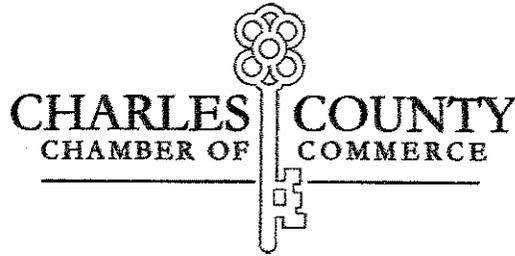


101 Centennial Street, Suite A  
La Plata, MD 20646  
(301) 932-6500 (301) 870-3089  
Fax: (301) 932-3945



E-mail:  
[info@charlescountychamber.org](mailto:info@charlescountychamber.org)  
Website:  
[www.charlescountychamber.org](http://www.charlescountychamber.org)

July 27, 2015

Planning Commission  
Mr. Gilbert Bowling, Jr., Chair  
Attn: Steven Ball, Director of Planning  
Theresa Pickeral, Clerk to the Planning Commission

Dear Mr. Bowling:

Thank you and the Planning Commission for allowing the Chamber to be heard on the Airport Land Use Study. This study originated from the Planning Commission during the Comprehensive Plan Update Process. With the airport expansion all but 500 feet complete, the Planning Commission is to be commended for undertaking a process that ensures the development of compatible uses on adjacent properties, provides a long term vision, allows the airport to develop into an economic engine, and protects the airport from encroachment by land or air.

The airport has existed for 70 years. By thriving, the airport has the potential to produce much needed tax revenues, jobs and attract more businesses to Charles County. The Maryland Airport is an asset that, according to the State of Maryland, generates \$9 million dollars in direct and indirect revenue. According to the 2014 United States Government Accountability Office Report to Congress on the current and Future Availability of Aviation Engineering and Maintenance Professionals, there may be a shortage of aviation engineers, maintenance professionals and avionics technicians over the next 10 years. This, too, provides a unique opportunity for the airport to partner with business and education. Finally and most significantly, the airport is an asset that is essential to the Federal and State transportation program, our military and our emergency medical, fire and police services. The Chamber encourages the Planning Commission to adopt an overlay zone that will protect the airport from encroachment by land or air.

The importance of the airport was recognized by the Maryland Department of Planning ("MDP") in their recent comments on the pending Comprehensive Plan, wherein MDP specifically commented that the County should ensure sufficient land around the airport be designated for employment purposes to allow the airport to grow. This can be done by either categorizing more land as either light industrial or employment. It could also be done at the zoning stage, by including aviation related uses as permissible uses within the Watershed Conservation District. Additionally, the Planning Commission should examine the uses within the IG Zone to ensure that they are compatible with the Airport. If not, the Planning Commission may wish to consider ensuring the overlay zone prohibits such incompatible uses.

Thank you for allowing the Chamber the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Renner".

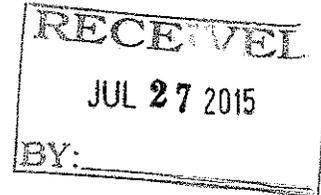
Craig Renner, Chair, Economic Development/Transportation Committee

*"The Charles County Chamber of Commerce provides leadership in supporting and promoting the free enterprise system through business development, education and sound ethical values for the benefit of our members and our communities."*



July 27, 2015

Charles County Planning Commission  
200 Baltimore Street  
La Plata, MD 20646



Re: Land Use Study

Dear Mr. Bowling and Planning Commission Members:

The Maryland Airport appreciated the Commission undertaking a Land Use Study. The Maryland Airport is 560 feet from its original designed and approved completion to 4,300 feet. This has been a long and painstaking process that began with the Federal Aviation Administration's ("FAA") approval of the Airport Master Plan in 1999. Designated as a reliever for small aircraft, this expansion has been supported by the FAA and the Maryland Aviation Administration ("MAA").

When the Maryland Airport received its Master Plan approval, the FAA strongly recommended that our local government implement an airport overlay zone that would protect the Airport from encroachment by land or air from incompatible uses. Such an incompatible use would be intense residential development. Another form of encroachment would be from a permitted but incompatible use currently allowed under the Airports Light Industrial ("IG") zoning. We would request the Planning Commission recommend, develop and implement an appropriate overlay zone with appropriate compatible uses. We are willing to work with the Planning Commission and staff on this process.

The Airport wanted to take a few minutes to address some of the questions raised by the Planning Commission. There is one house located within the center line of the Airport's runway. However, that house is owned by Bauserman Services, Inc. and is outside the Runway Protection Zone (RPZ/safety zone). It should be noted that the FAA requires that no structure be within the RPZ. The only other house within the runway path line is a house that is approximately 0.7 miles away. One of the questions was "How far from the end of the runway to Pomfret Road/ 227?" The answer is 1,200 feet or approximately one quarter of a mile. The Airport has an excellent safety record with only two (2) accidents since construction in 1945. Those two accidents occurred in the late 60's and early 70's on airport property. Most accidents happen during landings and take-offs. Cognizant of the near-by schools, the Airport as part of the new construction, re-aligned and constructed its runway to ensure that landings and take-offs were not in the flight line of the existing schools.

Committed to the environment, the Maryland Airport also boasts a state of the art stormwater management system. The Maryland Airport worked hand in hand with the Maryland Department of the Environment to design and construct this system.

The Maryland Airport has been a part of the Charles County family since 1945. Although we are privately owned, the Airport is committed to serving its community. It is an essential component of the emergency services system and hosts training for the Maryland State Police as well as other law enforcement agencies. The Maryland Airport also calls itself home to the Civil Air Patrol, hosts field trips for the schools and surrounding community and hosts many non-profit entities, such as PILOTSNPAWS ("Saving the lives of innocent animals") and Life Flights who transport critically ill people to facilities that treat their illnesses.

As to who uses the Maryland Airport? The answer is many and varied. The Airport is used by your local aviation community, business executives ("to include government executives") wishing to access the Nation's capital or surrounding areas, police and emergency service agencies/entities, sportsmen and women traveling to our area to utilize our natural resources, the military, non-profits and many others. The closest small regional airport outside the Flight Restricted Zone (FRZ) with quick efficient and easy access, Maryland Airport is the logical choice for those small corporate and private aircraft traveling to the Washington D.C metropolitan area. It is nearly impossible for these aircraft to land at Reagan National Airport.

The biggest threat to an airport is the failure of a local government to plan for it. We thank you for taking the prudent steps to plan for this important asset.

Respectfully,

A handwritten signature in black ink, appearing to read "Gilbert Bauserman", with a long horizontal flourish extending to the right.

Gilbert Bauserman

President



## Mattawoman Watershed Society

*Protecting and preserving Mattawoman Creek for the enjoyment of all.*

Charles County Planning Commission  
c/o Theresa Pickerel  
200 Baltimore Avenue  
La Plata, Maryland 20646

July 27, 2015  
via email: PickerTh@charlescountymd.gov

Re: Draft Maryland Airport Land Use Study

Dear Planning Commission members:

The Mattawoman Watershed Society (MWS) is pleased to offer these comments on the draft airport Land Use Study (LUS), in addition to oral testimony delivered at the July 13 hearing. MWS has over 2000 supporters who wish to stem the declining health of the Mattawoman so that it once again can be regarded as, in the words of state fisheries managers, "the best, most productive tributary to Chesapeake Bay."

According to a task force of federal, state, and academic experts (convened with PGM staff encouragement to assist the county's revision of its Comprehensive Plan), *Mattawoman Creek today is at the "tipping point" for irreversible degradation from loss of forest and from the impervious surface of development approaching 10% of its watershed.* Because the area around the airport is primarily forested and laced with Mattawoman tributaries, and is of very high ecological value (see appended maps), MWS has great interest in the LUS. The airport extension has already buried one tributary, and denuded several others when an especially large area south of the airport was deforested to reduce hazards for instrument landings.

We believe the LUS in its present form should not be forwarded to the Board of County Commissioners without extensive revision to more strongly acknowledge the outstanding ecological assets of the land around the airport, which we believe recommends conservation rather than industrialization to establish compatible land use.

MWS is a signatory to the written comments of the Smarter Growth Alliance for Charles County (SGACC), and so will not dwell on the points detailed in those comments. We have also previously commented extensively as a stakeholder in the LUS.

We agree with several recommendations of the LUS, noted below. But we are also greatly disappointed with its inaccurate depiction of the ecological value of land around the airport, and with its promotion of the same policies that have brought the Mattawoman to its current predicament (policies such as developing hundreds of environmentally sensitive acres, promoting new highways like the Cross County Connector, and retaining a speculative large and dense urban core in Bryans Road).

P.O. Box 201 Bryans Road, MD 20616

[www.mattawomanwatershed.org](http://www.mattawomanwatershed.org)

[mattawomanwatershed@hotmail.com](mailto:mattawomanwatershed@hotmail.com)

301-751-8039

We concur with the LUS conclusion that no new land be zoned for employment. This is supported not only by the market studies that found weak market demand for the tech park and airport, but by the outstanding ecological values in the study area. We also agree that residential development is incompatible with an airport, but question inconsistencies in the study, such as its support of the dense Bryans Road urban core beneath the flight path (see maps below). Much of this land remains forested, and is owned by speculators. Better would be to support the concept advanced in the Merged Scenario revision of the Comprehensive Plan, and return Bryans Road to a mixed-use village centered on the shopping center.

Given the significant ecological assets of the area, we also strongly support the study's endorsement for making the present RC(d) zoning in the area a permanent Watershed Conservation District, as proposed in the draft Comprehensive Plan.

However, while the study seems to possess a limited understanding of the ecological significance of the area, *it errors dramatically when stating that the areas presently zoned IG, BP, and PEP offer development opportunities "relatively free of environmentally sensitive area."* This is in direct contradiction to the high ranking of the area for upland preservation opportunities in the Watershed Resources Directory, not to mention the broad and deep range of ecological assets assigned to the land by various resource agencies. Some of these assets are given in the LUS. Many more are listed in the SGACC letter, to which we add those enumerated in the Maryland's healthy watersheds assessment:<sup>1</sup>

- MD High Priority Water Quality Protection Watersheds
- MD Priority Anadromous Fisheries Watershed.

The land drains directly to spawning habitat used by River Herring, an anadromous fish (i.e., one living in the ocean, but spawning in freshwater). These fish are suffering a decline in spawning usage in this section of Mattawoman, as the LUS acknowledges. Hence conservation through land preservation not only forestalls incompatible uses, it would protect the economic viability of Mattawoman Creek. Juvenile River Herring are a forage fish pursued by Largemouth Bass, which supports a significant multimillion dollar fishery centered on the Mattawoman.

A recommendation for conservation also would benefit Indian Head several fold: (i) a healthier Mattawoman to support its increasing tourism economy; (ii) less competition for potential businesses to revitalize its downtown, which in turn would (iii) strengthen a positive impression of the naval facility during times of the BRAC.

MWS has an interest in outdoor education. The LUS correctly acknowledges the problem of airport noise for outdoor classrooms. Its solution of diverting flights through close coordination between the airport manager and two nearby schools is likely unworkable. We recommend simpler measures, for example by diverting flights during school hours.

Any Land Use Plan communicates through mapping. The LUS presently lacks important maps that, had they been included, would have made apparent the ecological values of the BP, IG, and PEP areas. We recommend mapping the many ecological assets listed below. To

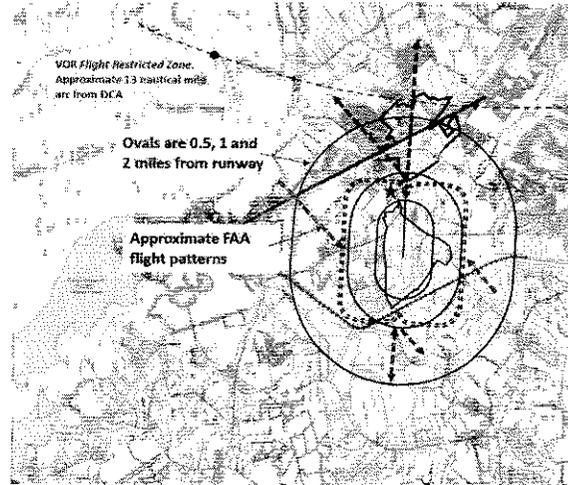
---

<sup>1</sup> [http://stat.chesapeakebay.net/?q=node/131&quicktabs\\_27=0](http://stat.chesapeakebay.net/?q=node/131&quicktabs_27=0)

communicate accurately, these maps should superpose the study area and the various zoning categories (see, e.g., appended maps).

We also believe that an airport LUS is not complete without mapping all potential flight patterns. Standard FAA patterns are plotted in the map to the right. The LUS map should reflect typical pilot deviations from FAA standards (for example, flights have been witnessed directly over JC Parks even though standard flight patterns just miss the school, noted by a red star). The patterns should also reflect how pilots without certification will fly to avoid entering the Flight Restricted Zone that arcs 13 nautical from a navigational beacon (the "VOR") at National Airport. The boundary of this zone, often erroneously called the no-fly zone, is mapped in the figure to the right.

Also mapped in the figure are contours showing distances of 0.5, 1, and 2 miles from the runway. As recommended in the SGACC letter, requiring a notification within the 2 mile contour for any real-estate transfers is entirely feasible.



Map showing approximate flight patterns (dashed double-lines), the Flight Restricted Zone, contours of constant distance from the runway, the location of two schools (red star) and the densely zoned but largely undeveloped urban core (blue outline) under the direct northern flight path.

There are number of mistakes that should be corrected.

- The Mattawoman is not 13.5 miles long, but approximately 27 miles (p. 29).
- It is not Bumpy Oak that separates the airport from the tech park site, but Route 224 (p. 49)
- There appears to be confusion between the acreages of 677 and 675 acres. If these refer to differently defined acreages, it would be useful to clarify.
- Chapman State Forest is not a state land-unit designation. (p. 20).

In summary, we refer to the SGACC letter for many details not repeated here. MWS urges that the LUS be revamped to accurately convey the environmental sensitivities of the area. Once one considers the marked ecological values of the tech park (PEP zoning) and the land zoned IG and BP around the airport, and recognizes that competition undermines Indian Head's revitalization, we believe the LUS will naturally be able to recommend without condition the conservation of the tech park, and similarly much of the IG and BP land as well. The LUS would also find it natural to reject the Cross County Connector (as the Army Corps of Engineers already has, with prejudice), and the large and intense concept of a Bryans Road urban center under the flight path.

Sincerely,

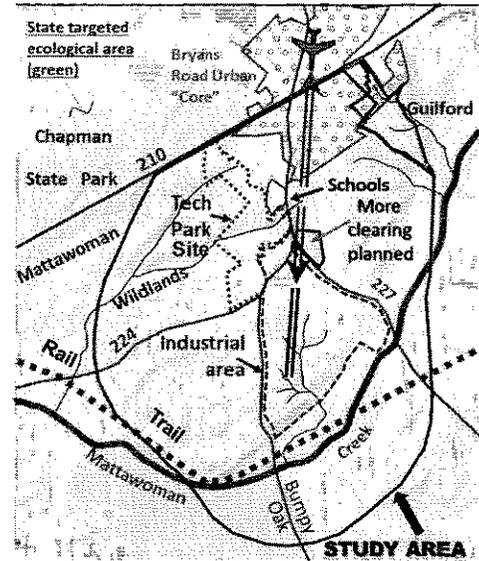
Jim Long  
President

cc: Steve Ball, Director of Planning, [BallSt@charlescountymd.gov](mailto:BallSt@charlescountymd.gov); Peter Murphy, President, County Commissioners, [murphyp@charlescountymd.gov](mailto:murphyp@charlescountymd.gov); Michael Mallinoff, County Administrator, [mallinoffm@charlescountymd.gov](mailto:mallinoffm@charlescountymd.gov)

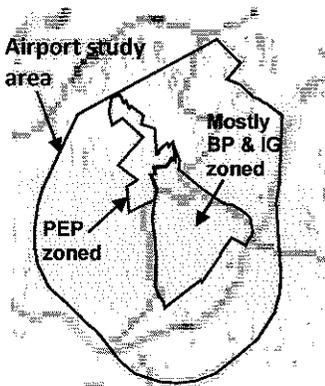
**Ecological values in much of the areas that the LUS presently recommends for industrialization around Maryland Airport**

Partial list:

- MD Targeted Ecological Area (green in map)
- MD Stronghold Watershed
- MD Green Infrastructure forest hub
- Audubon Important Bird Area
- Forest Interior Dwellers' habitat (increasingly rare)
- MD High Priority Water Quality Protection Watersheds
- MD Priority Anadromous Fisheries Watersheds
- MD Sentinel Site Watersheds (watersheds that support high quality, long-term monitoring sites)
- MD Bionet Tiers 1 & 2: Critically or Extremely Significant for biodiversity conservation.
- Stormwater Natural Infrastructure
- Upland Preservation Opportunity
- Mattawoman Stream Valley
- Fish and Wildlife Service Chesapeake Rivers Refuge Complex
- Wetland of Special State Concern (in tech park site)



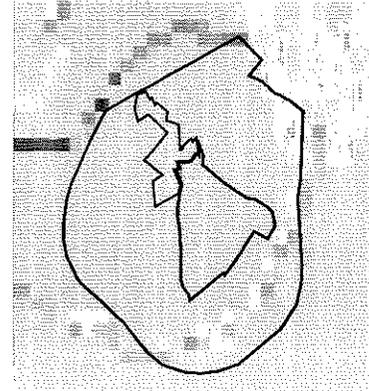
Maps showing approximate relation of various ecological assets to the LUS study area, and the land within it zoned PEP, IG, BP.



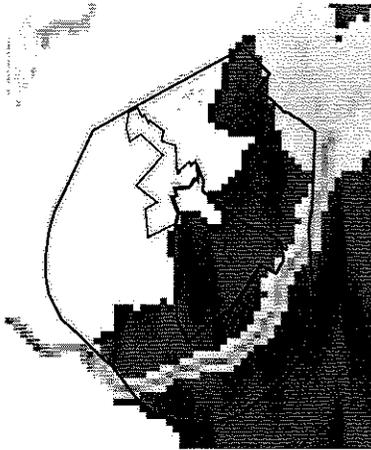
**MD High Priority Water Quality Protection Watersheds**  
Source: Chesapeake Bay Program—MD Healthy Watersheds



**Stronghold Watershed (stippled):** “those watersheds that are most important for the protection of Maryland’s aquatic biodiversity”  
**Wetland of Special Concern (green)**  
Source: Watershed Resources Registry



**MD Priority Anadromous Fisheries Watersheds**  
Source: Chesapeake Bay Program—MD Healthy Watersheds



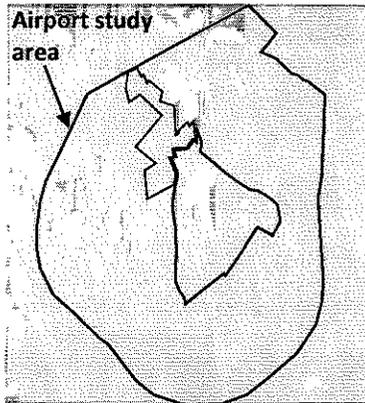
**MD Sentinel Watersheds:**  
 “watersheds that support high quality, long-term monitoring sites”  
 Source: Chesapeake Bay Program—MD Healthy Watersheds



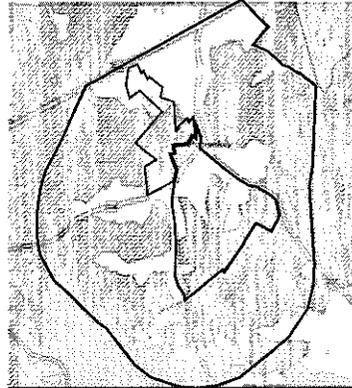
**Stormwater Natural Infrastructure**  
 Source: Watershed Resources Registry  
 Dark green: public land



**Upland Preservation Opportunity**  
 Source: Watershed Resources Registry  
 Dark green: public land



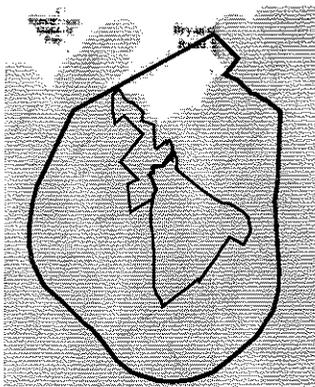
**DNR’s Targeted Ecological Area:** “rank exceptionally high for ecological criteria and that have a practical potential for preservation.” Source: MERLIN



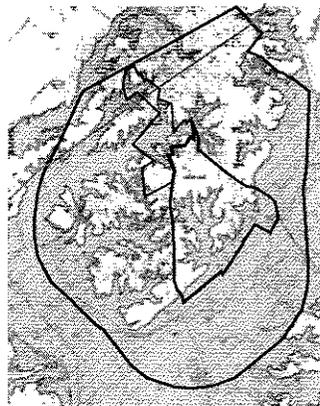
**DNR’s Green Infrastructure: Hub & Corridor forest**  
 Source: MERLIN



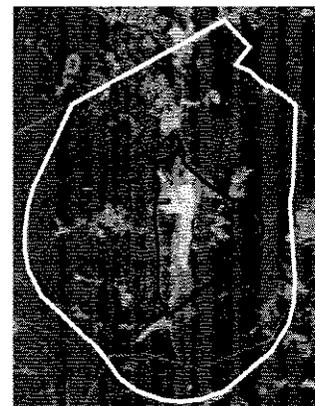
**Forest Interior Habitat (green).**  
 Source: Watershed Resources Registry.  
**Audubon Important Bird Area (red out line);** source: Audubon MD-DC.



**Bionet Tiers 1 & 2:** Critically or Extremely Significant for biodiversity conservation.



**Mattawoman Stream Valley**  
 The Army Corps of Engineers made its protection a key to the Mattawoman Creek Watershed Management Plan.



**Aerial map (2013)**

**From:** Hal and Nancy Delaplane <hnplanes97@comcast.net>  
**To:** <PickerTh@charlescountymd.gov>  
**Date:** 7/22/2015 3:59 PM  
**Subject:** Airport Land Use Study Comment

The economic and market analysis in the Maryland Airport study was sketchy and didn't point toward a viable economic engine as some may think. I wouldn't want tax money going toward a boondoggle that is no more likely to get off the ground than the Indian Head Tech Park. I would be fine with airport-related development within the airport boundary fence.

Nancy Delaplane  
La Plata, Md.

-----  
This email has been checked for viruses by Avast antivirus software.  
<https://www.avast.com/antivirus>

From: Chuck Pearson  
6838 Buckeye Dr  
Hughesville, MD 20637  
301-274-3355

July 16 2015

To: Charles County Government

Subject: Maryland Airport Expansion Survey

1. I support the expansion of Maryland Airport. The health of our economy is as important as the health of our environment. We must balance the needs of both. Large companies consider airport availability and capacity a critical factor in determining where they will locate.
2. We owe it to our residents to do everything we can to attract and retain better jobs for Charles County. There is no guarantee that an expanded airport will do this. But with the expansion, we greatly improve our competitive position.

Very Respectfully,



Chuck Pearson

## Theresa Pickeral - Fwd: Maryland Airport Expansion Comments

---

**From:** Steven Ball  
**To:** Theresa Pickeral; clive.graham@erm.com; jenifer.Huff@erm.com  
**Date:** 7/17/2015 12:59 PM  
**Subject:** Fwd: Maryland Airport Expansion Comments

---

Steven Ball, AICP, LEED AP  
Planning Director  
Charles County  
PO Box 2150  
La Plata, MD 20646  
[\(301\) 645-0540](tel:3016450540)

>>> "Dale Flowers" <cdfowers@toast.net> 7/17/2015 9:52 AM >>>

I attended the recent July 13<sup>th</sup> hearing held by the Charles County Planning Commission on the proposed expansion of the Bryans Road airport and would like to make some comments not made during the hearing.

In the past many of us in Charles County have used air travel to get to business meetings involving participants from all over the United States and other countries. Technological advances such as Skype, email, the Internet and video conferencing have rendered much of this travel unnecessary. Because of these advances I believe there will be less and less business need for air travel.

Charles County is a region with an abundance of cultural, ecological and agricultural resources. With today's emphasis on locally grown food and use of more fruits and vegetables in our diets both home cooks and restaurant chefs look towards small farms to provide the ingredients for the foods they wish to serve. Use of our abundant agricultural resources for the creation of locally grown food will create less and less need for air transport. Likewise the county has abundant ecological and cultural resources. We are blessed with having played a significant part in our nation's early history. We are also blessed with having some of the most beautiful wildlife areas in our nation. A more extensive ecological and historical tourism industry not involving air travel from a local airport could be developed. In turn the county would have a wider tax base and would not have to rely so heavily on residential taxes to pay county expenses.

As you can tell from what I have written above I do not support the expansion of this local small airport. My dream is that Charles County will remain rural. I moved to this county because I wanted to live in a small town rural area. Thank you for taking the time to read this letter.

Carol Flowers  
Welcome, MD

## Theresa Pickeral - Re: Maryland Airport Expansion Comments

---

**From:** Steven Ball  
**To:** cdflowers@toast.net  
**Date:** 7/17/2015 12:58 PM  
**Subject:** Re: Maryland Airport Expansion Comments  
**CC:** Theresa Pickeral; clive.graham@erm.com; jenifer.Huff@erm.com

---

We will include your comments in our records.

Steven Ball, AICP, LEED AP  
 Planning Director  
 Charles County  
 PO Box 2150  
 La Plata, MD 20646  
(301) 645-0540

>>> "Dale Flowers" <cdflowers@toast.net> 7/17/2015 9:41 AM >>>

I have lived in Charles County since Waldorf had corn fields. I attended the recent July 13<sup>th</sup> hearing held by the Charles County Planning Commission on the proposed expansion of the Bryans Road airport. My comments written below concern the proposed expanded airport and are based on experiences of over 40 years of business air travel to over 80 airport destinations.

Some people testifying at the hearing claimed that an expanded airport would be an "Economic Engine" and provide an expanded tax base for the county. Discussed at the hearing was a Land Use Study concerning the expanded airport. The study indicated that between 82 and 91 percent of the aircraft based at the expanded airport will be single engine piston planes and that "high levels of activity at a general aviation airport do not correspond directly to its ability to induce development". From my experience travelers only collect their luggage at an airport and continue on to their final destination without contributing anything to the economy around the airport. The conclusions of the study and my experiences are hardly indicators of an "Economic Engine". In fact the environmental damage done by airport expansion could only negatively impact the \$40,000,000 a year Eco-tourism and sports fishing industry in Charles County.

I find the noise level information in the Land Use Study suspect. My father lived over four and a half miles from his local airport and the noise from landing jet aircraft was so bad that all outside conversation had to stop when planes landed. On takeoff the noise level would be even worse. The Land Use Study states that at 600 feet from the end of the runway the noise of a landing jet aircraft is less than the noise in a New York City subway car. Because of all the air and New York City subway travel I have done I find this to be not true. Aircraft noise levels by the airport would be untenable for people living close to the expanded airport.

While the Land Use Study addresses notification of potential buyers of real estate near the airport it does not even mention the loss of property value which would be suffered by the current residents. The noise from the projected 8 to 9 planes an hour seven days a week indicated by the study would make the properties close to the airport less desirable and in time reduce the property values and the taxes on the property affected. Due to the noise levels and the airport glide path the notification distance should be expanded from the current one mile to five miles.

The Land Use Study gave a single estimated cost for a larger sewer system that would be needed by the expanded airport. It does not address the cost of the other required needed infrastructure improvements. From various published figures the actual cost of sewer construction alone would cost the taxpayers of Charles County up to \$8,000,000. Addition costs of the expanded airport would include (1) getting the water required by the airport to the airport, (2) required additional road widening and road construction and (3) the over \$450,000 cost of an airport crash tender and the additional cost of the fire fighter training required by an airport with 30,000 take off and landings a year. If we assume that costs for the additional infrastructure developments needed for the expanded airport are at least as expensive as a required sewer line the Charles County taxpayer costs could rise to over \$24,450,000. Charles County taxes are in the highest 25 % of any jurisdiction in the state of Maryland. We do not need the even higher taxes that subsidizing the airport would cause.

I am against the proposed Maryland Airport expansion for the above reasons.

Dale Flowers  
 Welcome, MD

**From:** Anna Kateri Antoine <annaoc1023@yahoo.com>  
**To:** <PickerTh@charlescounty.org>  
**Date:** 7/16/2015 12:05 PM  
**Subject:** Written comments for proposed Airport Expansion

Good Afternoon:

I would like to add my comments about the proposed Airport Expansion in western Charles County. I do not support an expansion of this kind as it will have a negative affect on the environment and the Mattawoman Creek in that area. I believe we should develop our natural and environmental areas in that part of the county as attractions. I love going to Purse park and some of the other natural areas around the Mattawoman Creek. It would be such a shame to destroy these natural resources that the county has to offer, just so a developer has the chance to make money. It really sickens me to see how much favoritism developers get in this county. Thank you for taking my comments for the public record.

Respectfully,

Anna Antoine  
White Plains

## Amy Blessinger - Comment for the record of the airport land-use study

---

**From:** "Arlene" <walkoa@aol.com>  
**To:** <PickerTh@charlescountymd.gov>, <BallSt@charlescountymd.gov>  
**Date:** 7/12/2015 11:35 AM  
**Subject:** Comment for the record of the airport land-use study

---

Please accept these comments for the record of the airport land-use study: Hearing Jul 13, 2015

**The county should not be forcing taxpayers to pay for the infrastructure of a privately owned airport.** I do not support public-subsidized infrastructure (i.e. sewer lines and road widening) to industrialize in or around the privately owned Maryland airport.

A conservation plan will not result in **property taxes being increased and property values decreased for those of us (residents) in the pink zone.**

**Move commercial and residential development to areas already impacted with existing infrastructure,** where they may be better served; specifically the town of Indian Head. Western Charles County desperately needs investment options but industrializing a private airport without existing infrastructure is not considered to be the most viable option. Benefits proposed in the expansion suggests more business in the area but this proposal clearly has not identified any benefits to current property owners and merchants in the expansion area and the only "outside the fence" **economic improvement** presented in the January 2015 presentation was **a restaurant.**

**A conservation approved plan will mitigate the risk and adverse effects to human health (air pollution and jet exhaust linked to cancer cells) , loss of life and or property with increased air traffic along with low flying planes, and noise exposure in a rural core flight path area.** Two schools, Matthew Henson Middle School and J.C. Parks Elementary School fall **inside** and nearly beneath the standard FAA flight pattern for northerly winds as well as some residences (mine included that have been here before the airport existed). A Conservation plan also will prevent **adverse environmental effects to the Mattawoman watershed.**

**It is imperative that the airport owners and/or management comply with the Special Flight Rules Area Rule, other FAA rules and safety concerns of the public and stakeholders.** My personal experience **requesting the owner and management of the Maryland Airport** (via certified signed mail receipt dated **July 2014**) to consider a revised flight path to only fly over our unclear acreage to **promote air safety** and maintain the efficient use of the navigable airspace while allowing us to enjoy our homestead and lessen the danger of a plane crashing into our house or harming us (or others) and to advise what actions they have taken to ensure the safety of me, my family, visitors and pilots of the small aircraft ,to date, **HAS NOT been responded to.** Private planes continue to hover over our house just above tree level when they could fly 100 feet over from our cleared land. It is apparent to me that safety is NOT a high priority objective at the Maryland Airport or for some of the pilots of private aircraft taking off and landing at the Maryland Airport. This risk increases with the proposed expansion and projected increased use of small aircraft and jets (and drones).

James and Arlene Walko  
 Indian Head, MD 20640

Tammy Walko