

**From:** [Carol DeSoto](#)  
**Cc:** [Carol DeSoto](#)  
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**Subject:** Fwd: The Aviation Business Park MARYLAND AIRPORT MYTHS VS FACTS  
**Date:** Thursday, April 11, 2024 2:31:47 PM

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Please add to the Public Record

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From: Bonnie Bick <[bonniebick@gmail.com](mailto:bonniebick@gmail.com)> <<mailto:bonniebick@gmail.com>>

Sent: Tuesday, April 9, 2024 4:19 PM

To: Carol DeSoto

Subject: Fwd: The Aviation Business Park MARYLAND AIRPORT MYTHS VS FACTS

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MARYLAND AIRPORT MYTHS VS FACTS.

The Aviation Business Park

MARYLAND AIRPORT MYTHS VS FACTS

<https://www.meetcharlescounty.com/maryland-airport-myths-vs-facts/>

Maryland Airport <<https://www.meetcharlescounty.com/maryland-airport-new>> is a key economic development asset for Charles County, and efforts are underway to change the land use designation around the airport to accommodate employment-supporting development.

(picture of the FAA 2013 expanded runway - Piscataway Creek is in the upper left)

Q: Will the 558 acres around the airport that is subject to rezoning be used for airport expansion?

A: Maryland Airport is located on 215 acres of industrially zoned land. An Airport Master Plan for the Maryland Airport was approved by the Federal Aviation Administration (FAA) and Maryland Aviation Administration (MAA) in 1999. A key improvement in the plan is the extension of the 3,740-foot runway to 4,200 feet, which is within the existing boundaries. The purpose of the rezoning of the 558 additional acres is to permit ancillary employment supporting development.

REAL Answer RE: The Airport Master Plan (AMP) which was achieved without public participation in 1999. An FAA Advisory Circular which is intended to advise airport sponsors, planners, and the public on the benefits of early public participation in airport planning, and the methods by which this participation may be achieved. It should also be used by FAA personnel when advising airport sponsors and planners on public involvement matters. <[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5050-4A-Community-Involvement.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5050-4A-Community-Involvement.pdf)> (unfortunately, it seems early participation is voluntary action - FAA has chosen to exclude the public time and again.) RE: The AMP: The CC Commissioners president actually said he is not the airport decision maker, he is just following the AMP which was completed long before he was in office. 1999! 25 years after the AMP - there is a new owner and new commissioners - time for a new AMP done with in an Environmental Impact Statement and with public participation. BTW - An Airport Master Plan is a comprehensive study that is used to determine the development plans of an airport. The Airport Master Plan acts as GUIDANCE in planning future airport facilities over a 20-year period. The 1999 AMP expired over 5 years ago. CC is using an expired FAA document to support this speculative expansion of the airport and creating undisclosed taxpayer responsibility.

RE: key improvement in the plan is the extension of the 3,740-foot runway to 4,200 feet - Further FAA runway expansion is an assumption-especially if citizens are successful in getting the FAA to allow public participation. To support the rezoning and creation of the Aviation Business Park CC is relying on further FAA runway expansion, (the county says it is already FAA approved-it is not approved! but the longer runway is in the Airport Master Plan which is conceptual GUIDANCE document.) longer runway along with the new terminal, tower, (CC funded) connector road, and other investments. (The AMP lists CC's share of economic responsibility for these items - but we do not have a copy of this document!) The longer runway is in the conceptual Airport Master Plan, but the longer runway is NOT approved by the FAA, at this time. The FAA is in the process of creating an environmental assessment (EA) for Corporate Jet hangers, but they are keeping the longer runway, that the corporate jets need for a future expansion as a future "segment", even though segmentation is illegal. The idea is - get the corporate jets hangers - then it will be impossible to stop the further runway expansion.

RE: Size of airport: 215-acre airport which PSM Holding owns, is surrounded by 558 acres which includes 183 acres already owned by PSM Venture, the same private owner. By removing the WCD and its environmental protections, Charles County will create, a 400-acre private airport, located inside their proposed 558-acre Aviation Business Park (ABP). The 1999 Airport Master Plan was/is for a 400 acre airport - so the private owner will get the full 400 acre airport but at a fire sale price.

The expansion of the airport to 400+ acres was not discussed during the Planning Commission process, or any other venue. PLUS: The county's ABP PowerPoint misstated to the Planning Commission and the public: "The proposal does not include rezoning of the Airport facility properties."

MD Airport Myths VS Facts is misleading on each question...misleading several times on each of the four questions!

Q: Will Charles County tax dollars be used to fund airport improvements?

A: No, the airport is privately owned and all improvements currently underway are funded by the owners. The FAA Airport Improvement Program has provided grant funding in the past for runway improvements and will most likely be accessed for the future runway extension. The new private owner and the FAA have up to this point avoided public participation. The Airport Master Plan, lists Charles County as responsible, for every phase of the expansion, 1999 dollar amounts. Charles County investment in this private airport is purely speculative. The county rezoning will obligate the taxpayer to fund infrastructure for a 400+ acre airport, located in an EJ neighborhood, who has never been given the ability to influence on their future health and quality of life. Two CC local public schools, are .4 of a mile, or 704 yards or 2112 feet - from the airport runway ... these children are being exposed to more lead exhaust than the general population. Any lead exposure is unacceptable, especially in children. The MD Airport piston engine airplanes fly over the school air space regularly. Most of the flights are Piston Engine Aircraft - they burn leaded avgas - with 20 times more lead in it than was ever allowed in automobiles' leaded gas, before it was banned. The purpose of the expansion is to add additional flights - more flights = more lead. Presently there are 60 flights a day, as stated in the next "Fact";

Q: Aren't general aviation airports significant polluters of the environment?

A: According to the 2006 Aviation and Emissions - A Primer, Federal Aviation Administration Office of Environment and Safety, <[https://www.faa.gov/regulations\\_policies/policy\\_guidance/envir\\_policy/media/aeprimer.pdf](https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/media/aeprimer.pdf)> "Compared to other sources, aviation emissions are a relatively small contributor to air quality concerns, both with regard to local air quality and greenhouse gas emissions." The piston engine-driven planes that fly in and out of Maryland Airport use high-octane gasoline as aviation fuel. Furthermore, the airport has on average sixty takeoffs and landings a

day, contrasted with the 24,000 automobiles that drive through Bryans Road on Rt. 210 on peak days.

RE: Compared to other sources, aviation emissions are a relatively small contributor to air quality concerns, both with regard to local air quality and greenhouse gas emissions. REAL ANSWER: Piston-engine aircraft are the largest single source of lead emissions to the air in the U.S., contributing 70% of the lead entering the air annually.

RE: The piston engine-driven planes that fly in and out of Maryland Airport use high-octane gasoline as aviation fuel.

REAL ANSWER: Almost all of the aircraft at MD Airport are Piston-engine aircraft and they are the largest single source of lead emissions to the air in the U.S., contributing 70% of the lead entering the air annually. RE: Furthermore, the airport has on average sixty takeoffs and landings a day, contrasted with the 24,000 automobiles that drive through Bryans Road on Rt. 210 on peak days. Piston engine aircraft use leaded gas - the automobiles do not. This is a significant increase in the number of flights, compared to the number before the FAA expansion of the runway. More flights - more lead exhaust - over the schools.

Q: Won't commercial development around the airport adversely affect the Mattawoman watershed?

A: The county has identified steep slope areas and Resource Protection Zones around the airport where building will be prohibited (see map). Areas that can be built on will be subject to strict environmental and stormwater regulations to help ensure any development achieves net zero impact on the environment.

Another answer: RE: Areas that can be built on will be subject to strict environmental and stormwater regulations to help ensure any development achieves net zero impact on the environment!

Myth vs fact? Impacts to Mattawoman Creek: RE: 558-acre Aviation Business Park (183 of which would become airport! after the removal of the WCD). The zoning will change the environmentally protective 8% impervious surface of the Watershed Conservation District to become a 70% impervious surface industrial site. The airport is surrounded by protected land located on an environmentally valuable forested stream valley that drains to two identified flood sites, above the Mattawoman main stem. County rezoning should be delayed until the federal airport expansion process is fairly decided by the FAA, with public community involvement, and education. We continue to petition the FAA, and the EPA for an environmental impact statement (EIS) on any further airport expansion. An EIS will study all relevant issues, impacts of past expansion; present proposal and its impact; and the real speculative future and its costs hidden in the Airport Master Plan (AMP). An EIS will answer all of the outstanding questions, including community health, economic actualities, and environmental impacts. (It will answer all of the questions that this CC publication DID NOT answer correctly. )

...zero impact on the environment!

2013 Bay Journal article Mattawoman watershed at a tipping point [https://www.bayjournal.com/news/growth\\_conservation/mattawoman-watershed-at-a-tipping-point/article\\_f40e464a-82b4-517c-9665-e83217221cf3.html](https://www.bayjournal.com/news/growth_conservation/mattawoman-watershed-at-a-tipping-point/article_f40e464a-82b4-517c-9665-e83217221cf3.html)

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Visit the Charles County Economic Development Department's recently updated Maryland Airport page at [www.MeetCharlesCounty.com/maryland-airport](http://www.meetcharlescounty.com/maryland-airport) <<http://www.meetcharlescounty.com/maryland-airport>> or contact the EDD's Chief of Development Taylor Yewell at [YewellT@MeetCharlesCounty.com](mailto:YewellT@MeetCharlesCounty.com) <<mailto:YewellT@MeetCharlesCounty.com>> for more information about this project.

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