



U. S. Department  
Of Transportation

**Federal Aviation  
Administration**

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November 17, 2023

Bonnie Bick  
Mattawoman Watershed Society, Inc.  
5800 River Rd  
Bryans Road, MD 20616

Dean Naujoks  
Potomac Riverkeeper Network  
3070 M Street, NW  
Washington, DC 20007

Dear Ms. Bick and Mr. Naujoks:

**RE: MARYLAND AIRPORT, INDIAN HEAD, MD (2W5)**

The Federal Aviation Administration (FAA) has received your email, dated October 19, 2023, and associated letter, dated October 16, 2023, regarding the Maryland Airport (2W5) located in Indian Head, Maryland. The correspondence states your concerns on current and past documentation efforts to fulfill FAA requirements under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act; overall airport planning efforts; impacts to environmental resources such as the Mattawoman Creek; and a recent finding from the Environmental Protection Agency (EPA) on low-lead aviation fuel.

Since 2015, there have been minimal activities at the airport involving federal actions requiring environmental review by the Federal Aviation Administration. The current airport sponsor assumed ownership of the airport in 2019. In 2021, based on the existing airport layout plan, the FAA reviewed a proposed aircraft parking apron rehabilitation/expansion and determined the project could proceed with a Categorical Exclusion. We also instructed the airport sponsor that future airport projects would be the subject of an Environmental Assessment (EA).

At the present time, the airport sponsor is coordinating a proposal to construct general aviation hangars with associated aprons based on the existing Airport Layout Plan (ALP). The airport sponsor is in the process of scoping the environmental analysis and the FAA will notify affected agencies, non-governmental organizations, and individuals who have expressed an interest in this airport, once the scoping documents are received.

The EA will include an element of public involvement consistent with FAA policy. In addition, the EA will examine the environmental impacts of the proposed action and reasonable alternatives carried forward for further analysis. The environmental impact analysis will address several categories including water

resources, such as streams, and stormwater runoff. In addition, input from affected governmental and non-governmental organizations, as well as the public, will be considered prior to the FAA making a Finding of No Significant Impact (FONSI) or a decision to prepare an Environmental Impact Statement (EIS).

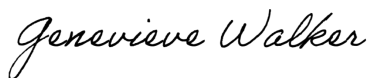
With respect to airport planning, the FAA and airport sponsor continue to discuss the need for future planning which would ascertain future development of the airport. The extent of the airport master planning has not yet been determined. Note, however, the FAA cannot require airport sponsors to include public involvement in the airport master planning process. A NEPA effort, such as an EIS, as suggested in your correspondence, would not be conducted concurrently with an airport planning activity. The master planning effort will incorporate high level environmental screening as part of the alternative analysis screening process as well as an environmental inventory in the inventory chapter.

More detailed NEPA analysis and documentation would be completed, after master planning, for proposed development projects deemed to be Federal Actions and that are ripe for decision making. Actions having independent utility from other proposed development may be examined on their own merits, while proposed connected actions would be evaluated together.

Lastly, the FAA is aware of the final Environmental Protection Agency (EPA) endangerment finding and is actively engaged across government and industry. With this final determination, the EPA now becomes subject to a duty to propose and promulgate regulatory standards for lead emissions from aircraft engines. Under FAA's own statutes, the FAA is also now subject to a duty to prescribe standards for the composition or chemical or physical properties of aircraft fuel to control or eliminate aircraft lead emissions.

It is also important to highlight that the FAA, together with government and industry stakeholders are actively engaged in a coalition known as the EAGLE initiative (Eliminate Aviation Gasoline Lead Emissions), and are working towards the common goal, to eliminate the use of leaded aviation fuels for piston-engine aircraft in the United States by the end of 2030. Additional information is available at [flyeagle.org](http://flyeagle.org).

Sincerely,



Genevieve Walker  
Environmental Protection Specialist  
Washington Airports District Office