

The Landings at Piney Point Homeowner's Association
Questions regarding OAG's Plans for Development of their Piney Point Property

A. Noise, Aviation Operations & Safety

1. Flight Operations

- What is the expected frequency and duration of unmanned and manned flight-testing operations?
- What types of aircraft (size, propulsion, noise profile) will operate from the proposed airport, seaplane base and in the conduct of UAS (Unmanned Air System(s)) flight tests?
- Will there be any size limits to the UAS being tested or use of turbine power vehicles?
- Has OAG considered the safety risks and other impacts flight operations and testing could have on the Piney Point Elementary School which is located approximately 0.95 mile NNW of your property?
- Will night or early morning flight operations be conducted? Hours?
- What if any new flight restrictions on altitude and flight paths, etc. are expected within Restricted Area 4007? Is OAS aware that the VFR corridor to NAS Patuxent River is passes over Piney Point and that Piney Point is the Initial Point for southern entry to NAS Patuxent River? NAS Patuxent River bound military aircraft typically cross the Piney Point area between 2000 & 4000 feet. How will the flight test activities be deconflicted with the military flight traffic and NAS Patuxent River's flight operations? How will OAG ensure compliance and minimize disturbance to residential areas?
- Most current Navy helicopter cargo operations are conducted with external loads of approximately 1000 to 4000 pounds. Is this sort of UAS testing planned by OAG for the Piney Point facility? How would OAG mitigate the obvious safety concerns associated with external load testing near occupied residential neighborhoods?
- Will new restrictions on Drone hobbyists be requested?
- Will OAG provide local residents and businesses flight pattern maps and a noise impact assessment before operations begin?

2. Establishment of a New Airport

- The OAG press release indicted that OAG plans to establish a new airport on its property. It was not clear where the runway(s) would be located but it is likely that it would be located near the abandoned strip which is located approximately 1500 feet from the Landings neighborhood and only 750 feet from Lighthouse Rd. This is much closer than the 4000 feet the FAA recommends. How does OAG plan to mitigate the obvious safety risks and obtain FAA approvals? How will the runway alignment and approach and departure routes affect homes in the Landings Community, many of which appear to be under or close aboard likely approach and departure flight paths?
- What is the projected decibel level for takeoff and landing compared to ambient neighborhood sound levels?
- There currently exists a UAS flight testing facility in Saint Mary's County at Webster Field which is located only 5 air miles from Piney Point. From the perspective of an outside observer there appears to be excess space and capacity on Webster Field. Did OAG ever consider setting up a Government-Owned, Contractor-Operated (GOCO)

contract with the US Navy to use that airfield and its flight test support facilities for its flight and test operations?

3. Safety & Risk Management

- What procedures are in place to address possible aircraft and UAS mishaps, UAS malfunctions, or hazardous material spills?
- What are the known or potential adverse effects of aircraft and sensor operations during test and evaluation and flight operations and how will OAG mitigate them?
- How much liability insurance will OAG carry covering property damage or injury to residents from its operations?
- Will OAG maintain emergency equipment and crash crews on duty during flight operations from the runway?

B. Traffic, Access, and Infrastructure

- What is the anticipated increase in vehicle traffic on Piney Point Road and surrounding streets due to employees, contractors, deliveries and customers during construction and subsequent operations?
- Has a traffic impact study been conducted? If not, when will one be done and shared publicly?
- Is OAG coordinating with St. Mary's County Department of Public Works & Transportation to improve road safety and mitigate congestion?
- Is OAG coordinating with St. Mary's County Fire and Emergency services to identify the resources needed for the proposed property usage?
- What types of heavy vehicles (trucks, tankers, trailers, construction equipment, aircraft parts haulers), etc. are expected to use Route 249 and other local area roads, and during what hours?

C. Environmental and Ecological

1. Tank Removal & Site Remediation

- How will the removal of storage tanks and underground and overwater pipelines and other systems be handled to ensure no soil or groundwater contamination?
- Has OAG conducted a Phase I/II Environmental Site Assessment, and will results be shared publicly?
- What is the timeline for removal of the fuel storage tanks, pipelines, other equipment, cleanup, and which federal and county agencies will oversee it (e.g., DNR, MDE, EPA)?
- Is there any hazardous material contamination of the ground within the Piney Point Fuel terminal area and the adjacent marshes from prior utilization that needs to be mitigated before beginning construction of runway, hangars and the manufacturing and test facilities?

2. Piney Point Creek

- Much of Piney Point Creek is very shallow and unsuitable for most boaters. Thus, it's assumed that dredging will be required. How will dredging to open Piney Point Creek impact water quality, sedimentation, fish, crabs and other wildlife (eagles, osprey, blue heron, pelicans, etc.) and shoreline erosion?
- How will the development impact tidal flow, wildlife habitats (nesting sites, feeding grounds), or wetlands adjacent to the Landings community?
- What stormwater management systems will be implemented to prevent runoff into Piney Point Creek from all the new construction.

3. Air & Light Pollution

- Will there be lighting for night operations or security that will impact residential light pollution? Describe what's expected.
- How will OAG control emissions, dust, or construction noise during site redevelopment?
- Will the size of the proposed buildings require compliance with green emissions standards?

D. Water, Sewer, and Utilities

1. We've been told by a MetCom official that OAG's property is currently in a "No Planned Service for Sewer" zone.
 - How does OAG plan to provide wastewater treatment? On-site system? Private plant?
 - Will OAG seek rezoning or a special exception from St. Mary's County to access the MetCom sewer and water supply?
 - Has MetCom been consulted regarding potential capacity upgrades or cost-sharing for water and sewer service?
 - Could extending sewer and water service to the OAG property create increase pressure for further industrial development nearby?
2. What is the projected demand for water, and how will that affect the aquifer that is currently tapped for residential and commercial usage in the Callaway, Tall Timbers and Piney Point areas (availability as well as water quality)?

E. Community & Property Value Impacts

- What is OAG's estimate of the number of new jobs that will be created in the Piney Point area, and how will they be filled? Local hires, outside contractors?
 - What new business services are expected to be required to support the increase employment and business activity in the area (hotels, restaurants, shops, gas stations, etc.)
 - How will OAG ensure property values in The Landings and nearby communities are not adversely impacted by the increased industrial and flight activity?
 - Will OAG provide noise buffering, vegetation screening, or infrastructure upgrades to protect the surrounding neighborhoods from noise and visual pollution?
 - Does OAG plan any public easements, community access, or green buffers between its facilities and residential areas?
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F. Regulatory, Permitting, and Oversight

1. Which local, state, and federal permits/licenses will OAG require (FAA, DNR, MDE, Army Corps of Engineers, EPA, County zoning, etc.)?
 2. Will there be public hearings or environmental review (e.g., National Environmental Policy (NEPA) Act) before construction begins?
 3. What is OAG's timeline for each development phase, and who will enforce compliance with environmental and safety standards?
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G. Alternative Uses and Public Benefit

1. Has OAG considered public-private partnerships that include public access, conservation zones, or shared recreational uses? Will OAG be dedicating any part of the site for use as a county park, for expansion of the Piney Point Lighthouse Museum, or as conservation easements in recognition of the Piney Points long history and wide variety of wildlife?