10-year forecast contours
- Compile composite Airport Noise Zone (ANZ)
- Conduct land use inventory
- Conduct public hearing/ workshop
- Incorporate ANZ into Code of Maryland Regulations (COMAR)

Stakeholder Advisory Committee (SAC) Makeup

The SAC is composed of stakeholders representing all significant interests at Martin State Airport (MTN):

- State and local agencies
- Airport tenants and users
- Community organizations
- Aviation trade associations

Members serve on a voluntary basis without compensation

SAC Roles and Responsibilities

- The SAC serves in an advisory role to the MDOT MAA solely for purposes of the MTN ANZ update process
  - Review of study inputs, assumptions, analyses, documentation, etc.
  - Input, advice, and guidance related to Noise Abatement Plan
- SAC members are expected to provide two-way communication between the SAC and their organizations / constituents
- MDOT MAA shall respect and consider SAC input, but retains overall responsibility for the MTN ANZ update

Stakeholder Advisory Committee: Invited Participants

Organization Category	Organization	Representative
State/Local Agencies and MDANG	Baltimore City Police Department, Helicopter Unit	Lt. George Hauf Sgt. Matthew Cloud
	Baltimore County Police Department, Aviation Unit	Ofc. Chris Roussey
	Baltimore County Department of Planning	Krystle Patchak
	Maryland State Police, Aviation Unit	Maj. Michael Tagliaferri Capt. Keith McMinn
	Civil Air Patrol (CAP)	Lt. Col. John Henderson
	Maryland Air National Guard (MDANG)	Brig. Gen. Paul Johnson
	Maryland Department of Transportation, Maryland Aviation Administration	- Al Pollard, A. A. E., Chief, Martin State Airport, Division of Operations & Maintenance - Shawn Ames, Deputy Director, Office of Planning - Robin Bowie, Director, Office of Environmental Services - Darline Terrell-Tyson, Deputy Director, Office of Environmental Services - Bruce Rineer, Manager, Noise Section - Karen Harrell, Administrative Coordinator, Noise Section - Royce Bassarab, Noise Program SME, HNTB

Stakeholder Advisory Committee: Invited Participants

Organization Category	Organization	Representative
Community Organizations	Baltimore County Mobile Homeowners Association	James W. Oates
	Bowleys Quarters Community Association	Paul Allen Paul Jr.
	Bowleys Quarters Improvement Association	Dave Conrad
	Essex Middle River Civic Council	Robert Bendler
	Hawthorne Civic Association	Edith Schott
	Nottingham Improvement Association	Judith Davies
	Oliver Beach Improvement Association	
	Wilson Point Civic Improvement Association	Doug Zeisel
	Windlass Run Improvement Association	William Kammer

Stakeholder Advisory Committee: Invited Participants

Organization Category	Organization	Representative
MTN Tenants and Aviation Representatives	Midwest Air Traffic Control	Nikolaus Wagenfeiler
	AMAV, Inc.	Joseph M. Toskes
	Executive Flight Solutions	James Baran
	PHI Air Medical Maryland	Michael McCabe
	Helicopter Transport Services, Inc.	Joseph Cavallaro
	Middle River Aviation, LLC	Kevin Walsh
	Skytech, Inc.	John Foster
	Brett Aviation	Helen Frado James Hardwick
	The National Business Aviation Association (NBAA)	Paige Kroner
	The Aircraft Owners and Pilots Association (AOPA)	Jon Gandy

Existing MTN Airport Noise Zone (2012)



Existing MTN Airport Noise Zone

- 2012 MTN ANZ is a composite of the 65, 70, and 75 Day-Night Average (DNL/Ldn) noise contours for:
  - Base year 2012
  - Future years of 2017 and 2022
- Represents the largest extent of the annual Ldn contours for each of the three study years (2012, 2017, and 2022)
- Defined to provide the largest area of the existing or future noise exposure contours for planning purposes

Noise Model Inputs

- Aviation Environmental Design Tool (AEDT)- noise modeling software
- AEDT requires input data in three categories:
  1. Aircraft noise and performance data
  2. Airport layout
  3. Aircraft operational data
     - Number of aircraft operations
     - Aircraft fleet mix
     - Day-night split of operations
     - Runway utilization
     - Flight track geometry and utilization

Noise Modeling Process

- Study years: 2019, 2025, 2030
- Analyze existing radar data
- Base Year (2019)
  - Determine base year AEDT inputs
  - Develop base year conditions and DNL/Ldn contours
- Forecast Years
  - Determine 5 and 10-year forecast AEDT inputs
    - Use of operations forecasts as published in the 2018 FAA Terminal Area Forecast
  - Develop 5-year and 10-year forecast DNL/Ldn Contours

MTN Noise Abatement Plan

- Originally adopted in 1984, updated in 1987, reviewed and approved with no changes in 2012.
- Includes multiple elements
  - Traffic procedures
  - Taxiing aircraft procedures
  - "Touch-and-Go" restrictions
  - Helicopter procedures
  - Complaint procedures
  - Zoning permit and appeals process
  - MDANG noise barriers
  - Piston aircraft fly runway heading for one mile before turning on course

Proposed Project Schedule

Date	Item
July 2019	Project Start
September 12, 2019	Stakeholder Advisory Committee (SAC) Meeting #1 • Introductions • Overview of ANZ Update scope and process • Schedule
Fall 2019	Develop draft ANZ contours • Distribute compiled study information to SAC members for review and comment
December 2019	Stakeholder Advisory Committee (SAC) Meeting #2 • Present draft ANZ contours & review Noise Abatement Plan
Early 2020	Prepare draft ANZ document
Early 2020	Public Workshop/ Public Hearing • Present draft ANZ document and contours
Spring 2020	Incorporate ANZ into Code of Maryland Regulations (COMAR)

Project Contacts and Resources

- MDOT MAA Project Manager
  - Bruce Rineer, Manager, Office of Environmental Services, Noise Section, BRineer@bwiairport.com
- HMMH Project Manager
  - Julia Nagy, Senior Consultant, jnagy@hmmh.com
- MTN ANZ website: https://www.maacommunityrelations.com/content/anznoiseupdate/mtnanz.php
- 2012 MTN ANZ document, including existing Noise Abatement Plan (NAP): https://www.maacommunityrelations.com/_media/client/anznoiseupdate/MTN_ANZ_20120508.pdf

Thank you for attending!

Martin State Airport (MTN) Airport Noise Zone (ANZ) Update
Stakeholder Advisory Committee (SAC) Meeting #1

MEETING MINUTES

Thursday, September 12, 2019, 6:00 PM – 7:00 PM

Martin State Airport, Hangar 4, Lower Level, Room 416

701 Wilson Point Road Baltimore, Maryland 21220

5:59-6:02 pm Welcome remarks and meeting agenda
Joy Hamilton (Assedo) made welcome remarks. She acknowledged that everyone registered for the event was in attendance except for one representative, so the meeting could begin. She ran through the agenda and introduced Al Pollard (MDOT MAA).

6:02-6:05 pm Safety briefing
Al Pollard introduced himself and Martin State Airport. He made welcome remarks to all attendees. He covered the safety briefing that included the location of emergency exits (Hangar 4, entries one and two), a reminder to assist those who may need assistance, the location of the nearest AED (Hangar 5), the location of the nearest fire extinguisher location (Hangar 5, down the hall to the left), and a reminder to report any hazards observed in the meeting room.

Al Pollard reiterated that MDOT MAA wants participants to be aware of safety procedures in the event of an emergency.

6:05-6:10 pm Meeting facilitation remarks
Joy Hamilton introduced herself as the facilitator tasked with keeping the meeting running smoothly. She ensured attendees that anyone who wanted to make a comment would have an opportunity to participate. Joy suggested that attendees raise their hand or turn their tent card to the side if they want to be heard and she would call on them accordingly. Joy requested that any attendees with questions or comments should table those until the end of the meeting so that presenters have time to get through the presentation content. She instructed that if attendees had a burning question, she would try to accommodate it in the moment. Joy asked that attendees turn their phones to silent and to step out of the room to take a call if needed.

6:10-6:15 pm Self-introductions
Joy Hamilton suggested that SAC members should get to know each other since the committee will be meeting again and it is helpful to know who is in the room. Joy asked that each member state their name, which stakeholder group they are representing and whether they have been involved with an ANZ update process before. Many of the SAC members had not previously been involved with an ANZ update in the past. Introductions proceeded around the room as follows:

Bruce Rineer – MDOT MAA Noise Program
Darline Terrell-Tyson – MDOT MAA Environmental Services
Karen Harrell – MDOT MAA Noise Program
Kevin Clarke – MDOT MAA Division of Planning and Engineering
Paige Kroner – The National Business Aviation Association
Nik Wagenfeiler – Midwest Air Traffic Control
Judith Davies – Nottingham Improvement Association
Lynn Lanham – Wilson Point Civic Improvement Association
Ron Walper – Bowley's Quarters Community Association
Rocky Jones – Essex Middle River Civic Council
Krystle Patchak – Baltimore County Department of Planning
Joe Fraker – Baltimore County Department of Planning
Ed Jones – Maryland Air National Guard
Chris Roussey – Baltimore County Police Department Aviation Unit
Kevin Walsh – Middle River Aviation
Adam Scholten – HMMH
Rhea Gundry – HMMH
Julia Nagy – HMMH
Jane Toskes – AMAV, Inc
Marsh Aryes – Bowley's Quarters Improvement Association
Cory Grochowski – Baltimore County Police Department Aviation Unit
Royce Bassarab – MDOT MAA Noise Program
Robin Bowie – MDOT MAA Environmental Services
Ryan Agan – Martin State Airport Operations
Glenn DiSabatino – Martin State Airport Operations

6:15-6:25 pm Discussion of Maryland Airport Noise Zone (ANZ) regulations (COMAR) and overview of Martin State Airport (MTN) Airport Noise Zone (ANZ) update scope and process
Rhea Gundry (HMMH) explained that the Maryland Environmental Noise Act of 1974 is why everyone is in attendance to update the ANZ. She stated that the purpose of the ANZ is to get a snapshot of the airport's noise footprint and the associated land use around the airport so that MDOT MAA could minimize aircraft noise impacts and restrict incompatible land uses within the noise zone, such as residential buildings, hospitals, and schools. She reiterated that the process aims to minimize noise and its impacts on people.

Rhea explained that the Code of Maryland Regulations, or COMAR, dictates how MDOT MAA follows the ANZ update process. She stated that MDOT MAA seeks to undertake a dynamic ANZ update process that also follows COMAR requirements. She stated that MDOT MAA wants stakeholder advisory committee input so that MTN will have the best plan at the end of this process. She clarified that the ANZ is a map showing noise contours, which is updated every five years. She explained that it includes Day-Night Average sound level (DNL) contours, which are a calculation of the annual noise of all airport operations averaged over a 24-hour period. She described that the calculation weights nighttime operations higher, as they are more disruptive. Rhea emphasized that MDOT MAA is not simply sticking a noise monitor off the runway but rather that the ANZ represents cumulative noise effects, taking into account three different study years – a base year, five-year future scenario and 10-year future scenario. She described how MDOT MAA will consult with the operators to understand their current fleet mix and their use of

the airport, including any future fleet or operational changes. She described the resulting ANZ contour as a composite of the furthest extent of the three study year contours.

Rhea reiterated that SAC participation is critical to the ANZ process. She stated that operator feedback is needed as inputs for the noise modeling efforts related to the ANZ creation and residents can provide information on land use and plans for future land use changes. She stated that MDOT MAA will hold a public hearing and workshop related to the MTN ANZ in early 2020 and encouraged SAC members to invite others to that meeting. She explained that once the ANZ has been reviewed by SAC and the public, a final version will be adopted and then incorporated into COMAR to become Maryland law.

6:25-6:30 pm Stakeholder Advisory Committee (SAC) makeup, roles, and responsibilities; overview of invited SAC participants
Rhea listed the groups represented on the SAC and stated that members are all serving on a voluntary basis without compensation.

Rhea detailed the expected roles and responsibilities of SAC members. She stated that MDOT MAA seeks their input during the ANZ process, which will also include reviewing and possibly updating the Noise Abatement Plan (NAP). She explained that the NAP helps MDOT MAA consider airport noise compatibility with surrounding land uses. She reminded SAC members that they are expected to take the information shared at these meetings and communicate it with the groups that they represent. She stated that the ANZ is an MDOT MAA document and that input will be considered but MDOT MAA has the final say on what is included. She reiterated that all groups invited to this first SAC meeting will also be invited to the second meeting.

6:30-6:32 pm Review existing MTN ANZ
Adam Scholten (HMMH) explained that the 2012 ANZ map is not the sole product for the ANZ but it can give the SAC an idea of what the contours look like. He explained that the ANZ is a composite of multiple years of contours, over three different study years. He described in the most recent ANZ update, the base year was 2012 and future study years were 2017 and 2022. He stated that the ANZ is a composite of the maximum extent of noise exposure.

6:32-6:37 pm Discussion of noise model input needs and modeling process
Adam stated that the Aviation Environmental Design Tool (AEDT) software is used to model the ANZ contours. This is the same software tool mandated by FAA for use in other similar environmental noise studies. He explained that the AEDT requires input from three categories. To validate aircraft noise and performance data, Adam stated that MTN operators will provide fleet information and MDOT MAA will match that information with the AEDT database of over 200 different airplane types and noise. Related to airport layout, Adam explained that the input data will include runway and helipad locations, and whether any of these locations are expected to change in the future. Adam explained that aircraft operational data is obtained from actual radar data.

Adam explained that all of these data are inputs for the AEDT model. He explained that this new ANZ will include study years 2019, 2025 and 2030. Adam stated that the next step is to analyze existing radar

data, then to verify operator data, and then obtain input from the SAC. He explained that the SAC should help verify if the data MDOT MAA collects is in line with what people are reporting. Adam explained that some operations may not show up in radar data (such as military traffic) so MDOT MAA wants to work with operators directly to ensure accuracy. He stated that the ANZ update process will use the Terminal Area Forecast (TAF) released by FAA to understand how operations are forecast to change in future years and compare that with operator information at MTN.

6:37-6:40 pm Review of existing MTN Noise Abatement Plan
Adam stated that the MTN Noise Abatement Plan (NAP) was originally adopted in 1984 and was approved with no changes in 2012. He listed the multiple elements in the NAP that aim to mitigate noise impacts.

6:40-6:45 pm Discussion of project schedule and contacts
Julia Nagy (HMMH) stated that the project kicked off in July 2019, when MDOT MAA started preparing for the first SAC meeting. She stated that the fall months will mainly involve data collection, noise modeling, and data analysis. She stated that the next SAC meeting is expected to be in December and at that meeting the draft contours and land use analysis results will be shared with the SAC. Julia stated that SAC members will receive materials for review prior to the next meeting. She stated that comments will be accepted following discussion at the second SAC meeting. She stated that MDOT MAA will then prepare an updated draft ANZ document in early 2020, considering SAC comments. She reminded the group that there will be a public workshop and hearing in early 2020. She stated that public comments will be accepted then and a final document will be submitted to COMAR in Spring 2020. Julia provided project team contact information for SAC members.

6:45-7:00 pm Wrap-up and Q&A
Rocky Jones (Essex Middle River Civic Council) asked how residents can learn about where the flight patterns are and asked what rules are currently in place so that they know if those rules are being followed. Rhea responded that MDOT MAA has an Airport Noise Monitoring and Management System (ANOMS) which monitors operations and Al Pollard or Bruce Rineer (MDOT MAA) may be able to answer specific questions using that radar data. She explained that, as far as what goes into the noise model, flight routes are drawn on maps based on radar data and input from operators and will be provided at the next meeting for the SAC to review.

Judith Davies (Nottingham Improvement Association) asked how much the county planning office takes the ANZ and NAP into account when zoning and issuing permits. Krystle Patchak (Baltimore County Department of Planning) said that when BCDP gets permit requests in the airport zone they are flagged but explained that this is her first time being part of the ANZ process. Kevin Clarke (MDOT MAA) explained that the airport zone includes a 3 ½ mile radius around the airport. He stated that any development projects in that zone get flagged and BCDP will coordinate that permit process with MDOT MAA. He explained that the noise zone is different – it is informational for BCDP and mostly on airport property. Kevin explained that if a property is two miles away, it is in an airport zoning district but can be any property type. He then explained that if the updated ANZ contour extends off of airport property, MDOT MAA would go to BCDP and work to get that area rezoned. He stated that residential properties

are noise sensitive and should not be within the ANZ or off the runway, but commercially zoned properties are compatible.

Ron Walpers (Bowley's Quarters Community Association) asked if flight paths were preferred over water rather than over homes. Nik Wagenfeiler (Midwest Air Traffic Control) stated that operators do have checkpoints that help monitor air traffic. He explained that when helicopters take off from the south pad, they are not able to see anything to the northwest until they hit altitude. He stated that they are very aware of the noise sensitivity and try to mitigate it but cannot always succeed since safety is the number one priority. Kevin Walsh (Middle River Aviation) acknowledged that his flight school is a major contributor to the noise. He offered to put together a workshop for the community to discuss how the helicopters and aircraft operate and better explain their flight patterns. He explained that the workshop can educate the community on what operators are doing and the limitations of the aircraft. Kevin Walsh explained that operators are not averse to trying to address community problems, but unfortunately there is only so much they can do due to traffic pattern limitations. He promised to provide his business cards to community representatives if they were interested coordinating a workshop. Al Pollard added that state police and medivac will take the most direct route possible to answer an emergency call.

Jane Toskes (AMAV, Inc) asked where the one mile from takeoff point starts, as listed in the Noise Abatement Plan. She stated that it could start from takeoff or the end of runway and that she has never been given clear direction on it so that she can turn on course at the correct moment. Nik Wagenfeiler said he was not completely sure but guessed that it is one mile from the point of departure off the runway. Kevin Walsh suggested that pilots use landmarks. Rhea Gundry stated that this is the type of comment MDOT MAA will consider when reviewing the NAP. She suggested that there might be something better than a landmark. Marsha Ayres (Bowley's Quarters Improvement Association) added that this would be useful information for people in the community to know.

Lynn Lanham (Wilson Point Civic Improvement Association) asked if MDOT MAA will make an adjustment if the updated noise contour goes out into the neighborhood. Rhea Gundry explained that the first thing MDOT MAA will need to do is see where heavy traffic patterns are. She stated that this will determine the noise footprint and then MDOT MAA can determine what to do. She reiterated that good data is the first step. Lynn asked in response if she could see that data. Rhea responded in the affirmative, reminding the SAC that members will have a chance to review the inputs prior to the second meeting.

Joe Toskes (AMAV, Inc) asked operators if the pilots use a localizer to determine how far they are. Some operators said their pilots could use distance measuring equipment (DME).

Rocky Jones asked how MDOT MAA will measure the noise. Rhea explained that AEDT models the noise but won't measure it. She explained that MDOT MAA wants to forecast the future in addition to the current conditions. She reassured the group that FAA has used AEDT for years and that it is accurate as long as inputs on the front end are accurate. Rocky asked for confirmation related to whether modeling is more accurate than his own microphone and Rhea responded in the affirmative.

Joy Hamilton reminded SAC members that they plan to meet again in December to have another dialogue and adjourned the meeting an hour early since there were no additional comments from SAC members or other meeting attendees.

MARTIN STATE AIRPORT

Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary

Ricky D. Smith, Sr.
Executive Director

November 21, 2019

[Name]
[Company]
[Address 1] [Address 2]
[City] [State] [Zip]

Dear [Name]:

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA), invites you, or another representative of your organization, to attend the second, and final, Stakeholder Advisory Committee (SAC) meeting for the Airport Noise Zone (ANZ) update for Martin State Airport (MTN). At this meeting, SAC members will have an opportunity to discuss the draft ANZ noise contours and related land-use inventory. Read-ahead materials will be shared with all SAC members prior to the meeting. At the meeting, questions related to the materials will be addressed so that you are able to share pertinent information with the stakeholders that you represent.

The second SAC meeting is scheduled for **Tuesday, January 14, 2020 from 6:00pm – 8:00pm.** The meeting will be held at MTN in meeting room 416, located in the lower level of Hangar 4. *See inclement weather scheduling information on the following page.*

As a reminder, the MTN ANZ update includes a public involvement process through a public workshop. The public workshop is anticipated to occur in the second quarter of 2020. Additional representatives of your organization and all members of the public are welcome to participate in the public workshop. We appreciate your interest in MTN and look forward to working with you to update the MTN ANZ.

Please call Malcolm Mossman at 240-583-7920 or email MalcolmM@assedollc.com to RSVP or register online: https://mtnstakeholder.eventbrite.com. If you have questions about the ANZ process, please email Bruce Rineer at BRineer@bwiairport.com or Julia Nagy at jnagy@hmmh.com.

For reference, the previous MTN ANZ is available online:
https://www.maacommunityrelations.com/content/anznoiseupdate/mtnanz.php.

Sincerely,

Bruce Rineer, Manager
Noise Program Section
Office of Environmental Services

MARTIN STATE AIRPORT
701 Wilson Point Road – Box 1
Baltimore, Maryland 21220-4282
Telephone: 410-682-8800 • Fax: 410-682-8822 • TTY Users Call via MD Relay • www.martinstateairport.com

MARTIN STATE AIRPORT

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Pete K. Rahn
Secretary

Ricky D. Smith, Sr.
Executive Director

Inclement Weather Scheduling Information
If inclement weather exists or is forecast, MDOT MAA will make every effort to make a determination to postpone the meeting on the day prior (January 13, 2020). MDOT MAA will alert attendees only if the meeting is postponed. If you are unsure as to the status of the meeting, please call Malcolm Mossman at 240-583-7920 on the day of the meeting for updated information. The alternate date is Tuesday, January 28, 2020 from 6:00pm – 8:00pm in the same location, please mark your calendar accordingly.

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Secretary

Ricky D. Smith, Sr.
Executive Director

Martin State Airport (MTN)
Airport Noise Zone (ANZ) Update
Stakeholder Advisory Committee (SAC) Meeting #2

AGENDA

Tuesday, January 14, 2020, 6:00 PM – 8:00 PM
Martin State Airport
Hangar 4, Lower Level, Room 416
701 Wilson Point Road
Baltimore, Maryland 21220

Time	Discussion Item
6:00-6:10 pm	Welcome, safety briefing, overview of meeting agenda
6:10-6:15 pm	Meeting facilitation remarks
6:15-6:20 pm	Self-introductions and welcome remarks
6:20-6:25 pm	SAC Meeting #1 Recap
6:25-6:30 pm	Discussion of Code of Maryland Regulations (COMAR) Airport Noise Zone (ANZ) requirements and related MTN ANZ update scope and process
6:30-6:35 pm	Stakeholder Advisory Committee (SAC) input, makeup, roles, and responsibilities
6:35-6:45 pm	Noise fundamentals
6:45-7:00 pm	Discussion of noise modeling process and noise model input needs
7:00-7:30 pm	Presentation of draft noise modeling results, contours, and land use inventory
7:30-7:50 pm	Review of existing MTN Noise Abatement Plan
7:50-7:55 pm	Discussion of project schedule, contacts, and resources
7:55-8:00 pm	Wrap-up and Q&A

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Maryland Aviation Administration

MARTIN STATE AIRPORT

Please Sign In

Martin State Airport Noise Zone Update – Stakeholder Advisory Committee (SAC)				January 14, 2020	
	Name/Title	Organization	Phone	Email	Initials
1.	Ryan Agan	MDOT MAA - Martin State Airport Operations and Maintenance	(410) 682-8801	ragan@martinstateairport.com	RA.
2.	Marsha Ayres*	Bowley's Quarters Improvement Association	(410) 335-7973	mayres1027@gmail.com	MA.
3.	Royce Bassarab* – Noise Program SME	MDOT MAA - Noise Program	(410) 859-7925	rbassarab@bwiairport.com	KB
4.	Sgt. Brandon Branham*	Baltimore County Police Department - Aviation Unit	(410) 887-0280	bbranham@baltimorecountymd.gov	BB
5.	Robin Bowie* – Director of Environmental Services	MDOT MAA - Office of Environmental Services	(410) 859-7103	rbowie@bwiairport.com	RMB
6.	Kevin Clarke* – Director of Planning	MDOT MAA – Division of Planning and Engineering	(410) 859-7787	kclarke@bwiairport.com	
7.	Judith Davies*	Nottingham Improvement Association	(410) 687-7794	bixfan@aol.com	
8.	Glenn DiSabatino	MDOT MAA - Martin State Airport Operations and Maintenance	(410) 682-8805	gdisabatino@bwiairport.com	
9.	Joseph Fraker* – Community Planner	Baltimore County Department of Planning	(410) 887-3480	jfraker@baltimorecountymd.gov	JF
10.	Cory Grochowski*	Baltimore City Police Department – Aviation Unit	(443) 984-7042	cory.grochowski@baltimorepolice.org	
11.	Rhea Gundry - Consultant	HMMH	(916) 368-0707	rgundry@hmmh.com	RAG
12.	Joy Hamilton – Facilitator	Assedo Consulting	(240) 583-7925	joyh@assedollc.com	
13.	Karen Harrell* – Administrative Coordinator	MDOT MAA – Noise Program	(410) 859-7550	kharrell@bwiairport.com	
14.	Joseph Ireton* – Aviation Safety Officer	Maryland State Police - Aviation Command	(410) 599-1092	joseph.ireton@maryland.gov	
15.	Brig. Gen. Ed Jones*	Maryland Air National Guard		edward.s.jones.mil@mail.mil	
16.	Rocky Jones*	Essex Middle River Civic Council	(410) 971-7859	16redrose@comcast.net	
17.	Lynn Lanham*	Wilson Point Civic Improvement Association		lynn.lanham18@gmail.com	
18.	Malcolm Mossman – Consultant	Assedo Consulting	(240) 583-7920	malcolmm@assedollc.com	
19.	Julia Nagy – Consultant	HMMH	(781) 229-0707	jnagy@hmmh.com	
20.	Al Pollard* – Chief of Operations and Maintenance	MDOT MAA – Martin State Airport Operations and Maintenance	(410) 682-8826	apollard@bwiairport.com	
21.	Bruce Rineer* – Manager	MDOT MAA – Noise Program	(410) 859-7813	brineer@bwiairport.com	

* Stakeholder Advisory Committee Member

	Name/Title	Organization	Phone	Email	Initials
22.	Adam Scholten – Consultant	HMMH	(781) 229-0707	ascholten@hmmh.com	AS
23.	Darline Terrell-Tyson* – Deputy Director of Environmental Services	MDOT MAA - Office of Environmental Services	(410) 859-7370	dterrell-tyson@bwiairport.com	
24.	Jane Toskes*	AmAv, Inc.	(410) 391-1738	jane@flyamav.com	
25.	Joe Toskes*	AmAv, Inc.	(410) 340-7721	joe@flyamav.com	
26.	Gerard Uehlinger*	The Aircraft Owners and Pilots Association	(410) 821-0025	uehlinger.law@verizon.net	
27.	Nikolaus Wagenfeiler*	Midwest Air Traffic Control	(410) 682-8807	nikolaus.wagenfeiler@midwestatcs.com	
28.	Ron Walper*	Bowley's Quarters Community Association		ronwalper@gmail.com	
29.	Kevin Walsh* – President	Middle River Aviation	(410) 574-3897	kevin@middleriveraviation.com	
30.	Doug Zeisel*	Wilson Point Civic Improvement Association		dwzeisel@gmail.com	
	R Desimone	Nottingham Assoc. Nottingwood Rd	410-687-5186		
	Shawn Ames	MAA	410-859-7089	Sames2@bwiairport.com	SA
	Chris Roussey	BCoPD	410-887-0280	Croussey@baltimoreCountyMD.gov	CMR

* Stakeholder Advisory Committee Member

Martin State Airport
Airport Noise Zone Update
Stakeholder Advisory Committee (SAC) Meeting 2

MARTIN STATE AIRPORT

January 14, 2020
6:00 PM – 8:00 PM

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

Welcome to Martin State Airport (MTN)

Safety Briefing

- Follow Emergency Exits
- Call 911
- Assist those who need assistance
- Be sure to take a head count during the emergency event
- Nearest AED – Entryway #4 (Hangar 5)
- Nearest Fire Extinguisher – Room 527 (Hangar 5)
- **Accountability Site:** Parking lot outside of Hangar 4
- Always… report any hazards in the "Meeting Room"



Source: MTN State Airport Photo Gallery

Slide 2

SAC Meeting 2 Agenda
• Welcome remarks and overview of meeting agenda
• Safety briefing
• Meeting facilitation remarks
• Self-introductions
• Discussion of Code of Maryland Regulations (COMAR) Airport Noise Zone (ANZ) requirements and related MTN ANZ update scope and process
• Stakeholder Advisory Committee (SAC) makeup, roles, responsibilities, Meeting #1 Summary
• Noise 101
• Discussion of noise modeling process and noise model input needs
• Presentation of draft noise modeling results, contours, and land use inventory
• Review of existing MTN Noise Abatement Plan (NAP)
• Discussion of project schedule and contacts
• Wrap-up and Q&A

Slide 3

Meeting Facilitation

- The meeting facilitator is responsible for ensuring SAC meetings:
  - Run efficiently, respectfully, and effectively
  - Focus on the published agenda
  - Provide appropriate opportunities for all members to participate
  - Result in consensus conclusions to the maximum extent feasible
  - Are documented through preparation of accurate meeting notes

Slide 4

Introductions and Welcome Remarks

Introductions

- Stakeholder Advisory Committee (SAC) members
- Maryland Department of Transportation, Maryland Aviation Administration (MDOT MAA) representatives
- Consultant team



Slide 5

Meeting 1 Recap

- What is an Airport Noise Zone?
- What is MDOT MAA doing?
- Why do we need you?
- Why are you here?
- What are the end results?


MARTIN STATE AIRPORT

Airport Noise Zone and Noise Abatement Plan

2012

MARYLAND DEPARTMENT OF TRANSPORTATION

Paul J. Wiedefeld
Executive Director
Maryland Aviation Administration

Purpose of Meeting

Background

Airport Noise Zone

Slide 6



Maryland Airport Noise Zone (ANZ) Regulations

- Maryland Environmental Noise Act of 1974
  - Intended to minimize aircraft noise impacts and prevent incompatible land development around airports
- Code of Maryland Regulations (COMAR) requires MDOT MAA to complete an ANZ update for MTN approximately every five years
- Noise impact determined by Day-Night Average (DNL/Ldn) composite contours:
  - Base year
  - 5-year post certification forecast
  - 10-year post certification forecast
- The ANZ represents the largest extent of the annual contours for each study year

Slide 7



Scope and Process

- Form and engage with Stakeholder Advisory Committee (SAC)
- Prepare base year, 5-year, 10-year forecast contours
- Compile composite Airport Noise Zone (ANZ)
- Conduct land use inventory
- Conduct public hearing/ workshop
- Incorporate ANZ into Code of Maryland Regulations (COMAR)

We are here

Slide 8



Why we need you!

- To understand ANZ effects on all stakeholders
- To review land use inventory and planning considerations
- To share information with your neighbors and organizations
- To review Noise Abatement Plan (NAP) and provide insight to MDOT MAA
- To spread the word about the public workshop in early 2020

Slide 9

Stakeholder Advisory Committee (SAC) Makeup

The SAC is composed of stakeholders representing all significant interests at Martin State Airport (MTN):

- State and local agencies
- Airport tenants and users
- Community organizations
- Aviation trade associations

Members serve on a voluntary basis without compensation

Slide 10

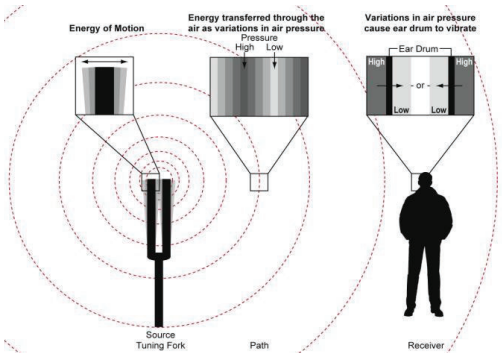
SAC Roles and Responsibilities

- The SAC serves in an advisory role to the MDOT MAA solely for purposes of the MTN ANZ update process
  - Review of study inputs, assumptions, analyses, documentation, etc.
  - Input, advice, and guidance related to Noise Abatement Plan
- SAC members are expected to provide two-way communication between the SAC and their organizations / constituents
- MDOT MAA shall respect and consider SAC input, but retains overall responsibility for the MTN ANZ update

Slide 11

Noise Fundamentals: Sound vs. Noise

- Sound is pressure variation our ears can detect
  - An objective quantity
- Noise is “unwanted sound”
  - A subjective quantity
- We relate sound and noise by considering effects
  - Annoyance
  - Speech interference
  - Sleep disruption



Slide 12

Noise Fundamentals: The Decibel Scale

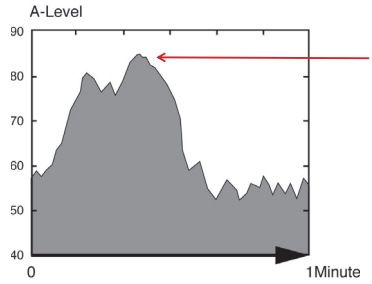
- We use a *logarithmic* scale – *decibels, or dB* to express sound levels and noise levels
- *Why?*
  - We hear sound pressures over a HUGE range
  - Decibels compress this range to match the way we interpret sound pressures
    - 0 to 140 dB
    - -00000003 to -03 lbs. per sq. inch (psi)
  - *We "hear" in decibels*.

"Energy"	dB	Common sounds
100,000,000,000,000	140	Near a jet engine at start of takeoff
10,000,000,000,000	130	Threshold of pain
1,000,000,000,000	120	On stage at a loud rock concert
100,000,000,000	110	
10,000,000,000	100	Jack hammer at 6 feet
1,000,000,000	90	
100,000,000	80	Vacuum cleaner at user's ear
10,000,000	70	Vacuum cleaner at 10 feet
1,000,000	60	Normal speech
100,000	50	
10,000	40	Quiet residential area
1,000	30	
100	20	Whisper
10	10	
1	0	Threshold of hearing
0.1	-10	

Slide 13

Noise Fundamentals: Single Event Noise Metrics

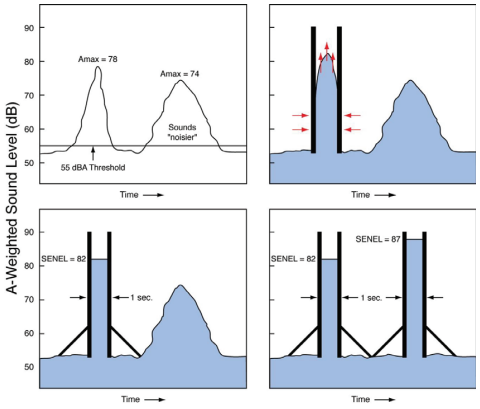
- The simplest way to describe a discrete noise "event" is its maximum sound level, abbreviated as Lmax



Slide 14

Noise Fundamentals: Single Event Noise Metrics

- Sound Exposure Level (SEL) measures the total "noisiness" of an event by taking duration into account
- Duration matters: A longer event may seem "noisier," even if it has a lower or equal maximum level

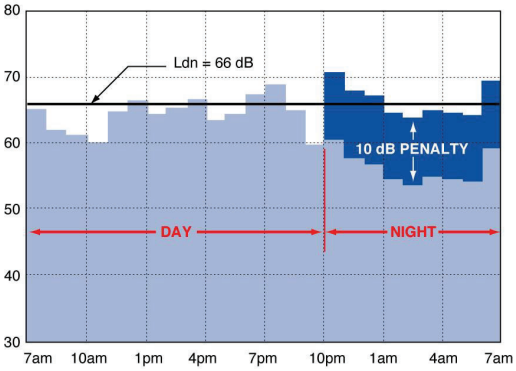


Slide 15

Noise Fundamentals: Cumulative Exposure Metric

Day-Night Average Level (DNL)

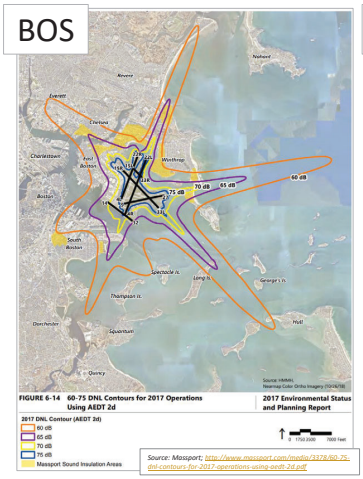
- Describes 24-hour exposure
- Noise from 10 pm to 7 am is factored up by 10 dB
  - "Penalty" is equal to counting each night aircraft 10 times
- DNL is abbreviated as Ldn (as defined in COMAR)



Slide 16

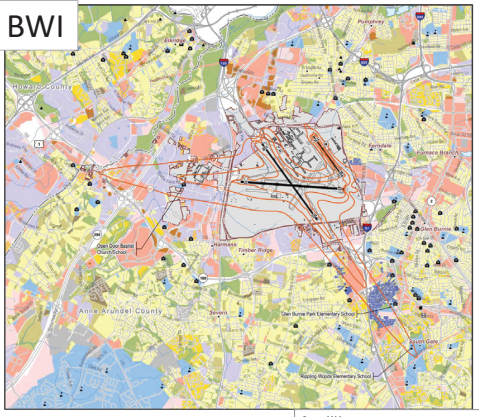
Commercial Airport DNL Contour Examples

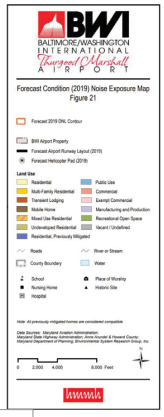
BOS



Source: Massport; http://www.massport.com/media/3378/60-75-dnl-contours-for-2017-operations-using-aedt-2d.pdf

BWI



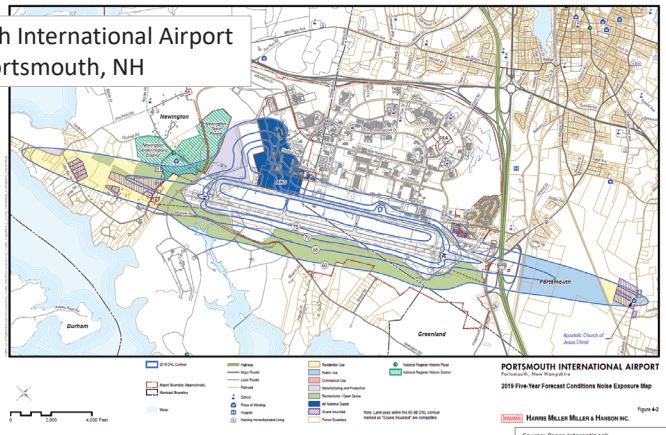


Source: MAA; https://www.mdaircommunityrelations.com/_media/client/2020_noiseupdate/2018/2019%20Noise%20Exposure%20Map.pdf

Slide 17

Single Runway DNL Contour Example

Portsmouth International Airport
Portsmouth, NH

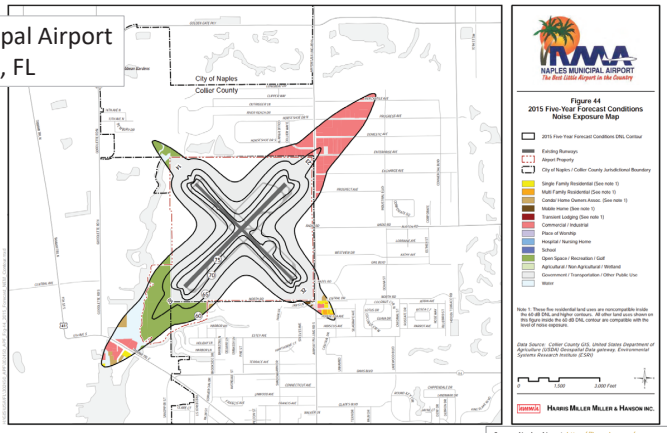


Source: Pease International; http://peasedev.org/documents/PSMPart150Update.pdf

Slide 18

General Aviation Airport DNL Contour Example

Naples Municipal Airport
Naples, FL



Source: Naples Airport; https://flynaples.com/wp-content/uploads/2018/06/3view-Final-APP_2040_2015_NEM_Update.pdf

Slide 19

ANZ Noise Modeling Process

- Study years: 2019, 2025, 2030
- Analyze existing radar data
- Base Year (2019)
  - Determine base year AEDT inputs
  - Develop base year conditions and DNL/Ldn contours
- Forecast Years
  - Determine 5 and 10-year forecast AEDT inputs
    - Use of operations forecasts as published in the 2018 FAA Terminal Area Forecast
  - Develop 5-year and 10-year forecast DNL/Ldn Contours

Slide 20

Noise Model Inputs

- Federal Aviation Administration (FAA) Aviation Environmental Design Tool (AEDT)- noise modeling software was utilized
- AEDT requires input data in three categories:
  1. Aircraft noise and performance data
  2. Airport layout
  3. Aircraft operational data
     - Number of aircraft operations
     - Aircraft fleet mix
     - Day-night split of operations
     - Runway utilization
     - Flight track geometry and utilization

Slide 21

Baseline and Future Operations Levels

Year	Itinerant Operations				Local Operations		Total
	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	
2019	0	2,173	37,153	1,893	38,756	645	80,620
2025	0	2,173	38,021	1,893	40,506	645	83,238
2030	0	2,173	38,761	1,893	42,023	645	85,495

Source: FAA, 2018 Terminal Area Forecast (TAF)

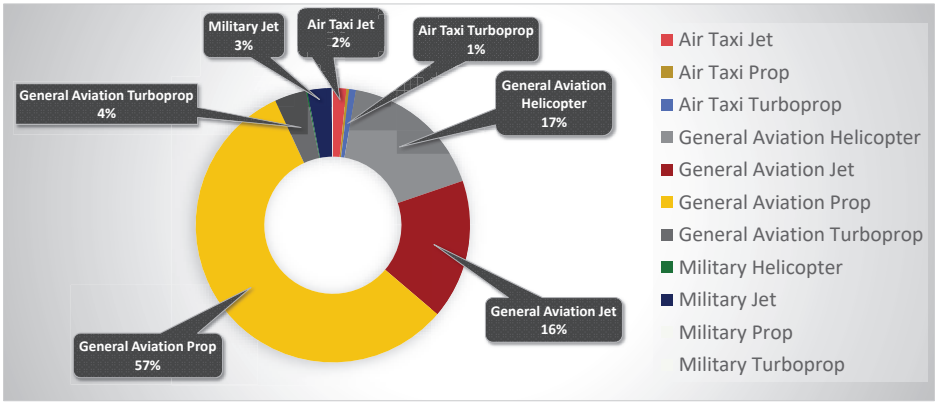
Slide 22

Baseline (2019) Average Daily Operations

Aircraft Group		Day			Night			Total
		Arrivals	Departures	Circuits	Arrivals	Departures	Circuits	
Air Taxi	Jet	1.7	1.7	-	-	-	-	3.5
	Prop	0.4	0.3	-	-	-	-	0.7
	Turboprop	0.9	0.8	-	-	-	-	1.8
General Aviation	Helicopter	7.1	7.4	20.6	1.5	1.1	-	37.7
	Jet	13.6	13.8	6.4	1.4	1.2	-	36.4
	Prop	23.3	23.4	77.7	0.7	0.6	-	125.6
	Turboprop	3.3	3.3	1.5	0.1	0.1	-	8.3
Military	Helicopter	0.2	0.2	-	-	-	-	0.3
	Jet	2.3	2.3	1.8	-	-	-	6.3
	Prop	-	-	-	-	-	-	-
	Turboprop	0.1	0.1	-	-	-	-	0.3
Total		**52.8**	**53.3**	**107.9**	**3.7**	**3.2**	**-**	**220.9**

Slide 23

Distribution of Operations by Aircraft Type



Slide 24

2025 Average Daily Operations

Aircraft Group		Day			Night			Total
		Arrivals	Departures	Circuits	Arrivals	Departures	Circuits	
Air Taxi	Jet	1.7	1.7	-	-	-	-	3.5
	Prop	0.4	0.3	-	-	-	-	0.7
	Turboprop	0.9	0.8	-	-	-	-	1.8
General Aviation	Helicopter	7.2	7.6	21.6	1.5	1.1	-	39.0
	Jet	13.9	14.1	6.7	1.4	1.2	-	37.4
	Prop	23.8	23.9	81.2	0.7	0.6	-	130.3
	Turboprop	3.4	3.3	1.5	0.1	0.1	-	8.5
Military	Helicopter	0.2	0.2	-	-	-	-	0.3
	Jet	2.3	2.3	1.8	-	-	-	6.3
	Prop	-	-	-	-	-	-	-
	Turboprop	0.1	0.1	-	-	-	-	0.3
Total		**53.9**	**54.4**	**112.7**	**3.8**	**3.3**	**-**	**228.0**

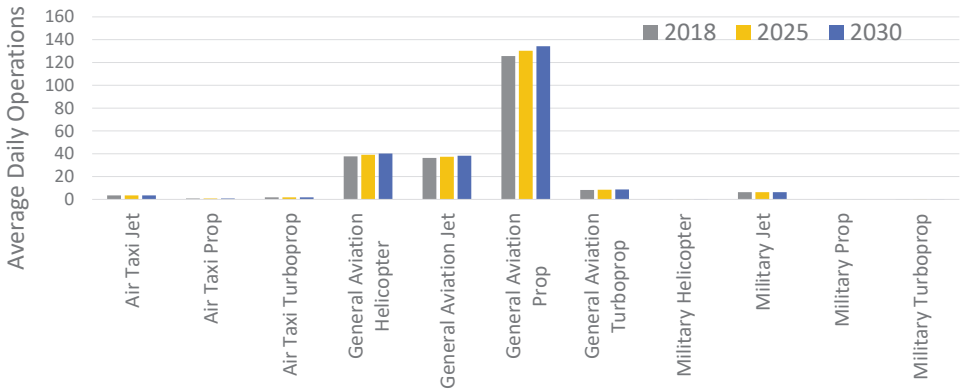
Slide 25

2030 Average Daily Operations

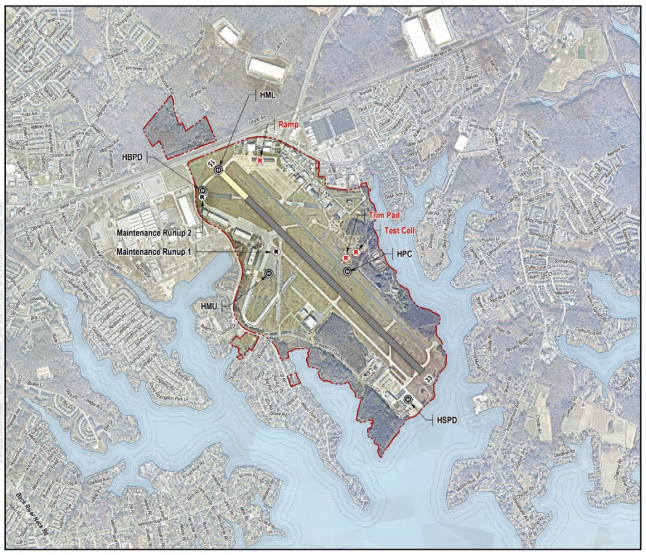
Aircraft Group		Day			Night			Total
		Arrivals	Departures	Circuits	Arrivals	Departures	Circuits	
Air Taxi	Jet	1.7	1.7	-	-	-	-	3.5
	Prop	0.4	0.3	-	-	-	-	0.7
	Turboprop	0.9	0.8	-	-	-	-	1.8
General Aviation	Helicopter	7.4	7.7	22.4	1.5	1.2	-	40.2
	Jet	14.2	14.4	6.9	1.4	1.3	-	38.2
	Prop	24.3	24.4	84.2	0.7	0.6	-	134.3
	Turboprop	3.4	3.4	1.6	0.1	0.1	-	8.7
Military	Helicopter	0.2	0.2	-	-	-	-	0.3
	Jet	2.3	2.3	1.8	-	-	-	6.3
	Prop	-	-	-	-	-	-	-
	Turboprop	0.1	0.1	-	-	-	-	0.3
Total		**54.8**	**55.3**	**116.9**	**3.9**	**3.3**	**-**	**234.2**

Slide 26

Comparison of Forecast Operations



Slide 27

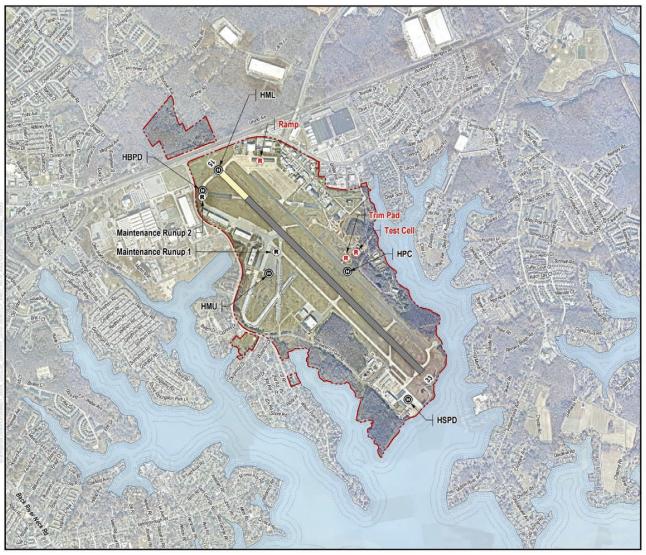


28

Runway Utilization

Category	Operation Mode	Time of Day	Runway/Helipad								
			Fixed Wing			Helicopters					
			15	33	Total	HBP	HMU	HML	HPC	HSP	Total
Air Taxi	Arrivals	Day	44.8%	55.2%	**100%**	-	-	-	-	-	-
		Night	44.8%	55.2%	**100%**	-	-	-	-	-	-
	Departures	Day	42.1%	57.9%	**100%**	-	-	-	-	-	-
		Night	42.1%	57.9%	**100%**	-	-	-	-	-	-
General Aviation	Arrivals	Day	46.5%	53.5%	**100%**	10.3%	42.7%	-	-	47.0%	**100%**
		Night	46.5%	53.5%	**100%**	10.3%	42.7%	-	-	47.0%	**100%**
	Departures	Day	42.4%	57.6%	**100%**	14.8%	38.7%	-	-	46.5%	**100%**
		Night	42.4%	57.6%	**100%**	14.8%	38.7%	-	-	46.5%	**100%**
	Circuits	Day	47.8%	52.2%	**100%**	-	-	-	100%	-	**100%**
		Night	-	-	-	-	-	-	-	-	-
Military	Arrivals	Day	44.4%	55.6%	**100%**	-	-	100%	-	-	**100%**
		Night	-	-	-	-	-	-	-	-	-
	Departures	Day	44.4%	55.6%	**100%**	-	-	100%	-	-	**100%**
		Night	-	-	-	-	-	-	-	-	-
	Circuits	Day	100%	-	**100%**	-	-	-	-	-	-
		Night	-	-		-	-	-	-	-	-

Slide 29

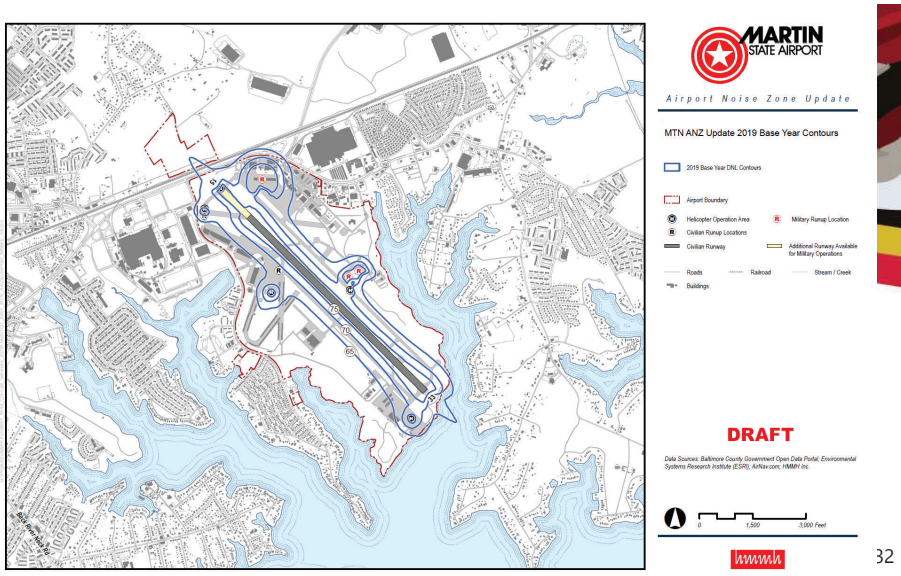


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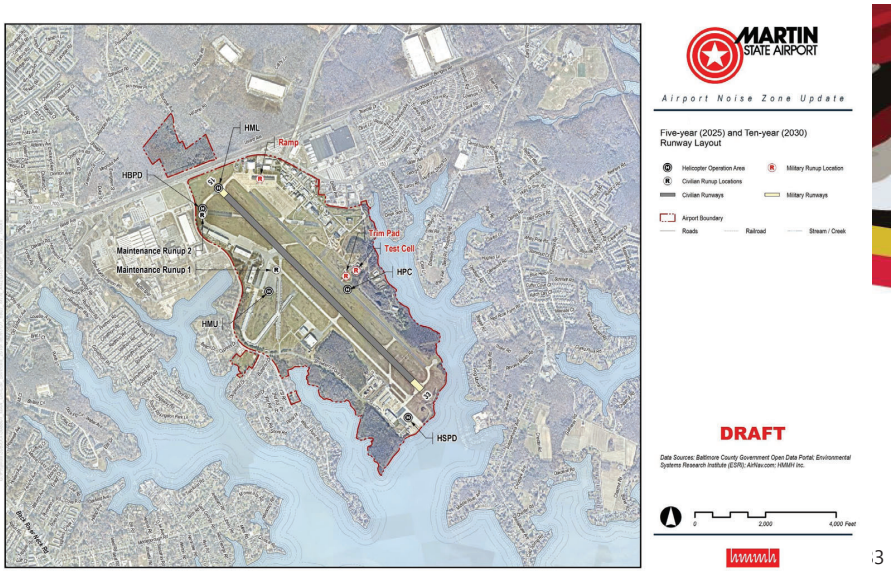
Run-up Operations

Modeled Aircraft	Run-up Location	Daily Operations	Heading (degrees)	Thrust (%)	Duration (sec)
Fairchild A-10A Thunderbolt II	Ramp	2.9014	0	85	150
Fairchild A-10A Thunderbolt II	Trim Pad	0.0493	330	94	300
Fairchild A-10A Thunderbolt II	Test Cell	0.0192	330	100	900
Cessna 172 Skyhawk	MR Pad 1	0.1370	15	80	60
Cessna 172 Skyhawk	MR Pad 2	0.1425	205	80	60
Note: An engine ground run-up is a routine aircraft maintenance test that generates noise					

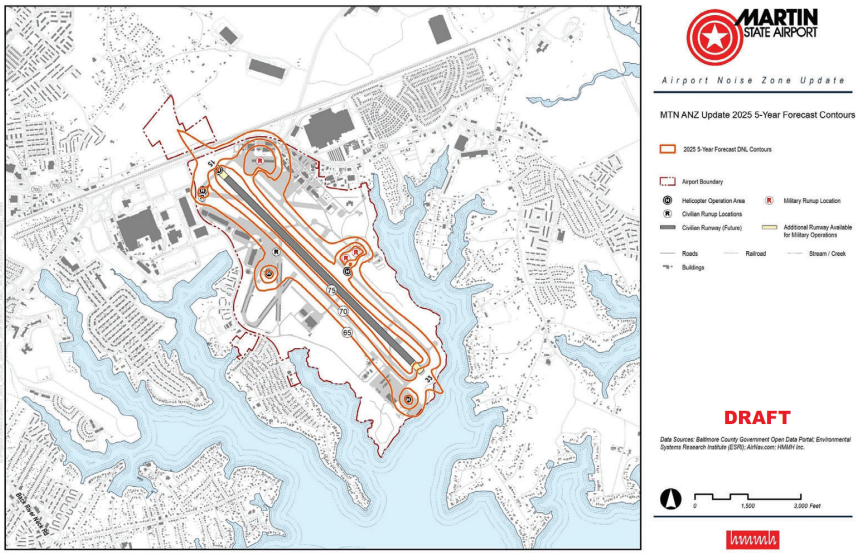
Slide 31



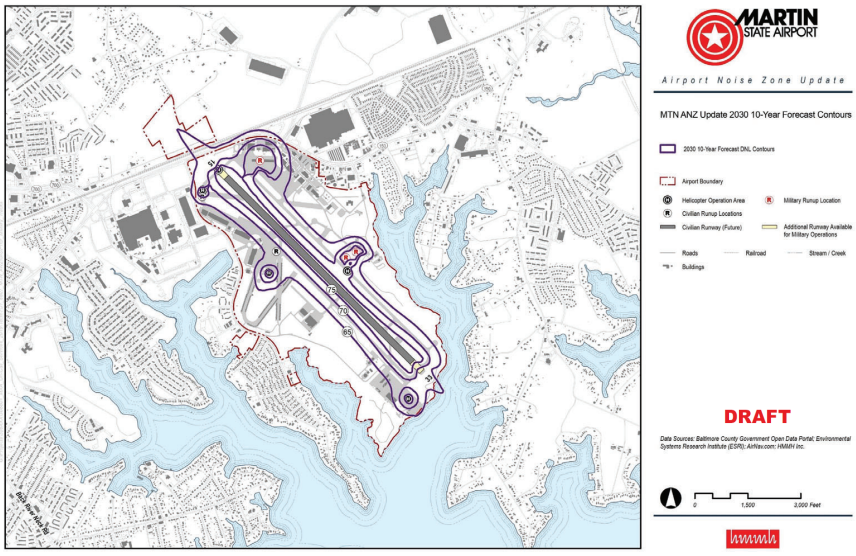
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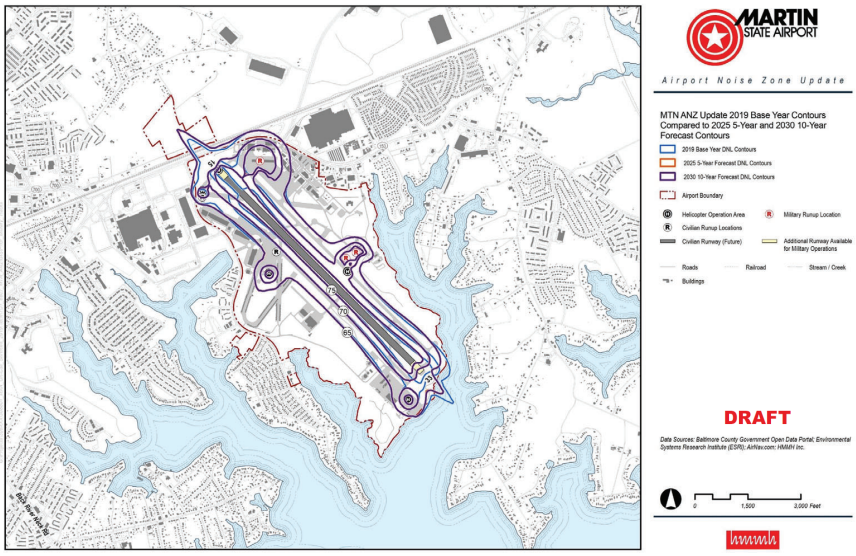
3


MARTIN STATE AIRPORT
Airport Noise Zone Update
MTN ANZ Update 2025 5-Year Forecast Contours
2025 5-Year Forecast DNL Contours
Airport Boundary
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway (Future)
Additional Runway Available for Military Operations
Roads
Railroad
Stream / Creek
Buildings
DRAFT
Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH Inc.
0
1,500
3,000 Feet
hmmh

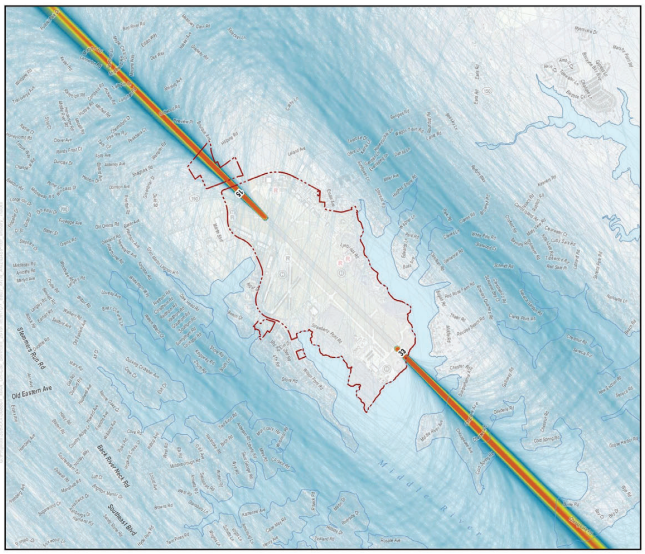
34


MARTIN STATE AIRPORT
Airport Noise Zone Update
MTN ANZ Update 2030 10-Year Forecast Contours
2030 10-Year Forecast DNL Contours
Airport Boundary
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway (Future)
Additional Runway Available for Military Operations
Roads
Railroad
Stream / Creek
Buildings
DRAFT
Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH Inc.
0
1,500
3,000 Feet
hmmh

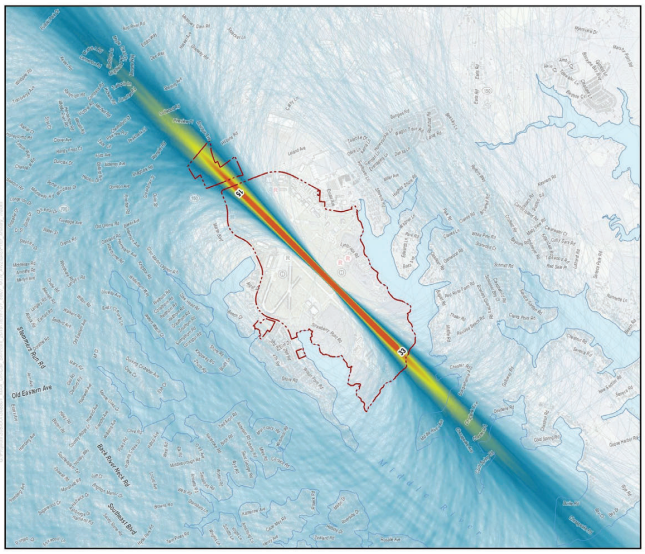
35


MARTIN STATE AIRPORT
Airport Noise Zone Update
MTN ANZ Update 2019 Base Year Contours Compared to 2025 5-Year and 2030 10-Year Forecast Contours
2019 Base Year DNL Contours
2025 5-Year Forecast DNL Contours
2030 10-Year Forecast DNL Contours
Airport Boundary
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway (Future)
Additional Runway Available for Military Operations
Roads
Railroad
Stream / Creek
Buildings
DRAFT
Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH Inc.
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3,000 Feet
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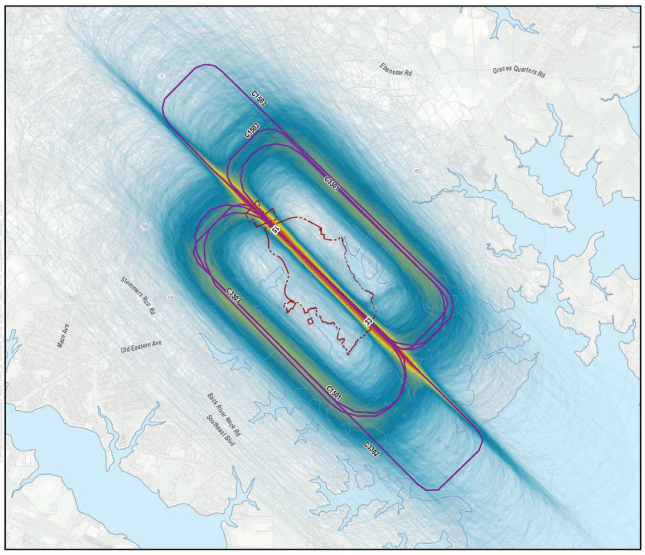
36


MARTIN STATE AIRPORT
Airport Noise Zone Update
Modeled Civilian Fixed-Wing Arrival Flight-Tracks
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway
Additional Runway Available for Military Operations
Airport Boundary
Roads
Railroad
Stream / Creek
Buildings
Flight Track Density - 7,531 Flight Tracks
Low
Medium
High
DRAFT
Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH Inc.
0
2,000
4,000 Feet
HMMH

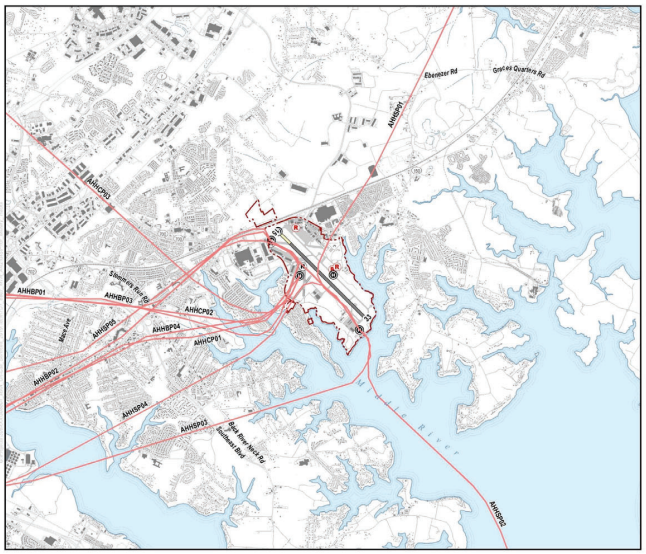
37


MARTIN STATE AIRPORT
Airport Noise Zone Update
Modeled Civilian Fixed-Wing Departure Flight-Tracks
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway
Additional Runway Available for Military Operations
Airport Boundary
Roads
Railroad
Stream / Creek
Buildings
Flight Track Density - 6,768 Flight Tracks
Low
Medium
High
DRAFT
Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH Inc.
0
2,000
4,000 Feet
HMMH

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MARTIN STATE AIRPORT
Airport Noise Zone Update
Modeled Civilian Fixed-Wing Circuit Flight Tracks
Modeled Civilian Fixed-Wing Circuit Flight Tracks
Airport Boundary
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway
Additional Runway Available for Military Operations
Roads
Railroad
Stream / Creek
Buildings
Flight Track Density - 10,098 Flight Tracks
Low
Medium
High
DRAFT
Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH Inc.
0
4,000
8,000 Feet
HMMH

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MARTIN STATE AIRPORT

Airport Noise Zone Update

Modeled Civilian Helicopter Arrival Flight Tracks

Modeled Civilian Helicopter Arrival Flight Tracks

Airport Boundary

Helicopter Operation Area | Military Runup Location

Civilian Runup Locations

Civilian Runway | Additional Runway Available for Military Operations

Roads | Railroad | Stream / Creek

Buildings

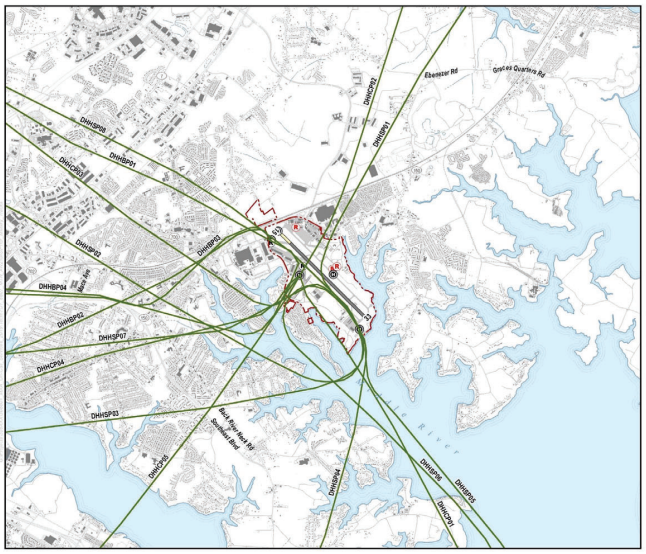
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Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH Inc.

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40



MARTIN STATE AIRPORT

Airport Noise Zone Update

Modeled Civilian Helicopter Departure Flight Tracks

Modeled Civilian Helicopter Departure Flight Tracks

Airport Boundary

Helicopter Operation Area | Military Runup Location

Civilian Runup Locations

Civilian Runway | Additional Runway Available for Military Operations

Roads | Railroad | Stream / Creek

Buildings

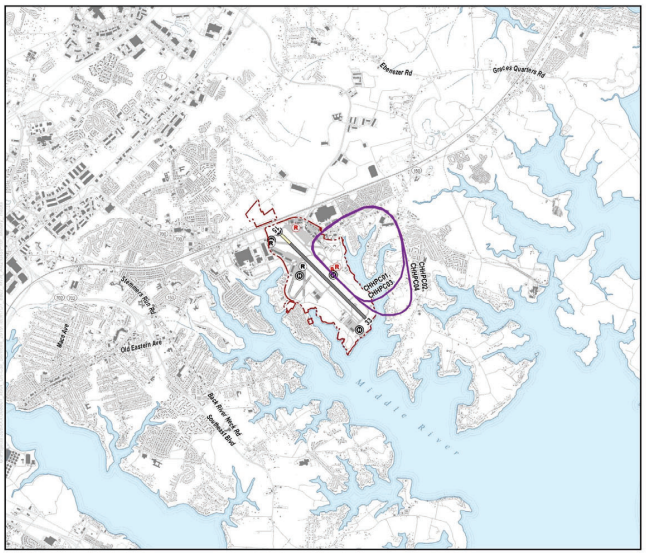
DRAFT

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

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41



MARTIN STATE AIRPORT

Airport Noise Zone Update

Modeled Civilian Helicopter Circuit Flight Tracks

Modeled Civilian Helicopter Circuit Flight Tracks

Airport Boundary

Helicopter Operation Area | Military Runup Location

Civilian Runup Locations

Civilian Runway | Additional Runway Available for Military Operations

Roads | Railroad | Stream / Creek

Buildings

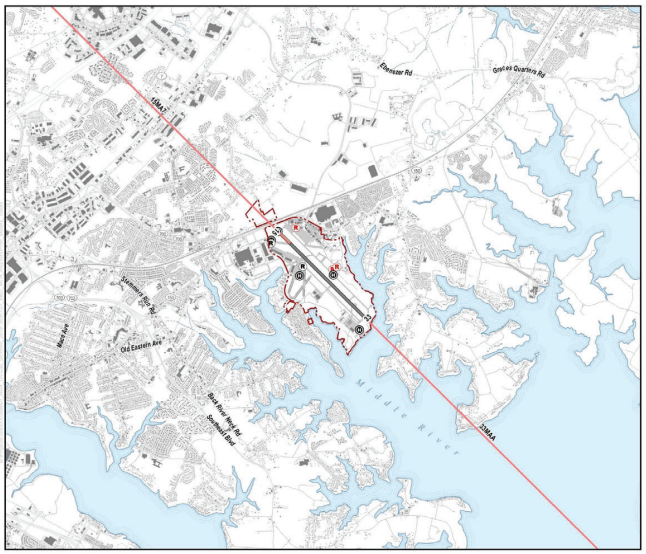
DRAFT

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

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MARTIN STATE AIRPORT

Airport Noise Zone Update

Modeled Military Fixed-Wing and Helicopter Arrival Flight Tracks

Modeled Military Fixed-Wing and Helicopter Arrival Flight Tracks

Airport Boundary

Helicopter Operation Area | Military Runup Location

Civilian Runup Locations

Civilian Runway | Additional Runway Available for Military Operations

Roads | Railroad | Stream / Creek

Buildings

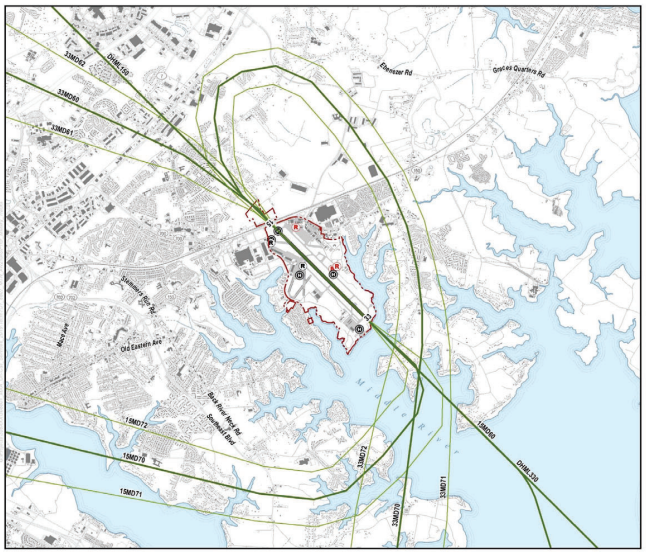
DRAFT

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

0 | 4,000 | 8,000 Feet

hmmh

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MARTIN STATE AIRPORT

Airport Noise Zone Update

Modeled Military Fixed-Wing and Helicopter Departure Flight Tracks

Modeled Military Fixed-Wing and Helicopter Departure Flight Tracks (Backbone)

Modeled Military Fixed-Wing and Helicopter Departure Flight Tracks (Dispersed)

Airport Boundary

Helicopter Operation Area | Military Runup Location

Civilian Runup Locations

Civilian Runway | Additional Runway Available for Military Operations

Roads | Railroad | Stream / Creek

Buildings

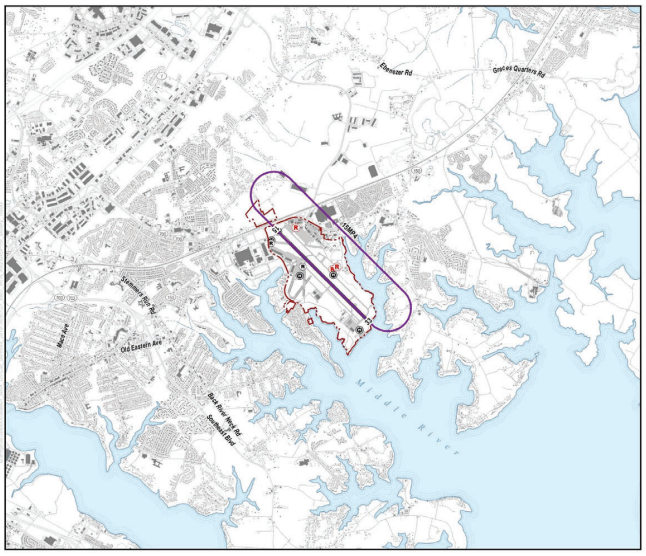
DRAFT

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

0 | 4,000 | 8,000 Feet

hmmh

44



MARTIN STATE AIRPORT

Airport Noise Zone Update

Modeled Military Fixed-Wing Circuit Flight Tracks

Modeled Military Fixed-Wing Circuit Flight Tracks

Airport Boundary

Helicopter Operation Area | Military Runup Location

Civilian Runup Locations

Civilian Runway | Additional Runway Available for Military Operations

Roads | Railroad | Stream / Creek

Buildings

DRAFT

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

0 | 4,000 | 8,000 Feet

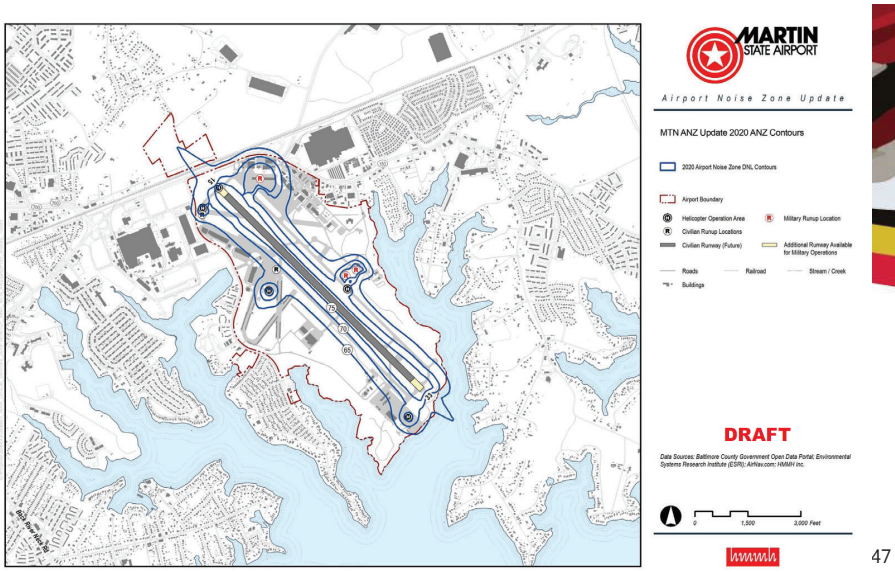
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45

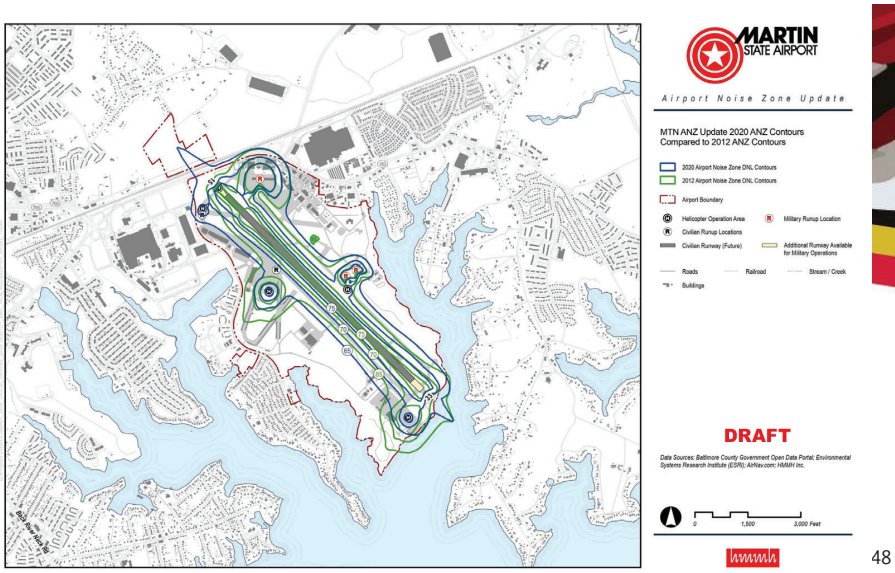
Draft 2020 MTN Airport Noise Zone

- 2020 MTN ANZ is a composite of the 65, 70, and 75 Day-Night Average (DNL/Ldn) noise contours for:
  - Base year 2019
  - Future years of 2025 and 2030
- Represents the largest extent of the annual DNL/Ldn contours for each of the three study years (2019, 2025, and 2030)
- Defined to provide the largest area of the existing or future noise exposure contours for planning purposes

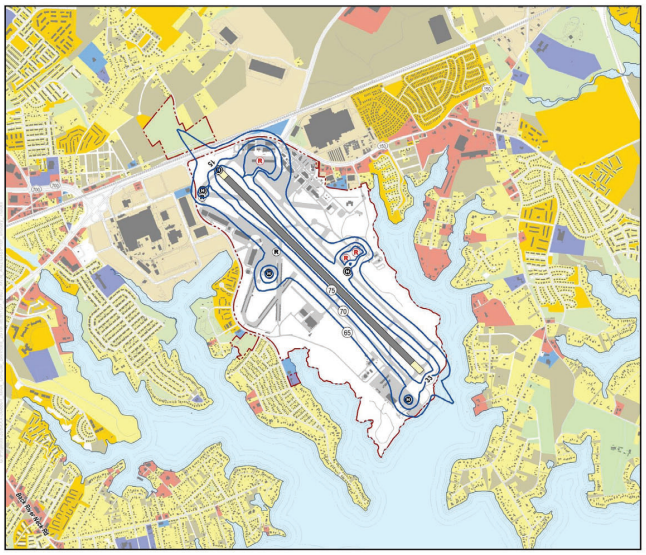
Slide 46



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Land Use Analysis – Draft 2020 ANZ Contour

DNL/Ldn Contour Interval	Residential Population	Residential Housing Units	Area in Acres
65-70 dB	0	0	198
70-75 dB	0	0	114
> 75 dB	0	0	99
Total	0	0	411

Slide 50

MTN Noise Abatement Plan

- Originally adopted in 1984, updated in 1987, reviewed and approved with no changes in 2012.
- Includes multiple elements
  - Visual Flight Rules (VFR) (or "Good Weather" Noise Abatement Procedures)
  - Noise Concerns
  - Zoning Permit and Appeal Procedure
  - MANG Noise Barriers

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MTN Noise Abatement Plan

- Visual Flight Rules (VFR)
  ("Good Weather" Noise Abatement Procedures)
  - Departures
  - Arrivals
  - Closed traffic patterns
  - Taxiing aircraft
  - Touch and Go and/or Practice Approach Restrictions
  - Helicopter Special VFR Arrival/Departure Procedures

Slide 52



MTN Noise Abatement Plan: Visual Flight Rules (VFR)

Departures

1. Piston engine aircraft shall fly runway heading for one mile prior to turning to the tower approved on-course heading.
2. Turbine powered aircraft shall climb on runway heading for one mile or leaving 1,500' MSL prior to turning to the tower-approved on-course heading.
3. Helicopters shall climb to 500' MSL on departure heading before turning on-course, unless operating under a Letter of Agreement specifying otherwise.

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

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MTN Noise Abatement Plan: Visual Flight Rules (VFR)

Arrivals

1. Aircraft conducting a visual approach should, to the maximum extent feasible, remain at or above the ILS or PLASI glide slope. Aircraft should intercept the ILS or PLASI glideslope at the highest feasible altitude, commensurate with flight and air traffic procedures, to minimize aircraft noise exposure to communities underlying the final approach course.
2. A left hand traffic pattern shall be used at MTN unless otherwise directed by Air Traffic Control (ATC). Traffic pattern altitudes are 1,000' MSL for piston engine, 1,500' MSL for civil turbine and military turboprop, 2,000' MSL for military jet , and 500' MSL for rotary wing aircraft.

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MTN Noise Abatement Plan: Visual Flight Rules (VFR)

Closed Traffic Patterns

1. Aircraft remaining in closed traffic under VFR conditions will not turn crosswind until reaching the airport boundary unless cleared otherwise by Martin Tower (left closed traffic Runway 15 excepted).
2. Fixed Wing remaining in left closed traffic Runway 15 (VFR) shall fly runway heading for one mile before turning crosswind at the western shore of Galloway Creek, and fly crosswind leg until abeam the western shore of Seneca Creek prior to beginning a turn to downwind. The downwind leg should be entered level at the appropriate pattern altitude for aircraft type. Fly the downwind leg until north of the large government warehouse prior to turning base leg.

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MTN Noise Abatement Plan: Visual Flight Rules (VFR)

Taxiing Aircraft

All taxiing C-130 aircraft shall perform engine run-up on Tango Taxiway abeam Delta Taxiway prior to departing Runway 33.

"Touch and Go" and/or Practice Approach Restrictions

1. No touch and go operations permitted for aircraft having a maximum gross landing weight in excess of 12,500 pounds without the permission of the Airport Manager.
2. No practice approaches or practice landings permitted from 9:45 p.m. to 6:15 a.m. local time.
3. Military Aircraft (Transient and/or Military) shall be limited to two (2) practice landings/takeoffs, or approaches unless additional operations are approved by Airport Management personnel.

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MTN Noise Abatement Plan: Visual Flight Rules (VFR)

Helicopter Special VFR Arrival / Departure Procedures

- The NAP also includes a Tenant Directive, revised in June of 1994, which outlines Helicopter Special VFR or “marginal weather” arrival / departure procedures.
- These procedures reduce noise exposure in local communities by keeping helicopter operations over less populated areas.
- A copy of the Tenant Directive is on file in Airport Operations.

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MTN Noise Abatement Plan

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

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Proposed Project Schedule

Date	Item
July 2019	Project Start
September 12, 2019	Stakeholder Advisory Committee (SAC) Meeting #1 • Introductions • Overview of ANZ Update scope and process • Schedule
Fall 2019	Develop draft ANZ contours • Distribute compiled study information to SAC members for review and comment
January 14, 2020	Stakeholder Advisory Committee (SAC) Meeting #2 • Present draft ANZ contours & review Noise Abatement Plan
Early 2020	Prepare draft ANZ document
Spring 2020	Public Workshop/ Public Hearing • Present draft ANZ document and contours
Spring 2020	Incorporate ANZ into Code of Maryland Regulations (COMAR)

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Project Contacts and Resources

- MDOT MAA Project Manager
  - Bruce Rineer, Manager, Office of Environmental Services, Noise Section, BRineer@bwiairport.com
- HMMH Project Manager
  - Julia Nagy, Senior Consultant, jnagy@hmmh.com
- MTN ANZ website: https://www.maacommunityrelations.com/content/anznoiseupdate/mtnanz.php
- 2012 MTN ANZ document, including existing Noise Abatement Plan (NAP): https://www.maacommunityrelations.com/_media/client/anznoiseupdate/MTN_ANZ_20120508.pdf

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Thank you for attending!

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION



Supplemental Information

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION



Stakeholder Advisory Committee: Invited Participants

Organization Category	Organization	Representative
State/Local Agencies and MDANG	Baltimore City Police Department, Helicopter Unit	Lt. George Hauf Sgt. Matthew Cloud
	Baltimore County Police Department, Aviation Unit	Ofc. Chris Roussey
	Baltimore County Department of Planning	Krystle Patchak
	Maryland State Police, Aviation Unit	Maj. Michael Tagliaferri Capt. Keith McMinn
	Civil Air Patrol (CAP)	Lt. Col. John Henderson
	Maryland Air National Guard (MDANG)	Brig. Gen. Paul Johnson
	Maryland Department of Transportation, Maryland Aviation Administration	- Al Pollard, A. A. E., Chief, Martin State Airport, Division of Operations & Maintenance - Shawn Ames, Deputy Director, Office of Planning - Robin Bowie, Director, Office of Environmental Services - Darline Terrell-Tyson, Deputy Director, Office of Environmental Services - Bruce Rineer, Manager, Noise Section - Karen Harrell, Administrative Coordinator, Noise Section - Royce Bassarab, Noise Program SME, HNTB

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Stakeholder Advisory Committee: Invited Participants

Organization Category	Organization	Representative
Community Organizations	Baltimore County Mobile Homeowners Association	James W. Oates
	Bowleys Quarters Community Association	Paul Allen Paul Jr.
	Bowleys Quarters Improvement Association	Dave Conrad
	Essex Middle River Civic Council	Robert Bendler
	Hawthorne Civic Association	Edith Schott
	Nottingham Improvement Association	Judith Davies
	Oliver Beach Improvement Association	
	Wilson Point Civic Improvement Association	Doug Zeisel
	Windlass Run Improvement Association	William Kammer

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Stakeholder Advisory Committee: Invited Participants

Organization Category	Organization	Representative
MTN Tenants and Aviation Representatives	Midwest Air Traffic Control	Nikolaus Wagenfeiler
	AMAV, Inc.	Joseph M. Toskes
	Executive Flight Solutions	James Baran
	PHI Air Medical Maryland	Michael McCabe
	Helicopter Transport Services, Inc.	Joseph Cavallaro
	Middle River Aviation, LLC	Kevin Walsh
	Skytech, Inc.	John Foster
	Brett Aviation	Helen Frado James Hardwick
	The National Business Aviation Association (NBAA)	Paige Kroner
	The Aircraft Owners and Pilots Association (AOPA)	Jon Gandy

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Martin State Airport (MTN) Airport Noise Zone (ANZ) Update
Stakeholder Advisory Committee (SAC) Meeting #2

MEETING MINUTES

Tuesday, January 14, 2020, 6:00 PM – 8:00 PM
Martin State Airport, Hangar 4, Lower Level, Room 416
701 Wilson Point Road
Baltimore, Maryland 21220

TIME	DISCUSSION ITEM	PRESENTER
6:00-6:05 pm	**Welcome, safety briefing, overview of meeting agenda** Al Pollard (MDOT MAA) introduced himself and welcomed all Stakeholder Advisory Committee (SAC) members on behalf of the Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA). He provided introductory remarks and welcomed SAC members back to have some additional conversations and updates concerning where we are in the Martin State Airport (MTN) Airport Noise Zone (ANZ) update process. He also provided a safety briefing, that included the location of emergency exits (Hangar 4, entries one and two), a reminder to assist those who may need assistance, the location of the nearest AED (Hangar 5), the location of the nearest fire extinguisher location (Hangar 5, down the hall to the left), and a reminder to report any hazards observed in the meeting room. Finally, he confirmed that all attendees had copies of the agenda before he reviewed it briefly with everyone.	Al Pollard
6:05-6:10 pm	**Meeting facilitation remarks** Joy Hamilton (Assedo) explained that once again, she will facilitate the meeting and she is tasked with sharing meeting etiquette. She emphasized that the combined MDOT MAA and consulting team presenters plan to stay on topic, sharing updates on the ANZ update process. The meeting is intended to provide an opportunity for the team to obtain input on the process from SAC members. She added that the team wants to hear from residents, airport operators, emergency personnel, and all other SAC members at the table. SAC members were instructed to raise their hand if they had a question. Joy assured SAC members that she would be keeping an eye out for raised hands throughout the meeting and informed SAC members that the presenters would do their best to answer any questions during the presentation, as long as they had adequate time to cover the material. She said that there would also be an opportunity for questions at the end of the presentation. Joy requested that, before asking a question, the attendee state their name in order to ensure Malcolm Mossman (Assedo) can capture who is speaking in the meeting minutes. Joy reminded attendees of restroom locations and asked that everyone please silence their phones and step out of the room if a call is required.	Joy Hamilton
6:10-6:15 pm	**Self-introductions and welcome remarks** Joy Hamilton instructed attendees to go around the room and state their name and the organization that they represent. Members of the SAC, MDOT MAA staff, and the consultant team introduced themselves and the organizations they represented.	Joy Hamilton
6:15-6:20 pm	**SAC Meeting #1 Recap** Bruce Rineer (MDOT MAA) informed the group that the meeting is intended to discuss what the Airport Noise Zone (ANZ) is, what the MDOT MAA and consulting team have been working on since the previous SAC meeting, and why MDOT MAA is looking to the SAC for input. He also said he wanted SAC members to be aware of expected results and next steps. He reminded SAC members that this is our last SAC meeting related to this ANZ update process.	Bruce Rineer
6:20-6:25 pm	**Discussion of Code of Maryland Regulations (COMAR) Airport Noise Zone (ANZ) requirements, MTN ANZ update scope and process, and SAC** Bruce Rineer explained the Maryland ANZ Regulations, as identified in COMAR. He stated that MDOT MAA seeks to understand the impact noise has on the areas surrounding Baltimore/Washington International Thurgood Marshall Airport (BWI) and MTN in order to identify and prevent incompatible land use. He reminded SAC members that the ANZ documentation includes current 2019 base year conditions, as well as what is expected to occur in the future study years (2025 and 2030). Bruce summarized the scope and process for the ANZ. He said that MDOT MAA was currently in the process of preparing noise contours, compiling the ANZ, and conducting the land use inventory. He said that draft versions of these items will be presented today and then again at the public meeting. Bruce explained why MDOT MAA needs SAC participation throughout this process. He corrected the slide (Slide 9) to say that the ANZ affects more than homeowners – it affects all stakeholders, in general. He said that MDOT MAA wants to know how it affects all local land users. He explained that MDOT MAA looks to the SAC to help review the land use inventory and alert MDOT MAA of other developments and land uses that they may not be aware of. He stated that the SAC should also review the Noise Abatement Plan and share information about the ANZ study with their neighbors and organizations. He reminded SAC members that there will be an opportunity for public input during the public workshop related to the MTN ANZ study, which will be held in the spring of 2020. Doug Zeisel (Wilson Point Civic Improvement Association) asked how the ANZ becomes law. Bruce explained that the final ANZ document, including the Noise Abatement Plan (NAP), must be certified by Ricky Smith (Executive Director/Chief Executive Officer, Baltimore/Washington International Thurgood Marshall Airport and MDOT MAA). It requires prior review and approval by the Airports Commission. Once approved, he said the document is then submitted to Annapolis to be incorporated by reference in COMAR.	Bruce Rineer

TIME	DISCUSSION ITEM	PRESENTER
6:25-6:30 pm	**Stakeholder Advisory Committee (SAC) input, makeup, roles, and responsibilities** Bruce Rineer briefly summarized the various groups that make up the SAC. Bruce urged SAC members to ask questions because they will be briefed on technical subject matter throughout the meeting. He stated that Rhea Gundry (HMMH) will begin by summarizing what "noise" is and how it is measured. Bruce stated that the SAC provides an opportunity for two-way communication between the community and MTN. He encouraged SAC members to bring information from this meeting back to their groups. Bruce emphasized that MDOT MAA has the final responsibility regarding the ANZ.	Bruce Rineer
6:30-6:40 pm	**Noise fundamentals** Rhea Gundry (HMMH) introduced herself and HMMH. She explained that HMMH is an environmental consulting company that regularly undertakes noise studies for airports across the country. The work focuses on understanding the noise "footprint" around an airport. Rhea said that she would first explain noise as it is defined under COMAR and then Adam Scholten (HMMH) would explain more details concerning the inputs for modeling the draft ANZ. She said that she wanted everyone to be on the same page concerning noise fundamentals before reviewing the technical outputs of the study. Rhea began by explaining the difference between noise and sound. She stated that sound is the pressure variation we detect whereas noise is unwanted sound. She explained that unwanted sound could be considered speech interference or sleep disruption, noting that there is often a difference between level of annoyance during the day versus at night. Unwanted sound is what we are concerned with in the case of aircraft noise. Rhea explained that sound is measured according to a receiver, whether that is a person or a microphone. Microphones measure pressure variation. Rhea stated that sound energy has a huge range and explained the decibel scale, which goes from 0 to 140. This is a logarithmic scale that goes from the threshold of hearing to the threshold of pain. She pointed out that normal speech is approximately 65 decibels (dB). Rhea explained that sound over a minute can vary wildly. She explained that a fundamental aspect to understanding noise is the effect that duration versus maximum level has on perception. She posed a question about which sound is more annoying: a quick burst or something that lasts longer? Rhea explained that this is considered when measuring and studying noise. Rhea explained the Sound Exposure Level (SEL) metric, which compresses all the sound energy into a set amount of time to compare the overall "noisiness" of an event. SEL takes duration of the event into account.	Rhea Gundry

TIME	DISCUSSION ITEM	PRESENTER
	Rhea explained that the Day-Night Average Level (DNL) metric describes the average noise exposure over 24 hours. Nighttime is defined as 10pm to 7pm. She stated that noise occurring at night is more annoying and thus is weighted more heavily, gaining a 10 dB penalty. DNL is used as the metric to create a footprint of sound around the airport. Bruce Rineer (MDOT MAA) added that single events do not occur over a cumulative time period and therefore are not included when determining noise contours, for example, an air show. Rhea confirmed that they are not measuring and forecasting (i.e. modeling) an average day and night. Rhea showed SAC members some DNL contour examples of other airports. She stated that the maps show DNL contours of 65, 70 and 75 dB around the airport. She reiterated that time of day is taken into account. Marsha Ayres (Bowley's Quarters Improvement Association) asked what DNL stands for. Rhea confirmed that it stands for day-night average sound level. Nik Wagenfeiler (Midwest Air Traffic Control) asked if there is a DNL contour map ready for Martin State Airport. Rhea confirmed that there is, which will be covered later in the presentation, but first they are reviewing the basics so people knew what they were looking at. Rhea asked if there were any questions and there were no questions from the group. She offered to talk more about sound versus noise, and the related metrics, with anyone that has additional questions after the meeting.	
6:40-7:00 pm	**Discussion of noise modeling process and noise model input needs** Adam Scholten (HMMH) introduced himself as the person in charge of the noise modeling effort. Jane Toskes (AmAv, Inc.) asked if the 2020 forecast from the 2012 ANZ document was accurate compared to what is being currently measured at Martin State Airport. Adam said that the Terminal Area Forecast (TAF), as published by the Federal Aviation Administration (FAA), is now used as an input to the noise model to determine operations forecasts. Bruce Rineer (MDOT MAA) clarified Jane's question and asked Royce Bassarab (MDOT MAA) if the 2012 ANZ forecast for 2020 had been compared to current actual operations and Royce responded in the negative. Kevin Clarke (MDOT MAA) stated that forecasts are updated every year and said that there are fewer operations at Martin State Airport now than what was forecast five years ago due to multiple factors, which follows a national trend at General Aviation (GA) airports. Kevin explained that for this ANZ update, MDOT MAA is considering additional factors, such as frequency of trips and the fleet mix. Adam confirmed that a variety of data inputs went into developing the contours. Adam stated that the ANZ models current year conditions, along with five years, and ten years out. He explained that the team used existing radar data to determine how runways are used and where the aircraft are flying. He said they also talked to the operators. Fleet-mix is representative of what is going on at the	Adam Scholten

TIME	DISCUSSION ITEM	PRESENTER
	airport, since it is derived from radar data covering 2018. He also noted HMMH and the MDOT MAA conducted operator surveys in order to confirm fleet-mix inputs. Adam explained that the team first developed base year (2019) inputs from base year conditions using the data collected. He explained that after all inputs are put into the model, it produces the DNL contours that Rhea introduced earlier. Adam said that once the base year is done, the team moves onto developing the forecast year contours. He explained that the forecast models consider any changes in operations, fleet mix, or traffic. The process ends up with three sets of contours which will be covered later in the presentation. Adam stated that the Aviation Environmental Design Tool (AEDT) is the noise modeling software used to develop the noise contours. AEDT includes a database of aircraft operational data, including data on hundreds of aircraft and information on how they perform and other data necessary to develop noise contours. He stated that it requires information on airport layout, operations, runway utilization, and flight tracks. He reiterated how it is important to understand the type of aircraft that are operating. They take into account how the runways are used, how flight tracks are utilized and how that skews the noise contours. He reemphasized that nighttime operations are weighted more heavily. Bruce Rineer confirmed that to MDOT MAA, air traffic control, and operators, MTN is considered to have two runways, one for civilian use and one for military use. Also, the direction in which the traffic flies is important to consider. Adam summarized how operations are expected to change at Martin State Airport. The modeling team first looked at high level operation levels, taken from the 2018 Terminal Area Forecast. Adam explained that the FAA categorizes operations into two different types: itinerant, meaning traffic coming from or headed elsewhere, and local, meaning traffic that departs and lands in the same place, also referred to as closed patterns or circuits. He explained that each of those categories are then boiled down and divided into general categories of aircraft. Aircraft categories that include Air Carrier (AC), Air Taxi (AT), General Aviation (GA), and Military (ML). He noted that only GA operations are expected to increase. Doug Zeisel (Wilson Point Civic Association) asked how FAA determines these numbers for Martin State Airport specifically. Kevin Clarke (MDOT MAA) explained that the TAF operations are determined using historical data from the air traffic control tower, but less effort is put into MTN as a GA airport than a commercial airport such as BWI Marshall. Kevin added that FAA considers nationwide and regional trends in aviation, such as fuel price and population increases, before they release an annualized forecast looking forty years ahead. Kevin stated that the FAA does not often change the military information unless MDOT MAA informs them that it is expected to change. Kevin said that the strong economy in Maryland makes projected growth in GA a little higher than the national average. MTN is the busiest GA airport in Maryland.	

TIME	DISCUSSION ITEM	PRESENTER
	Jane Toskes (AmAv, Inc.) asked if all law enforcement is categorized under military. Adam responded that they are included in the GA operations levels. Al Pollard (MDOT MAA) reminded everyone that back in the 1980's there used to be four flight schools at Martin State Airport. He added that prior to 9/11, Martin State Airport had 130,000-150,000 operations – then fuel prices went through the roof. Al explained that a lot of the operations at Martin are dependent on the economy in Baltimore. He said that those numbers are climbing back slowly due to a strengthening economy but have not hit 100,000 yet. Military operations remain steady. Royce Bassarab (MDOT MAA) said he consulted the previous ANZ as a result of previous discussion and stated that Martin State Airport operations are currently at 80,000 and were forecast in the 2012 ANZ to be 60,000 by 2020. Adam explained the Average-Annual Day (AAD) metric and how it affects average daily operations. AAD takes into account whether operations occur during daytime or nighttime. He summarized the average daily operations for MTN. He reminded SAC members that to get the average daily operations for DNL, it takes the annual operations and averages them out over an entire year – 365 days. He stated that this AAD information ultimately goes into the model. Adam summarized the fleet mix at MTN, showing the distribution of operations by aircraft type and showing primary operators on a high level. He highlighted that the predominant aircraft type is a GA prop followed by GA helicopter and GA jet. He said the summary gives a good idea of who is operating at Martin State Airport. Adam compared the 2019 baseline average daily operations to the 2025 and 2030 projected daily operations averages. He highlighted the slight expected increase in GA operations. Adam showed SAC members the runway layout and how the runways are currently used. He explained that runway lengths are different depending on who is operating. He stated that the runway is 7,000 feet for civilian operations and 8,100 feet for military operations. This determines where aircraft can start their takeoff roll. Military operators can use the whole length of the runway. Adam identified the five helipads used by county police, state police, or civilian operators. He noted that runway 33 is used slightly more than runway 15 and that the Baltimore County Police helipad and civilian pad are used the most. Adam said that maintenance run-ups occur at the airport which are important to capture. This information was obtained through consultation with operators, operator surveys, and MDOT MAA staff, in order to determine the run-up locations used for aircraft maintenance. He showed a table of run-up operation data for several aircraft, which included how powerful the engines are and how long each run-up event typically occurs. He explained that a run-up is usually conducted for maintenance, to make sure the engine is safe for flying.	
7:00-7:30 pm	**Presentation of draft noise modeling results, contours, and land use inventory**	Adam Scholten

TIME	DISCUSSION ITEM	PRESENTER
	Adam Scholten presented the DNL contours for the base year. He highlighted that most noise occurs along the runways, helipads, and run-up areas. He showed how the contour does not extend far beyond the airport boundary. Adam highlighted how expected changes to the airport layout impacts the forecast year contours. The primary change is that the runway will shift a bit for the civilian operators. He explained that Runway 15 will shift to the northwest and be extended by 1455 feet and therefore the contour around Runway 15 shifts northwest and shrinks from the area over the water. Runup areas and helicopter locations will not change in future years. He said that the contour does not change much between 2025 and 2030 because forecast operations changes are not very large. Adam showed where the aircraft are flying around the airport. He mentioned that flight tracks are the same for all the base and forecast contours. He explained that the slides show various flight paths for each type of aircraft. He highlighted the flight tracks for civilian fixed-wing aircraft, circuit operations, and helicopter flight tracks. He explained the figures that show flight track density, in which more frequently used tracks are represented by warmer colors, and less frequently used tracks are represented by cooler colors (less concentrated). He explained that flight tracks were determined using radar data and through consultation with Al Pollard and various MTN operators. Thousands of tracks were modeled based on radar data, and Geographic Information System (GIS) analysis, with each line representing a single flight path that was modeled. He explained that military operations are scrubbed from radar data due to security concerns, so the military flight tracks were created from consultation with the military. Doug Zeisel (Wilson Point Civic Improvement Association) asked what the letters on the helicopter arrival flight tracks map represented. Adam said that those are flight track numbers used mainly for internal bookkeeping. Marsha Ayres (Bowley's Quarters Improvement Association) asked what a modeled civilian helicopter is. Adam responded that it is a helicopter used for training or other non-Military relate helicopter operations, such as the county police. Adam showed the draft updated ANZ. He explained that the ANZ is a composite contour defined by the largest area of the existing and future year contours. It represents the outermost extent of all three contours for 60, 65 and 75 day-night average levels. He noted that the base year contour stretches southeast and forecast contours stretch northwest so the composite ANZ is larger than any single year contour. The future years shifted the contour towards the northwest due to the runway layout changes. As a result, the 2020 ANZ is approximately 4% larger than 2012 ANZ. He stated that most of the ANZ remains within the airport boundary.	

TIME	DISCUSSION ITEM	PRESENTER
	Adam showed SAC members the draft 2020 ANZ contour map with land use data and asked for feedback, since the land use data comes from the Baltimore County GIS database and may not be completely reflective of all current knowledge in the room. MDOT MAA seeks SAC input to ensure the accuracy of land uses. He pointed out there is an area identified as industrial, but it is actually a ball field and there is an area identified as multi-family residential, but it has not been developed yet. These updates will be modified on the map accordingly. Kevin Clarke (MDOT MAA) added that the 65 DNL contour is important because from a land use zoning perspective, if development of residential was encroaching on the ANZ boundary, stakeholders would want to plan accordingly and prevent incompatible land uses near the airport. State regulations, such as the ANZ study requirements, intend to keep residential zoning outside of the 65 ldn/DNL contour. He explained that the state wants to make sure that new development does not encroach on the contour. He said that MDOT MAA seeks smart land use planning and will work with the county to do so. Rhea Gundry (HMMH) confirmed that the 65 DNL contour does not indicate where noise events end completely; rather, it represents average conditions over 365 days. She explained that the contour will help MDOT MAA make smart planning decisions. She said that the team is not claiming that there are not noise issues outside of the contour, or single events that exceed 65 dB. Joe Fraker (Baltimore County Planning Department) asked if there are any contour maps that show anything below 65 dB. Rhea said it only goes down to 65 dB for this study, as required by Maryland regulations. Rocky Jones (Essex Middle River Civic Council) asked if there are microphones used for noise measurements at all. Adam explained that the noise contour is entirely modeled and no microphones are used. Kevin Clarke (MDOT MAA) added that the DNL is averaged. Kevin explained that a microphone may catch a single event noise at 90 or 100 dB but MDOT MAA wants the entire average over one year. The team emphasized that you cannot measure future noise. Kevin Clarke (MDOT MAA) corrected a previous statement he had made. He explained that the previous ANZ was based off of 2010 forecasts, which was the end of the recession and therefore likely forecast lower operations. He said Martin State is currently at 80,000 operations and previous forecast was at 65,000 for 2020 but contours have not changed much. Rhea Gundry (HMMH) added that noise level is logarithmic, meaning that if operations double it only results in a 3 dB increase. Al Pollard (MDOT MAA) added that fleet mixes change, and aircraft technology is constantly updated, resulting in less noise over time. The fleet mix reflect quieter aircraft.	
7:30-7:50 pm	**Review of existing MTN Noise Abatement Plan (NAP)** Bruce Rineer said the NAP has been around since 1984 and was approved with no	Bruce Rineer

TIME	DISCUSSION ITEM	PRESENTER
	changes in 2012. Bruce explained the elements included in the NAP. He said that Visual Flight Rules (VFR) are "good weather" operational tactics. He said that safety is the primary consideration, so these noise abatement procedures are not mandatory. He wants the group to consider how can we implement procedures to minimize noise impacts around the area. Bruce listed the VFR procedures for departures. Jane Toskes (AmAv, Inc.) asked from which point were operators supposed to measure one mile in order to determine when to turn. Jane mentioned potentially a GPS waypoint. Nik Wagenfeiler (Midwest Air Traffic Control) said it could be measured as 1 mile from the end of runway but GPS should be able to show you 1 mile from takeoff. Jane noted that some aircraft do not use GPS measurements. Bruce expressed that he wants to get together with the consultant team and MDOT MAA staff to determine a set way to measure this. He stated that SAC input is important to consider edits to the NAP. Kevin Clarke (MDOT MAA) asked if these "good neighbor" actions are mandatory and if information is made readily available to pilots. Bruce responded that they are not mandatory, due to safety considerations and judgement, but are made available to pilots. Judith Davies (Nottingham Improvement Association) asked where the one-mile point is at ground level – specifically, if it was before Philadelphia Road. Bruce said he was not sure but acknowledged that the team needs to create a visual of that procedure for stakeholders. We need to create a map to define this item. Al Pollard (MDOT MAA) said that he knows this tactic in particular would help minimize noise impacts on Bowley's Quarters. Doug Zeisel (Wilson Point Civic Improvement Association) asked what is MSL? Bruce replied that it stands for Mean Sea-Level, or feet above sea level. Bruce listed the VFR procedures for arrivals. He mentioned that pilots should stay as high as possible before descending into airport and use left-hand traffic patterns. Louder aircraft are instructed to remain higher as long as possible. Al Pollard (MDOT MAA) stated that trainees may have difficulty making certain turns into crosswinds, so some VFR procedures cannot be followed. Marsha Ayres (Bowley's Quarters Improvement Association) asked if trainees know about these noise abatement procedures. Al Pollard (MDOT MAA) confirmed that they should. Jane Toskes (AmAv, Inc.) said that itinerant pilots are not aware of these rules. Bruce listed the VFR procedures for closed traffic patterns and "touch and go" operations. Al noted that Martin is a fairly heavy flight training facility, which affects the ability to meet procedures in some cases. Jane Toskes (AmAv, Inc.) said that she cannot follow the NAP restricting practice	
	approaches or landings between 9:45 pm and 6:15 am during the summer because she has to do takeoffs at night in order to remain current. Nik Wagenfeiler (Midwest Air Traffic Control) said that these hours are not being publicized anywhere at the airport. Jane clarified that the issue might be with the wording since it says, "NO practice approaches permitted" and there is no mention that this is recommended. Al Pollard (MDOT MAA) stressed that MDOT MAA does not want circuit operations between 10 pm and 6 am. Jane responded that this would make it impossible to takeoff one hour after summer sunset in order to maintain night currency. Kevin Clarke (MDOT MAA) said that this is great input and that this ANZ update process is an opportunity to update the language. He reminded SAC members to submit full comments to Bruce Rineer after this meeting. Rocky Jones (Essex Middle River Civic Council) asked if the VFR procedures impact noise contours and neighborhoods. Bruce confirmed that they do not because the VFR procedures are about mitigating noise. Bruce listed the Helicopter VFR procedures. He said that the main objective is to keep helicopter operations over less populated areas. Bruce listed the other elements included in the NAP. He explained how to report noise concerns if you are a community member or neighbor. He said that complaints go to Al Pollard who then works with tower chief to solve the issue as best they can. Bruce said that these other elements are not specific noise abatement procedures but are included as part of the NAP.	
7:50-7:55 pm	**Discussion of project schedule, contacts, and resources** Bruce reviewed the proposed project schedule. He highlighted the public workshop scheduled to occur in spring 2020. He encouraged SAC members to attend and to help publicize it to neighbors. Bruce explained that the plan is to get a draft ANZ and NAP to SAC members before the public meeting. Bruce said that the public meeting is for everyone concerned about airport noise to come look at the documents, ask questions to the project team and understand the materials.	Bruce Rineer
7:55-8:00 pm	**Wrap-up and Q&A** Lynn Lanham (Wilson Point Civic Improvement Association) said that information about the public meeting should be shared with community associations so that they can publicize it in their newsletters. Lynn stated that the public will be most concerned about single noise events and whether aircraft are following the noise abatement procedures, specifically aircraft reaching the correct height before turning. Nik Wagenfeiler (Midwest Air Traffic Control) said that, below 400 feet, height is hard to detect with radar. Nik explained that transponders on aircraft report their height, but have a margin of error of 300 feet so he is not concerned about aircraft registering an elevation less than 400 feet because they could be above that. Nik reminded everyone that the pilot's safety is the number one concern. Doug Zeisel (Wilson Point Civic Improvement Association) asked what the tower operation hours are. Nik Wagenfeiler (Midwest Air Traffic Control) confirmed that	Bruce Rineer

TIME	DISCUSSION ITEM	PRESENTER
	they are 6 am to 10 pm. Marsha Ayres (Bowley's Quarters Improvement Association) said that the biggest concern within the community is with training flight patterns over business areas. She mentioned concerns at night that are impacting businesses. Rocky Jones (Essex Middle River Civic Council) asked how subjectivity of unwanted noise is accounted for when deciding acceptable DNL. Rhea Gundry (HMMH) responded that the COMAR DNL level selected is consistent with national regulations and historical data. Rhea said that regulators are interested in what is generally acceptable levels of annoyance. Rhea explained that there are directives for the FAA to evaluate decibel level impacts but those studies are still underway. Kevin Clarke (MDOT MAA) said that it comes back to sound versus noise. Kevin explained that noise is subjective, and the NAP can help mitigate certain annoyances, but not all of them. He said that the choice of 65 DNL is made at the state level and would have to be decided outside of this ANZ process. Doug Zeisel (Wilson Point Civic Improvement Association) said that noise contours for helicopters cannot be realistic because the helicopters do not go up to 500 feet and turn – they go horizontal. Doug said he measured sound levels at 75 decibels over his home 17 times in one day. He said that there is no accountability since the NAP is not required. He said he has reported this to Al Pollard many times, who is sympathetic to his concerns. Doug expressed disappointment in the fact that not much can be done. Joy Hamilton (Assedo) thanked Doug Zeisel for his feedback. She said that she needs to ensure that the meeting ends on time and thanked everyone for attending. Bruce Rineer asked SAC members to send comments to him, provided his contact information, and again thanked them for coming to the meeting.	

Appendix D Maryland Aviation Commission Materials

MDOT MAA staff presented a Decision Paper to the Maryland Aviation Commission in November 2020. The November 2020 Decision Paper discussed the update of the ANZ and NAP. At that meeting, the Maryland Aviation Commission approved that MDOT MAA could proceed with the update to the ANZ and NAP.

MDOT MAA staff presented a second Decision Paper to the Maryland Aviation Commission in March 2021. The March 2021 Decision Paper discussed the results of the ANZ update; comments received and summarized the public hearing. It also recommended approving the adoption of regulations establishing the updated ANZ and/or making revisions to the NAP. The Maryland Aviation Commission approved the MTN Airport Noise Zone and Noise Abatement Plan as proposed.

Materials presented at the Maryland Aviation Commission meetings are presented in this Appendix.

MARYLAND AVIATION ADMINISTRATION
Decision Paper

Airport Noise Zone and Noise Abatement Plan Update
Martin State Airport

1. SUBJECT/ISSUE

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) proposes to establish an updated Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for Martin State Airport (MTN) as required by Maryland Law. See Annotated Code of Maryland, Transportation §§ 5-805, 5-806, and 5-819 and COMAR Section 11.03.02.10 – *Certified Martin State Airport (MTN) Noise Zone*. The current certified ANZ and NAP for MTN are incorporated into COMAR by sections 11.03.01.01-1 (B) (6) and 11.03.02.10.

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

2. DISCUSSION

Review of ANZ for MTN

Maryland law requires that an assessment of the noise environment created by the operation and projected future use of the airport be regularly undertaken, which includes the delineation of an airport noise zone and identification of any impacted land use area.

The ANZ contour is determined by a composite of three Day Night Average Sound Level (DNL) contours: a base year contour, a 5-year post certification forecast contour (2025), and a 10-year post certification forecast contour (2030). The largest of the three contours in any area around the Airport determines the ANZ. The 2020 ANZ is shown on Attachment 1.

The 2020 ANZ contains 411 acres, a 4% increase from the 394 acres contained within the previous ANZ. This increase is attributed in part to increased operations and the future condition of the runway layout for Runway 15/33, which may reconfigure each end of the existing runway for civilian aircraft. A comparison of the previous and proposed ANZ contours are shown on Attachment 2.

Review of NAP for MTN

MDOT MAA is required to implement a NAP at MTN if an impacted land use area exists within the ANZ. Currently, there are no impacted land use areas within the ANZ for MTN, however, MDOT MAA has updated the NAP to accurately reflect current operating conditions at MTN.

The MTN NAP prescribes measures to monitor and reduce or eliminate impacted land use areas around MTN to the extent feasible, while maintaining safe and efficient airport operations. The NAP is designed to minimize the noise of aircraft operations within the constraints of the Federal

Air Traffic Control System and ensure aircraft safety. The NAP update was done with cooperation of Maryland Air National Guard (MDANG), airport users, the aviation industry, and local governments.

Review of Potential Need for Noise Assistance Programs

As indicated above, there are no incompatible land uses within the draft 2020 MTN ANZ. Therefore, a Federal Aviation Administration Part 150 Study is not warranted, as there is no need to pursue federal funding for noise assistance programs.

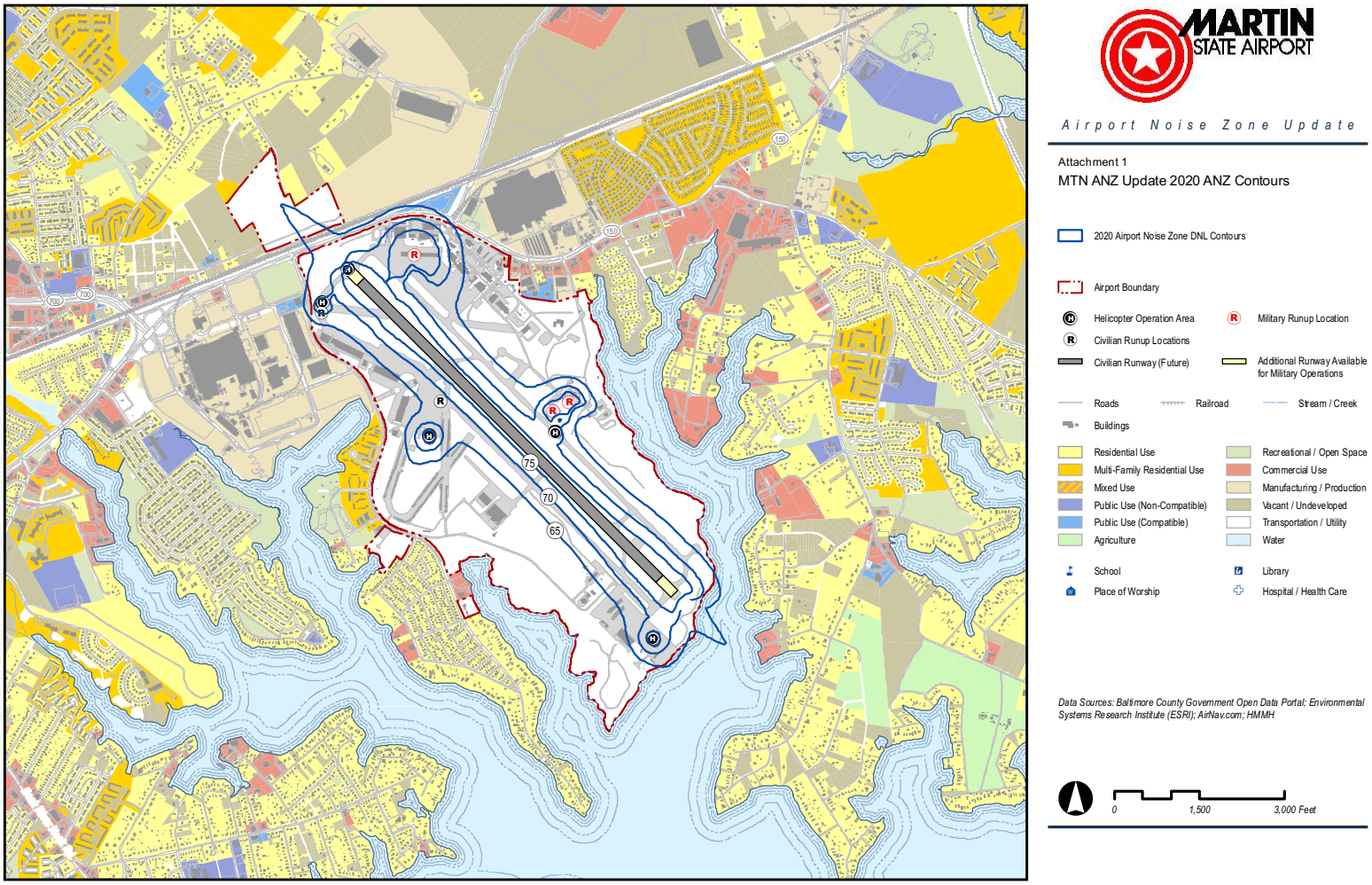
3. CONCLUSION

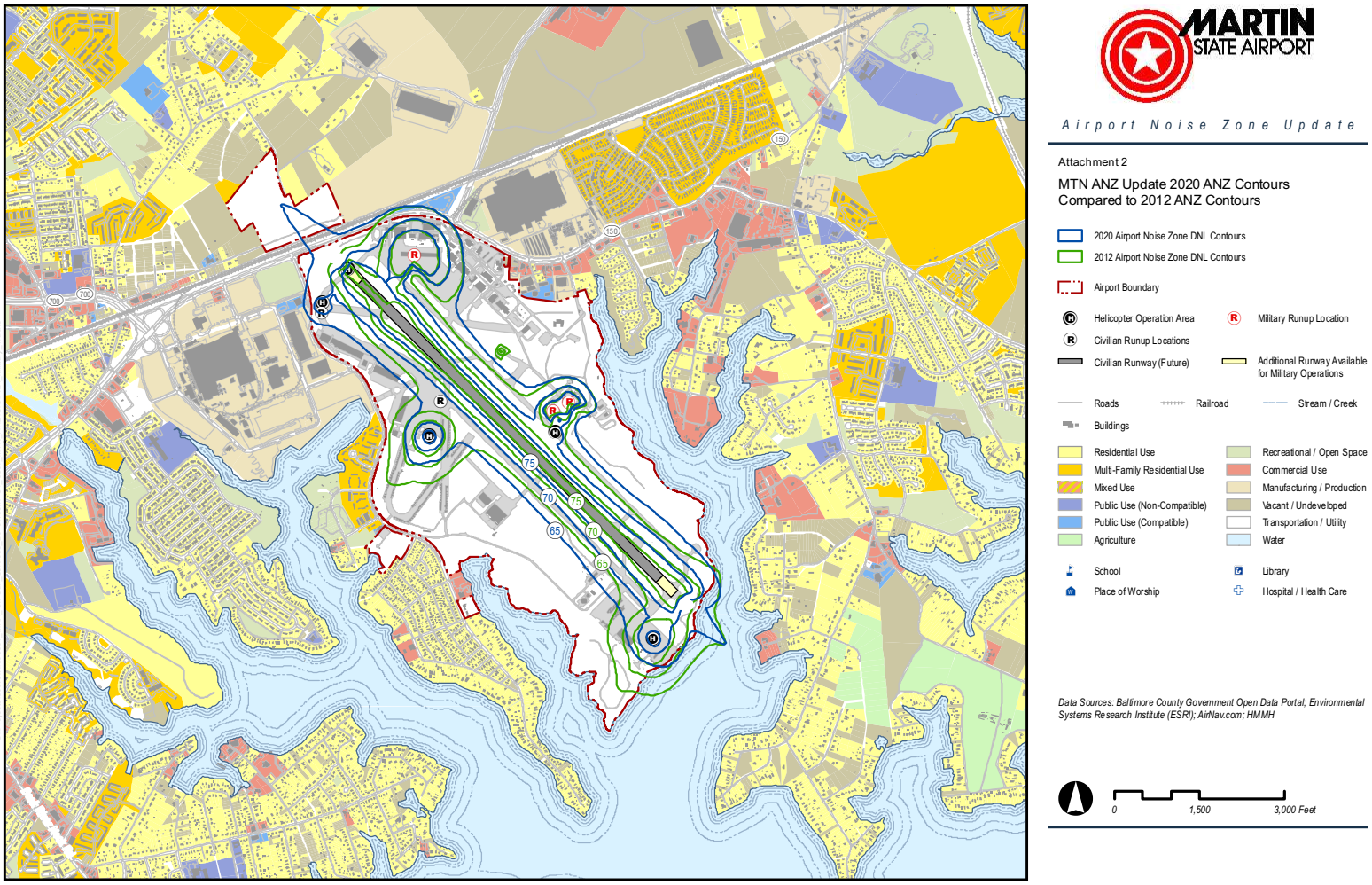
The MDOT MAA proposes to proceed with the update of the ANZ and NAP for MTN in COMAR. MDOT MAA will publish both the proposed ANZ and NAP as a proposed action in the Maryland Register. MDOT MAA will hold a public hearing on the proposed action. The public will be able to comment on the proposed action at the public hearing. Prior to finally adopting the regulation and incorporating the 2020 MTN ANZ and NAP updates, MDOT MAA will request the approval of the Commission.

4. RECOMMENDATION

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

Approved  Disapproved_____ Date 11/18/2020


MARTIN STATE AIRPORT
Airport Noise Zone Update
Attachment 1
MTN ANZ Update 2020 ANZ Contours
2020 Airport Noise Zone DNL Contours
Airport Boundary
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway (Future)
Additional Runway Available for Military Operations
Roads
Railroad
Stream / Creek
Buildings
Residential Use
Recreational / Open Space
Multi-Family Residential Use
Commercial Use
Mixed Use
Manufacturing / Production
Public Use (Non-Compatible)
Vacant / Undeveloped
Public Use (Compatible)
Transportation / Utility
Agriculture
Water
School
Library
Place of Worship
Hospital / Health Care
Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH
0
1,500
3,000 Feet
75
70
65


MARTIN STATE AIRPORT
Airport Noise Zone Update
Attachment 2
MTN ANZ Update 2020 ANZ Contours
Compared to 2012 ANZ Contours
2020 Airport Noise Zone DNL Contours
2012 Airport Noise Zone DNL Contours
Airport Boundary
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway (Future)
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Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH
0
1,500
3,000 Feet

Martin State Airport Noise Zone Update Proposed Action

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

ANZ Update Required by COMAR

COMAR Requirements:

- The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) proposes to establish an updated Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for Martin State Airport (MTN) per COMAR Section 11.03.02.10 – Certified Martin State Airport (MTN) Noise Zone.
- The MDOT MAA develops and certifies the MTN ANZ pursuant to the Maryland Environmental Noise Act of 1974 (See Md Code Annotated, Transportation, §§ 5-805, 5-806, and 5-819).
- The current certified ANZ for MTN is incorporated by reference in COMAR Section 11.03.01.01-1 (B) (6).
- Required to be updated every five years.

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

BWI

MARTIN STATE AIRPORT 2

ANZ Update Scope and Process

- Establish Stakeholder Advisory Committee (SAC)
- Prepare base year, 5-year, 10-year forecast contours
- Compile composite Airport Noise Zone (ANZ)
- Prepare inventory of existing land use
- Update the Noise Abatement Plan

Completed

- **Obtain approval from MAC to circulate proposed ANZ Update**
- Conduct public workshop/hearing
- Obtain approval from MAC to submit Certified ANZ Update for incorporation into COMAR

Establish SAC → Prepare Contours → Composite ANZ → Inventory of Existing Land Use → Update NAP → Coordinate with MAC → Public Workshop/ Hearing → Certify ANZ; Update COMAR

BWI

MARTIN STATE AIRPORT 3

Stakeholder Advisory Committee Members

Community Members

Ron Walper	Bowley's Quarters Community Association
Paul Allen Paul Jr.	Bowley's Quarters Community Association
Marsha Ayres	Bowley's Quarters Community Association
Rocky Jones	Essex Middle River Civic Council
Robert Bendler	Essex Middle River Civic Council
Judith Davies	Nottingham Improvement Association
Doug Zeisel	Wilson Point Civic Improvement Association
Lynn Lanham	Wilson Point Civic Improvement Association
Krystle Patchak	Baltimore County Department of Planning
Joseph Fraker	Baltimore County Department of Planning

Industry Members

Jane Toskes	AMAV, Inc
Joseph M. Toskes	AMAV, Inc
Cory Grochowski	Baltimore City Police Department - Aviation Unit
Sgt. Brandon Branham	Baltimore County Police Department - Aviation Unit
Chris Roussey	Baltimore County Police Department - Aviation Unit
Brig. Gen. Ed Jones	Maryland Air National Guard
Brig. Gen. Paul Johnson	Maryland Air National Guard
Joseph Ireton	Maryland State Police – Aviation Command
Major Michael Tagliaferri	Maryland State Police – Aviation Command
Captain Keith McMinn	Maryland State Police – Aviation Command
Michael Deruggiero	Maryland State Police – Aviation Command
Kevin Walsh	Middle River Aviation, LLC
Nikolaus Wagenfeiler	Midwest Air Traffic Control
Gerard Uehlinger	Aircraft Owners and Pilots Association
Paige Kroner	National Business Aviation Association

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2020 MTN ANZ Decision

MARYLAND AVIATION ADMINISTRATION
Decision Paper

Airport Noise Zone and Noise Abatement Plan Update
Martin State Airport

1. SUBJECT/ISSUE

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) proposes to establish an updated Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for Martin State Airport (MTN) as required by Maryland Law. See Annotated Code of Maryland, Transportation §§ 5-805, 5-806, and 5-819 and COMAR Section 11.03.02.10 – *Certified Martin State Airport (MTN) Noise Zone*. The current certified ANZ and NAP for MTN are incorporated into COMAR by sections 11.03.01.01-1 (B) (6) and 11.03.02.10.

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

2. DISCUSSION

Review of ANZ for MTN

Maryland law requires that an assessment of the noise environment created by the operation and projected future use of the airport be regularly undertaken, which includes the delineation of an airport noise zone and identification of any impacted land use area.

The ANZ contour is determined by a composite of three Day Night Average Sound Level (DNL) contours: a base year contour, a 5-year post certification forecast contour (2025), and a 10-year post certification forecast contour (2030). The largest of the three contours in any area around the Airport determines the ANZ. The 2020 ANZ is shown on Attachment 1.

The 2020 ANZ contains 411 acres, a 4% increase from the 394 acres contained within the previous ANZ. This increase is attributed in part to increased operations and the future condition of the runway layout for Runway 15/33, which may reconfigure each end of the existing runway for civilian aircraft. A comparison of the previous and proposed ANZ contours are shown on Attachment 2.

5

2020 MTN ANZ Decision

Review of NAP for MTN

MDOT MAA is required to implement a NAP at MTN if an impacted land use area exists within the ANZ. Currently, there are no impacted land use areas within the ANZ for MTN, however, MDOT MAA has updated the NAP to accurately reflect current operating conditions at MTN.

The MTN NAP prescribes measures to monitor and reduce or eliminate impacted land use areas around MTN to the extent feasible, while maintaining safe and efficient airport operations. The NAP is designed to minimize the noise of aircraft operations within the constraints of the Federal Air Traffic Control System and ensure aircraft safety. The NAP update was done with cooperation of Maryland Air National Guard (MDANG), airport users, the aviation industry, and local governments.

Review of Potential Need for Noise Assistance Programs

As indicated above, there are no incompatible land uses within the draft 2020 MTN ANZ. Therefore, a Federal Aviation Administration Part 150 Study is not warranted, as there is no need to pursue federal funding for noise assistance programs.

3. CONCLUSION

The MDOT MAA proposes to proceed with the update of the ANZ and NAP for MTN in COMAR. MDOT MAA will publish both the proposed ANZ and NAP as a proposed action in the Maryland Register. MDOT MAA will hold a public hearing on the proposed action. The public will be able to comment on the proposed action at the public hearing. Prior to finally adopting the regulation and incorporating the 2020 MTN ANZ and NAP updates, MDOT MAA will request the approval of the Commission.

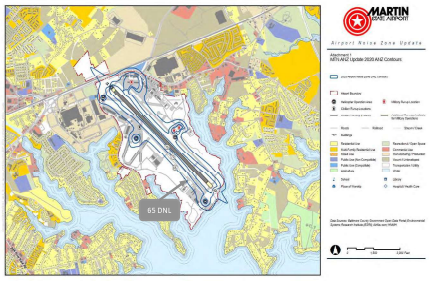
4. RECOMMENDATION

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

Approved_____ Disapproved_____ Date_____

6

2020 MTN ANZ Contours



Noise contours modeled for existing (2019) and future (2025 and 2030) scenarios

2020 ANZ is 411 acres
- 96% on MDOT MAA property
- Remains entirely over compatible land uses (no impacts to noise-sensitive land uses)

7

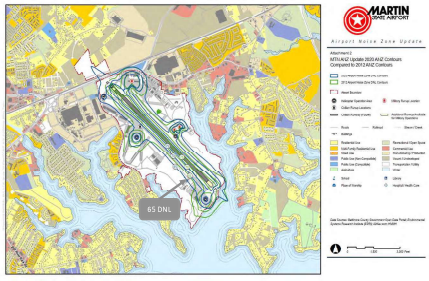


2020 MTN ANZ

2020 Airport Noise Zone DNL Contours
Airport Boundary
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway (Future)
Additional Runway Available for Military Operations
Roads
Railroad
Stream / Creek
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Commercial Use
Mixed Use
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Agriculture
Water
School
Library
Place of Worship
Hospital / Health Care

8

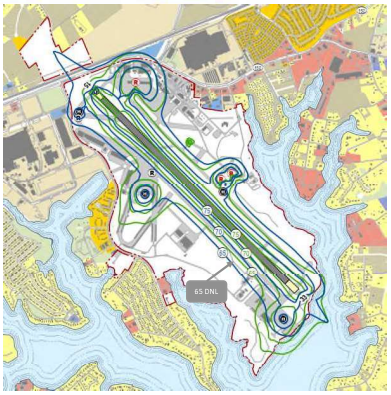
Comparison of 2020 ANZ to Previous ANZ



- 2020 ANZ is 4% larger than 2012 ANZ

Changes attributable to:
- Increased operations
- Future configuration of the runway layout for Runway 15/33 (may reconfigure each end of the existing runway for civilian aircraft)
- Noise model updates

9



Comparison of 2020 ANZ to Previous ANZ

2020 Airport Noise Zone DNL Contours
2012 Airport Noise Zone DNL Contours
Airport Boundary
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway (Future)
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Public Use (Non-Compatible)
Vacant / Undeveloped
Public Use (Compatible)
Transportation / Utility
Agriculture
Water
School
Library
Place of Worship
Hospital / Health Care

10

MTN Noise Abatement Plan

- The NAP is comprised of two parts
  - Efforts MDOT MAA is taking to mitigate noise
  - Voluntary aircraft operating procedures
- Includes multiple elements
  - Proscribed noise abatement procedures
  - Process for addressing community noise complaints
  - Airport Zoning Permitting and Board of Airport Zoning Appeals* Procedure
  - MDANG Noise Barriers

** BAZA Members appointed by the Governor*

11

Public Notice and Review

Proposed Action (updating COMAR) will be published in advance in the Maryland Register

Public notice will be provided via posting in:
- Dundalk Eagle
- East County Times
- Baltimore Sun
- The Avenue News

SAC members and Maryland State and Local elected officials will be notified directly

Document will be available for public review at the following locations:
- Electronically at MDOT MAA Community Relations website: maacommunityrelations.com
- Baltimore County Library, 1110 Eastern Blvd
- Baltimore County Library, 1716 Merritt Blvd

Public Workshop and Hearing (to be held virtually)

12

MARYLAND AVIATION ADMINISTRATION
Decision Paper

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

1. SUBJECT/ISSUE

The Maryland Department of Transportation Maryland Aviation Administration (MDOT 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 MDOT 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). MDOT 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 11.03.01.01-1B(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 MDOT 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 MDOT 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 2020 ANZ update, the study process considered existing conditions for the base year of 2019 and the forecast conditions in 2025 and 2030.

A comparison of the 2012 ANZ with the proposed 2020 ANZ shows that the contours are similar in shape but vary in some locations due to a number of operational details: increased operations, the future configuration of the runway layout for Runway 15/33, and updates that have been made by the Federal Aviation Administration (FAA) in the Aviation Environmental Design Tool (AEDT) and its databases. MDOT MAA utilized the FAA's AEDT for the calculation of cumulative noise exposure as it is the industry standard.

The table below presents a comparison of acreage, estimated population, and estimated housing unit counts for the proposed 2020 ANZ and the 2012 ANZ. As shown, there is an increase in total acreage within the proposed ANZ of 17 acres (approximately 4%) and there remains no housing units or estimated population within the proposed 2020 ANZ.

Comparison of Noise Exposure for 2020 ANZ with current 2012 ANZ

Airport Noise Zone	Acreage	Estimated Housing Units	Estimated Population
Current 2012	394	0	0
Proposed 2020	411	0	0
Changes	+17	0	0

On November 18, 2020, the proposed ANZ and NAP were presented to the Commission. The presentation provided an overview of MDOT MAA's requirements to prepare an update to the ANZ, reviewed the scope and process, presented the 2020 MTN ANZ noise contours, and provided an overview of the NAP.

Upon completion of the presentation, the Commission authorized MDOT MAA to proceed with updating both the ANZ and NAP and to publish the proposed amendment to the Regulations in the Maryland Register. The Notice of Proposed Action, including the proposed changes to COMAR, were published in the Maryland Register, Volume 48, Issue 2, January 15, 2021 (see Attachment 1).

Public Workshop and Public Hearing

On January 26, 2021, a virtual public workshop and public hearing was held. There were eighteen (18) people in attendance. Following the public workshop, the public hearing commenced. During the public hearing portion of the meeting no comments were received.

Written comments were accepted January 15, 2021 through February 16, 2021. MDOT MAA received no written comments during this comment period.

Public notice was provided in three newspapers via legal notice: the Baltimore Sun, the Avenue News and the Dundalk Eagle. Subscribers to MDOT MAA's eNews Express were notified directly. Elected and public officials were notified directly via email and hard copy letter. Consistent with requirements under COMAR, the Chief Executive Officer, Zoning Board and Planning Director of Baltimore County were given an opportunity to comment. Additionally, email notifications were sent directly to members of the Stakeholder Advisory Committee. The full ANZ document and related maps and materials were posted on MDOT MAA's Community Relations Website for review and download by anyone wishing to do so.

3. CONCLUSION

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

4. RECOMMENDATION

MDOT 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 ____**X**_____ Disapproved _____ Date_____**March 17, 2021**___

BWI Marshall & Martin State Airports
Airport Noise Zone Updates
Proposed Action

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

Airport Noise Zone Updates

- MDOT MAA presented the Draft 2020 ANZs for BWI Marshall and Martin State Airports to this Commission on November 18, 2020; Commission approved MDOT MAA moving forward.
- Draft Documents and notice of Public Workshop and Public Hearing published on January 15.
- Comment period – January 15 – February 16
- Notice was provided via:
  - Maryland Register
  - MAA Community Relations website
  - Multiple local newspaper legal notices
  - Emails to the ANZ Stakeholder Advisory Committees
  - Letters and emails to elected officials and Baltimore, Howard, and Anne Arundel County Executives, among others



BWI
MARTIN STATE AIRPORT
2

Public Workshops/Hearings & Comments

- Due to Covid-19, workshops and hearings were held virtually
- 67 people attended the BWI Marshall ANZ workshop and hearing; and two comments were received after the hearing.
  - Public comments received do not require changes to the ANZ/NAP document.
  - Comments noted that "MDOT MAA produced an updated ANZ that appears to be in accordance with Maryland law and regulation".
  - Comments noted differences between FAA Part 150 and State ANZ noise modeling. MAA will study the consolidation of federal and state noise studies into one coordinated document that is federally eligible for funding.
  - Public Comments received were included in the Final ANZ/NAP document.
- 18 people attended the MTN ANZ workshop and hearing, and no comments were received.

BWI
MARTIN STATE AIRPORT
3



Recommendation

- **Baltimore/Washington International Thurgood Marshall Airport**: MDOT MAA recommends that the Maryland Aviation Commission approve the proposed amendment to Regulation .01 and .12 under COMAR 11.03.01 and COMAR 11.03.01.01-1 Incorporation by Reference
- **Martin State Airport:** MDOT MAA recommends that the Maryland Aviation Commission approve the revised and proposed updated ANZ and NAP for MTN as to be provided for in amendments to COMAR 11.03.02.10 Certified Airport Noise Zone and COMAR 11.03.01.01-1 Incorporation by Reference.

4

Title 11
DEPARTMENT OF TRANSPORTATION

Subtitle 03 MARYLAND AVIATION ADMINISTRATION

Notice of Final Action

[21-014-F-I]

On March 2, 2021, the Executive Director of the Maryland Aviation Administration adopted amendments to:

(I) Regulations **.01-1** and **.12** under **COMAR 11.03.01 Baltimore/Washington International Thurgood Marshall Airport;** and

(2) Regulation **.10** under **COMAR 11.03.02 Martin State Airport.**

This action, which was proposed for adoption in 48:2 Md. R. 60-62 (January 15, 202 I), has been adopted as proposed.

Effective Date: April 19, 2021.

RICKY D. SMITH, R

Title 13B
MARYLAND HIGHER EDUCATION COMMISSION:

Subtitle 08 FINANCIAL AID

13B.08.ll Richard W. Collins III Leadership with Honor Scholarship Program

Authority: Education Article,§§! 1-IOS(u), 18-204(c), and 1 5fe)-Annotated Code of Maryland

Notice of Final Action

[21-020-F]

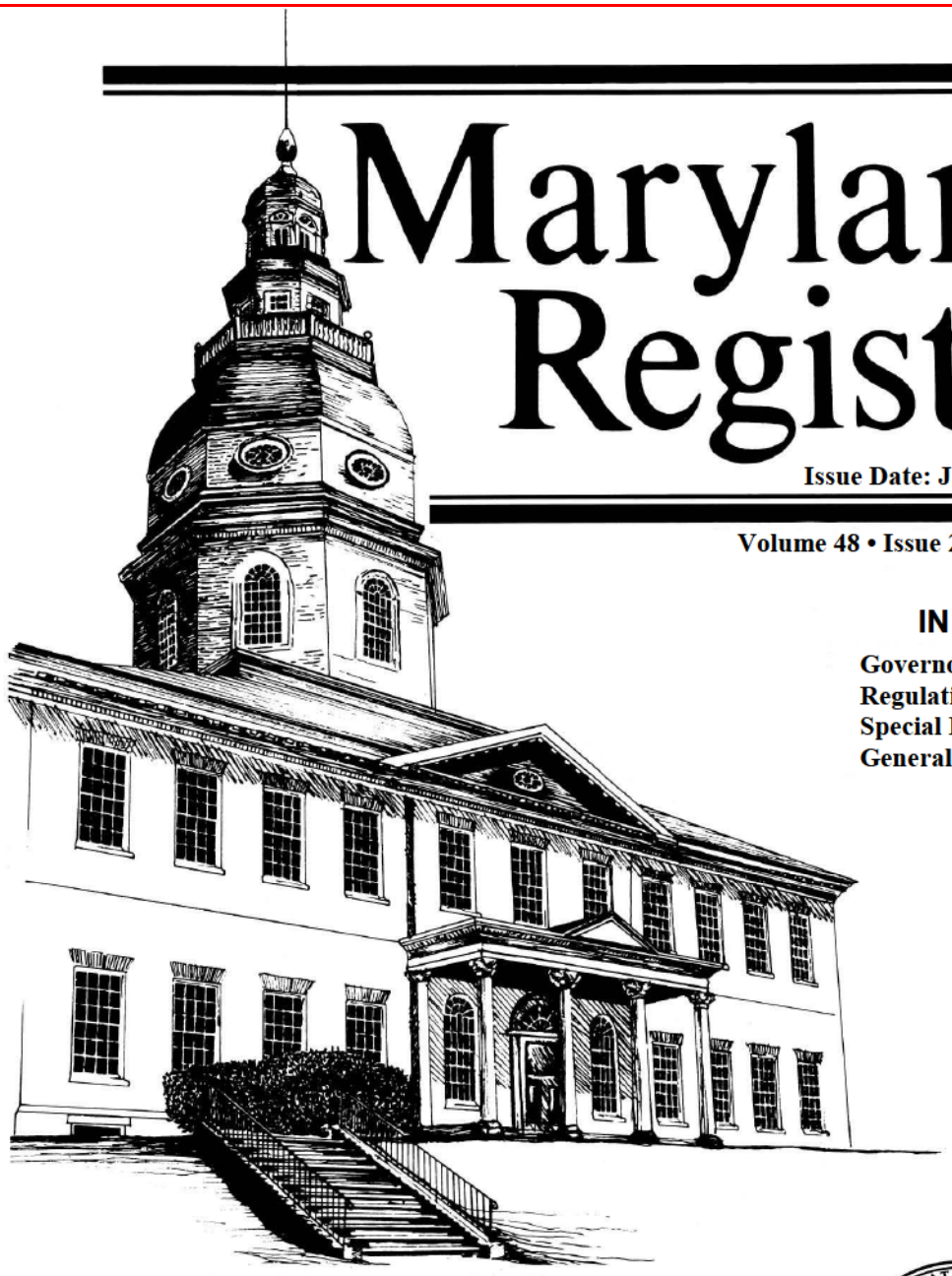
On March 24, 2021, the Maryland lligher Education Commission adopted amendments to Regulations **.02-.04** under **COMAR 13B.08.11 Richard W. Collins III Leadership with Honor Scholarship Program.** This action, which was proposed for adoption in 48:2 Md. R. 62 (January 15, 2021), has been adopted as proposed.

Effective Date: April 19, 2021.

JAMES D. FIELDER, JR., Ph.D.
Secretary of Higher Education

Appendix E Public Workshop and Hearing Materials

Appendix E includes information related to the public workshop and hearing, including the invitations, documentation of public notices, attendance information, presentation materials, and hearing transcript.



Maryland Register

Issue Date: January 15, 2021

Volume 48 • Issue 2 • Pages 35—70

IN THIS ISSUE

Governor
Regulations
Special Documents
General Notices

Pursuant to State Government Article, §7-206, Annotated Code of Maryland, this issue contains all previously unpublished documents required to be published, and filed on or before December 28, 2020, 5 p.m.

Pursuant to State Government Article, §7-206, Annotated Code of Maryland, I hereby certify that this issue contains all documents required to be codified as of December 28, 2020.

Gail S. Klakring
Administrator, Division of State Documents
Office of the Secretary of State

Information About the Maryland Register and COMAR

MARYLAND REGISTER

The Maryland Register is an official State publication published every other week throughout the year. A cumulative index is published quarterly.

The Maryland Register is the temporary supplement to the Code of Maryland Regulations. Any change to the text of regulations published in COMAR, whether by adoption, amendment, repeal, or emergency action, must first be published in the Register.

The following information is also published regularly in the Register:

- Governor's Executive Orders
- Attorney General's Opinions in full text
- Open Meetings Compliance Board Opinions in full text
- State Ethics Commission Opinions in full text
- Court Rules
- District Court Administrative Memoranda
- Courts of Appeal Hearing Calendars
- Agency Hearing and Meeting Notices
- Synopses of Bills Introduced and Enacted by the General Assembly
- Other documents considered to be in the public interest

CITATION TO THE MARYLAND REGISTER

The Maryland Register is cited by volume, issue, page number, and date. Example:

• 19:8 Md. R. 815—817 (April 17, 1992) refers to Volume 19, Issue 8, pages 815—817 of the Maryland Register issued on April 17, 1992.

CODE OF MARYLAND REGULATIONS (COMAR)

COMAR is the official compilation of all regulations issued by agencies of the State of Maryland. The Maryland Register is COMAR's temporary supplement, printing all changes to regulations as soon as they occur. At least once annually, the changes to regulations printed in the Maryland Register are incorporated into COMAR by means of permanent supplements.

CITATION TO COMAR REGULATIONS

COMAR regulations are cited by title number, subtitle number, chapter number, and regulation number. Example: COMAR 10.08.01.03 refers to Title 10, Subtitle 08, Chapter 01, Regulation 03.

DOCUMENTS INCORPORATED BY REFERENCE

Incorporation by reference is a legal device by which a document is made part of COMAR simply by referring to it. While the text of an incorporated document does not appear in COMAR, the provisions of the incorporated document are as fully enforceable as any other COMAR regulation. Each regulation that proposes to incorporate a document is identified in the Maryland Register by an Editor's Note. The Cumulative Table of COMAR Regulations Adopted, Amended or Repealed, found online, also identifies each regulation incorporating a document. Documents incorporated by reference are available for inspection in various depository libraries located throughout the State and at the Division of State Documents. These depositories are listed in the first issue of the Maryland Register published each year. For further information, call 410-974-2486.

HOW TO RESEARCH REGULATIONS

An Administrative History at the end of every COMAR chapter gives information about past changes to regulations. To determine if there have been any subsequent changes, check the "Cumulative Table of COMAR Regulations Adopted, Amended, or Repealed" which is found online at http://www.dsd.state.md.us/PDF/CumulativeTable.pdf. This table lists the regulations in numerical order, by their COMAR number, followed by the citation to the Maryland Register in which the change occurred. The Maryland Register serves as a temporary supplement to COMAR, and the two publications must always be used together. A Research Guide for Maryland Regulations is available. For further information, call 410-260-3876.

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Maryland citizens and other interested persons may participate in the process by which administrative regulations are adopted, amended, or repealed, and may also initiate the process by which the validity and applicability of regulations is determined. Listed below are some of the ways in which citizens may participate (references are to State Government Article (SG), Annotated Code of Maryland):

- By submitting data or views on proposed regulations either orally or in writing, to the proposing agency (see "Opportunity for Public Comment" at the beginning of all regulations appearing in the Proposed Action on Regulations section of the Maryland Register). (See SG, §10-112)
- By petitioning an agency to adopt, amend, or repeal regulations. The agency must respond to the petition. (See SG §10-123)
- By petitioning an agency to issue a declaratory ruling with respect to how any regulation, order, or statute enforced by the agency applies. (SG, Title 10, Subtitle 3)
- By petitioning the circuit court for a declaratory judgment on the validity of a regulation when it appears that the regulation interferes with or impairs the legal rights or privileges of the petitioner. (SG, §10-125)
- By inspecting a certified copy of any document filed with the Division of State Documents for publication in the Maryland Register. (See SG, §7-213)

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The Maryland Register is also available at www.dsd.state.md.us.

For additional information, visit www.dsd.state.md.us, Division of State Documents, or call us at (410) 974-2486 or 1 (800) 633-9657.

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The Maryland Department of Legislative Services receives copies of all publications issued by State officers and agencies. The Department prepares and distributes, for a fee, a list of these publications under the title ''Maryland Documents''. This list is published monthly, and contains bibliographic information concerning regular and special reports, bulletins, serials, periodicals, catalogues, and a variety of other State publications. ''Maryland Documents'' also includes local publications.

Anyone wishing to receive ''Maryland Documents'' should write to: Legislative Sales, Maryland Department of Legislative Services, 90 State Circle, Annapolis, MD 21401.

CLOSING DATES AND ISSUE DATES THROUGH JULY 2021

Issue Date	Emergency and Proposed Regulations 5 p.m.*	Notices, etc. 10:30 a.m.	Final Regulations 10:30 a.m.
January 29	January 11	January 15**	January 20
February 12	January 25	February 1	February 3
February 26	February 8	February 12**	February 17
March 12	February 22	March 1	March 3
March 26	March 8	March 15	March 17
April 9	March 22	March 29	March 31
April 23	April 5	April 12	April 14
May 7	April 19	April 26	April 28
May 21	May 3	May 10	May 12
June 4	May 17	May 24	May 26
June 18	May 28**	June 7	June 9
July 2	June 14	June 21	June 23
July 16	June 28	July 2**	July 7
July 30	July 12	July 19	July 21

* Deadlines are for submissions to **DSD** for publication in the Maryland Register and do not take into account the 15-day AELR review period. Due date for documents containing 8 to 18 pages is 48 hours before the date listed; due date for documents exceeding 18 pages is 1 week before the date listed.

NOTE: ALL DOCUMENTS MUST BE SUBMITTED IN TIMES NEW ROMAN, 9-POINT, SINGLE-SPACED FORMAT. THE PAGE COUNT REFLECTS THIS FORMATTING.

** Note closing date changes.

*** Note issue date changes.

The regular closing date for Proposals and Emergencies is Monday.

REGULATIONS CODIFICATION SYSTEM

Under the COMAR codification system, every regulation is assigned a unique four-part codification number by which it may be identified. All regulations found in COMAR are arranged by title. Each title is divided into numbered subtitles, each subtitle is divided into numbered chapters, and each chapter into numbered regulations.

09.12.01.01D(2)(c)(iii)

Title | Subtitle | Chapter | Regulation | Section | Subsection | Paragraph | Subparagraph

A regulation may be divided into lettered sections, a section divided into numbered subsections, a subsection divided into lettered paragraphs, and a paragraph divided into numbered subparagraphs.

Cumulative Table of COMAR Regulations Adopted, Amended, or Repealed

This table, previously printed in the Maryland Register lists the regulations, by COMAR title, that have been adopted, amended, or repealed in the Maryland Register since the regulations were originally published or last supplemented in the Code of Maryland Regulations (COMAR). The table is no longer printed here but may be found on the Division of State Documents website at www.dsd.state.md.us.

Table of Pending Proposals

The table below lists proposed changes to COMAR regulations. The proposed changes are listed by their COMAR number, followed by a citation to that issue of the Maryland Register in which the proposal appeared. Errata pertaining to proposed regulations are listed, followed by "(err)". Regulations referencing a document incorporated by reference are followed by "(ibr)". None of the proposals listed in this table have been adopted. A list of adopted proposals appears in the Cumulative Table of COMAR Regulations Adopted, Amended, or Repealed.

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33.17.06.05 • 47:24 Md. R. 1054 (11-20-20)

.01-1 Incorporation by Reference.

A. The following documents are incorporated by reference to the extent that they are referenced in this chapter:

[(1) ASME Boiler and Pressure Vessel Code:

(a) 1986 ASME Boiler and Pressure Vessel Code;

(b) 1989 ASME Boiler and Pressure Vessel Code;

(c) 1992 ASME Boiler and Pressure Vessel Code;

(d) 1995 ASME Boiler and Pressure Vessel Code and 1995 Addenda; and

(e) 1998 ASME Boiler and Pressure Vessel Code, together with the:

(i) Boilers and Pressure Vessels, 1998 Code Cases, Supplements 1, 2 and 3;

(ii) Nuclear Components, 1998 Code Cases, Supplements 2 and 3;

(iii) 1999 Addenda; and

(iv) 2000 Addenda; and

(2) National Board Inspection Code — A Manual for Boiler and Pressure Vessel Inspectors:

(a) 1992 Edition, together with the:

(i) 1993 Addendum; and

(ii) 1994 Addendum.

(b) 1998 Edition, with the following changes on page 137:

(i) Delete the definition of Pressure Retaining Items (PRI); and

(ii) Insert in its place "Pressure Retaining Items (PRI) means any boiler or pressure vessel, including boiler external piping.";

(c) 1998 Addendum;

(d) 1999 Addendum;

(e) 2001 Edition, together with the:

(i) 2001 Addendum;

(ii) 2002 Addendum; and

(iii) 2003 Addendum;

(f) 2004 Edition, together with the:

(i) 2004 Addendum;

(ii) 2005 Addendum; and

(iii) 2006 Addendum;

(g) 2007 Edition, together with the:

(i) 2007 Addendum;

(ii) 2008 Addendum;

(iii) 2009 Addendum; and

(iv) 2010 Addendum; and

(h) 2011 Edition.]

(1) ASME 2019 Boiler and Pressure Vessel Code, an International Code; and

(2) National Board Inspection Code — NBIC, 2019 Edition.

B. The following documents are incorporated by reference in their entirety:

[(1) Power Piping, ASME B31.1:

(a) ASME B31.1 — 1992 Edition (American Society of Mechanical Engineers), together with the:

(i) ASME B31.1a — 1992 Addenda to ASME B31.1 — 1992 Edition, Power Piping (American Society of Mechanical Engineers);

(ii) ASME B31.1b — 1993 Addenda to ASME B31.1 — 1992 Edition, Power Piping (American Society of Mechanical Engineers); and

(iii) ASME B31.1c — 1994 Addenda to ASME B31.1 — 1992 Edition, Power Piping (American Society of Mechanical Engineers); and

(b) ASME B31.1 — 1998 Edition (American Society of Mechanical Engineers), together with the:

(i) ASME B31.1a — 1999 Addenda;

(ii) ASME B31.1b — 2000 Addenda;

(2) ASME B31.3:

(a) Chemical Plant and Petroleum Refinery Piping (American Society of Mechanical Engineers):

(i) ASME B31.3 — 1993 Edition;

(ii) ASME B31.3a — 1993 Addenda;

(iii) ASME B31.3b — 1994 Addenda; and

(iv) ASME B31.3c — 1995 Addenda; and

(b) Process Piping, ASME Code for Pressure Piping, B31.3 — 1999 Edition (American Society of Mechanical Engineers), together with ASME B31.3a — 2000 Addenda;

(3) Controls and Safety Devices for Automatically Fired Boilers (American Society of Mechanical Engineers):

(a) ASME CSD-1 — 1992 Edition;

(b) ASME CSD-1a — 1993 Addenda;

(c) ASME CSD-1 — 1995 Edition;

(d) ASME CSD-1a 1996 Addenda;

(e) ASME CSD-1b — 1996 Addenda;

(f) ASME CSD-1 — 1998 Edition;

(g) ASME CSD-1a-1999 Addenda; and

(h) Errata to ASME CSD-1a-1999 Addenda;

(4) NFPA 85C Prevention of Furnace Explosions/Implosions in Multiple Burner Boiler-Furnaces, 1991 Edition;

(5) NFPA 8501 Single Burner Boiler Operation, 1992 Edition.]

(1) ASME B31.1 — 2018 Edition, Power Piping (American Society of Mechanical Engineers);

(2) ASME B31.3 — 2018 Edition, Process Piping (American Society of Mechanical Engineers);

(3) ASME CSD-1 – 2018 Edition, Controls and Safety Devices for Automatically Fired Boilers (American Society of Mechanical Engineers) as amended in §C of this regulation; and

(4) NFPA 85, Boiler and Combustion Systems Hazards Code — 2019 Edition (National Fire Protection Association).

C. Controls and Safety Devices for Automatically Fired Boilers (CSD-1) (American Society of Mechanical Engineers).

(1) (text unchanged)

(2) The following are exempt from the requirements of ASME CSD-1:

(a) Water heaters stamped either ["h" or "hlw"] *"H" or "HLW"* and used as potable water heaters, if the water temperature is less than 210°F and the water pressure is less than 160 PSIG;

(b)—(d) (text unchanged)

MATTHEW S. HELMINIAK
Commissioner of Labor and Industry

Title 11
DEPARTMENT OF TRANSPORTATION

Subtitle 03 MARYLAND AVIATION ADMINISTRATION

Notice of Proposed Action

[21-014-P-I]

The Executive Director of the Maryland Aviation Administration proposes to amend:

(1) Regulations **.01-1** and **.12** under **COMAR 11.03.01 Baltimore/Washington International Thurgood Marshall Airport**; and

(2) Regulation **.10** under **COMAR 11.03.02 Martin State Airport**.

This action was considered by the Maryland Aviation Commission in an open meeting held on November 18, 2020, notice of which was given pursuant to Maryland General Provisions Article §3-302, Annotated Code of Maryland.

Statement of Purpose

The purpose of this action is to incorporate by reference the new certified Martin State Airport (MTN) Noise Zone, reflecting the noise contours for the new base year of 2019 and new future years of 2025 and 2030, as well as the new certified Baltimore/Washington International Thurgood Marshall Airport (BWI) Noise Zone, reflecting the noise contours for the new base year of 2020 and new future years of 2025 and 2030.

Comparison to Federal Standards

There is no corresponding federal standard to this proposed action.

Estimate of Economic Impact

The proposed action has no economic impact.

Economic Impact on Small Businesses

The proposed action has minimal or no economic impact on small businesses.

Impact on Individuals with Disabilities

The proposed action has no impact on individuals with disabilities.

Opportunity for Public Comment

Comments may be sent to Raven S. Berry, Director, Office of Administrative Services, MAA, P.O. Box 8766, BWI Airport MD 21240, or email to rberry1@bwiairport.com. Comments will be accepted through February 16, 2021. A public hearing has not been scheduled.

Editor's Note on Incorporation by Reference

Pursuant to State Government Article, §7-207, Annotated Code of Maryland, Baltimore/Washington International Thurgood Marshall Airport Noise Zone and Martin State Airport Noise Zone have been declared documents generally available to the public and appropriate for incorporation by reference. For this reason, they will not be printed in the Maryland Register or the Code of Maryland Regulations (COMAR). Copies of these documents are filed in special public depositories located throughout the State. A list of these depositories was published in 48:1 Md. R. 7 (January 4, 2021), and is available online at www.dsd.state.md.us. These documents may also be inspected at the office of the Division of State Documents, 16 Francis Street, Annapolis, Maryland 21401.

11.03.01 Baltimore/Washington International Thurgood Marshall Airport

Authority: Transportation Article, §§*5-202.1,* 5-204, 5-208, 5-426, 5-805, 5-806, and 5-819, Annotated Code of Maryland

.01-1 Incorporation by Reference.

A. (text unchanged)

B. Documents Incorporated

(1)—(4) (text unchanged)

(5) The certified Baltimore/Washington International Thurgood Marshall Airport (BWI) Noise Zone, consisting of the 65, 70, and 75 L_{dn} contours overprinted on county tax maps as indicated below:

(a)—(b) (text unchanged)

(c) Anne Arundel County Tax Maps 3, 4, *7,* 8, 9, and 15;

(d) Howard County Tax [Maps 38, and] *Map* 44.

(6) The Martin State Airport — Airport Noise Zone, certified by the Executive Director, and consisting of the 65, 70, and 75 L_{dn} contours overprinted on county tax maps as indicated below:

(a) [2012] Airport Noise Zone Map;

(b) [2012] Tax Map index;

(c) Baltimore County Tax Maps *90 and* 91 [and 98, dated March, 2012].

(7)—(8) (text unchanged)

C. (text unchanged)

.12 Certified Baltimore/Washington International Thurgood Marshall Airport (BWI) Noise Zone.

A. (text unchanged)

B. BWI Noise Zone

(1)—(2) (text unchanged)

(3) The certified Baltimore/Washington International Thurgood Marshall Airport (BWI) Noise Zone consists of the 65, 70, and 75 L_{dn} contours overprinted on county tax maps as indicated as follows:

(a)—(b) (text unchanged)

(c) Anne Arundel County Tax Maps 3, 4, *7,* 8, 9, and 15;

(d) Howard County Tax [Maps 38, and] *Map* 44.

(4) The noise zone is a composite of the 65, 70, and 75 Ldn noise contours for the base year of [2014 and future years of 2019 and 2024] *2020 and future years of 2025 and 2030.*

(5) (text unchanged)

C. BWI Noise Abatement Plan

(1)—(3) (text unchanged)

(4) The elements contained in the BWI Noise Abatement Plan are as follows:

(a)—(c) (text unchanged)

(d) [Ground noise measures] *Control of Ground Based Noise Sources*;

(e) [Continued restricted use of Runway 04/22] *Continued monitoring*;

(f) [Cooperative airlines/airport program;] *Continued control of incompatible development; and*

[(g) Continued control of incompatible development;

(h) Continued monitoring and annual review; and]

[(i)] *(g)* Noise assistance [program] *programs*.

11.03.02 Martin State Airport

Authority: Transportation Article, §§5-202.1, 5-204, 5-208, 5-426, 5-805, 5-806, and 5-819, Annotated Code of Maryland

.10 Certified Martin State Airport (MTN) Noise Zone.

A. (text unchanged)

B. MTN Airport Noise Zone.

(1)–(2) (text unchanged)

(3) The Martin State Airport — Airport Noise Zone, certified by the Executive Director, and consisting of the 65, 70, and 75 L_{dn} contours overprinted on county tax maps as follows, is incorporated by reference at COMAR 11.03.01.01A-1B(6):

(a)—(b) (text unchanged)

(c) Baltimore County Tax Maps *90 and* 91 [and 98].

(4) The noise zone is a composite of the 65, 70, and 75 Ldn noise contours for the base year of [2012 and future years of 2017 and 2022] *2019 and future years of 2025 and 2030.*

(5) (text unchanged)

C. MTN Noise Control Plan

(1)—(3) (text unchanged)

(4) The elements contained in the MTN Noise Abatement Plan are as follows:

(a) [Departure procedures] *Airport Noise Zone (ANZ)*;

(b) [Arrival procedures] *Control of Incompatible Development*;

(c) [Closed traffic patterns] *Noise Concerns*;

(d) [Ground noise measures] *Maryland Air National Guard (MDANG) Noise Barriers*;

(e) [Touch-and-go landings and practice approaches;] *Aircraft Maintenance Engine Run-up Areas; and*

[(f) Helicopter special procedures;

(g) Noise concerns; and

(h) Control of incompatible development]

(f) Noise Abatement Procedures including Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) Departures, VFR and IFR Arrivals and Traffic Patterns, Closed Traffic Patterns, and Touch-and-Go or Practice Approaches.

RICKY S. SMITH, SR.
Executive Director

Title 13B
MARYLAND HIGHER EDUCATION COMMISSION

Subtitle 08 FINANCIAL AID

13B.08.11 Richard W. Collins III Leadership with Honor Scholarship Program

Authority: Education Article, §§11-105(u), 18-204(c), and 18-605(e), Annotated Code of Maryland

Notice of Proposed Action

[21-020-P]

The Maryland Higher Education Commission proposes to amend Regulations **.02—.04** under **COMAR 13B.08.11 Richard W. Collins III Leadership with Honor Scholarship Program**. This action was considered at an open meeting of the Commission held November 18, 2020.

Statement of Purpose

The purpose of this action is to clarify the eligibility of part-time students for the scholarship award and add an application deadline for priority consideration for the award.

Comparison to Federal Standards

There is no corresponding federal standard to this proposed action.

Estimate of Economic Impact

The proposed action has no economic impact.

Economic Impact on Small Businesses

The proposed action has minimal or no economic impact on small businesses.

Impact on Individuals with Disabilities

The proposed action has no impact on individuals with disabilities.

Opportunity for Public Comment

Comments may be sent to Geoff Newman, Assistant Secretary, Maryland Higher Education Commission, 6 N. Liberty St., 6th Fl., Baltimore, MD 20201, or call 410-767-3085, or email to geoff.newman@maryland.gov. Comments will be accepted through February 16, 2021. A public hearing has not been scheduled.

.02 Definitions.

A. (text unchanged)

B. Terms Defined.

(1)—(7) (text unchanged)

(8) "Part-time" means enrollment at an eligible institution in:

(a) At least 6 credits but fewer than 12 credits per semester in a certificate or undergraduate degree program; or

(b) At least 6 credits but fewer than 9 credits per semester in a graduate certificate, graduate degree, or doctoral degree program.

[(8)] *(9)*—[(9)] *(10)* (text unchanged)

.03 Student Eligibility.

A. (text unchanged)

B. An applicant is eligible for a scholarship if the applicant:

(1) Is enrolled full-time *or part-time* at an eligible institution;

(2)—(5) (text unchanged)

.04 Application Process.

A. (text unchanged)

B. Form of Application.

(1) An applicant shall apply and submit a Free Application for Federal Student Aid (FAFSA) by [July15] *April 1*.

(2) If the applicant is ineligible to submit a FAFSA, but qualifies for in-State tuition under Education Article, Title 15, Annotated Code of Maryland, the applicant shall submit a Maryland State Financial Aid Application (MSFAA) by [July 15] *April 1*.

C.—D. (text unchanged)

E. Time of Submission.

(1) An application and FAFSA or MSFAA received by the Office by April 1 will have priority consideration for an award.

(2) If funds are available, an application and FAFSA or MSFAA received by the Office after April 1, but no later than July 15, may be considered for an award.

(3) An application and FAFSA or MSFAA received by the Office after July 15 is untimely and may not be considered.

F.—G. (text unchanged)

JAMES D. FIELDER, JR., Ph.D.
Secretary of Higher Education

Title 14
INDEPENDENT AGENCIES

Subtitle 22 COMMISSION ON CRIMINAL SENTENCING POLICY

14.22.01 General Regulations

Authority: Criminal Procedure Article, §6-211, Annotated Code of Maryland

Notice of Proposed Action

[21-016-P]

The Maryland State Commission on Criminal Sentencing Policy proposes to amend Regulations **.02**, **.07**, and **.17** under **COMAR 14.22.01 General Regulations**. This action was considered by the Maryland State Commission on Criminal Sentencing Policy at an open meeting held on December 8, 2020, notice of which was given by publication in the Maryland Register, Vol. 47, Issue 24, pursuant to General Provisions Article, §3-302(c), Annotated Code of Maryland.

Statement of Purpose

The purpose of this action is to indicate modifications to the name and definition of a guidelines-compliant plea agreement in Regulations .02, .07, and .17 under COMAR 14.22.01 General Regulations. These modifications replace the term "ABA plea agreement" with "MSCCSP binding plea agreement." Further, these modifications tighten the definition of a guidelines-compliant plea, requiring agreement as to the specific active time (if any), not merely a sentence cap or range. The modifications also provide clarifying language to confirm that a binding plea involves agreement from all

BWI/MTN ANZ E-News Express Notification

From: BWI eNews Express <maabwienewsexpress@mdot.state.md.us>
Sent: Friday, January 15, 2021 9:19 AM
To: Mailing list
Subject: Airport Noise Zone Studies & Public Workshop/Hearing Notice



Announcements

BWI Marshall & Martin State Airport Noise Zone - Updated Studies and Public Workshop/Hearing Notice

MDOT MAA is updating the Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for both Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) and Martin State Airport (MTN). MDOT MAA will conduct a Public Workshop and Public Hearing for each study pursuant to the Annotated Code of Maryland Transportation Article Section 5-806(b) on the proposed ANZs. The purpose of each Public Workshop and Public Hearing is to afford all interested persons the opportunity to learn, ask questions, and comment on the ANZ.

The Public Workshop and Public Hearing on the MTN ANZ is scheduled for **January 26, from 6:00 p.m. to 8:00 p.m**., and the Public Workshop and Public Hearing on the BWI Marshall ANZ is scheduled for **January 28, from 6:00 p.m. to 8:00 p.m.**

More information, including the Draft documents and meeting registration information, is available on the MAA Community Relations website at www.maacommunityrelations.com.

BWI NOISE HOTLINE
410-859-7021

Office of Environmental Services
Noise Program
P.O. BOX 8766
BWI Airport, MD 21240-8766
410-859-7375

VISIT US AT:
maacommunityrelations.com

STAY CONNECTED

BWI Thurgood Marshall Airport | P.O. Box 8766, BWI Airport, MD 21240

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Sent by maabwienewsexpress@mdot.state.md.us

THE BALTIMORE SUN MEDIA GROUP

300 E. Cromwell Street
Baltimore, Maryland 21230
tel: 410/332-6000
800/829-8000

WE HEREBY CERTIFY, that the annexed advertisement of Order No 6859846

Sold To:
Assedo Consulting LLC - CU80056291
6100 Chevy Chase Dr
Laurel,MD 20707

Bill To:
Assedo Consulting LLC - CU80056291
6100 Chevy Chase Dr
Laurel,MD 20707

Was published in "The Baltimore Sun", "Daily", a newspaper printed and published in Baltimore City on the following dates:

Jan 14, 2021

The Baltimore Sun Media Group

By B. Price, Legal Advertising

Subscribed and sworn to before me this 14 day of Jan 2021

By Michele Elaine

Notary Public

My commission expires 10/5/23

MICHELE ELAINE CROSBRUER NOTARY PUBLIC BALTIMORE COUNTY, MD

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Laurel,MD 20707

Was published in "The Baltimore Sun", "Daily", a newspaper printed and published in Baltimore City on the following dates:

Jan 14, 2021

The Baltimore Sun Media Group

By B. Price, Legal Advertising

Subscribed and sworn to before me this 14 day of Jan 2021

By Michele Elaine

Notary Public

My commission expires 10/5/23

MICHELE ELAINE CONES-BAUER NOTARY PUBLIC BALTIMORE COUNTY, MD

The Baltimore Sun | Thursday, January 14, 2021 5

LEGAL NOTICES

PUBLIC NOTICE
Maryland Department of Transportation Maryland Aviation Administration

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) will conduct a Public Workshop and Public Hearing pursuant to the Annotated Code of Maryland Transportation Article Section 5-806 (b) on the Proposed Airport Noise Zone (ANZ) for Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall).

Thursday, January 28, 2021
6:00 pm – Public Workshop
7:00 pm – Public Hearing

Location:
Due to the ongoing COVID-19 pandemic, the Public Workshop and Public Hearing will be held virtually via the GotoWebinar platform. Registration information is available at https://maacommunityrelations.com/.

The purpose of the Public Workshop and Public Hearing is to afford all interested persons the opportunity to learn, ask questions, and comment on the ANZ. The BWI Marshall ANZ will be incorporated by reference into the Code of Maryland Regulations (COMAR).

The Public Workshop will begin with a twenty-five-minute presentation, followed by a thirty-minute Questions and Answers session. The presentation presents the contour maps depicting the current and proposed boundaries of the BWI Marshall ANZ. It also provides an overview of the ANZ update process. Representatives of MDOT MAA will be available to answer questions and discuss points of interest during the Questions and Answers session.

Following the Public Workshop, the Public Hearing will begin promptly at 7:00 p.m. During this time, formal comments from the public will be recorded before a hearing officer. Formal comments will begin at 7:00 p.m. and will be accepted until 8:00 p.m.

To register in advance to present formal comments at the Public Hearing, please contact Mr. Bruce Rineer, Manager, Noise Section at BRineer@bwiairport.com or 410-859-7813. Elected officials and community leaders will be given the opportunity to speak before members of the public. On the evening of the virtual Public Hearing, individuals who desire to comment can also sign-up via the virtual platform. They will follow the speakers on the previously established list. Each individual will be allocated two minutes to make a comment. Written statements, in lieu of or in addition to an oral comment at the hearing, may be submitted to Mr. Bruce Rineer at BRineer@bwiairport.com until 5:00 p.m. on February 14, 2021.

The public BWI Marshall ANZ document is available on the MDOT MAA Community Relations website: https://maacommunityrelations.com/. In the event that a member of the public is unable to access the document online, requests for accommodation may be submitted to Mr. Bruce Rineer at BRineer@bwiairport.com.

Notice on ADA compliance:
Anyone planning to attend the Public Workshop and/or Public Hearing and who wishes to receive auxiliary aids, services, or accommodations is invited to contact Mr. Bruce Rineer at BRineer@bwiairport.com at least 48 hours in advance of the meeting.

Notice on Limited English Proficiency Compliance:
Anyone planning to attend the Public Workshop and/or Public Hearing and is limited in their ability to speak or understand English and wishes to receive translation services is invited to contact Mr. Bruce Rineer at BRineer@bwiairport.com at least 48 hours in advance of the meeting.
1/14/2021 6859846

PUBLIC NOTICE
Maryland Department of Transportation Maryland Aviation Administration

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) will conduct a Public Workshop and Public Hearing pursuant to the Annotated Code of Maryland Transportation Article Section 5-806 (b) on the Proposed Airport Noise Zone (ANZ) for Martin State Airport (MTN).

Tuesday, January 26, 2021 6:00 pm – Public Workshop 7:00 pm – Public Hearing

Location:
Due to the ongoing COVID-19 pandemic, the Public Workshop and Public Hearing will be held virtually via the GotoWebinar platform.
Registration information is available at h ttps://maacommunityrelations.com/.

The purpose of the Public Workshop and Public Hearing is to afford all interested persons the opportunity to learn, ask questions, and comment on the ANZ. The MTN ANZ will be incorporated by reference into the Code of Maryland Regulations (COMAR).
The Public Workshop will begin with a twenty-five-minute presentation, followed by a thirty-minute Questions and Answers session. The presentation presents the contour maps depicting the current and proposed boundaries of the MTN ANZ. It also provides an overview of the ANZ update process.
Representatives of MDOT MAA will be available to answer questions and discuss points of interest during the Questions and Answers session.

Following the Public Workshop, the Public Hearing will begin promptly at 7:00 p.m. During this time, formal comments from the public will be recorded before a hearing officer. Formal comments will begin at 7:00 p.m. and will be accepted until 8:00 p.m.

To register in advance to present formal comments at the Public Hearing, please contact Mr. Bruce Rineer, Manager, Noise Section at B Rineer@bwiairport.com or 410-859-7813. Elected officials and community leaders will be given the opportunity to speak before members of the public. On the evening of the virtual Public Hearing, individuals who desire to comment can also sign-up via the virtual platform. They will follow the speakers on the previously established list. Each individual will be allocated two minutes to make a comment. Written statements, in lieu of or in addition to an oral comment at the hearing, may be submitted to Mr. Bruce Rineer at B Rineer@bwiairport.com until 5:00
p.m. on February 14, 2021.
The public MTN ANZ document is available on the MDOT MAA Community Relations website:
h ttps://maacommunityrelations.com/. In the event that a member of the public is unable to access the document online, requests for accommodation may be submitted to Mr. Bruce Rineer at
B Rineer@bwiairport.com.

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B Rineer@bwiairport.com at least 48 hours in advance of the meeting.

Notice on Limited English Proficiency Compliance:
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1/14/21 6860171

BALTIMORE COUNTY BOARD OF LIQUOR LICENSE COMMISSIONERS
TOWSON, MARYLAND 21204
410-887-3191
FAX 410-887-3970

NOTICE IS HEREBY GIVEN THAT THE FOLLOWING PERSONS HAVE FILED APPLICATION TO SELL BEER, WINE AND/OR LIQUOR AT THE LOCATION STATED:

Gregory Moundas, Frances Czajka of ONE MD BALTIMORE 4980 MANAGEMENT, LLC t/a Residence Inn-Baltimore White Marsh 4980 Mercantile Rd. White Marsh, MD 21236. Application for change of Corporate Officers of Class B (on sale) Beer, Wine, Liquor Hotel Exception License from Robert Burg, Frances Czajka of One MD Baltimore 4980 Management, LLC t/a Residence Inn-Baltimore White Marsh.
(1:00 p.m.) (11)

Gregory Moundas, Frances Czajka of ONE MD BALTIMORE 8477 MANAGEMENT, LLC t/a Fairfield Inn & Suites White Marsh 8477 Cordon Way White Marsh, MD 21236. Application for change of Corporate Officers of Class B (on sale) Beer, Wine, Liquor Hotel Exception License from Robert Burg, Frances Czajka of One MD Baltimore 8477 Management, LLC t/a Fairfield Inn-Suites White Marsh.
(1:00) (11)

Gregory Moundas, Frances Czajka of ONE MD BALTIMORE HGI MANAGEMENT, LLC t/a Hilton Garden Inn-Baltimore White Marsh 5015 Campbell Blvd. Baltimore, MD 21236. Application for change of Corporate Officers of Class B (on sale) Beer, Wine, Liquor Hotel Exception License from Robert Burg, Frances Czajka of One MD Baltimore HGI Management, LLC t/a Hilton Garden Inn-Baltimore White Marsh.
(1:00) (14)

Gregory Moundas, Frances Czajka of ONE MD BALTIMORE HI MANAGEMENT, LLC t/a Hampton Inn-Baltimore White Marsh 8225 Town Center Dr. Baltimore, MD 21236. Application for change of Corporate Officers of Class B (on sale) Beer, Wine, Liquor Hotel Exception License from Robert Burg, Frances Czajka of One MD Baltimore HI Management, LLC t/a Hampton Inn-Baltimore White Marsh.
(1:00) (14)

Colleen Lyons, Barbara Gilliss, Lindsay Koren of BALTIMORE GMR, INC. t/a The Olive Garden Restaurant #1505 8245 Perry Hall Blvd. White Marsh, MD 21236. Application for change of Corporate Officers of Class BDR (on sale) Beer, Wine, Liquor Exception License from Colleen Lyons, Barbara Gilliss, Joseph Kern of Baltimore GMR, Inc. t/a The Olive Garden Italian Restaurant #1505.
(1:00 p.m.) (14)

Colleen Lyons, Barbara Gilliss, Lindsay Koren of BALTIMORE GMR, INC. t/a The Olive Garden Italian Restaurant #1891 6 Restaurant Park Dr. Owings Mills, MD 21117. Application for change of Corporate Officers of Class B (on sale) Beer, Wine, Liquor Exception License from Colleen Lyons, Barbara Gilliss, Joseph Kern of Baltimore GMR, Inc. t/a The Olive Garden Italian Restaurant.
(1:00 p.m.) (04)

HEARING UPON THE APPLICATION ABOVE WILL TAKE PLACE VIA WEBEX, DUE TO COVID-19 AND GOVERNOR HOGAN'S EXECUTIVE ORDER. ANYONE WISHI G TO ATTEND THE HEARING SHOULD DIAL I TO WEBEX NUMBER 1-415-655-0001 ACCESS CODE 732 237 119#
[illegible] February [illegible]
PUBLISHER: The Baltimore Sun Newspaper
BOARD OF LIQUOR LICENSE COM ISSIONERS
FOR BAL MORE COUNTY
Susan Green, Chairwoman
Thomas Kaiser, Member
Jonathan Herbst, Member
1/14, 1/21/2021 6856579

MARYLAND HEALTH CARE COMMISSION
Subject: Formal Start of Review

Add'l Info: MARYLAND HEALTH CARE COMMISSION

The Maryland Health Care Commission (MHCC) hereby gives notice of docketing of the following application for Certificate of Need:

Hope Health System – Docket No. 20-03-2444
Establish a 16- bed psychiatric hospital specifically for children and adolescents. The facility will provide for four (4) single patient rooms to treat the child patient population and twelve (12) single patient rooms to treat the adolescent patient population. The inpatient facility would be established in a renovated portion of a building that HHS owns at 1726 Whitehead Road, Woodlawn, Baltimore County. The facility already includes an outpatient facility with a psychiatric partial hospitalization program (for children and adolescents below 18 years of age).
Proposed Cost: $4,500,000

MHCC shall review the applications under Maryland Health-General Code Annotated, Section 19-101 et seq., COMAR 10.24.01, and the applicable State Health Plan standards.
Any affected person may make a written request to the Commission to receive copies of relevant notices concerning the application(s). All further notices of proceedings on the application(s) will be sent only to affected persons who have registered as interested parties.

Persons desiring to become interested parties in the Commission's review of the above-referenced application(s) must meet the requirements of COMAR 10.24.01.01B(20) and (2) and must also submit written comments to the Commission no later than close of business March 1, 2021. These comments must state with particularity the State Health Plan standards or review criteria that you believe have not been met by the applicant(s) as stated in COMAR 10.24.01.08F.

Please refer to the Docket Number listed above in any correspondence on the application(s). Copies of the application are available for review in the office of MHCC during regular business hours by appointment. All correspondence should be addressed to:

Paul E. Parker, Director
Center for Health Care Facilities Planning & Development
Maryland Health Care Commission
4160 Patterson Avenue
Baltimore, Maryland 21215
1/14/2021 6861232

IN THE UNITED STATES BANKRUPTCY COURT FOR THE DISTRICT OF DELAWARE

In re: RGN-GROUP HOLDINGS, LLC, *et al.*,[1] Debtors.) Chapter 11) Case No. 20-11961 (BLS) (Jointly Administered)

NOTICE OF DEADLINES FOR THE FILING OF PROOFS OF CLAIM FOR RGN-BALTIMORE V, LLC, INCLUDING CLAIMS ARISING UNDER SECTION 503(B)(9) OF THE BANKRUPTCY CODE

THE CLAIMS BAR DATE IS FEBRUARY 11, 2021, AT 5:00 P.M. (EASTERN).
THE GOVERNMENTAL BAR DATE IS MAY 26, 2021, AT 5:00 P.M. (EASTERN).

PLEASE TAKE NOTICE OF THE FOLLOWING:

Deadlines for Filing Proofs of Claim. On November 16, 2020, the United States Bankruptcy Court for the District of Delaware (the "Court") entered an order [Docket No.696] (the "Bar Date Order")[2] establishing certain dates by which parties holding prepetition claims against RGN-Group Holdings, LLC and certain of its affiliates and subsidiaries, as debtors and debtors in possession (collectively, the "Debtors") must file proofs of claim ("Proofs of Claim"), including claims by governmental units, claims arising under section 503(b)(9) of the Bankruptcy Code, Amended Schedules Claims, and Rejection Damages Claims in the chapter 11 case of the following debtor entity (the "Baltimore Debtor"):

DEBTOR	CASE NO.	PETITION DATE
RGN-Baltimore V, LLC	20-13022 BLS	11/27/2020

The Bar Dates Pursuant to the Bar Date Order, ***all*** entities (except governmental units), including individuals, partnerships, corporations, joint ventures, estates, and trusts who have a claim or potential claim against the Baltimore Debtor, that arose prior to November 27, 2020 (the "Baltimore Petition Date"), no matter how remote or contingent such right to payment or equitable remedy may be, ***including*** claims arising under section 503(b)(9) of the Bankruptcy Code, MUST FILE A PROOF OF CLAIM on or before **February 11, 2021, 5:00 p.m., prevailing Eastern Time** (the "Claims Bar Date"). Governmental units who have a claim or potential claim against the Baltimore Debtor that arose prior to the Baltimore Petition Date, no matter how remote or contingent such right to payment or equitable remedy may be, MUST FILE A PROOF OF CLAIM on or before **May 26, 2021, 5:00 p.m., prevailing Eastern Time** (the "Governmental Bar Date").

Amended Schedules Bar Date. All parties asserting claims against the Baltimore Debtor's estate that are affected by an amendment or supplement to the Schedules are required to file Proofs of Claim by **the later of (I) the Claims Bar Date or the Governmental Bar Date, as applicable, and (II) 5:00p.m., prevailing Eastern Time, on the date that is twenty-one days from the date on which the Baltimore Debtor provides notice of an amendment or supplement to the Schedules** (the "Amended Schedules Bar Date").

Rejection Damages Bar Date. All parties asserting claims against the Baltimore Debtor's estate arising from the Baltimore Debtor's rejection of an executory contract or unexpired lease must file a Proof of Claim by **the later of (a) the Claims Bar Date or the Governmental Bar Date, as applicable; and (b) 5:00 p.m., prevailing Eastern Time, on the date that is thirty-five days following service of an order approving the rejection of any executory contract or unexpired lease of the Baltimore Debtor** (the "Rejection Damages Bar Date").

ANY PERSON OR ENTITY WHO FAILS TO FILE A PROOF OF CLAIM, INCLUDING ANY REQUEST FOR PAYMENT UNDER SECTION 503(B)(9) OF THE BANKRUPTCY CODE, IN EACH CASE ON OR BEFORE THE APPLICABLE BAR DATE, SHALL NOT BE TREATED AS A CREDITOR WITH RESPECT TO SUCH CLAIM FOR THE PURPOSES OF VOTING AND DISTRIBUTION ON ANY CHAPTER 11 PLAN.

Filing a Proof of Claim. Each Proof of Claim must be filed, including supporting documentation, so as to be ***actually received*** by the Debtors' noticing and claims agent, Epiq Corporate Restructuring, LLC ("Epiq"), on or before the Claims Bar Date or the Governmental Bar Date (or, where applicable, on or before any other bar date as set forth herein) either: (i) electronically through the interface available at https://dm.epiq11.com/case/rgn or (ii) by First Class U.S. Mail, by overnight U.S. mail, or other hand delivery system at the following address: **If by First Class Mail: RGN Claims Processing Center, c/o Epiq Corporate Restructuring, LLC, P.O. Box 4420, Beaverton, OR 97076-4420; If by Hand Delivery or Overnight Mail: RGN Claims Processing Center, c/o Epiq Corporate Restructuring, LLC, 10300 SW Allen Blvd., Beaverton, OR 97005.**

PROOFS OF CLAIM SUBMITTED BY FACSIMILE OR ELECTRONIC MAIL WILL NOT BE ACCEPTED.

Additional Information. If you require additional information about the claims process, have any questions regarding the claims process and/or you wish to obtain a copy of the Bar Date Notice, a Proof of Claim Form or related documents you may do so by: (i) calling the Debtors' restructuring hotline at (877) 503-9054 (U.S./Canada), (503) 520-4478 (International); (ii) visiting the Debtors' restructuring website at: https://dm.epiq11.com/case/rgn and/or (iii) writing via hard copy to: RGN Claims Processing Center, c/o Epiq Corporate Restructuring, LLC, P.O. Box 4420, Beaverton, OR 97076-4420. ***Please note*** that Epiq ***cannot*** offer legal advice or advise whether you should file a Proof of Claim.

Dated: January 14, 2021, Wilmington, Delaware

/s/ Ian J. Bambrick **FAEGRE DRINKER BIDDLE & REATH LLP,** Patrick A. Jackson (Del. Bar No. 4976), Ian J. Bambrick (Del. Bar No. 5455), 222 Delaware Avenue, Suite 1410, Wilmington, Delaware 19801, Tel.: (302) 467-4200, Fax: (302) 467-4201, Email: patrick.jackson@faegredrinker.com, ian.bambrick@faegredrinker.com -and- Mike T. Gustafson (admitted *pro hac vice*), 311 S. Wacker Drive, Suite 4300, Chicago, Illinois 60606, Tel.: (312) 212-6500, Fax: (312) 212-6501, Email: mike.gustafson@faegredrinker.com, *Co-Counsel to the Debtors and Debtors in Possession* -and- **KIRKLAND & ELLIS LLP, KIRKLAND & ELLIS INTERNATIONAL LLP,** Chad J. Husnick, P.C. (admitted *pro hac vice*), Joseph M. Graham (admitted *pro hac vice*), 300 North LaSalle Street, Chicago, Illinois 60654, Telephone: (312) 862-2000, Facsimile: (312) 862-2200, Email: chad.husnick@kirkland.com, joe.graham@kirkland.com -and- Edward O. Sassower, P.C., Patrick Venter (admitted *pro hac vice*), 601 Lexington Avenue, New York, New York 10022, Telephone: (212) 446-4800, Facsimile: (212) 446-4900, Email: esassower@kirkland.com, patrick.venter@kirkland.com, *Co-Counsel to the Debtors and Debtors in Possession*

[1] The mailing address for the Debtors in these chapter 11 cases is 3000 Kellway Drive, Suite 140, Carrollton, Texas 75006 (Attn: James S. Feltman, Responsible Officer). Due to the large number of Debtors in these chapter 11 cases, which are being jointly administered for procedural purposes only, a complete list of the Debtors is not provided herein. A complete list of the Debtors along with the last four digits of their tax identification numbers, where applicable, may be obtained on the website of the Debtors' noticing and claims agent at https://dm.epiq11.com/case/rgn or by contacting counsel for the Debtors (Rokeysha Ramos, paralegal, at rokeysha.ramos@faegredrinker.com).

[2] Capitalized terms used but not otherwise defined herein have the meanings ascribed to them in the Bar Date Order.

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Clayton Station

Bel Air Auto Auction, as agent of lienor, will sell at public auction the following vehicles under & by virtue of a lien pursuant to Md.Ann Code, Comm. Law Sec. 16-202 & 16-207 for repairs, storage and other lawful charges. Sale will be held at 1300 Business Center Way, Edgewood, MD 21040 on January 21, 2021 at 12:00pm. Purchaser of vehicle must have it inspected as provided in Md.Ann. Code Transp.Art Section 23-107. The following may be inspected during business hours at the auction location, 1300 Business Center Way Edgewood, MD 21040. Contact Bel Air Auto Auction at 410-893-5200.

W/O#	YEAR MAKE	MODEL	VIN
9766753	2012 TOYOTA	CAMRY	4T1BF1FK0CU150849
9766752	2007 NISSIAN	350Z	JN1BZ34D87M506369
9768548	2000 HYUNDAI	ELANTRA	KMHJF35F2YU945601
9768547	2010 TOYOTA	PRIUS	JTDKN3DUXA0223107
9768554	2009 TOYOTA	MATRIX	2T1KE40E19C003263
9770008	2001 TOYOTA	AVALON	4T1BF28B81U177104
9768540	2003 TOYOTA	PRIUS	JT2BK18U130076355
9768530	2008 VOLKSWAGEN	BEETLE	3VWPG31C58M508541
9768529	2001 VOLKSWAGEN	BEETLE	3VWDD21C71M456835
9768555	1999 TOYOTA	SIENNA	4T3ZF19CXXU153964
1578185	2017 HYUNDAI	ELANTRA	5NPD84LF3HH105325
1578566	2010 VOLKSWAGEN	CC	WVWNP7ANXAE562125
1578568	2002 VOLKSWAGEN	PASSAT	WVWRH63B12P178493
1578572	2009 AUDI	A4	WAUSF78K79N038196
1578192	2013 HYUNDIA	SONATA	KMHEC4A40DA067912
1578578	2013 DODGE	DART	1C3CDFCHXDD247504
1578582	2003 CHRYSLER	TOWN COUNTRY	2C8GP54L73R308478
1578583	2011 DODGE	CALIBER	1B3CB3HA8BD123595
1578588	2010 CHEVROLET	MALIBU	1G1ZC5EB3AF288500
1578591	2009 VOLKSWAGEN	GTI	WVWFD71K79W018853
1578594	2000 VOLKSWAGEN	PASSAT	WVWMD23B1YE182479
1578602	2010 HONDA	ODESSEY .	5FNRL3H94AB093000
1578604	2006 SUBARU	B9 TRIBECA	4S4WX82C464429120
1578200	2013 HYUNDAI	SONATA	5NPET46C77H230072
1578700	2010 DODGE	CHARGER	23BCA3CV9AH257255
1578533	2004 TOYOTA	SIENNA	5TDBA22C44S010932
1578537	2011 HYUNDAI	SONOTA	5NPEB4AC6BH307274
1578207	2012 HYUNDAI	SONATA	5NPEB4ACXCH427662
1578539	2006 MERCEDES BENZ	S430	WDBNG83J56A474032
1578211	2008 MERCEDES BENZ	E350	WDBUF87X98B345446
1578215	[illegible] MERCEDES BENZ	[illegible]	[illegible]71X77A001695

Owner may redeem vehicle up until time of auction with no entry or auction fee
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03/01/21
2932383

CERTIFICATE OF PUBLICATION

STATE OF : MARYLAND
COUNTY OF: Baltimore County

This is to certify that the annexed legal advertisement has been published in the publications and insertions listed below. "Project MTN - Public Notice Jan. 26th...**" was published in the:**

The Avenue News	**01/14/21**
The Dundalk Eagle	**01/14/21**

James F. Normandin
President & Publisher

PUBLIC NOTICE
Maryland Department of Transportation
Maryland Aviation Administration

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) will conduct a Public Workshop and Public Hearing pursuant to the Annotated Code of Maryland Transportation Article Section 5-806 (b) on the Proposed Airport Noise Zone (ANZ) for Martin State Airport (MTN).

Tuesday, January 26, 2021
6:00 pm – Public Workshop
7:00 pm – Public Hearing

Location:
Due to the ongoing COVID-19 pandemic, the Public Workshop and Public Hearing will be held virtually via the GotoWebinar platform.
Registration information is available at https://maacommunityrelations.com/.

The purpose of the Public Workshop and Public Hearing is to afford all interested persons the opportunity to learn, ask questions, and comment on the ANZ. The MTN ANZ will be incorporated by reference into the Code of Maryland Regulations (COMAR).

The Public Workshop will begin with a twenty-five-minute presentation, followed by a thirty-minute
Questions and Answers session. The presentation presents the contour maps depicting the current and proposed boundaries of the MTN ANZ. It also provides an overview of the ANZ update process. Representatives of MDOT MAA will be available to answer questions and discuss points of interest during the Questions and Answers session.

Following the Public Workshop, the Public Hearing will begin promptly at 7:00 p.m. During this time, formal comments from the public will be recorded before a hearing officer. Formal comments will begin at 7:00 p.m. and will be accepted until 8:00 p.m. To register in advance to present formal comments at the Public Hearing, please contact Mr. Bruce Rineer, Manager, Noise Section at BRineer@bwiairport.com or 410-859-7813. Elected officials and community leaders will be given the opportunity to speak before members of the public. On the evening of the virtual Public Hearing, individuals who desire to comment can also sign-up via the virtual platform. They will follow the speakers on the previously established list. Each individual will be allocated two minutes to make a comment. Written statements, in lieu of or in addition to an oral comment at the hearing, may be submitted to Mr. Bruce Rineer at BRineer@bwiairport.com until 5:00 p.m. on February 14, 2021.

The public MTN ANZ document is available on the MDOT MAA Community Relations website: https://maacommunityrelations.com/. In the event that a member of the public is unable to access the document online, requests for accommodation may be submitted to Mr. Bruce Rineer at BRineer@bwiairport.com.

Notice on ADA compliance:
Anyone planning to attend the Public Workshop and/or Public Hearing and who wishes to receive auxiliary aids, services, or accommodations is invited to contact Mr. Bruce Rineer at BRineer@bwiairport.com at least 48 hours in advance of the meeting.

Notice on Limited English Proficiency Compliance:
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2932383 AVE/DE 1/14/2021

PUBLIC NOTICES

**BALTIMORE COUNTY BOARD OF
LIQUOR LICENSE COMMISSIONERS
TOWSON, MARYLAND 21204
410-887-3191 FAX 410-887-3970**

NOTICE IS HEREBY GIVEN THAT THE FOLLOWING PERSONS HAVE FILED APPLICATION TO SELL BEER, WINE AND/OR LIQUOR AT THE LOCATION STATED:

Sonia Saini of **A & A 1126, INC.** t/a Club Baltimore 8014 Pulaski Hwy. Baltimore, MD 21237. Application for transfer of Class D (on sale) Beer, Wine, Liquor License from Jagpreet Singh of 8014 Pulaski, Inc. t/a Club Baltimore.
(1:00 p.m.) (15)

Colleen Lyons, Richard Watson, Lindsay Koren of **RARE BEVERAGES OF BALTIMORE COUNTY, LLC** t/a Longhorn Steakhouse 8655 Pulaski Hwy. Baltimore, MD 21237. Application for change of Corporate Officers of Class B (on sale) Beer, Wine, Liquor License from Richard Watson, Joseph Kern, Colleen Lyons of Rare Beverages of Baltimore County, LLC t/a Longhorn Steakhouse.
(1:00 p.m.) (15)

HEARING UPON THE APPLICATION ABOVE WILL TAKE PLACE VIA WEBEX, DUE TO COVID-19 AND GOVERNOR HOGAN'S EXECUTIVE ORDER. ANYONE WISHING TO ATTEND THE HEARING SHOULD DIAL IN TO WEBEX NUMBER 1-415-655-0001 ACCESS CODE 732 237 119#

MONDAY: February 01, 2021

PUBLISHER: Avenue Newspaper

BOARD OF LIQUOR LICENSE COMMISSIONERS
FOR BALTIMORE COUNTY

Susan Green, Chairwoman
Thomas Kaiser, Member
Jonathan Herbst, Member

2932033 AVE/DE 1/14,1/21/2021

BOOK TODAY!

STATE OF SOUTH CAROLINA IN THE FAMILY COURT OF THE THIRTEENTH JUDICIAL CIRCUIT COUNTY OF GREENVILLE
DOCKET NO.: 2020-DR-23-3322
NOTICE OF ADOPTION PROCEEDINGS TO THE DEFENDANT:
"ALEXANDER" JOHN DOE, BIRTH FATHER AND JOHN DOE BIRTH FATHER
YOU ARE HEREBY GIVEN THE FOLLOWING NOTICE:

1. That an adoption proceeding was filed in the Family Court of Greenville County on October 6, 2020, and in this Complaint you, "Alexander" John Doe, are alleged to be the biological father of a Hispanic, female child born in Baltimore, Maryland, on November 13, 2020; and you, John Doe, are alleged to be the father of a Hispanic, female child born in Baltimore, Maryland, on November 13, 2020.
2. That the Plaintiffs in the above captioned Notice are not named for the purpose of confidentiality; however, the Court knows the true identity of the Plaintiffs and in responding to this notice, you are required to use the caption and the number 2020-DR-23-3322.
3. That if Notice to Contest, Intervene or otherwise Respond is filed by you with the Court within thirty (30) days of the receipt of this Notice of Adoption Proceedings, you will be given an opportunity to appear and be heard on the merits of the adoption. To file notice to Contest, Intervene or otherwise Respond in this action, you must notify the above named Court at Greenville County Courthouse, Clerk of Court Greenville County Family Court, 301 University Ridge, Greenville, South Carolina, 29601 in writing of your intention to Contest, Intervene or otherwise Respond. The above named Court must be informed of your current address and any changes of your address during the adoption proceedings.
4. That your failure to respond within thirty (30) days of receipt of this Notice of Adoption Proceedings constitutes your consent to the adoption and forfeiture of all of your rights and obligations to the above identified child. It is further alleged that your consent to this adoption is not required under S.C. Code Ann. Section 63-9-310 and that your parental rights should be terminated pursuant to S.C. Code Ann. Section 63-7-2570 (7).This notice is given pursuant to S.C. Code Ann. Section 63-9-730 (E).

Raymond W. Godwin, Esq. (SC Bar #2162)
P.O. Box 354
Greenville, SC 29602
PH (864) 241-2883
FAX: (864) 255-4342
ATTORNEY FOR PLAINTIFFS
Date: December 14, 2020

2930870 AVE/DDE 12/31/2020,01/07,01/14/2021

PUBLIC NOTICE
Maryland Department of Transportation
Maryland Aviation Administration

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) will conduct a Public Workshop and Public Hearing pursuant to the Annotated Code of Maryland Transportation Article Section 5-806 (b) on the Proposed Airport Noise Zone (ANZ) for Martin State Airport (MTN).

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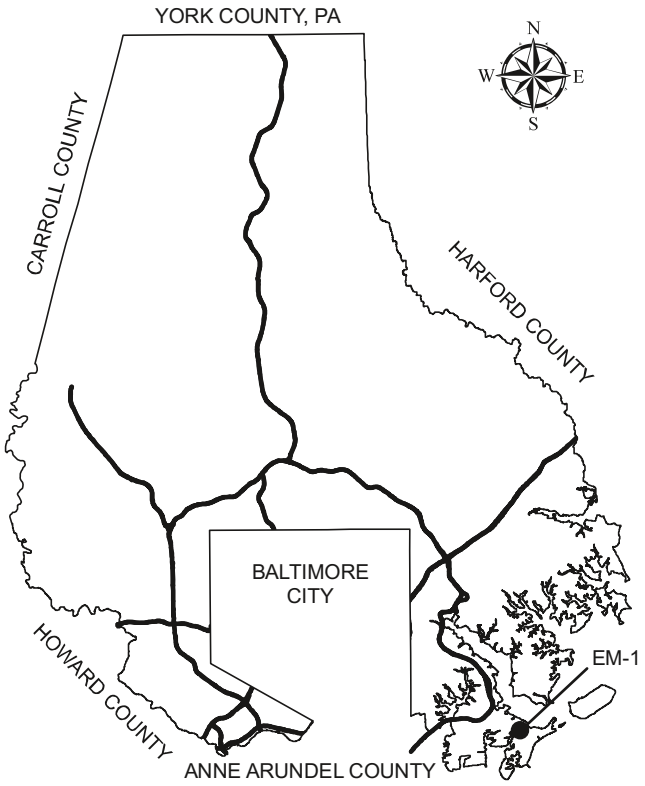
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PUBLIC NOTICE

BALTIMORE COUNTY, MARYLAND WATER SUPPLY AND SEWERAGE PLAN
AMENDMENT CYCLE EM-1 2020



A VIRTUAL PUBLIC HEARING VIA WEBEX WILL BE HELD BY THE BALTIMORE COUNTY PLANNING BOARD AT 4:30 PM ON FEBRUARY 4, 2021 ON THE FOLLOWING NINE ISSUES COMPRISING AMENDMENT CYCLE EM-1 (2020) OF THE BALTIMORE COUNTY WATER SUPPLY & SEWERAGE PLAN. CALL-IN INFORMATION WILL BE AVAILABLE ON THE PLANNING BOARD WEBSITE AT: https://www.baltimorecountymd.gov/boards-commissions/planning/planning-board WRITTEN TESTIMONY WILL ALSO BE ACCEPTED IN LIEU OF VIRTUALLY ATTENDING THE MEETING AND MAY BE SENT TO CHRIS DAVIS AT: CDAVIS1@BALTIMORECOUNTYMD.GOV THE STAFF REPORT WILL BE AVAILABLE ON THE BALTIMORE COUNTY DEPARTMENT OF PUBLIC WORKS WEBSITE IN JANUARY 2021 AT:
https://www.baltimorecountymd.gov/departments/publicworks/masterplan.html

8100, 8102, 8106/8108, 8210, AND 8214 NORTH POINT ROAD
PARCEL 60 AND PARCEL 334 NORTH POINT ROAD
8208 MILLERS ISLAND ROAD
2901 BAUERS FARM ROAD

2931014 DDE 01/07,01/14/2021

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Maryland Aviation Administration

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2932383 AVE/DE 1/14/2021

BALTIMORE COUNTY BOARD OF
LIQUOR LICENSE COMMISSIONERS
TOWSON, MARYLAND 21204
410-887-3191 FAX 410-887-3970

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MONDAY: February 01, 2021

PUBLISHER: Avenue Newspaper

BOARD OF LIQUOR LICENSE COMMISSIONERS
FOR BALTIMORE COUNTY

Susan Green, Chairwoman
Thomas Kaiser, Member
Jonathan Herbst, Member

2932033 AVE/DE 1/14,1/21/2021

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For more information contact your Legal Advertising Team

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PUBLIC AUCTION

Notification of the following owner(s) of properties stored at the Golden Ring Mini Storage Associates, LLP 8821 Philadelphia Rd, Baltimore, MD 21237. Your property will be sold at public auction on FEBRUARY 25, 2021 at 1:00 PM on the premises for delinquent rent and storage charges.

Devante Smith E-044
Hope Seidl H-055

Viola Sanders,
Property Manager

2932109 DE 1/14/2021

MTN Distribution list for notice of public workshop/hearing
Jan-21

MTN County Executives/Planning					
	Title	**Address**	**Address**	**Email**	**Attachment**
The Honorable John Olszewski, Jr.	Baltimore County Executive	400 Washington Avenue	Towson, MD 21204	johnnyo@baltimorecountymd.gov	Executive Summary
W. Carl Richards Jr.	Supervisor, Zoning Review,	County Office Building 111 West Chesapeake Avenue, Room 124	Towson, Maryland 21204	paizoning@baltimorecountymd.gov	Executive Summary

MTN Elected Officials							
County	**District**	**Title**	**Honorable**	**Name**	**Address1**	**Address 2**	**City State Zip**
United States	2nd Congressional District	Senator	Honorable	Benjamin Cardin	100 South Charles Street, Tower 1, Suite 1710		Baltimore, MD 21201
United States	2nd Congressional District	Senator	Honorable	Chris Van Hollen Jr.	60 West St., Suite 107		Annapolis, MD 21401
United States	2nd Congressional District	Representative	Honorable	A. Dutch Ruppersberger	375 W. Podonia Road, Suite 200		Timonium, MD 21093
Harford/Baltimore	District 7	Delegate	Honorable	RICHARD K. IMPALLARIA	House Office Building, Room 411	6 Bladen St.	Annapolis, MD 21401
Harford/Baltimore	District 7	Delegate	Honorable	LAUREN C. ARIKAN	House Office Building, Room 324	6 Bladen St.,	Annapolis, MD 21401
Harford/Baltimore	District 7	Delegate	Honorable	KATHY SZELIGA	House Office Building, Room 212	6 Bladen St.	Annapolis, MD 21401
Harford/Baltimore	District 7	Senator	Honorable	J. B. JENNINGS	James Senate Office Building, Room 423	11 Bladen St.	Annapolis, MD 21401
Baltimore	District 6	Delegate	Honorable	ROBIN L. GRAMMER, JR.	House Office Building, Room 307	6 Bladen St.	Annapolis, MD 21401
Baltimore	District 6	Delegate	Honorable	ROBERT B. (BOB) LONG	House Office Building, Room 325	6 Bladen St.	Annapolis, MD 21401
Baltimore	District 6	Delegate	Honorable	RICHARD W. METZGAR	House Office Building, Room 413	6 Bladen St.	Annapolis, MD 21401
Baltimore	District 6	Senator	Honorable	JOHNNY RAY SALLING	James Senate Office Building, Room 321	11 Bladen St.	Annapolis, MD 21401
Baltimore County	County Council	Councilmember	Honorable	Julian E. Jones, Jr.	Chair	400 Washington Avenue	Towson, MD 21204

MTN Stakeholder Advisory Committee					
NAME	CITY	STATE	ZIP	ORGANIZATION	TITLE
Al Pollard				MDOT MAA - Martin State Airport Operations and Maintenance	Chief of Operations and Maintenance
Brig. Gen. Ed Jones	Baltimore	MD	21220	Maryland Air National Guard	Brigadier General
Brig. Gen. Paul Johnson	Baltimore	MD	21220	Maryland Air National Guard	Brigadier General
Bruce Rineer				MDOT MAA - Noise Program	Manager, Noise Section
Captain Keith McMinn	Baltimore	MD	21220	Maryland State Police - Aviation Command	
Chris Roussey	Baltimore	MD	21220	Baltimore County Police Department - Aviation Unit	
Cory Grochowski				Baltimore City Police Department - Aviation Unit	
Darline Terrell-Tyson				MDOT MAA - Office of Environmental Services	Deputy Director of Environmental Services
Doug Zeisel	Middle River	MD	21220	Wilson Point Civic Improvement Association	
Glenn DiSabatino				MDOT MAA - Martin State Airport	Director of Operations
Jane Toskes	Baltimore	MD	21220	AMAV, Inc.	

Joseph Fraker	Towson	MD	21204	Baltimore County Department of Planning	Community Planner
Joseph Ireton	Baltimore	MD	21220	Maryland State Police - Aviation Command	Aviation Safety Officer
Joseph M. Toskes	Baltimore	MD	21220	AMAV, Inc.	Chief Pilot
Judith Davies	Rosedale	MD	21237	Nottingham Improvement Association	
Karen Harrell				MDOT MAA - Noise Program	Administrative Coordinator
Kevin Clarke				MDOT MAA - Division of Planning and Engineering	Director of Planning
Kevin Walsh	Baltimore	MD	21220	Middle River Aviation, LLC	President
Krystle Patchak	Towson	MD	21204	Baltimore County Department of Planning	Planner
Lynn Lanham	Middle River	MD	21220	Wilson Point Civic Improvement Association	
Major Michael Tagliaferri	Baltimore	MD	21220	Maryland State Police - Aviation Command	Commander
Marsha Ayres	Baltimore	MD	21220	Bowley's Quarters Improvement Association	
Michael Deruggiero	Baltimore	MD	21220	Maryland State Police - Aviation Command	Chief Pilot
Nikolaus Wagenfeiler	Baltimore	MD	21220	Midwest Air Traffic Control	
Paige Kroner	Washington	DC	20005	The National Business Aviation Association	
Paul Allen Paul Jr.	Chase	MD	21027	Bowley's Quarters Community Association	President
Paul L. Shank				MDOT MAA - Division of Planning and Engineering	Chief, Division of Planning & Engineering
Robert Bendler	Baltimore	MD	21220	Essex Middle River Civic Council	President
Robin Bowie				MDOT MAA - Office of Environmental Services	Director of Environmental Services
Rocky Jones	Baltimore	MD	21220	Essex Middle River Civic Council	
Ron Walper	Chase	MD	21027	Bowley's Quarters Community Association	
Royce Bassarab				MDOT MAA - Noise Program	Noise Program SME
Ryan Agan				MDOT MAA - Martin State Airport Operations and Maintenance	
Sgt. Brandon Branham	Baltimore	MD	21220	Baltimore County Police Department - Aviation Unit	
Shawn Ames				MDOT MAA - Division of Planning and Engineering	Deputy Director of Planning

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary
Ricky D. Smith, Sr.
Executive Director

January 14, 2021

The Honorable Richard K. Impallaria
House Office Building, Room 411
6 Bladen St.
Annapolis, MD 21401

Dear Delegate Impallaria:

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) is in the process of updating the Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for Martin State Airport (MTN). We would like to advise you that MDOT MAA will conduct a Public Workshop and Public Hearing pursuant to the Annotated Code of Maryland Transportation Article Section 5-806(b) on the proposed ANZ.

The purpose of the Public Workshop and Public Hearing is to afford all interested persons the opportunity to learn, ask questions, and comment on the ANZ. The proposed MTN ANZ is scheduled to be incorporated by reference into the Code of Maryland Regulations (COMAR) and will then be used to control incompatible land development.

The Public Workshop and Public Hearing on the MTN ANZ is scheduled for January 26, from 6:00 p.m. to 8:00 p.m. The Public Workshop will begin with a brief presentation, followed by a Questions and Answers session. The presentation will present the contour maps depicting the current and proposed boundaries of the ANZ, and will include an overview of the ANZ update process. Representatives of MDOT MAA will be available to answer questions and discuss points of interest during the Questions and Answers session. Following the Public Workshop, the Public Hearing will begin promptly at 7:00 p.m. During this time, formal comments from the public will be recorded before a hearing officer. Information about registration for the Public Workshop and Public Hearing, in addition to the ANZ study, is available at www.maacommunityrelations.com.

If you have any questions, comments or concerns, please feel free to contact Mr. Bruce Rineer, Manager, Noise Section at BRineer@bwiairport.com or 410-859-7813. Mr. Rineer will be happy to assist you.

Sincerely,

Ricky D. Smith, Sr.

Ricky D. Smith, Sr.
Executive Director

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary
Ricky D. Smith, Sr.
Executive Director

January 14, 2021

The Honorable John Olszewski, Jr.
Baltimore County Executive
400 Washington Avenue
Towson, MD 21204

Dear County Executive Olszewski:

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) has begun the process of updating the Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for Martin State Airport (MTN). In an effort to keep Baltimore County advised of this on-going process, the Baltimore County Department of Planning was invited to participate in our Stakeholder Advisory Committee (SAC), which convened on September 12, 2019 and January 14, 2020, to solicit input, review materials, and provide a means to disseminate study findings. Mr. Joseph Fraker, Community Planner with the Department of Planning, attended both meetings. The Maryland Aviation Commission has given its approval to move forward with the certification process.

The ANZ contour is determined by a composite of three Day/Night Average Sound Level (DNL) contours: a base year contour, a 5-year post certification forecast contour (2025), and a 10-year post certification forecast contour (2030). The largest of the three contours in any area around the Airport determines the Noise Zone. The 2020 ANZ is shown on the attached Executive Summary. The 2020 ANZ contains 411 acres, a 4% increase from the previous ANZ. This increase is attributed in part to increased operations and the future condition of the runway layout for Runway 15/33, which may reconfigure each end of the existing runway for civilian aircraft.

Code of Maryland Regulation (COMAR) Section 5-805(c)(2), states "Before the Executive Director approves any assessment or plan, the Executive Director shall furnish it to the chief executive officer and the zoning board of any affected political subdivision and give them an opportunity to comment." The Executive Summary for the 2020 MTN ANZ is enclosed for your review and comments. The full 2020 MTN ANZ is available for download at: www.maacommunityrelations.com/content/anznoiseupdate/mtnanz.php. MDOT MAA will also hold a public workshop and hearing on the MTN ANZ on January 26 from 6:00pm to 8:00pm. Registration for the workshop and hearing can also be found on the Community Relations website.

PO Box 8766, BWI Airport, Maryland 21240-0766 | 410.859.7100 | 800.435.9294 | Maryland Relay TTY 410.859.7727 | marylandaviation.com

Your comments are requested by February 14. Once you have had an opportunity to review the information, you or your staff should feel free to contact Mr. Bruce Rineer, Manager, Noise Section at BRineer@bwiairport.com or 410-859-7813, with any questions or comments you may have. Of course, you should not hesitate to contact me directly if you have any concerns.

Sincerely,

Ricky D. Smith, Sr.

Ricky D. Smith, Sr.
Executive Director

Attachment

cc: Mr. W. Carl Richards Jr., Supervisor, Zoning Review
Mr. Joseph Fraker, Community Planner, Baltimore County Department of Planning
Ms. Darline Terrell-Tyson, Acting Director, Office of Environmental Services, MDOT MAA
Mr. Al Pollard, Chief, Division of MTN Operations & Maintenance, Martin State Airport

MARYLAND DEPARTMENT OF TRANSPORTATION
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Larry Hogan
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Lt. Governor
Gregory Slater
Secretary
Ricky D. Smith, Sr.
Executive Director

January 14, 2021

W. Carl Richards Jr.
Supervisor, Zoning Review
Baltimore County
111 West Chesapeake Avenue, Room 124
Towson, Maryland 21204

Dear Mr. Richards:

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) has begun the process of updating the Airport Noise Zone (ANZ) and Noise Abatement Plan (NAP) for Martin State Airport (MTN). In an effort to keep Baltimore County advised of this on-going process, the Baltimore County Department of Planning was invited to participate in our Stakeholder Advisory Committee (SAC), which convened on September 12, 2019 and January 14, 2020, to solicit input, review materials, and provide a means to disseminate study findings. Mr. Joseph Fraker, Community Planner with the Department of Planning, attended both meetings. The Maryland Aviation Commission has given its approval to move forward with the certification process.

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Sincerely,

Ricky D. Smith, Sr.

Ricky D. Smith, Sr.
Executive Director

Attachment

cc: The Honorable John Olszewski, Jr., Baltimore County Executive
Mr. Joseph Fraker, Community Planner, Baltimore County Department of Planning
Ms. Darline Terrell-Tyson, Acting Director, Office of Environmental Services, MDOT MAA
Mr. Al Pollard, Chief, Division of MTN Operations & Maintenance, Martin State Airport

Malcolm Mossman

From: Malcolm Mossman
Sent: Thursday, January 14, 2021 4:08 PM
To: [redacted]
Subject: Martin State (MTN) ANZ Update Public Workshop

Dear [redacted],

This e-mail serves as an invitation from the Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) to attend the public hearing and public workshop for the Martin State Airport (MTN) Airport Noise Zone (ANZ) update. As a member of the SAC, you provided vital input during the MTN ANZ update process. Now, MDOT MAA would like to provide you and your colleagues an opportunity to review the draft document.

Due to the ongoing COVID-19 pandemic, the MTN ANZ update public workshop and public hearing will be held virtually on **Tuesday, January 26. The public workshop portion will begin promptly at 6:00 p.m. and the public hearing will follow at 7:00 p.m.**

The purpose of the public workshop and public hearing is to afford all interested persons the opportunity to learn, ask questions, and comment on the ANZ. The public workshop will begin with a brief presentation, followed by a Questions and Answers session. The presentation presents the contour maps depicting the current and proposed boundaries of the MTN ANZ. It also provides an overview of the ANZ update process. Representatives of MDOT MAA will be available to answer questions and discuss points of interest during the Questions and Answers component of the public workshop. The public hearing is one method to provide official public comment on the document. Written statements, in lieu of or in addition to an oral comment at the hearing, may be submitted to Mr. Bruce Rineer at BRineer@bwiairport.com until 5:00 p.m. on February 14.

The MTN ANZ update document, along with supplemental materials and registration information concerning the public workshop and public hearing are available at the MAA Community Relations website: https://maacommunityrelations.com/. Please share registration information with others who would be interested in attending. Meeting details are below:

Date: Tuesday, January 26
Time:
6:00 pm – Public Workshop
7:00 pm – Public Hearing

If you have any questions about the meeting or need technical support, please contact Tim Cooke at 443-603-3730 or via email at timc@assedollc.com.
If you have any questions or comments about the project prior to the January 26 meeting, please contact Bruce Rineer at BRineer@bwiairport.com. We look forward to everyone's participation. In the meantime, please continue to keep you and your family safe.

Regards,
Malcolm Mossman

Malcolm Mossman, AICP
Planner II/Outreach Specialist
Assedo Consulting, LLC

To: MDOT MAA
From: HMMH/Assedo Consulting
Date: January 8, 2021
Updated: January 19, 2021
Re: COVID-19 Library Operating Status

Prepared by Tim Cooke, Assedo Consulting

Executive Summary:

Due to the on-going global pandemic, libraires in Baltimore City, Baltimore County, Harford County, Howard County, and Anne Arundel County are operating with curb side only pickup. The libraries are currently not open to the public.

Curb side pickup at libraires listed in this table is similar to what other restaurants and stores have implemented during COVID-19. The customer reserves the book(s) online and a staff member takes the book(s) out to the customer's car.

At most libraries, only books with an International Standard Book Number (ISBN) number can be checked out (pre-COVID and during COVID-19). Magazines, daily newspapers, and other reference books are not available for curbside pickup.

The ANZ document does not have an ISBN number and thus cannot be checked out. If libraires were fully opened, customers would be able to read the ANZ document at the library but would not be able to check it out.

Anne Arundel County libraries were scheduled to open at 25% capacity on Tuesday, January 19th but remain closed. After a discussion on January 19th, they notified us that this re-opening has been pushed to February 1st. If they do re-open, they have told us that they are able to house copies of the ANZ.

All other counties are curb side only through at least February 1, 2021.

Library System	Call Notes	Additional Web Research Information
Anne Arundel County Library (Linthicum, Severn, Brooklyn Park, Riviera Beach, Glen Burnie Regional, Severna Park)	• 12/15/2020: Called General Administrative line for Anne Arundel County Library System @ (410) 222-7371. Spoke with an operator who confirmed all branches are closed for in-person visits. There is nothing online to hope public documents as far as the operator knew, but thinks that documents can be made available to the public despite the facilities being closed. Transferred to Catherine Hollerbach, Chief of Public Services and Branch Management at Anne Arundel County Public Library. Left voicemail inquiring about the availability of public documents during current facility closure, and requested call back. • 12/18/2020: Called General Administrative line for Anne Arundel County Library System @ (410) 222-7371. Spoke with an operator and explained that I was following up on previous call regarding public documents, and that I had not gotten a call back from Catherine Hollerbach. The operator stated she would send an email to Ms. Hollerbach to request a call back to me. The operator also transferred me to Head of PR, Christine Feldman, who she stated would likely have information public documents. No answer, left voicemail inquiring about the availability of public documents during current facility closure, and requested call back. • 12/18/2020: Received call back from Christine Feldmann @ (410) 222-2523. She explained that Anne Arundel libraries did have an arrangement this year for a County Development Plan public document that was made available through appointments for visitors.	Branches CLOSED, curbside ONLY, through 2/1

	Appointments are for any visitor of the library to check out books, use computers, etc. and could be used to view public documents. Appointments will become available again starting January 19, 2021 at all 16 Anne Arundel library branches and can be scheduled by calling the branch you would like to visit. Reopening of appointments could be pushed back if the COVID situation worsens. To make BWI docs available, we can email her: cfeldmann@aacpl.net. • 01/19/2021: Spoke with Mrs. Feldmann regarding 25% capacity/appointments in the library re-opening. That has been pushed to January 31st at the earliest.	
Howard County Library (East Columbia, Central, Elkridge, Miller, Savage)	• 12/15/2020: Spoke with Lewis Belfont, Chief Operating Officer of Public Services for Howard County Library System @ (410) 222-7371. He confirmed all branches are closed for in-person visits. Public documents for viewing cannot be accommodated currently. He thinks that take-home documents could be distributed by branches. He also stated there is no way to accommodate the public documents online at this time. • 01/04/2021: Re-confirmed that Howard County libraries can not accommodate the document for curb side delivery.	Branches completely CLOSED due to COVID-19 outbreak at in the Howard County Library system. No-reopening time given.
Baltimore County Library (Arbutus, Essex, North Point)	• 12/15/2020: Called General Administrative line for Baltimore County Library System @ (410) 887-6100. Chose option to speak with Director's Office. No answer, left voicemail inquiring about the availability of public documents during current facility closure, and requested call back. • 12/18/2020: Called General Administrative line for Baltimore County Library System @ (410) 887-6100. Chose option to speak with	Branches CLOSED. (through New Year); curb side resumes 1/2

Baltimore City	Director's Office. No answer, left voicemail inquiring about the availability of public documents during current facility closure, and requested call back. • 12/18/2020: Called Towson Branch of Baltimore County Library System @ @ (410) 887-6166. Spoke with library branch staff who were not familiar with any protocols for public documents at this time. Recommended contacting the library system's dept. of PR/Marketing for more information. • 12/18/2020: Called Baltimore County Library Dept. of PR/Marketing @ (410) 887-6196. No answer, left voicemail inquiring about the availability of public documents during current facility closure, and requested call back. • 01/04/2021: Called and left messages with all contacts from December to re-confirm that Baltimore County libraries can not accommodate the document for curb side delivery. • 12/17/2020 Automated message via Baltimore City Public Libraries 311 service. Message left, no call back • 01/05/2021 Automated message via 311 system. Message left again with no response	Branches CLOSED, curbside ONLY, through 2/1
Harford County	• 12/18/2020 Automated message via Harford County Public Libraries Communications. Message left, no call back • 01/05/2021: Called and left messages with all contacts from December to re-confirm that Harford County libraries can not accommodate the document for curb side delivery.	Branches CLOSED, curbside ONLY, through 2/1

Attendee Report
Martin State Airport - Airport Noise Zone Update Public Workshop & Hearing

Webinar ID	Actual Start Date/Time	Duration
660-947-043	01/26/2021 05:04 PM EST	2 hours 57 minutes

Last Name	First Name	Zip/Postal Code	Organization
Ayres	Marsha	21220	Bowleys Quarters Improvement Assn.
Bassarab	Royce	21090	MDOT MAA
Branham	Brandon (Sgt)	21220	Baltimore County Police Department Aviation Team
Davies	Judy	21237	Nottingham Improvement Association
Girard	Brent	20850	U.S. Senator Chris Van Hollen
Hillman	Jessie	21204	Baltimore County Dept of Planning
Hughes	Kimberly	22301-2750	HNTB
Ireton	Joseph	21220	Maryland State Police Aviation Command
Jones	William	21221	Essex Middle River Civic Council
Metzgar	Delegate Ric	21401	House of Delegates
Perla	Lisa	21220	
Pinegar	Caroline	22206	HNTB
Thomas	Ronda	21228	
Wagenfeiler	Nikolaus	21078	MidwestATC
Beidle	Pamela	21401	Maryland State Senate
Gartner	Bruce	21043	Howard County Administration
Girard	Brent	20850	U.S. Senator Chris Van Hollen
Jung	Deb	21044	
Lynch	Timothy	21220	
Thomas	Ronda	21228	



Martin State Airport (MTN)
Airport Noise Zone (ANZ) Update
Public Workshop & Hearing

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION



Virtual Public Workshop Plan & Procedures

Tonight's virtual public workshop will operate similarly to an in-person meeting, and will **be recorded**.

Public Workshop Procedures:

- The workshop will begin with a brief presentation followed by an opportunity for attendees to ask MDOT MAA questions about the study.
- To ask a question:
  - Use the "Raised Hand" feature on the screen and an administrator will unmute your microphone, or
  - You can ask (type) the question in the chat box
- We will take questions this evening until 6:55 p.m.
- If you experience technical difficulties:
  - Please let us know in the chat box
  - Log off, and log back in
  - We recommend having only one web browser open for the duration of the meeting, and to close all other programs on your computer, if possible.

BWI Baltimore/Washington International Thurgood Marshall Airport

MARTIN STATE AIRPORT 2



Agenda

- MDOT MAA Introduction
- Public Workshop
  - Presentation
  - Q&A
- Break
- Public Hearing (7PM-8PM)

BWI Baltimore/Washington International Thurgood Marshall Airport

MARTIN STATE AIRPORT 3

Maryland Airport Noise Zone (ANZ) Regulations

- Maryland Environmental Noise Act of 1974
  - Intended to minimize aircraft noise impacts and prevent incompatible land development around airports
- Code of Maryland Regulations (COMAR) requires MDOT MAA to complete an ANZ update for MTN every five years
- Noise impact determined by Day-Night Average (DNL/Ldn) composite contours:
  - Base year
  - 5-year post certification forecast
  - 10-year post certification forecast
- The ANZ represents the largest extent of the annual contours for each study year

BWI Baltimore/Washington International Thurgood Marshall Airport

MARTIN STATE AIRPORT 4

ANZ Update Scope and Process

- Establish Stakeholder Advisory Committee (SAC)
- Prepare base year, 5-year, 10-year forecast contours
- Compile composite Airport Noise Zone (ANZ)
- Prepare inventory of existing land use
- Update the Noise Abatement Plan
- Obtain approval from MAC to circulate proposed ANZ Update

Completed

- **Conduct public workshop/hearing**
- Submit final ANZ to MAC for approval and MDOT MAA Executive Director certification



BWI Baltimore/Washington International Thurgood Marshall Airport

MARTIN STATE AIRPORT 5

Airport Noise Zone (ANZ) Study Update Elements

Airport Noise Zone (ANZ)	Noise Abatement Plan (NAP)
Means to identify and control incompatible land development around MTN Comprised of the largest extent of the annual Day-Night Average (DNL/Ldn) composite contours for each study year (2019 base, 2025 and 2030 forecast)	Prescribes measures to monitor and reduce or eliminate impacted land use areas to the extent feasible, while maintaining efficient airport operations

BWI Baltimore/Washington International Thurgood Marshall Airport

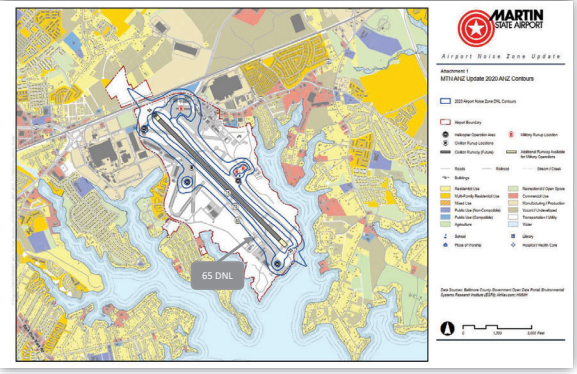
MARTIN STATE AIRPORT 6

Stakeholder Advisory Committee (SAC) Roles and Responsibilities

- The SAC serves in an advisory role to the MDOT MAA solely for purposes of the MTN ANZ update process
  - Review of study inputs, assumptions, analyses, documentation, etc.
  - Input, advice, and guidance related to Noise Abatement Plan
- SAC members are expected to provide two-way communication between the SAC and their organizations / constituents
- MDOT MAA shall respect and consider SAC input, but retains overall responsibility for the MTN ANZ update

7

2020 MTN ANZ Contours



Noise contours modeled for existing (2019) and future (2025 and 2030) scenarios

2020 ANZ is 411 acres
- 96% on MDOT MAA property
- Remains entirely over compatible land uses (no impacts to noise-sensitive land uses)

8

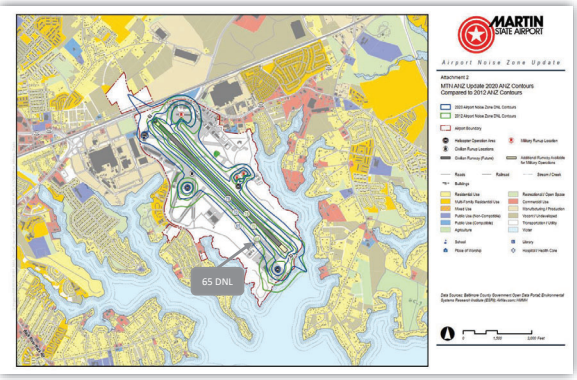


2020 MTN ANZ

2020 Airport Noise Zone DNL Contours
Airport Boundary
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway (Future)
Additional Runway Available for Military Operations
Roads
Railroad
Stream / Creek
Buildings
Residential Use
Recreational / Open Space
Multi-Family Residential Use
Commercial Use
Mixed Use
Manufacturing / Production
Public Use (Non-Compatible)
Vacant / Undeveloped
Public Use (Compatible)
Transportation / Utility
Agriculture
Water
School
Library
Place of Worship
Hospital / Health Care

9

Comparison of 2020 ANZ to Previous ANZ



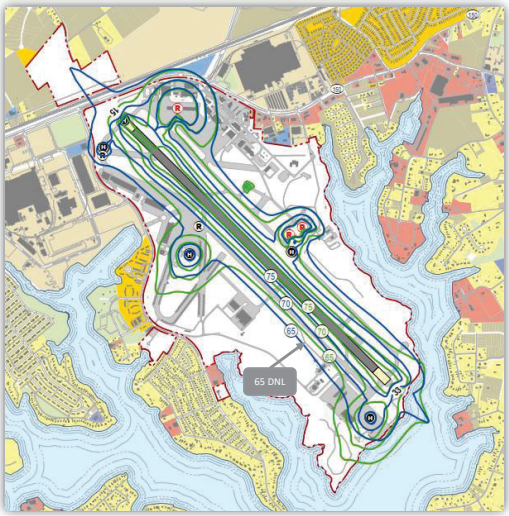
- 2020 ANZ is 4% larger than 2012 ANZ

Changes attributable to:

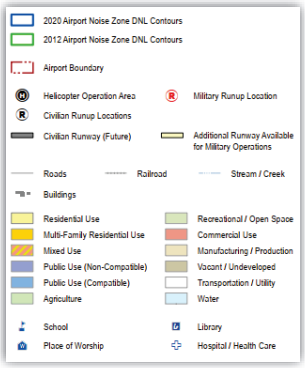
- Increased operations
- Future configuration of the runway layout for Runway 15/33 (may reconfigure each end of the existing runway for civilian aircraft)
- Noise model updates

10

Comparison of 2020 ANZ to Previous ANZ



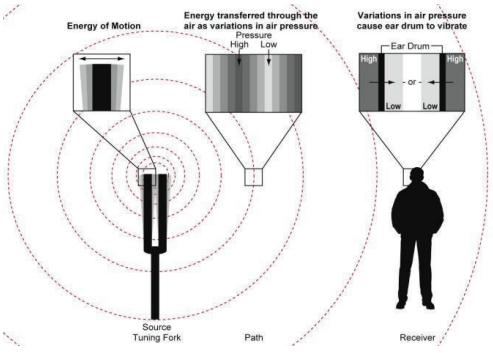
Comparison of 2020 ANZ to Previous ANZ



11

Noise Fundamentals: Sound vs. Noise

- Sound is pressure variation our ears can detect
  - An objective quantity
- Noise is "unwanted sound"
  - A subjective quantity
- We relate sound and noise by considering effects
  - Annoyance
  - Speech interference
  - Sleep disruption



12

Noise Fundamentals: The Decibel Scale

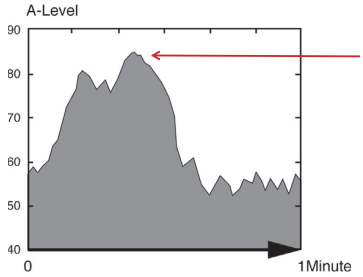
- We use a *logarithmic* scale – *decibels, or dB* to express sound levels and noise levels
- *Why?*
  - We hear sound pressures over a HUGE range
  - Decibels compress this range to match the way we interpret sound pressures
    - 0 to 140 dB
    - -00000003 to -03 lbs. per sq. inch (psi)
  - *We "hear" in decibels*.

"Energy"	dB	Common sounds
100,000,000,000,000	140	Near a jet engine at start of takeoff
10,000,000,000,000	130	Threshold of pain
1,000,000,000,000	120	On stage at a loud rock concert
100,000,000,000	110	
10,000,000,000	100	Jack hammer at 6 feet
1,000,000,000	90	
100,000,000	80	Vacuum cleaner at user's ear
10,000,000	70	Vacuum cleaner at 10 feet
1,000,000	60	Normal speech
100,000	50	
10,000	40	Quiet residential area
1,000	30	
100	20	Whisper
10	10	
1	0	Threshold of hearing
0.1	-10	

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Noise Fundamentals: Single Event Noise Metrics

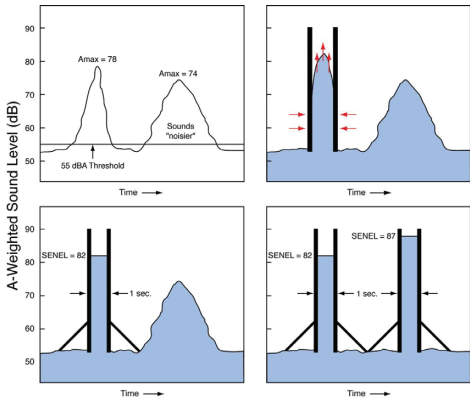
- The simplest way to describe a discrete noise "event" is its maximum sound level, abbreviated as Lmax



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Noise Fundamentals: Single Event Noise Metrics

- Sound Exposure Level (SEL) measures the total "noisiness" of an event by taking duration into account
- Duration matters: A longer event may seem "noisier," even if it has a lower or equal maximum level

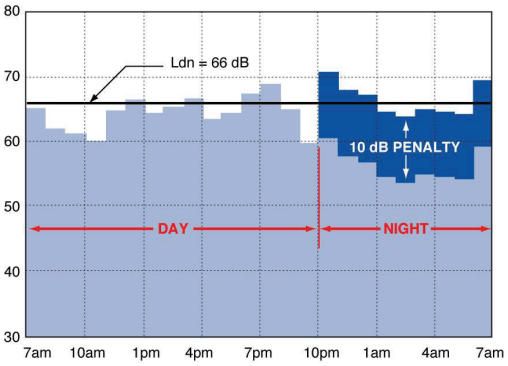


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Noise Fundamentals: Cumulative Exposure Metric

Day-Night Average Level (DNL)

- Describes 24-hour exposure
- Noise from 10 pm to 7 am is factored up by 10 dB
  - "Penalty" is equal to counting each night aircraft 10 times
- DNL is abbreviated as Ldn (as defined in COMAR)



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COMAR Requires Modeling

- **Sec. 11.03.03.02.**
  - *§C. Development of noise contours of equal noise exposure are to be determined using a prediction method in accordance with the procedures of §D, below. Measurements, undertaken in accordance with the procedure of §E of this regulation, may be used to confirm the locations of contours of equal noise exposure.*

Source: http://www.dsd.state.md.us/comar/comarhtml/11/11.03.03.02.htm

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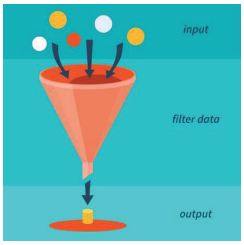
Noise Modeling Process

- Study years for this ANZ Update: 2019, 2025, 2030
- Analyze existing radar data
- Base Year (2019)
  - Determined base year AEDT inputs
  - Developed base year conditions and DNL contours
- Forecast Years (2025 and 2030)
  - Determined 5 and 10-year forecast AEDT inputs
    - Use of operations forecasts as published in the 2018 FAA Terminal Area Forecast
  - Developed 5-year and 10-year forecast DNL Contours

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Noise Model Inputs

- Aviation Environmental Design Tool (AEDT)- noise modeling software
- AEDT requires input data in three categories:
  1. Aircraft noise and performance data
  2. Airport physical inputs
  3. Aircraft operational data
     - Number of aircraft operations
     - Aircraft fleet mix
     - Day-night split of operations
     - Runway utilization
     - Flight track geometry and utilization



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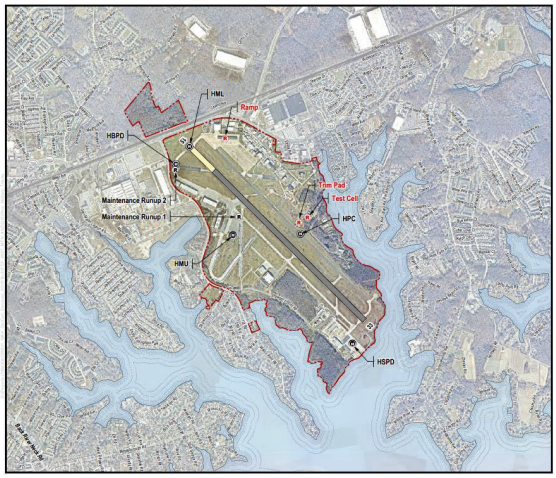
Physical Input Requirements

- Runway layout (including displaced landing or takeoff thresholds)
- Flight tracks
- Airport elevation
- Airport weather
  - Temperature
  - Relative humidity
- Related requirements:
  - runway use rates
  - flight track use rates



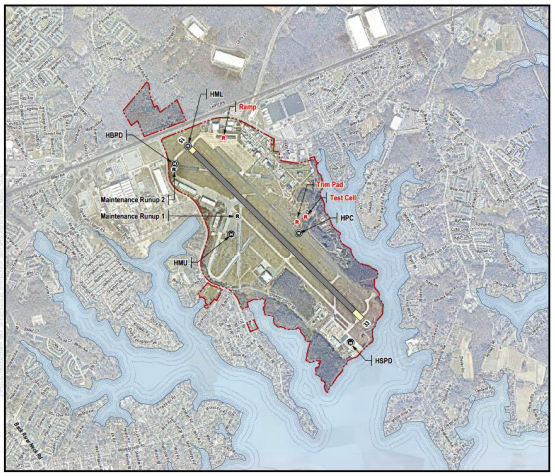
Photo Source:
https://www.martinstateairport.com/content/airserv/photos/genphotos.html

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MARTIN STATE AIRPORT
Airport Noise Zone Update
Figure 1
Existing (2019) Runway Layout

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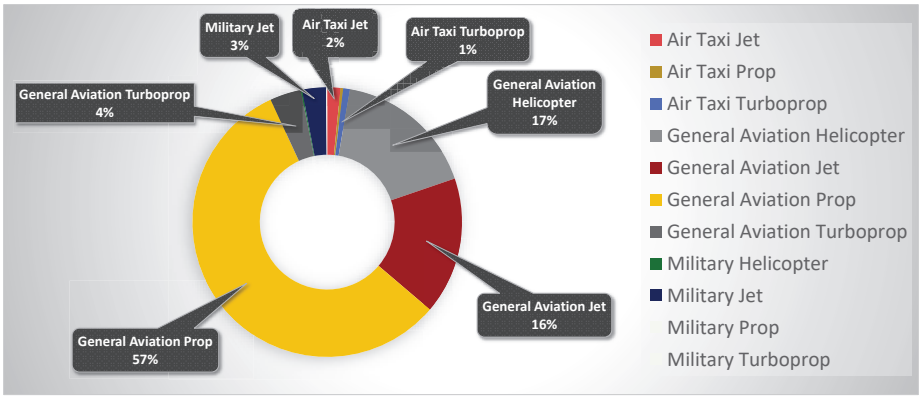
Baseline and Future Operations Levels

Year	Itinerant Operations				Local Operations		Total
	Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	
2019	0	2,173	37,153	1,893	38,756	645	80,620
2025	0	2,173	38,021	1,893	40,506	645	83,238
2030	0	2,173	38,761	1,893	42,023	645	85,495

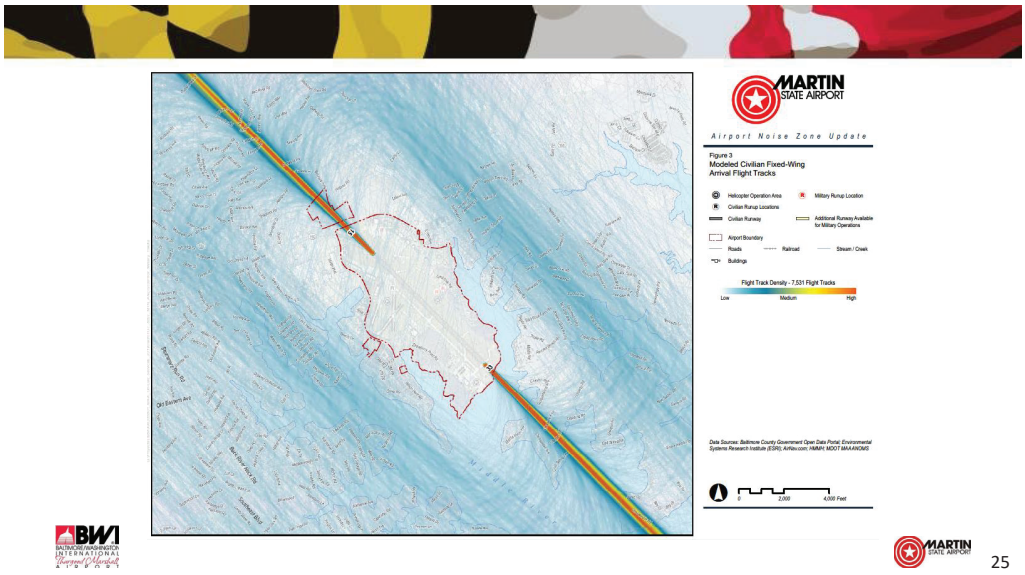
Source: FAA, 2018 Terminal Area Forecast (TAF)

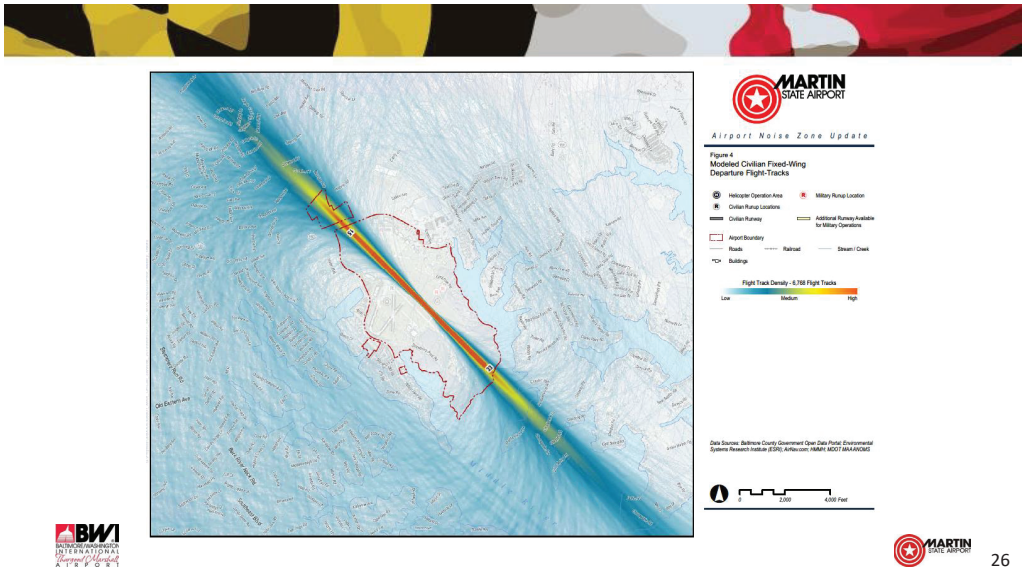
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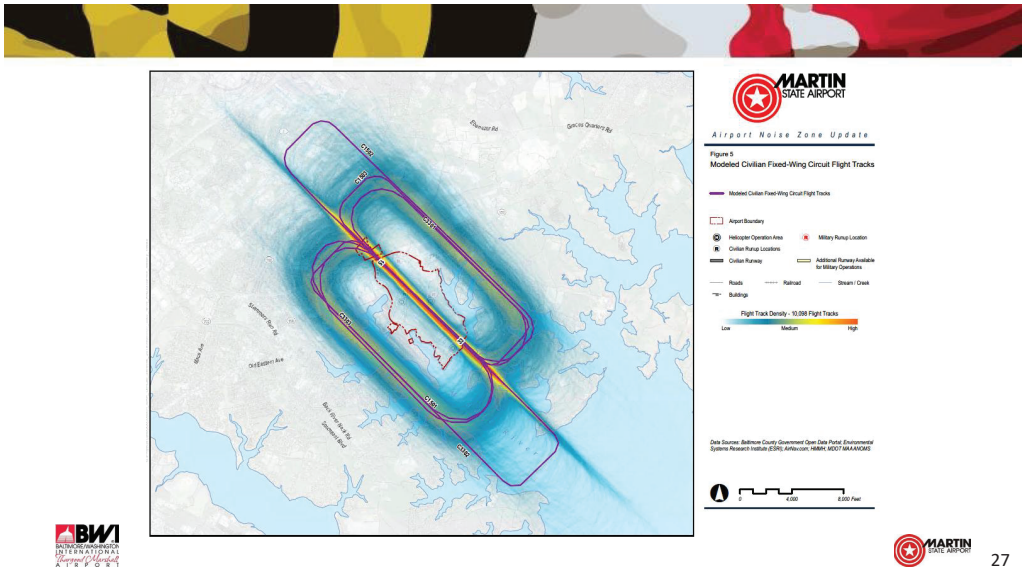
Distribution of Operations by Aircraft Type



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MARTIN STATE AIRPORT
Airport Noise Zone Update
Figure 3
Modeled Civilian Fixed-Wing Arrival Flight Tracks
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway
Additional Runway Available for Military Operations
Airport Boundary
Roads
Railroad
Stream / Creek
Buildings
Flight Track Density - 7,531 Flight Tracks
Low
Medium
High
Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH; MDOT MAA-NOMS
0
2,000
4,000 Feet
BWI BALTIMORE/WASHINGTON INTERNATIONAL Thurgood Marshall AIRPORT
MARTIN STATE AIRPORT
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MARTIN STATE AIRPORT
Airport Noise Zone Update
Figure 4
Modeled Civilian Fixed-Wing Departure Flight-Tracks
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway
Additional Runway Available for Military Operations
Airport Boundary
Roads
Railroad
Stream / Creek
Buildings
Flight Track Density - 6,768 Flight Tracks
Low
Medium
High
Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH; MDOT MAA-NOMS
0
2,000
4,000 Feet
BWI BALTIMORE/WASHINGTON INTERNATIONAL Thurgood Marshall AIRPORT
MARTIN STATE AIRPORT
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MARTIN STATE AIRPORT
Airport Noise Zone Update
Figure 5
Modeled Civilian Fixed-Wing Circuit Flight Tracks
Modeled Civilian Fixed-Wing Circuit Flight Tracks
Airport Boundary
Helicopter Operation Area
Military Runup Location
Civilian Runup Locations
Civilian Runway
Additional Runway Available for Military Operations
Roads
Railroad
Stream / Creek
Buildings
Flight Track Density - 10,098 Flight Tracks
Low
Medium
High
Data Sources: Baltimore County Government Open Data Portal; Environmental Systems Research Institute (ESRI); AirNav.com; HMMH; MDOT MAA-NOMS
0
4,000
8,000 Feet
BWI BALTIMORE/WASHINGTON INTERNATIONAL Thurgood Marshall AIRPORT
MARTIN STATE AIRPORT
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MTN Noise Abatement Plan

- The NAP is comprised of two parts
  - Efforts MDOT MAA is taking to mitigate noise
  - Voluntary aircraft operating procedures
- Includes multiple elements
  - Prescribed noise abatement procedures
  - Process for addressing community noise complaints
  - Airport Zoning Permitting and Board of Airport Zoning Appeals* Procedure

** BAZA Members appointed by the Governor*

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Updated Noise Abatement Plan Summary

Noise Abatement

- **Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) Departures**
  - VFR Piston-engine Aircraft: Runway 15/33 – Unless otherwise instructed by ATC, aircraft fly runway heading to 1000' Mean Sea Level (MSL) prior to turning to the ATC approved on-course heading or crosswind leg of the traffic pattern.
  - VFR Turbine Powered Aircraft: Runway 15/33 – Unless otherwise instructed by ATC, aircraft shall fly runway heading to 1,500' MSL prior to turning to the ATC approved, on-course heading or crosswind leg of the traffic pattern.
  - VFR Helicopter Departures: Unless operating under a Letter of Agreement (LOA) with MTN ATC specifying otherwise, helicopters shall climb to 500' AGL on initial departure heading before turning on-course.
  - All IFR Departures: IFR departures shall be accomplished in accordance with ATC direction or clearance.
- **VFR and IFR Arrivals and Traffic Patterns**
  - VFR and IFR aircraft approach should, to the maximum extent feasible, maintain the highest practical altitude, commensurate with flight and ATC procedures in order to minimize aircraft noise exposure to communities underlying the final approach courses.
- **Closed Traffic Patterns**
  - A left-hand traffic pattern shall be used at MTN unless otherwise directed by ATC. Piston fixed-wing aircraft should fly runway heading until reaching 1,000' MSL prior to turning to the crosswind leg of the traffic pattern. Turbine aircraft should fly runway heading until reaching 1,500'MSL prior to turning to the crosswind leg of the traffic pattern.
- **Touch-and-Go or Practice Approaches**
  - No touch-and-go and/or practice approaches or practice landings are permitted between 10:00 p.m. to 6:00 a.m. daily unless approved by MTN Operations and Maintenance staff.

Noise Mitigation

- Airport Noise Zone
- Control of Incompatible Development
- Noise Concerns
- Maryland Air National Guard (MDANG) Noise Barriers
- Aircraft Maintenance Engine Run-up Areas

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MTN Noise Abatement Plan

- Originally adopted in 1984, updated in 1987, reviewed and approved with no changes in 2012.
- Includes:
  - Airport Noise Zone
  - Zoning permit and appeals process
  - Complaint procedures
  - MDANG noise barriers
  - Aircraft maintenance engine run-up areas
  - Departure and arrival traffic procedures
  - Closed traffic patterns
  - "Touch-and-Go" restrictions

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Public Notice and Review

Proposed Action (updating COMAR) was published in the Maryland Register.

Public notice was provided via posting in:
- Baltimore Sun
- Dundalk Eagle
- The Avenue News

SAC members and Maryland State and Local elected officials were notified directly.

Document is available for public review electronically at MDOT MAA Community Relations website: www.maacommunityrelations.com

Public Comments
- During the Public Hearing each individual will be allocated two minutes to make a comment.
- Written statements, in lieu of or in addition to an oral comment at the hearing, may be submitted to Mr. Bruce Rineer at BRineer@bwiairport.com until 5:00 p.m. on February 14, 2021

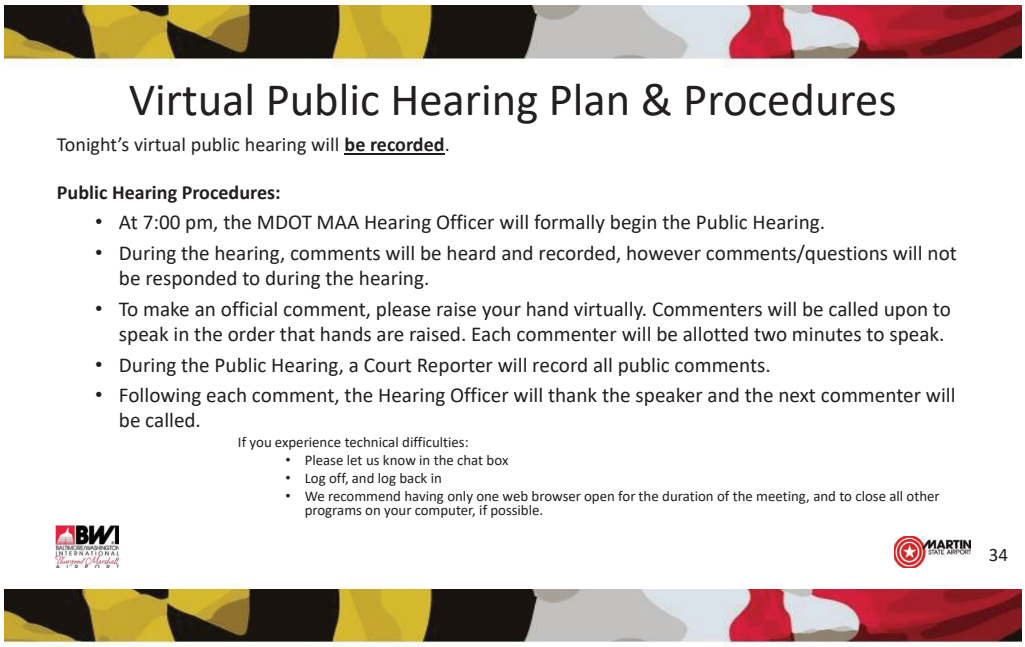
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QUESTIONS AND ANSWERS

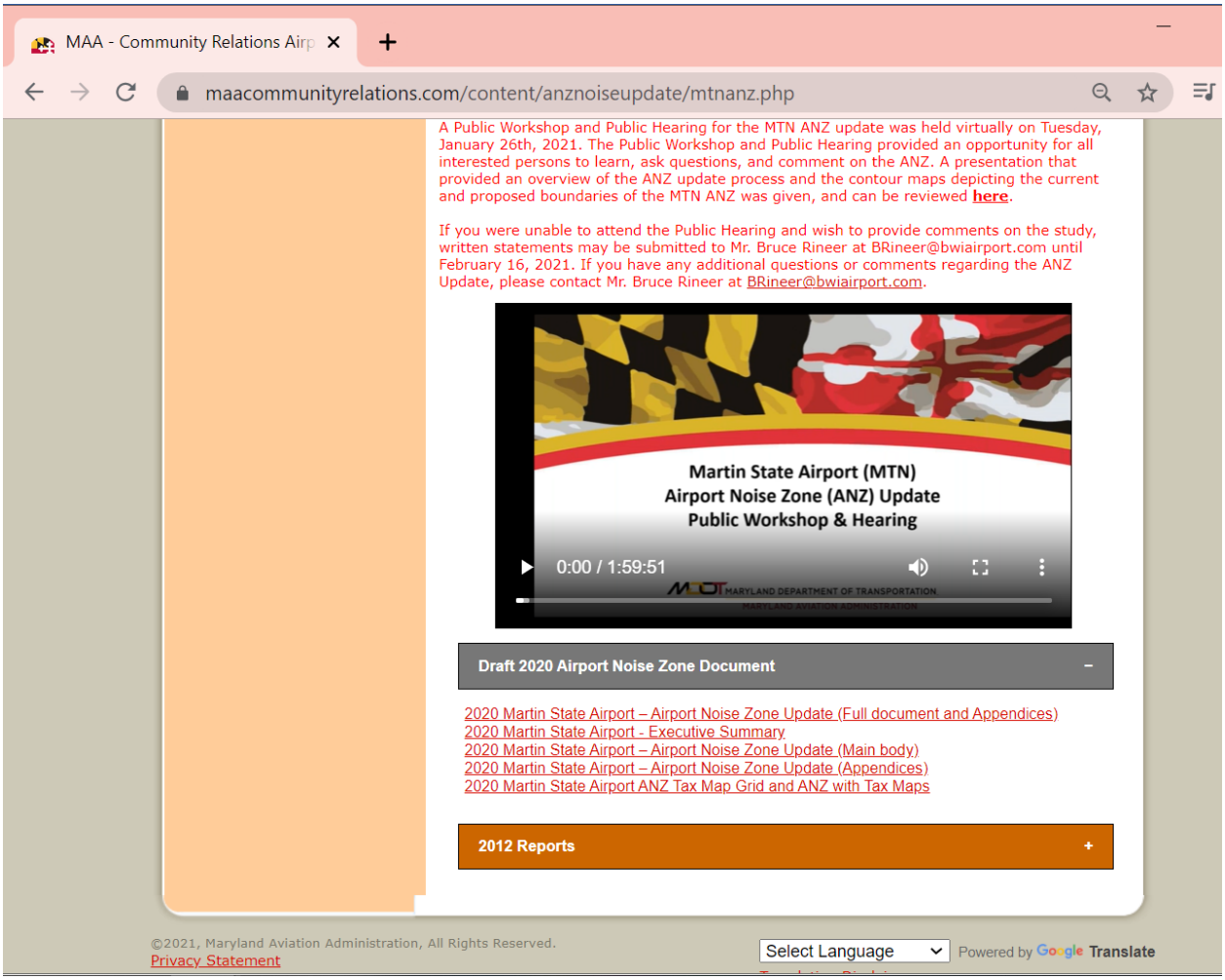


BREAK
PUBLIC HEARING WILL BEGIN AT 7:00 PM



PUBLIC HEARING
(COMMENTS LIMITED TO TWO MINUTES PER PARTICIPANT)

MAA Community Relations Website



MARTIN STATE PUBLIC WORKSHOP

AND PUBLIC HEARING

held via GoToWebinar

Tuesday, January 26, 2021

Hosts: Joy Hamilton and Bruce Rineer

P R O C E E D I N G S

MS. HAMILTON: Good evening. I wanted to welcome you back. For those of you who are just joining us, you are joining the public hearing comment session for Martin State Airport's Airport Noises Zone ANZ update public hearing.

Please do know that this session is being recorded. I will turn it over now to our hearing officer Ms. Darline Terrell-Tyson.

We might be having a technical difficulty at this moment, but I will just run through a bit while Darline gets settled in there.

So tonight's public hearing will be recorded and during the hearing we will hear and record comments and questions, but they will not be responded to during the hearing.

Hi Darline. We're having a bit of difficulty hearing you, Darline. I don't think that we can hear you. I wasn't sure if it was just me having trouble, but I don't think we can. So I'm wondering whether or not I could have another member of the state team, maybe Bruce, read through our opening for the hearing.

MR. RINEER: Sure. Hi, again, I'm Bruce Rineer with MDOT/MAA, and I am with the Office of Environmental Services in the -- I'm sorry, I wasn't prepared. I was just kind of kicking back.

So this is the public hearing portion. During this hearing comments will be heard and recorded, however, comments and questions will not be responded to during the hearing. To make an official comment, please raise

your hand virtually and commenters will be called upon to speak in the order that their hands are raised. Each commenter will be allowed two minutes to speak.

During the public hearing a court reporter will record all public comments. Following each comment, I will thank the speaker and then the next commenter will be called.

If you experience any difficulty, please let us know either by raising your hand or logging off and logging back on. And so I'll look and see if anybody would like to make a comment.

MS. HAMILTON: Yeah, so I actually -- if you want to, Bruce, we'll keep tabs on that, and we actually have someone on deck to start out.

We'll be starting with Mr. William Jones. Thank you. And then we want to make sure that we can hear Mr. Jones.

Mr. Jones, you'll be given two minutes.

MR. WILLIAM JONES: I don't know why that keeps happening. I didn't do anything.

MR. RINEER: Okay.

MS. HAMILTON: So, Mr. Jones, you do not need your two minutes or would you like it?

MR. WILLIAM JONES: No, I do not need it.

MS. HAMILTON: Very good.

MR. WILLIAM JONES: I don't need it. Sorry.

MS. HAMILTON: Okay. Thank you, sir. Right this minute we don't have anybody on deck.

MR. RINEER: We'll mute and stand by. If anybody has any -- and we will be available for the next hour. So that's it.

(Standby.)

MS. HAMILTON: Good evening folks, just a reminder that you are attending the public hearing for the Martin State Airport Noise Zone for the ANZ update. Please let us know if you have a comment that you would like to make on the record. Thank you.

(Standby.)

MS. HAMILTON: Just a reminder that you are attending the public hearing for Martin State Airport ANZ update. This is an opportunity to offer comment about the ANZ update on the record. Thank you.

(Standby.)

MS. HAMILTON: Hello, just a

reminder you are currently attending the public hearing for Martin State Airport, the Airport Noise Zone ANZ update. This is an opportunity to provide public comment. This session is being recorded. You have two minutes to provide comments on the record.

In order to do so, feel free to raise your hand or type in the chat and we will unmute your mic. Thank you.

(Standby.)

MS. HAMILTON: Good evening, just a reminder that you are currently attending a public hearing, an opportunity for public comment on the Martin State Airport, Airport Noise Zone ANZ update. Anyone wishing to offer public comment just let us know, raise your hand, or place a note in

the chat, and we'll be happy to unmute you and offer two minutes of speaking time. Thank you.

(Standby.)

MS. HAMILTON: Hello, once again. Just wanted to let you know that we have been participating in the public hearing for Martin State Airport, Airport Noise Zone ANZ update, an opportunity to offer public comment. I wanted to just let you know we have eight minutes left. We're about eight minutes out.

It's last call if anyone does need or wants to offer a comment, please don't hesitate to raise your hand or type in the chat, and we'll be happy to take your comment on the record. Thank you.

(Standby.)

MS. HAMILTON: Okay, everyone.

We're very close to the end of this evening. Once again, it's been a pleasure to be with you this evening and thank you all for joining us and taking time out of your day to learn all about the Martin State Airport ANZ Noise Zone update. You've been at the public hearing which is about to end in about one minute, an opportunity for public comment on the record.

Again, just thank you so much for joining us. And we'll let that count down clock go down and then we will be ending our public hearing this evening. On behalf of MDOT/MAA, thank you very much for joining us.

(Hearing adjourned.)

State of Maryland

County of Baltimore, to wit:

I, RONDA J. THOMAS, a Notary Public of the State of Maryland, Baltimore County, do hereby certify that above Martin State Airport Public Hearing on January 26, 2021, was recorded stenographically by me and this transcript is a true record of the proceedings.

I further certify that I am not related to any of the parties, nor in any way interested in the outcome of this action.

As witness my hand this 18th day of February, 2021.



RONDA J. THOMAS

Notary Public

My Commission Expires:

October 15, 2021

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Appendix F Public Comments

No public comments were received related to the 2020 MTN ANZ and NAP.