

## Martin State Airport Noise Abatement Plan

Martin State Airport (MTN) is owned by the State of Maryland and operated by the Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA). Regulations regarding the Airport Noise Zone (ANZ) process indicate that if an impacted land use area exists within a noise zone, the airport operator shall develop a noise abatement plan (NAP) to reduce the size of or eliminate the impacted land use area by altering the coverage of the noise zone through the application of the best available technology, at a reasonable cost and without impairing safety of flight. The MTN NAP is established pursuant to the Maryland Environmental Noise Act of 1974 (Transportation Article, §§ 5-805, 5-806, and 5-819, Annotated Code of Maryland) and COMAR Section 11.03.02.10.

In 1984 MTN adopted a NAP designed to minimize the noise of aircraft operations within the constraints of the Federal Air Traffic Control System and aircraft safety. The NAP was developed with the cooperation of Maryland Air National Guard (MDANG), airport users, the aviation industry, and local governments. It was updated in 1987 and reviewed with no changes as part of 2012 MTN ANZ Update. The NAP was reviewed and updated as part of the 2020 MTN ANZ update process in order to accurately reflect current operating conditions at MTN.

The NAP is formulated to minimize noise disturbance to neighboring communities while maintaining safe and efficient MTN Airport operations. The MDOT MAA Division of MTN Airport Operations is responsible for the overall administration of the MTN NAP, and the noise abatement procedures are reproduced in Martin State Airport Tenant Directive 501.1, which is distributed to all MTN tenants and is publicly available on [MTN's website \(https://martinstateairport.com\)](https://martinstateairport.com).

Per COMAR Section 11.03.02.10C(3)(b), the Maryland Air National Guard, the Maryland State Police, and local law enforcement agencies are exempt from the provisions of this regulation when operational necessity dictates noncompliance, or in the event of a State or national emergency.

The NAP is comprised of two parts; (1) the efforts MDOT MAA is taking to mitigate noise in the areas surrounding MTN, and (2) aircraft operating procedures.

### **NOISE MITIGATION EFFORTS**

#### **A. Airport Noise Zone (ANZ)**

Maryland law requires the protection of citizens from the impact of transportation related noise. MDOT MAA is required to adopt an Airport Noise Zone (ANZ) that minimizes the impact of aircraft noise on people living near MTN and prevents incompatible land development around the airport.

The MTN ANZ is depicted by noise contours surrounding MTN. These lines connect points of equal noise exposure and represent DNL 65 dB, 70 dB, and 75 dB noise contours. These contours represent the boundaries for determining incompatible activities or land uses under Maryland law. The State uses the noise contours adopted in the MTN ANZ to restrict new development that would be incompatible with the cumulative noise exposure level acceptable for an area.

#### **B. Control of Incompatible Development:**

The State of Maryland regulates land use within the MTN ANZ. Anyone desiring to construct or modify a structure or land use is required to obtain an Airport Zoning Permit. An application can be obtained from the Baltimore County Office of Planning and Zoning or the [MDOT MAA Office of Planning](#). MDOT MAA is required by law to approve or deny zoning permits based on the location



relative to the MTN ANZ and the compatibility standards listed in the chart below.

<b>NOISE COMPATIBILITY STANDARDS</b>	
<b>Land Use</b>	<b>Areas of Compatibility (Noise Levels)</b>
Residences, schools, hospitals, libraries, churches, auditoriums, rest homes, nursing homes, concert halls.	Up to 65 DNL
Transient lodging, hotels, motels, sports arenas, outdoor spectator sports, playgrounds, neighborhood parks, noise sensitive manufacturing.	Up to 70 DNL
Golf courses, riding stables, water recreation, cemeteries, office buildings, retail and wholesale establishments, movie theaters, restaurants, industry, manufacturing, utilities, livestock farming, animal breeding.	Up to 75 DNL
Agriculture (except livestock), mining, fishing, aviation related uses.	All
<i>Source: COMAR 11.03.03.03, Limits for Cumulative Noise Exposure. <a href="http://mdrules.elaws.us/comar/11.03.03.03">http://mdrules.elaws.us/comar/11.03.03.03</a></i>	

For example, a person may wish to build a new housing development within the DNL 65 dB noise contour (i.e. within the ANZ). As the maximum limit for new residential land use is DNL 65 dB, the applicant would be denied a permit by MDOT MAA. In the event a permit application is denied by MDOT MAA, the applicant may appeal to the Board of Airport Zoning Appeals (BAZA) for a variance. The BAZA may deny an appeal or grant a variance requiring construction standards designed to reduce noise exposure to future occupants. The BAZA was created in 1974 by the Maryland General Assembly and is composed of 10 citizen members appointed by the Governor.

Under the current procedures, a house built within the ANZ would require a variance from BAZA. If the Board approves a variance, the applicant is typically required to meet the following conditions:

- Provide a report from an acoustical engineer demonstrating that the proposed construction will provide adequate sound insulation and achieve an interior noise level of 45 dB.
- Agree to complete a post construction noise test to demonstrate that the house meets the required interior noise level of 45 dB.
- Agree not to apply for a Use and Occupancy Permit until BAZA approves the results of the post construction test.
- Agree to grant an avigation easement to the MDOT MAA that includes a provision relinquishing any right to receive remuneration or any other compensation or benefit under any program designed to allay, abate, or compensate for the effects of aircraft noise and emissions in connection with the operation of MTN Airport.

**C. Noise Concerns:**

MTN maintains telephone service to enable citizens to register noise-related complaints at any time 24 hours per day, 7 days a week. The telephone number is 410-682-8802. Complaints are investigated if appropriate and the complainant is provided with any relevant information.

Additionally, citizens can monitor MTN aircraft operations and register complaints utilizing MDOT MAA’s WebTrak system (<https://webtrak.emsbk.com/bwi3>). WebTrak provides an interactive portal for the viewing of aircraft in the vicinity MTN as well as BWI Marshall and provides the opportunity to file noise complaints directly to MDOT MAA. WebTrak users can geolocate a place of interest (home, work, etc.) and view either current (30-minute delayed) or historical aircraft overflights. WebTrak includes an aircraft’s type, altitude, origin & destination airports, and flight identification.



Inquiries and complaints about aircraft flights at MTN submitted through WebTrak are passed to MTN Operations and Maintenance staff for review and follow-up. Note: WebTrak does not include data on military aircraft flights or operations due to reasons of national security.

**D. Maryland Air National Guard (MDANG) Noise Barriers:**

In 1989, MDANG erected noise barriers to provide reductions in noise impacts from engine maintenance activity for areas east and northeast of MTN.

**E. Aircraft Maintenance Engine Run-up Areas**

Aircraft maintenance engine run-ups are to be accomplished only in areas designated by the Chief, MTN Operations & Maintenance in accordance with MTN Tenant Directive 200.2.

**MTN NOISE ABATEMENT PROCEDURES**

**A. Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) Departures**

1. VFR Piston-engine Aircraft:

Runway 15/33 – Unless otherwise instructed by Air Traffic Control (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.

2. 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.

3. 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.

4. All IFR Departures

IFR departures shall be accomplished in accordance with ATC direction or clearance.

**B. 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.

**C. 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.

Traffic pattern altitudes are:

<b>Fixed Wing</b>	Piston engine	1,000' MSL
	Civil turbine and military turboprop	1,500' MSL
	Military Jet	2000' MSL
<b>Rotary Wing</b>		500' MSL

#### D. 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.

Between 6:00 a.m. – 10:00 p.m. daily:

FAA Weight Class	Description	Weight	Limitation
Small	Small Single Engine/Twin Engine Aircraft, Helicopters, and Transient Military (e.g. Cessna 172, Piper Cherokee)	12,500 lbs. or less	No restrictions
Medium	Medium Aircraft and Transient Military* (e.g. military fighter jets, Learjet 35, Bombardier CRJ-200LR)	Between 12,500 and 41,000 lbs	Limit of two practice approaches
Large	Large Jet/Large Commuter/757/Heavy Aircraft	More than 41,000 lbs.	Practice approaches and landings are not authorized without prior permission from MTN Operations and Maintenance staff.
* Military aircraft shall be limited to two practice landings/take-offs or approaches unless additional operations are approved by MTN Operations and Maintenance staff. <a href="https://aspm.faa.gov/aspmhelp/index/Weight_Class.html">FAA Aircraft Weight Class - https://aspm.faa.gov/aspmhelp/index/Weight_Class.html</a>			

Web Links	
Martin State Airport Home Page	<a href="https://martinstateairport.com/">https://martinstateairport.com/</a>
WebTrak	<a href="https://webtrak.emsbk.com/bwi3">https://webtrak.emsbk.com/bwi3</a>
MDOT MAA Planning	<a href="https://www.marylandaviation.com/content/permitsandforms/constructionzoning/index.html">https://www.marylandaviation.com/content/permitsandforms/constructionzoning/index.html</a>
COMAR 11.03.03.03, Limits for Cumulative Noise Exposure	<a href="http://mdrules.elaws.us/comar/11.03.03.03">http://mdrules.elaws.us/comar/11.03.03.03</a>
Federal Aviation Administration:	<a href="https://www.faa.gov/">https://www.faa.gov/</a>
Federal Aviation Administration/Noise	<a href="https://www.faa.gov/noise/">https://www.faa.gov/noise/</a>
Federal Aviation Administration/Aircraft Weight Class	<a href="https://aspm.faa.gov/aspmhelp/index/Weight_Class.html">https://aspm.faa.gov/aspmhelp/index/Weight_Class.html</a>

