

Airport Advisory Committee Meeting
St. Mary's County Regional Airport
April 2, 2007

Approved Minutes

I. CALL TO ORDER

Mr. Joe Mitchell, Vice Chairman, called the meeting to order at 6:00 PM. Other members present were: Korey Smith, Erin Lesko, Skip Shepherd, and Ned Clarke. Bill McNamara, Chairman, was excused on vacation. Recognizing that a quorum was present, Mr. Mitchell noted that official business could be conducted. Others in attendance are reflected on the Sign-In Sheet.

II. MINUTES

The Committee reviewed the draft February 26, 2007 minutes. After pointing out a minor amendment to the adjournment section, Korey Smith moved to approve the February minutes as amended. Ned Clarke seconded the motion, which passed with a vote of 5-0. The approved minutes for January have been posted to the County website.

III. CHAIRMAN'S REPORT

Mr. Mitchell began his Chairman's Report by reviewing the meeting agenda, and then recognized the evening's guests, Mr. Brad Clements, Chief Operating Officer, and Ms. Kimberly Howe, Supervisor of Capital Planning, from the Board of Education. Mr. Clements and Ms. Howe were invited to discuss the site selection and planning process for Public School No. 0606, commonly referred to by the Airport Advisory Committee and the general public as the Wildewood Elementary School. Mr. Clements emphasized that the school has yet to be officially named. Mr. Erichsen was also present and has prepared written commentary as Airport Manager on this particular site, which has been distributed to the Board of Education, Planning Commission, the Department of Land Use and Growth Management, and the Airport Advisory Committee.

IV. GUEST PRESENTATION

Mr. Erichsen provided the committee allow a brief introduction of the major points in the prior February 2, 2007 memorandum and the supplemental March 2, 2007 memorandum, specifically discussing the technical points of the Wildewood Elementary School site development from the perspective of the Airport Manager. Both Mr. Clements and Ms. Howe were introduced by Mr. Erichsen and acknowledged by the committee.

Mr. Clements began his remarks by indicating that Ms. Howe would discuss the site selection process and planning criteria, while he would address the design features of the school construction and other unique features of the design that will be discussed at the Planning Commission meeting on April 9, 2007.

Ms. Howe stated that the site selection for the new elementary school was a two-year process in which the Board of Education evaluated 43 different criteria in making the ultimate site selection, to include not only the Airport Environs (A/E) zoning district, but also other zoning controls and several environmental constraints such as wetlands, steep slopes, erodible soils, endangered species, etc. Ms. Howe also noted that the search committee represented all concerned parties, to include the Department of Land Use and Growth

Management and the Department of Public Works and Transportation. The search committee conducted an exhaustive review of available planning documents to include but not limited to the Metropolitan Commission's water and sewer plans and the County's transportation plan. The search committee followed the State's review process and remains convinced that the current site is suitable, meets all Zoning Ordinance criteria, and is in accordance with the Capital Improvement Program. Ms. Howe noted that Hollywood Elementary is also within A/E Overlay Zone 4, and the Board of Education has not received any airfield-related complaints from Hollywood Elementary school. The proposed school is approximately 1.25 miles (6,400 feet) laterally from the end of R/W 11.

Mr. Erichsen noted that the Environmental Assessment (EA) for the airport expansion addressed several relevant factors such as land use, zoning, noise-sensitive facilities, and aircraft noise. Table 3-10 on Page 3-34 of the approved EA specifically recognized the new school as a project to be anticipated within the five-year study period. The EA and the formal Federal Aviation Administration's Finding of No Significant Impact (FONSI) determined that the proposed airport expansion would have no anticipated adverse environmental impacts on adjacent properties, to include noise.

Mr. Erichsen also noted, and Ms. Howe confirmed, that the zoning restrictions dictated by Zoning Ordinance Chapter 43, Section 5, entitled "Airport Easements, Restrictions, and Covenants" were being added to the final record plat documents. These general notes, which will remain on the record plat and site plans in perpetuity, require the Board of Education to preserve the mandated height restrictions and preserve the public's right to conduct flight operations in the airspace above the property.

Mr. Clements stated that the design capacity of the new school is 646 students. The school building will be two-story and incorporate day-lighting for energy conservation purposes. Mr. Clements stated that the Board of Education was already incorporating sound dampening measures into the design, which has a normal added benefit of increased thermal insulation. The building envelope study for the school is complete, and the design team is converting the sound transmission design criteria into the preliminary design. Ms. Howe indicated that several of the construction recommendations cited in the California Airport Land Use Planning Handbook (such as masonry construction, sound dampening measures, and acoustical panels, etc.) has also been incorporated in the design.

Mr. Korey Smith inquired about the plan for temporary trailers as it appears that the school will be at capacity when it opens, in terms of enrollment projections over time. Mr. Clements confirmed that the school would be near or at capacity when it opens. Currently, the use of temporary trailers is controlled under an overall master plan. New legislation is under consideration at the state level to provide higher design and construction standards for trailers to address durability, greater energy efficiency and noise attenuation.

Mr. Ned Clarke, a committee member, aircraft accident investigator and engineering consultant, introduced a document that he prepared to better illustrate the normal traffic pattern at 2W6. The document, which was distributed to committee members, the Board of Education representatives, and members of the public present, displayed a realistic graphical presentation as flight tracks or bands of one quarter mile in width for a left-hand standard approach. This graphical representation is more realistic than the single-line representations shown in Exhibit B of the current Airport Rules and Minimum Standards. The quarter-mile band takes into account flight path variations due to wind and visibility conditions, aircraft types, pilot judgment and navigational deviations. At the meeting, Mr. Erichsen took the time to locate the school site on the provided graphic, and the proposed school site, just off of the end of Benswood Drive, was outside of Mr. Clarke's illustrated prescribed flight pattern.

Mr. Clarke stated that the airport conducted approximately 52,600 flight operations for calendar year 2006. The approach to R/W 29 is predominant due to the prevailing winds (90% of approaches), and approximately 80% of all approaches are the prescribed left hand turns. Therefore, approximately 19,000 landings for the normal left-hand pattern to R/W 29 can be expected in a year, or 52 landings in a 24-hr period. This would equate to approximately 2 per hour depending on the time of day and the day of the week. Mr. Clarke also stated that the 65 dB day-night average (DNL) noise contour remains on airport property even after the airport expansion, but that the average needs to be considered as not representative of the noise generated by a single, shorter-duration event, such as a landing. Ms. Howe indicated that they had an acoustical engineer evaluating the future noise impacts from B-II large category planes flying over the school. Mr. Erichsen stated he had provided the Board of Education with a listing of B-II aircraft, including the critical aircraft cited in the master planning documents.

Mr. Erichsen referenced the 2002 California Airport Land Use Planning Handbook, specifically Figures 9G and 9H, which graphically illustrate the General Aviation Accident Distribution Contours for runways between 4,000 and 8,999 feet. When these graphics are superimposed over the Airport Environs overlay, it becomes clear that the intended school site is more than 3,000 feet from the 80% accident probability contour. Additionally, Mr. Erichsen pointed out that the 10,000 and 18,000 foot figures mentioned in the January 9, 2007 Aircraft Owners and Pilots Association (AOPA) letter to the Board of Appeals appear to represent the data extremes.

In summary, the Airport Advisory Committee and the Board of Education representatives were of the opinion that neither the proposed school nor the airport would have an adverse impact upon the other. As such, the concerns raised by the AOPA's January 9, 2007 letter regarding safety, noise impacts and encroachment had been adequately addressed to the committee's satisfaction. Mr. Mitchell moved that the committee support the site selection of the proposed school. The motion was seconded by Ned Clarke and passed by a vote of 5-0.

V. PUBLIC COMMENT

Mr. Mitchell opened the floor to discussion and questions from members of the general public in attendance. Mr. Ken Studt thanked the Board of Education representatives for their presentation. He acknowledged that the left-turn pattern of the Rules and Minimum Standards (Exhibit B) is acceptable to the FAA. He stated that there is no FAA literature on record to dictate approach altitudes or a prescribed pattern and that the 1,000 foot and 1,200 foot minimums depend significantly on pilot experience and weather conditions. (Note: the current Airport Rules and Minimum Standards dictate 1,000 MSL for single and multi-engine piston aircraft and 1,300 feet MSL for turbine powered aircraft). Mr. Erichsen concurred and replied that the FAA allows local jurisdictions to set their own rules, which the County has done. Mr. Studt also stated some pilots may not or will not follow the prescribed pattern. Mr. Studt also predicted that further population growth in the County will only increase the development pressure on the airport in the future.

Mr. Terry Adair also thanked the Board of Education representatives for their time. He also appreciated Mr. Erichsen sharing the details of the Zoning Ordinance Chapter 43 (Airport Environs Overlay) with him during an earlier conversation. He is glad to see that the zoning restrictions are being added to the record plat and all other developments within the AE Zone 4. Mr. Adair emphasized that inclement weather can reduce the ceiling and force pilots to make wider turns than what is prescribed by the approved approach pattern. It is conceivable that a flight track could take an aircraft down to 540 feet as far out as 1.5 miles, which would be close to the proposed school site. All in attendance acknowledged that there could be extenuating circumstances that could cause a flight track to deviate from the prescribed pattern, but it is understood that the vast majority of flights would avoid the

proposed school site. Ms. Howe indicated that this was being taken into account by their acoustical engineer.

Mr. Jim McCarthy offered to take the Board of Education representatives on an over-flight of the area for their benefit in observing the overall surroundings of the airport.

Mr. Steve Bildman noted that the Airport Advisory Committee has the authority from both the FAA and the Board of County Commissioners to mandate additional constraints to flight patterns. These formal traffic patterns could be in addition to the voluntary Fly Quiet Program currently in place and could be included in the Rules and Minimum Standards when they are updated. He also suggested that the Airport Advisory Committee and the Board of Education conduct an aviation day for the students of the new school to develop their interest in general aviation.

VI. DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION REPORT

After a brief recess to allow the guests to depart, Mr. Mitchell called the meeting back to order. Mr. Gary Whipple represented the Department of Public Works and Transportation. Mr. Whipple handed out copies of the final draft of the 2006 Annual Report for one last review. Mr. Bildman repeated his recommendation to include the MAA economic study in the report, which Mr. Whipple will incorporate before presentation to the Board of County Commissioners.

Mr. Whipple noted that April is the month for the spring semi-annual airfield inspection. Mr. Mitchell suggested that the date and time be coordinated with Chairman McNamara and Mr. Bildman and then communicated to the rest of the committee for their participation.

Mr. Bildman noted that the Hollywood Volunteer Fire Department was standing by to meet with the subcommittee for the emergency exercise. The meeting is scheduled for 7:00 PM on Tuesday, April 10, 2007 at the HVFD. Tentative plans indicate that Ms. Erin Lesko, Mr. Ned Clarke, Mr. Walter Gillette and Mr. Bill McNamara, the designated subcommittee, will be in attendance. Mr. Gary Whipple will represent the Department of Public Works and Transportation, and he committed to ensuring that appropriate representatives from the Department of Public Safety were invited.

Mr. Whipple mentioned the Maryland Department of Transportation (MDOT) Land Acquisition Program and Noise Zone Land Acquisition Programs contained in the current Consolidated Transportation Plan. These programs represent potential funding sources for future real estate acquisitions.

Mr. Whipple recognized Mr. Jim McCarthy, who recently completed his graduate research project entitled, "The Effectiveness of New Instrument Approach Procedures with Reduced Landing Minimums at St. Mary's County Airport" to fulfill the requirements of his Master of Aeronautical Science degree through Embry-Riddle Aeronautical University. Mr. McCarthy presented the findings of his project at the February 2007 meeting. His project received a passing grade, and an electronic copy will be posted to the airport website.

Mr. Whipple reported that the wetlands mitigation easement is nearing completion through the work of the Metropolitan Commission, the Maryland Department of the Environment (MDE), and the consultant, Delta Airport Consultants, Inc. The hydrologist from MDE had concerns about using land adjacent to active spray fields for wetlands construction. During a site visit with the MDE hydrologist, the plan was modified to address his concerns. The plan is now in review for final approval.

Mr. Whipple reported that the County is awaiting the final FAA approval for the airfield signage plan, which was forwarded back to the FAA on February 13, 2007. The plan will be reviewed during the spring semi-annual airfield inspection.

Mr. Whipple handed out the most recent Letter of Authorization (LOA) draft between the County and the Patuxent River Naval Air Station. The current draft was submitted by the Air Operations Division after the February meeting, however, Ned Clarke noted that the graphic included with the current draft needs to be corrected. Mr. Whipple agreed to find the correct graphic and consult with the base to ensure that the graphic is correct and current. Mr. Clarke also suggested that a concise written description of the graphic be added to the text of the LOA. Mr. Whipple agreed to enact that recommendation.

VII. FBO AND LEASEHOLDER REPORTS

Mr. Steve Bildman reported that the next building will be delivered on May 21, 2007 with construction completion scheduled for the end of June 2007. Mr. Bildman also indicated that the utility trench settlement noted on the airfield inspection list will be addressed during the paving for this building.

Mr. Bildman also stated that he has been in contact with a vendor who is interested in providing a food service operation at the Walter F. Duke Terminal Building. He will provide further details as the situation develops.

VIII. NEW/OLD BUSINESS

The next regularly scheduled meeting was April 23, 2007, however the committee elected to postpone this meeting to 6:00 PM on May 14, 2007 at the County Airport in the Walter F. Duke Terminal Building Conference Room.

IX. ADJOURNMENT

Having heard no additional comments, Mr. Mitchell moved to adjourn the meeting. Erin Lesko seconded the motion, which passed by a vote of 5-0. The meeting was adjourned at approximately 7:15 PM.

Respectfully submitted,

Approved,

Gary B. Whipple, P.E.
Recording Secretary

Bill McNamara,
Chairman