

RE: Charles County Aviation Business Park:

Charles County is obligated to provide adequate public information on its proposed rezoning, airport expansion, and business park.

Myths vs. facts present misinformation.

The Myths VS Facts posting is what Charles County produced for public information and outreach to educate citizens on the proposed airport expansion and business park rezoning. There are many inaccuracies in The Myths VS Facts - (and the same document with a different title- Frequently Asked Questions).

Boarddocs/county public documents archive has been discontinued.

The relevant airport documents and past information on the airport are no longer available.

This document is a follow-up to provide more accurate information, first, the Myths VS Facts document as presented by Charles County, next, a follow-up on all of the **highlighted points**.

Myths and Facts

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

Frequently Asked Questions [HTTPS://WWW.MEETCHARLES](https://www.meetcharlescounty.com/frequently-asked-questions/)

MARYLAND AIRPORT MYTHS VS FACTS & FREQUENTLY ASKED QUESTIONS

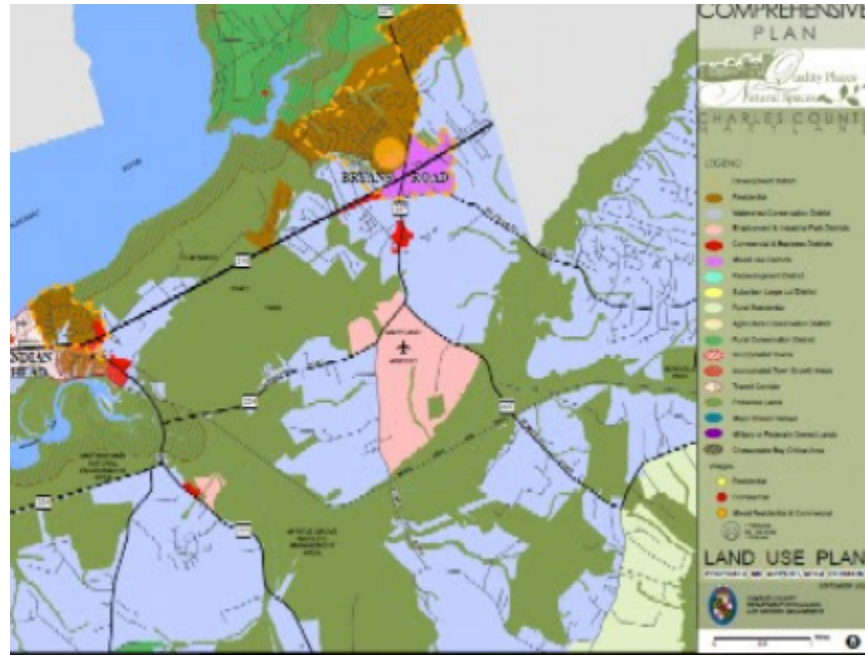
Maryland Airport is a key economic development asset for Charles County, and **efforts are underway to change the land use designation around the airport to accommodate employment supporting development.*1**



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.*2 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.*3



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.*4

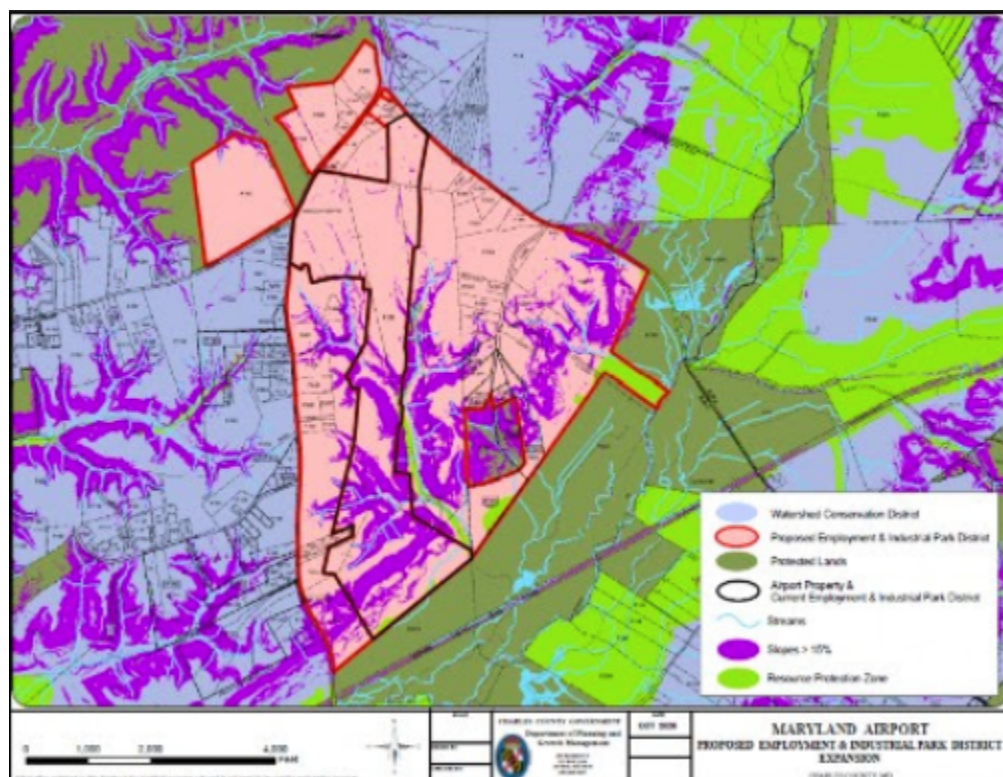
The FAA Airport Improvement Program has provided grant funding in the past for runway improvements and will most likely be accessed for the future runway extension.*5

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**, “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.”*6

The piston engine-driven planes that fly in and out of Maryland Airport use high octane gasoline as aviation fuel. *7

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.*8



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).*9

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.*10

*******More accurate answers*******

Opening - RE: efforts are underway to change the land use designation around the airport to accommodate employment supporting development.*1

(There are three economic studies relative to MD the proposed Airpot Expansion. Two studies, in 2014 & 2015 (**STUDIES on request**) suggest against county investment in infrastructure to support industrial zoning around MD Airport. the third, most recent RKG study (unavailable) is for the "50-acre parcel" alone.

from staff memo to PC: " Based on the RKG market analysis and increased interest expressed by various companies, it would appear there is increased demand for land around the airport for development of airport-supporting uses". In order for Charles County to rezone the properties to allow such development, the county has changed the CC 2016 Comprehensive Plan and proposes to change the zoning on 558 acres from the Watershed Conservation District (WCD). The process will remove the WCD which allows 8% impervious, replacing the conservation zoning with industrial, which allows 70% impervious. The three documents below are the RKG Study and supporting documents. (they are no longer available-there is no Board-docs)

Aviation District Tax Map
Industrial Market Analysis
MD Airport CPA Memo to the Planning Commission

Question 1: Will the 558 acres around the airport that is subject to rezoning be used for airport expansion? XXXXXX [An Airport Master Plan for the Maryland Airport was approved by the Federal Aviation Administration \(FAA\) and Maryland Aviation Administration \(MAA\) in 1999.*2](#) The MD Airport Master Plan is not available. It was accomplished in 1999 without any public participation. The 1999 Airport Master Plan is for a 400-acre airport,

Charles County continually refers to the Airport Master Plan.

The President of the CC commissioners said he wasn't the decision maker, since long before he was in office the airport decisions were made in the 1999 Airport Master Master Plan. (The FAA recommends updating airport master plans every 7-10 years.-https://www.google.com/search?q=does+an+airport+master+plan+have+an+end+date&gs_ivs=1#tts=0)

"The Master Plan process provides a blueprint for the future." [What is an Airport Master Plan?](#)
RE: Size of airport: The 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 "plans" for a 400-acre airport. The expansion of the airport to 400+ acres was not discussed during the Planning Commission process, or any other public 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."

Question 1: The purpose of the rezoning of the 558 acres is to permit ancillary employment supporting development.*3

see: (Marketing Brochure for MD Airport)An Invitation to Bid from Hooper & Associates

<https://images2.loopnet.com/d2/4II9O908i3XZEafVwBWRjIRSVrzqfzCzj4YtcSHxzyY/document.pdf>

page 8. Z O N I N G The dedicated airport property, for the most part, is zoned IG (Light Industrial); however areas near the frontage of Pomfret Road and the southernmost part of the property along Bumpy Oak Road are zoned BP (Business Park). Use of this property as an airport is BY RIGHT. **The purpose of these zoning designations are to concentrate business and light industrial uses to promote economic development and job. (some of the airport property has been zoned as a Business Park for 20 years. - no BP activity.)**

A: No, the airport is privately owned and all improvements currently underway are funded by the owners.*4 RE: Charles County has already paid for the airport water connection. CC will be responsible for the sewer connection. The Bumpy Road Connector Road is a key county-funded airport improvement. There is no accounting on the amount CC has already spent subsidizing the airport and no projection of the future responsibilities once the rezoning is accomplished. Further FAA runway expansion is an assumption. By using the longer runway as a support for the rezoning CC is counting on further FAA runway expansion, (the county says it is already FAA-approved) along with the new terminal, tower, the Bumpy Road connector Road,

and other investments. (The Airport Master Plan lists CC's share of economic responsibility for these items.)

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.*5 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. Still, they are keeping the longer runway, that the corporate jets need for a future expansion "segment".

“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.”*6

The single-piston aircraft account for about 70 percent of lead released into the atmosphere. Jan 12, 2022 Does the EPA determine that lead emissions from aircraft engines cause or contribute to air pollution? Pursuant to section 231(a)(2)(A) of the Clean Air Act (CAA or Act), the Administrator finds that emissions of lead from covered aircraft engines cause or contribute to lead air pollution that may reasonably be anticipated to endanger public health and welfare. Oct 20, 2023 (60 flights a day can not avoid being in the schools' air space -the piston engines are still accelerating at that time, burning more exhaust.)

The piston engine driven planes that fly in and out of Maryland Airport use high octane gasoline as aviation fuel.*7 Piston Engine Aircraft burn Avgas, which contains lead. One reason leaded aviation gas hasn't been banned for small piston-engine planes is that it helps boost the fuel's octane, protecting engines against early detonation and preventing engine failure in flight. 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.*8 The number of Bryans Road car trips has nothing to do with the lead exposure from Piston Engine Aircraft...60 flights a day.

A: The county has identified steep slope areas and Resource Protection Zones around the airport where building will be prohibited (see map).*9

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.*10**

***9**Impacts to Mattawoman Creek: *RE: 558-acre Aviation Business Park (183 of which would become airport!). The zoning will change the environmentally protective 8% impervious surface of the Watershed Conservation District to become 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. We continue to petition the FAA, and the EPA for an environmental impact statement (EIS). 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.)*

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.*10** Please see impacts in the attachment MWS meeting.

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

As MD Airport Myths VS Facts is misleading on each question.