



FORREST  
FARM

**Airport Expansion Article -- See page 2 - 6.**

## Easter Egg Hunt at Community Center

This great event will be held on Saturday, 15 April at 4pm. If it looks like significant rain, we will reschedule.

We plan to have 2 separate hunts. One for children 2 and under with larger eggs filled with surprises appropriate for them at the playground/tot area. The second hunt will be for the over 2 year old children in the soccer field area with smaller eggs and surprises.

To assist in making sure there are enough eggs for the children that want to attend, please send number of children attending and if any are under 2. Respond via either facebook messenger, or email to Jessica Spadaccini at [j.l.lafond@gmail.com](mailto:j.l.lafond@gmail.com). Don't forget to have the little ones bring their Easter Baskets!

If anyone wants to volunteer to hide eggs, let Jessica know. Thanks to Jessica for organizing this event. Hopefully it will become an annual event within our community.



## COMMUNITY

# YARD SALE

## FFHOA Community Yard Sale

Our annual event is planned for Saturday, May 6 with a Rain Date of Sunday, May 7. This sale will run from 7:00 a.m. - 1:00 p.m.

Advertisements / Publicity: [smd.com](http://smd.com), The Baynet, etc. We'll also post signs at nearby intersections.

Signs within the community will be left up to the individual homeowners. Signs placed by individual homeowners should be placed no sooner than Thursday and taken down no later than Saturday night.

Placing balloons or ribbons on your mailbox will also designate participation in the yard sale.

Any questions? Contact Jennifer Mountjoy at [gennifurr@yahoo.com](mailto:gennifurr@yahoo.com) or at (301) 997-1701.



## Road Safety

We are hearing concerns from many of our fellow neighbors and friends.

Too many cars are speeding through our neighborhood and ignoring stop-signs.

Please be considerate for the safety of our kids and pedestrians.

We are all responsible for the safety of our streets.



## Airport Expansion Imminent What Might that Mean for Our Community?

Author: Gregory Jones - VP of FFHOA

I'm sure we can all agree that Forrest Farm is a wonderful community in which to live and we enjoy the beauty of our neighborhood and the friendliness of our neighbors. When we moved here we were of course aware of our neighbors outside the community, Wildewood, the farms along Brown and St. John's Roads, and the general aviation airport to our east. While we have had some issues in the past with the proximity to Wildewood, it is the airport which will potentially have a significant impact on us in the near future.

As we know from the infrequent newspaper articles, the Captain Walter Francis Duke Regional Airport is slated to be expanded with an additional 1,200 feet of runway to be added along with other upgrades.

On 4/4/17 there was a public meeting held at the airport to discuss the property acquisition necessary for the airport expansion. The public press release went out only 2 days in advance and, by the limited number of attendees, obviously few received any notice. The majority of the participants were the affected homeowners who had received a letter informing them of the meeting. While the meeting mainly focused on the process the county is using to value the affected property and short timeframes for completing the acquisitions, the details of the expansion were only basically summarized. The question and answer period provided an opportunity to try to gain additional information, particularly in regard to the impact the runway expansion and introduction of dual engine business jets would have on the surrounding community, especially ours.

The details were very slim with references repeatedly made to the initial planning studies from 2002. The following are some of the details brought out, in no particular order:

- The airport beacon will be raised by placing it on a tower to increase its visibility, which would also increase the intensity of it over our community.
- The runway expansion will have an associated construction of "commercial" hangers. From another source I was advised these are most likely to house drones, like the one recently that made an unexpected landing in Lexington Park.
- Lawrence Hayden Road will be relocated to curve around the new extended runway. It is also to be expanded to connect to Rt 4 at Indian Bridge. This extension is reportedly now in the "engineering" phase, and appears to bring it very close to the southern end of our community.
- Airport Road will be extended to connect to Lawrence Hayden Road.
- GPS approach guidance and runway lighting will be improved, although when questioned, the county denies any plans for night operations.

Story Continued on Next Page



## Airport Expansion - continued

- The approach angle is being changed in order to accommodate the jet aircraft that will utilize the airport. This means that aircraft takeoffs and landings will be at a much lower flight path, putting the aircraft at a lower altitude approaching and departing the airport for a longer period.
- A vee shaped area will be cleared of buildings, homes, and tall trees starting at the 235 end of the runway and extending across 235 to the east for several hundred feet. This is expected to commence towards the end of this calendar year.
- When asked about the increased aircraft noise to the adjoining communities, their response was that the environmental study said that the “loud” (65+ db) would be confined to the immediate airport grounds.
- The upgrade of the existing runway to handle heavier aircraft and the runway extension are to happen in FY 19.
- Approximately 10 years ago, a large area surrounding the airport in the shape of an oval with rings had a zoning modification by creating a sub-zone depicting different control areas. We are located in the innermost ring known as Zone 4 which is airport proximity. They said this should be annotated on deeds showing airspace rights reserved for the airport and building and other structures height restrictions. This is also the zone that will have the most air traffic circling for the landing approach on the 235 side.
- It was raised in the meeting that the county has permitted a great deal of development in the innermost zone, particularly in the planned unit development (PUD) of Wildewood. It was pointed out that, in fact, the new Evergreen Elementary School is right in the middle of the flight path.
- When asked about whether the plan has been updated in light of the extensive development since 2002 that has taken place in the area to be affected by the expansion, the county just indicated there was no need since they are proceeding with the 2002 approved plan.
- No future public meetings are planned to further inform the public of the airport expansion since the information is available on the county website. The various plan documents can be found at <http://www.stmarysmd.com/dpw/history.asp>.



### Airport Expansion - continued

- When asked specifically about any studies done about the impact of the change in aircraft and the runway extension on the communities, like ours, that are adjacent to the airport, this is an extract of the response:

*“The County adopted the Airport Master Plan Update in 2002 after review with the FAA, the Maryland Aviation Administration and a public hearing. Part of the FAA and MAA review process involved airspace assessments for safe approaches into the airport. Their approval of the Master Plan and Airport Layout Plan involved review of Federal Aviation Regulation (FAR) Part 77 and Terminal Instrument Procedures (TERPS) standards. These are analogous to Federal Highway Standard for safe roads. Also, noise was studied as part of the 2006 Environmental Assessment, and the 65dB noise level contour does not leave the airport property ....*

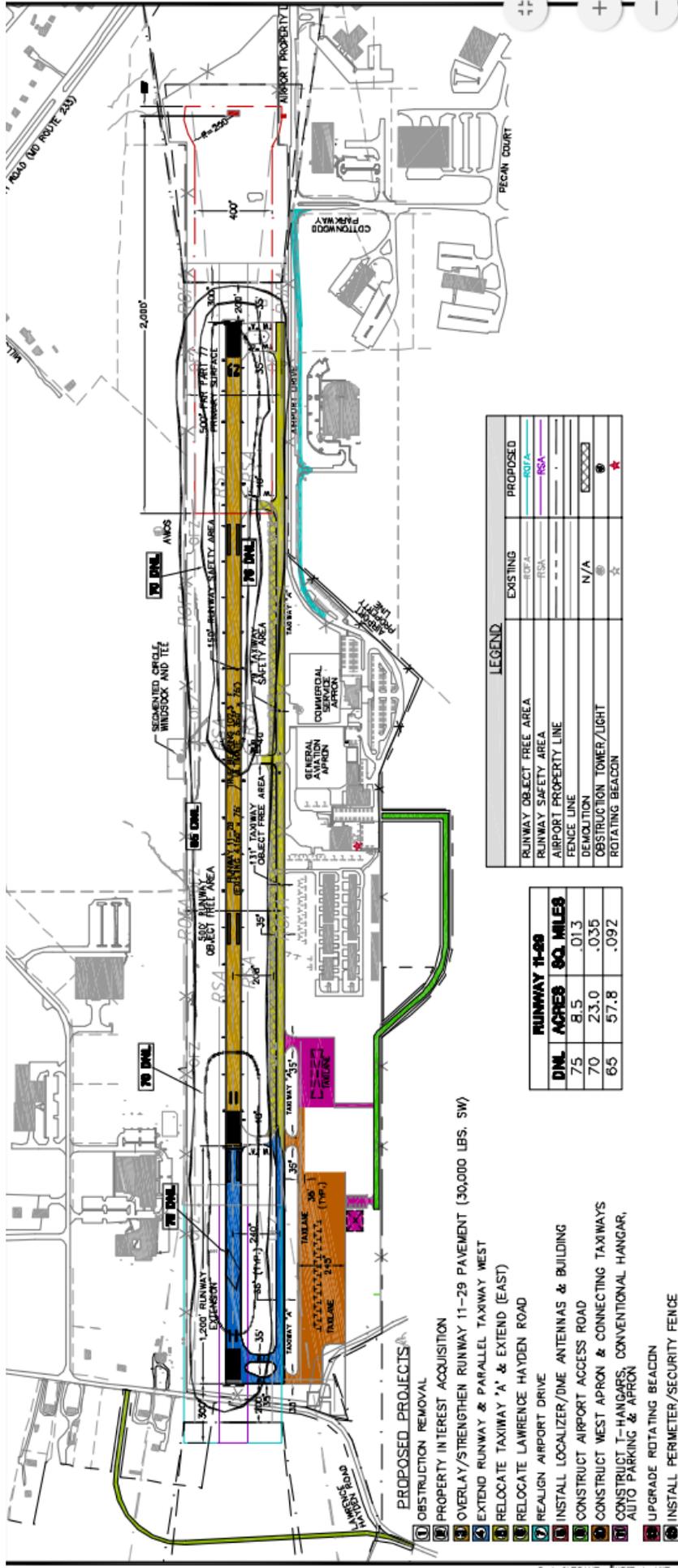
*The Airport Environs Overlay District (Chap 43) of the Comprehensive Zoning Ordinance, which was enacted after the Master Plan Update, already takes into account the runway extension. Additionally, during that public hearing process, the determination that residential use in Area 4 was compatible with airport operations. All subsequent development within Area 4 has been subject to the overlay district, and recorded plats are annotated to reflect the public's right to use the airspace.*

*Now this doesn't mean that there won't be a somewhat observable difference in air traffic once the runway is extended, but the planning and review for that eventual reality has already occurred. There are already 11 multi-engine aircraft based at the airport, and transient aircraft (based at other airports) fly in on a frequent basis already. Any future observation of air traffic increase would be analogous to seeing increased traffic on a road that was planned and approved at some point in the past, but is now just realizing a higher rate of use due to the planned development that is consistent with its design”.*

An informed person is a knowledgeable person. We will certainly share any additional information we are able to find out about other potential impacts on our community.

Relevant charts and diagrams are on the following several pages.

# Diagram of Airport Upgrades & Increased Acoustic Sound Pattern



## FUTURE (2006) NOISE CONTOURS - ALTERNATIVE 3 CAPTAIN WALTER FRANCIS DUKE REGIONAL AIRPORT AT ST. MARYS



# Diagram of Changed Nighttime Visibility Due to Rotating Beacon & Airport Lighting

