

Theresa Pickeral - Comments re expansion of the Maryland Airport

From: "Robert Catlin" <catlinb.candoer@verizon.net>
To: <ballst@charlescountymd.gov>
Date: 1/15/2015 6:54 PM
Subject: Comments re expansion of the Maryland Airport

My Name is Robert Catlin, Sr. I am a 76 year old resident of Bryans Road and have lived here for 45 years.

I had planned on talking at the meeting in Indian Head on January 14 but came down with the flu and was bed ridden. I respectfully submit the comments I had hoped to express at that meeting.

I am strongly opposed to the expansion of the Maryland Airport.

The county hired a group to study this expansion and guess what...it is a great idea. They said the same thing about the Tech Park and we know that happened to that pie-in-the-sky project. So here we go again.

The proposed development in and around the airport is just another ploy to get tax payers to foot the bill for the developers and businesses to expand in the area. We do not need another Waldorf with strip malls, restaurant after restaurant and bumper to bumper traffic in the area.

I can see it now...another private owner feeding at the trough of the Charles County tax payers. A business is in trouble, so let's get the tax payers to foot the bill. We have enough of that with the Capital Club House and White Plains Regional Golf Course, just to name two.

A point that seemed to be missing from this study was the fact that there are two schools within a mile of that airport. The excessive pollution that will be caused by the added flights and the taking off and landing of aircraft over these schools will endanger the health of not only the children of these schools but of the neighbors of the airport.

In addition, there will have to be several large fuel tanks, with **highly explosive** fuel, placed around the airport grounds to enable refueling of the many aircraft that will be flying in and out of there. This is

another danger that is not needed for our neighborhoods or our school children.

One of the speakers said that the added jet traffic would not be that excessive because jets are quieter now and would make less noise than the present aircraft because the speed in which they leave the area. What a bunch of bull----! I do not care how fast they leave the area they are noisy and will add an enormous amount of noise pollution to Bryans Road and the surrounding areas.

One of the reasons I moved out there to Charles County and chose to commute 28 miles to my job was because of the quiet, rural nature of the county. It is bad enough that we are building area after area of town houses and bringing in several thousand people, without adding another tax burden similar to the Tech Park.

The business interests in this area, you will notice, are they only ones endorsing the plan because they want the added infrastructure. Let them pay for it. It will only benefit them and not the ordinary citizens of the area.

Nothing was said about where the money was coming from for the expansion of the infrastructure, but we know where it will come from, the tax payers. I'm not talking about just the added sewer lines, but the water lines that will be needed, the expansion of the roads, etc.

We are the highest taxed county in the state of Maryland and get the least services for the taxes we pay. Let's not add to our burden.

If you want to spend several million dollars of our tax money, let it be something that will help the citizens enjoy a better life here in the county and not enriching the pockets of the business owners and endanger our lives and our rural way of life.

Bob

candoercat@gmail.com

May your troubles be less, your blessings more, and may nothing but happiness, come through your door.

From: Jenifer Huff <Jenifer.Huff@erm.com>
To: "jp.long@earthlink.net" <jp.long@earthlink.net>
CC: 'Steven Ball' <BallSt@charlescountymd.gov>
Date: 1/19/2015 12:47 PM
Subject: airport noise levels

Jim,

As we discussed briefly last Wednesday, here are a couple of links that I found helpful related to airport noise.

https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/airport_aircraft_noise_issues/

<http://www.noisequest.psu.edu/noisebasics-noisemodels.html>

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Federal Aviation Administration

Aircraft Noise Issues

Aircraft and airport noise are complex subject matters which have been studied for decades and are still the focus of many research efforts today. Here you will find information about aircraft and airport noise and who to contact if you have a question, concern, or complaint about noise issues.

Aircraft and Airport Noise

The FAA recognizes that aircraft noise issues can be highly technical and complex. We have developed a variety of programs aimed at increasing the understanding of noise impacts, identifying solutions to reduce those impacts, and educating the public on the issues and our ongoing efforts. The website [Noise Quest](#) was specifically developed to offer the public a source of information on aviation and airport noise. This resource provides access to educational material as well as updated content, new publications on noise projects and research, and informational videos and audio. It also features an interactive mapping application, [NQ Explorer](#), which allows the user to search for a specific airport and find the related airport website links as well as view the latest airport noise contours, if available. Results of our research can be found on our [Environment and Energy Research and Development](#) (http://www.faa.gov/about/office_org/headquarters_offices/apl/research/science_integrated_modeling/noise_mitigation/) web page.

The Federal Aviation Administration (FAA) pursues a program of aircraft noise control in cooperation with the aviation community. Noise control measures include noise reduction at the source, i.e., development and adoption of quieter aircraft, soundproofing and buyouts of buildings near airports, operational flight control measures, and land use planning strategies.

The FAA's primary mission is to ensure the safety and efficiency of our nation's navigable airspace. The agency does not have the authority to prohibit aircraft overflights of a particular geographic area unless the operation is unsafe, or the aircraft is operated in a manner inconsistent with Federal Aviation Regulations. In order to handle high air traffic demands, runway configurations are used in accordance with runway selection criteria. Air Traffic's runway selection is based on several factors which include the following: runway availability, wind, weather, operational efficiency, and noise considerations.

FAA Noise Levels, Stages, and Phaseouts

Aircraft noise is regulated through standards. These standards are set internationally and are applied when an aircraft is acquiring its airworthiness certification. The standard requires that the aircraft meet or fall below designated noise levels. For civil jet aircraft, there are four stages identified, with Stage 1 being the loudest and Stage 4 being the quietest. For helicopters, two different stages exist, Stage 1 and Stage 2. As with civil jet aircraft, Stage 2 is quieter than Stage 1. In addition, the FAA is currently working to adopt the latest international standards for helicopters, which will be called Stage 3 and will be quieter than Stage 2.

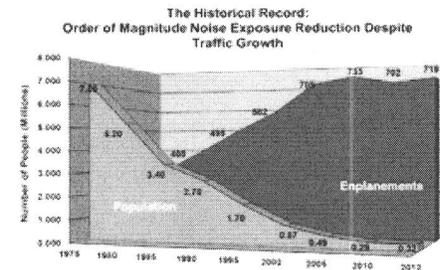
The FAA has undertaken a phase out of older, noisier civil aircraft, resulting in some stages of aircraft no longer being in the fleet. Currently within the contiguous US, civil jet aircraft over 75,000 pounds maximum take-off weight must meet Stage 3 and Stage 4 to fly. In addition, aircraft at or under 75,000 pounds maximum take-off weight must meet Stage 2, 3, or 4 to operate within the U.S. In addition, by December 31, 2015, all civil jet aircraft, regardless of weight must meet Stage 3 or Stage 4 to fly within the contiguous U.S. Both Stage 1 and Stage 2 helicopters are allowed to fly within the U.S.

See additional [Details on FAA Noise Levels, Stages and Phaseouts \(levels/\)](#).

Noise Reduction and Research

In February 2013, the [International Civil Aviation Organization's \(ICAO's\) Committee on Aviation Environmental Protection \(CAEP\)](#) agreed to a new global noise reduction standard. The FAA participates in the CAEP meetings and supports this new standard. The most beneficial area of future noise reduction is technology development to reduce source noise. The FAA has an active program, [The Continuous Lower Energy, Emissions, and Noise](#)

[\(http://www.faa.gov/about/office_org/headquarters_offices/apl/research/aircraft_technology/cleen/\)](http://www.faa.gov/about/office_org/headquarters_offices/apl/research/aircraft_technology/cleen/) (CLEEN) program, to advance the development of technologies to further reduce noise from aircraft. This program supports FAA's technology and alternative jet fuel solution sets. CLEEN will develop and mature environmentally-friendly technologies for civil subsonic jet aircraft. These technologies will help achieve NextGen goals to reduce aviation noise and emissions impacts. One of the goals of the CLEEN program is to develop certifiable aircraft technology that reduces noise levels by 32dB cumulative, relative to the ICAO noise standards. The program also focuses on maturing and demonstrating aircraft and alternative jet fuel technologies to accelerate commercialization of these technologies into current and future aircraft.



See Larger Image ([media/noise_chart_large.jpg](#))

Noise in NextGen

The movement to the next generation of aviation is possible by a shift to smarter, satellite-based and digital technologies and new procedures that combine to make air travel more convenient, predictable and environmentally friendly. The environmental vision for [NextGen \(http://www.faa.gov/nextgen/\)](#) is to provide environmental protection that allows sustained aviation growth. Noise, air quality, climate, and energy are the most significant potential environmental constraints to increasing aviation capacity, efficiency, and flexibility.

The FAA has established several programs and activities aimed at addressing these constraints. For noise, that involves limiting the number of people exposed to significant noise levels. Significant noise is defined as Day Night Average Sound Level (DNL) 65 decibels (dB). The number of people exposed to significant noise levels was reduced by approximately 90 percent between 1975 and 2000. This is due primarily to the legislatively mandated transition of airplane fleets to newer generation aircraft that produce less noise. Most of the gains from quieter aircraft were achieved by 2000. There have been incremental improvements since that time. Absent further advances in noise reduction technologies and fleet evolution, the remaining problem must be addressed primarily through operational procedures and airport-specific noise compatibility programs.

Noise Abatement Studies and Sound Insulation Programs

For questions about FAA noise abatement studies and sound insulation programs, please contact the appropriate [FAA Airports Regional & District/Development Offices](#)

(http://www.faa.gov/about/office_org/headquarters_offices/arp/regional_offices/) for more information.

Contact Information

- [Who to Contact if You're Impacted by Aircraft Noise \(noise/\)](#)
- [Who to Contact For Low Flying Aircraft Safety Concerns \(concerns/\)](#)

Page last modified: June 20, 2014 11:05:41 AM EDT

This page was published at:

https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/airport_aircraft_noise_issues/



Noise Basics and Metrics

- [Basics of Sound](#)
- [What can I learn about Sound Perception and Hearing?](#)
- [What has been done to reduce Aircraft Noise?](#)
- [What are the Federal Aviation Regulations that deal with Aircraft Noise?](#)
- [What models and metrics are used to measure Community Noise Exposure?](#)
- [How does Weather affect Aviation Operations?](#)

'Noise Models' are computer programs that can be used to assess environmental impacts caused by many aspects of aircraft and their operations such as fleet mix, [runway](#) use, flight procedures etc. For [noise](#) analysis in the vicinity of an airport, the [FAA](#) uses the [Integrated Noise Model \(INM\)](#). For more information, see the [FAA](#) website.

Calculations that express the effect of [noise](#) are called 'Noise Metrics'.

NOISE MODELS

The Integrated Noise Model (INM)

The [INM](#) has been utilized by the [FAA](#) since 1978. It has gone through several different versions over the years. The current version is INM7.0a. This version is in compliance with current international standards. It also now includes the Heliport Noise Model (HNM).

The INM is widely used both in the U.S. and abroad. In the U.S, the [FAA](#) requires its use for environmental assessments and [noise](#) impact studies in the vicinity of an airport. The INM uses various types of inputs, such as:

- Flight track information
- Aircraft fleet mix and [runway](#) use
- Aircraft flight [profiles](#)
- Aircraft [noise](#) source levels
- Terrain



Source: US Census Tiger/Line 2000. Wyle Labs, INM 6.1 Geographic Reference: 1983 State Plane Coordinate System, Florida West, Feet. This is a graphically post-processed contour based on INM output. Click [here](#) for a larger version of this image.

The INM provides the predicted [noise](#) impact at specified points of interest or in [noise contours](#).

A common noise descriptor used in INM is Day Night Average Sound Level ([DNL](#)). DNL represents the accumulated noise level over 24 hours with a penalty of 10 dB given to operations taking place at night between 10pm and 7am. DNL is often displayed in noise contours. Each contour line represents a

constant level of DNL, such as 75dB, 70dB, 65dB etc. The DNL 65dB contour is larger than the DNL 70dB contour and so on. Airports and the [FAA](#) use these DNL contours to determine where there is need for noise mitigation practices, such as home insulation programs.

Land use guidelines help to determine whether the uses of regions in the map are compatible with their [noise](#) exposures. The guidelines specify different acceptable [DNL](#) levels for:

- residential areas
- schools
- commercial development

INM can also help evaluate the [noise](#) impact from new flight procedures, new [runways](#), runway extensions, or airport zoning.

Area Equivalent Method (AEM)

The 'Area Equivalent Method (AEM)' is a screening tool based on linear regression of aircraft [noise](#) performance. It was developed as a companion program to the [Integrated Noise Model](#) (INM). The AEM provides an estimated noise contour area of a specific airport. It considers the types of aircraft and the number of operations for each aircraft.

The *AEM* can be used instead of the full-scale model INM to determine the significance of [noise](#) impact from simple changes (for example, a change to the mix of aircraft types). The AEM is based on the concept that noise exposure increases the closer you are to the noise source.

Noise Integrated Routing System (NIRS)

The *Noise Integrated Routing System* (NIRS) is a tool used to assess aviation [noise](#) over broader areas. This differs from the INM, which is used just in the vicinity of an individual airport. The NIRS is typically used with other Air Traffic modeling systems to analyze and determine routes, events, and air traffic procedures.

The NIRS provides change-of-exposure reports and population impacted by the [noise](#). A set of rules based on [FAA](#) guidance and local requirements are then used to determine if an airspace alternative is likely to be controversial. The program can even list the major source of the change of noise exposure. With that information, the air traffic planner can evaluate possible alternatives for reducing noise exposure.

NIRS has its own companion program called NIRS Screening Tool (NST). NST is used for quick noise impact assessment due to simple air traffic changes without running the full-scale model.

NOISE METRICS

A [noise](#) metric is the unit or quantity that measures the effect of noise on the environment. The Department of Defense and the [FAA](#) use three noise metrics:

- A measure of the highest sound level occurring during an individual aircraft overflight (single event)
- The single event's maximum level plus its duration
- The cumulative [noise](#) levels from multiple flights

Single [noise](#) events can be described with [Maximum Sound Level](#) or [Sound Exposure Level](#).

- **Maximum Noise Level (L_{max})** measures [noise](#) at its highest level during one noise event.
- **Sound Exposure Level (SEL)** represents the total sound energy taking place during a flight event. This level is normalized to a one-second duration.
 - It is typically significantly higher than the [Maximum Sound Level](#) recorded during a flight event.
 - It can be thought of as the [decibel](#) level of a noise event of 1 second duration that contains the same energy as a different event of different duration.
 - It can compare noise events of different durations and strengths. For example, a long "rumble" may represent a higher [SEL](#) than a very loud "bang". [SEL](#) is not the amount of noise actually heard by a person. It is a measurement of the total sound energy during a noise event.

L_{max} and [SEL](#) measure one single event. Cumulative measurements are taken to include all of the [noise](#) events and duration into one rating.

Equivalent Noise Level (LEQ)

This is the average sound level over a time period. The [noise](#) data may be unweighted when collected. It is then weighted using an [A-weighted scale](#).

Day-Night Average Sound Level (DNL)

Similar to the [LEQ](#), the [Day Night Average Sound Level \(DNL\)](#) is a measurement taken over 24 hours. The DNL is different from [LEQ](#), because it gives a penalty to operations taking place at night between 10pm and 7am. This measurement is used by federal agencies including the [FAA](#).

Community Noise Equivalent Level (CNEL)

A somewhat different form of [DNL](#), called [Community Noise Equivalent Level \(CNEL\)](#), is used in California with even higher penalty to night flight operations. To create DNL or CNEL contours around the airport in Part 150 studies, the [Integrated Noise Model \(INM\)](#) has to be used. All of these measurements are used to help predict the response of the community to noise exposure.

The INM metrics include:

- [DNL](#) or Ldn-- Day-Night Average Sound Level
- [SEL](#) or LE-- Sound Exposure Level (Flat-Weighted)
- [CNEL](#)-- Community Noise Equivalent Level
- [LA_{eq}](#)-- Equivalent Sound Pressure Level (A-Weighted)
- [LA_{max}](#)-- Maximum Sound Pressure Level (A-Weighted)
- A- weighted Time Above-- Metrics given as the time above a defined noise exposure
- SELC or LCE-- Sound Exposure Level (C-Weighted)
- [LC_{max}](#)-- Maximum Sound Pressure Level (C-Weighted)
- C-weighted Time Above-- Metrics given as the time above a defined noise exposure
- NEF-- Noise Exposure Forecast
- EPNL-- Effective Perceived Noise Level
- Maximum PNL-- Maximum Tone corrected Perceived Noise Level
- WECPNL-- Weighted Equivalent Continuous Perceived Noise Level
- PNL Time above metrics-- Metrics given as the time above a defined noise exposure

Noise contours and metrics are helpful to those involved in the aviation industry, but some of them might not be easy for community members to understand. Research is being conducted to develop a better understanding of the effects of noise. This includes research on supplemental metrics. The researchers hope to relate the metrics to tangible effects of noise such as:

- annoyance
- speech disruption
- sleep disturbance
- learning interference
- rattle

For example, the Schulz and Miedema annoyance curves relate [DNL](#) to annoyance with an equation. This equation can be used to convert DNL contours to annoyance contours. The contours can then depict the percentage of the population in different regions that will be highly annoyed by the [noise](#) level.

By using these well-established relationships between noise metrics and the [effects of noise](#), residents can more easily understand the noise exposure in their communities. In addition, residents can communicate more effectively with policy makers.

Examples of noise contours, the use of metrics and relevant case studies can be found in the following [flight track plots](#) and [case studies](#).

For more information on these topics see [FICAN's How do we Describe Aircraft Noise](#).

Links to more information on Noise and Noise Models:

- [Detroit Metropolitan Airport](#)
- [Minneapolis St. Paul Metropolitan Airports Commission Noise Program](#)
- [Integrated Noise Model \(INM\)](#)
- [Noise Integrated Routing System \(NIRS\)& NIRS Screening Tool \(NST\)](#)
- [University of California Berkeley- Institute of Transportation Studies](#)

Glossary Words:

contour map, [Day Night Level \(DNL or Ldn\)](#), Federal Aviation Administration, [helicopter](#), [Integrated Noise Model \(INM\)](#), noise contours, [noise](#), [rotorcraft](#), [runway](#).

For definitions of words used in this section go to the NoiseQuest [Glossary of Terms](#).

From: "Krauel, Robert E Jr CIV NAVSEALOGCEN DET LANT INHD MD"
<robert.krauel@navy.mil>
To: "PickerTh@CharlesCountyMD.gov" <PickerTh@CharlesCountyMD.gov>
Date: 1/15/2015 11:19 AM
Subject: Maryland Airport Land Use Study Public Meeting Scheduled for Jan. 14

Ms. Pickeral,

I was unable to attend the Maryland Airport Land Use Study Public Meeting Scheduled for Jan. 14. Is there a way to get information about/from this meeting?

Also I against any rule changes which in any way would promote growth in Mattawoman creek Drainage area.

Thanks,
Rob

Theresa Pickeral - MARYLAND AIRPORT LAND USE STUDY PUBLIC MEETING COMMENTS

From: Lynn Sinkler <lynn.sinkler@yahoo.com>
To: "pickerth@charlescountymd.gov" <pickerth@charlescountymd.gov>, "lynn.sin..."
Date: 1/15/2015 8:23 AM
Subject: MARYLAND AIRPORT LAND USE STUDY PUBLIC MEETING COMMENTS

Hello Ms. Pickeral,

I am writing to voice my opposition to the Land Use Study of the Airport and surrounding areas and the proposed sewage line for Bumpy Oak Road. I attended the January 14th, 2015 meeting. The majority of what was said by the county is just not true. We are not zoned for dense development. We are not in need of sewer lines. Our septic systems are not failing. As I stated at the meeting, I have been a life long resident of Bumpy Oak Road, a third generation resident of the road to be exact. I listened to the people who supported the airport, I also know that checking the property assessments that most of those people have made a large amount of money out of this. I am not going to give my property up for this. It is illegal what is being done. Bumpy Oak Road is a Road of Use not a Right of Way. This story of failing septic was manufactured to try take our property through eminent domain. The only thing the sewer line is going to do is support a private airport. Not going to happen, if I have anything to do with it!! I didn't oppose the airport expansion. However, I oppose all of this now. Please mark me as opposing all of this. I am saddened by the lack of integrity by the county leaders in this and many other issues. They are ruining our county. I also need to mention the traffic. Our road is heavily travelled daily and can not support more traffic. It is a connector for many people who live across the Nice Bridge in Virginia and commute to DC or Northern VA. Traffic is horrible in the area now. There are many other issues with this I could get into, but I will save those for a later date. Let me also say I don't believe any jobs will be gained by residents of the county because of any of this. Haven't all the people involved those far with this been out of county entities?

I also have to agree with all the environmental supporters that this is not good for our environment. As a lifelong resident I have seen the changes that have all ready occurred due to the excessive amount of construction (build up) in the county. I don't want it, nor do my neighbors.

Have a great day,
Lynn Sinkler

From: Cheryl Thomas <puppydinks@aol.com>
To: <ballst@charlescounty.org>
Date: 1/19/2015 6:36 PM
Subject: Questions re: Maryland Airport Land Use Study

Dear Mr. Ball,

I viewed ERM's presentation regarding the Maryland Airport expansion proposal. The questions I have pertain to the increased traffic that will be created in the future as a result of this expansion and possible future expansion.

It is my understanding that the initial proposal for the Cross County Connector extension, which was denied by the Army Corps of Engineers, included a provision to accommodate increased traffic. However, without a Cross County Connector extension in place, are there any plans to accommodate increased traffic?

Are there any plans for the preparation and submittal of a revised proposal for a Cross County Connector extension to the Army Corps of Engineers for its review and approval in the future?

Thank you for considering my questions regarding this matter.

Cheryl E. Thomas
Welcome, MD

Imlay, Marc

From: Marc Imlay <ialm@erols.com>
Sent: Monday, December 29, 2014 9:48 PM
To: Imlay, Marc
Subject: FW: DRAFT mailer on airport open house for review

Examples of endangered species to be protected in 800 acres of Airport Landuse plan. Marc Imlay, Habitat Stewardship Chair, Maryland Chapter of the Sierra Club, Resident of Charles County.

From: Rod Simmons [mailto:Rod.Simmons@alexandriava.gov]

Sent: Monday, December 29, 2014 1:18 PM

To: Jim Long

Cc: Marc Imlay; Bonnie Bick; kanter.david@comcast.net; Frank Fox; Bob Boxwell; David Hardy; lila west; beverly Johnson; Donna CAve; Mark Strong

Subject: Re: DRAFT mailer on airport open house for review

Thanks Jim. Yes, and if there're wooded, calcareous-sandy/loamy areas like the ravines behind Ford's ? on Chapman Forest South, then you've a whole added dimension and suite of potentially rare plants.

On Dec 29, 2014, at 1:12 PM, "Jim Long" <jp.long@earthlink.net> wrote:

Also, the tech-park site to the north of the 800 acres is within the area of the land-use-study. The wannabe developer reported Small-flowered Baby-blue-eyes (*Nemophila aphylla*) on the Tech Park site (S1, no legal status as of 2010).

Jim

From: Rod Simmons [mailto:Rod.Simmons@alexandriava.gov]

Sent: Monday, December 29, 2014 12:45 PM

To: Marc Imlay

Cc: Bonnie Bick; kanter.david@comcast.net; Frank Fox; Bob Boxwell; David Hardy; lila west; beverly Johnson; Donna CAve; Mark Strong; jp.long@earthlink.net

Subject: Re: DRAFT mailer on airport open house for review

Hi Marc,

The 2 most likely DNR-tracked R,T,&E plants that might occur on the 800-acre "airport" property adjoining Chapman Forest South are:

Agalinis skinneriana S1E Skinner's Figwort agalinis
Krigia dandelion S1E potato dandelion

There are a handful of S2s - mainly grasses and sedges - that might be possible as well, but including these may start to muddy the situation a bit and lead efforts further into the weeds (no pun intended)...

Acidic seepage wetlands are always important and should be examined and protected. Clean, sandy exposed areas are also good.

All the best,

Rod

On Dec 29, 2014, at 9:27 AM, "Marc Imlay" <ialm@erols.com> wrote:

Hi Rod,

What endangered species should Charles County be looking for and considering that we can testify for at the hearing for the 800 acres of the Airport land use plan contiguous with Chapman State Park on January 14th?

Marc

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

Sent: Sunday, December 28, 2014 1:51 PM

To: kanter.david@comcast.net; Frank Fox; Bob Boxwell; Marc & Alice Imlay; David Hardy; lila west; beverly Johnson; Donna CAve

Subject: DRAFT mailer on airport open house for review

All - The MD Airport mailer will go to the printers tomorrow.

stream erosion. The rare species is an annual plant that is dependent on the flooding regime at this site for successful reproduction and establishment. Maryland's populations of this rare plant are located at the northeastern limit of the species, range. outlying populations are especially important to protect because they often differ genetically from populations nearer the center of the species' range. These genetic differences can help the species survive severe environmental changes.

* <http://www.gpo.gov/fdsys/pkg/CZIC-gh105-m3-e36-1991/html/CZIC-gh105-m3-e36-1991.htm>

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Jim

Statement to: Charles County Planning Committee
Letter to the Editor, Southern Maryland Newspapers

January 17, 2015

RE: Request for Comments for Overlay Zoning, Maryland Airport

Contact: Evie Hungerford, Task Force Chair, Charles County Chamber of Commerce's
Economic Development Committee. 301.753.6111

Resolution: a new year – more objective zoning

You would hope as the County's leadership enters a new year that this would be a time for celebration - a new beginning with an economy that is moving forward but more importantly, a viable, tangible economic engine that stares you right in the eye, the Charles County's Maryland Airport. A celebration because those who think they should lead spout the usual goals: more opportunities for jobs, educational programs, transportation venues, private/public partnerships, etc. Achieving those goals is another thing, requiring vision, objectivity and a willingness to understand some basic principles of economics. Not easy for those who think they are leaders but value the opinions of only a few. In the long run, here's what does matters: Maryland Airport is an economic engine that is already flying, is supported by the Federal and State Governments, is a homegrown enterprise that has become an extremely viable stepping stone to bigger and better things for Charles County. Can't see the forest for the trees?? There are those who make sure you can't by subverting positive efforts. Creating fears where there should be none. What's important is that there will be available jobs, new educational programs wrapped around aviation for students, a safety net for critical care air transportation, new small business growth, a synergy with governments and other counties, and more. This isn't conjecture, but proven by research, studies and actual important discussions regarding usage.

As requested, here are some thoughts, comments and/or suggestions regarding the planning process. The presentation by the County's consultants last week seemed to lack energy, foresight, and creative thinking. They seemed to go backwards in time. Go back to the drawing board with more research and a positive attitude. To those new and seasoned leaders Don't become SHORTSIGHTED. Work harder at looking out for all constituents rather just a few who you think share your own values. Western Charles County is underserved. Stop putting the Mattawoman in the forefront of every plan thus impeding progress. From a planning perspective, protect lands surrounding the airport so they can be productive. Do not let them be tied up in over-the-top preservation zoning that squeezes the life out of economic viability. Free additional acreage from this overlay zone. Staff could be more objective. Somehow they often miss the "forest" over sometimes unjustified restrictive planning that overly protects the supposed wonders and purpose of the Mattawoman Creek. There is zoning that already does that. The bottom line is that zoning seemingly has become so restrictive that it's becoming outrageous, dangerous and at hindrance to our future.

Celebrate what you have that is obvious – an economic engine like no other existing in Charles County currently, the Maryland Airport.

Evie Hungerford
P.O. box 400
Indian Head, Md 20640

Evie Hungerford
P.O. Box 400, Indian Head
301.753.6111