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MISSION STATEMENT

" To satisfy aviation demand and promote airport development that both integrates with the community and serves the region's general aviation and corporate pilots."



Since 1969, the St. Mary's County Regional Airport has been serving the general aviation needs of the community. On June 6, 2006 the terminal facility was formally dedicated as the Captain Walter Francis Duke Terminal Building --receiving both a Governor's Citation and Board of County Commissioner's Proclamation. The Airport Operations Division is responsible for airport planning, grant administration, development of commuter air service, airport compliance and safety, lease management, NOTAMS, economic development and airspace protection.

Services provided at the airport include aircraft hangar leasing, grass and paved tie-down, rental, flight school instructions, charter service, 100 low lead and Jet A fueling, maintenance / repair services and Md. State Police MedEvac operations

AIRPORT HISTORY

In the late 1950's, preliminary planning for a County owned airport in St. Mary's County was begun. A survey was performed in 1966 that indicated a need for an airport which would accommodate medium sized twin engine aircraft. Many aircraft were known to be based in St. Mary's County on small, private strips and fields. The airport was to accommodate them as well as light industry in the County and to provide air service to NAS/NATC.

Three (3) sites were eventually selected for detailed study, and the present site was chosen as the most advantageous and feasible alternative. The original airport properties were acquired in August 1968, construction of the St. Mary's County Airport was completed during 1969, and the Airport was in operation before the end of that year. The total project costs, which included land, engineering, administrative, and construction costs totaled \$392,901.75. Federal financial participation by the Federal Aviation Agency, under the Federal Aid Airport Program (FAAP), was \$150,100. Subsequently, a 10,000 foot aircraft maintenance, and storage hangar, with adjacent offices and public areas was constructed. The hangar facilities were completed by the end of 1975. The total hangar cost was \$180,542.30. It wasn't until 1978 that the County received it's first grant monies from the FAA for the development of an Airport Master Plan.



Airport operations were conducted under a lease agreement between the County and Professional Flight Services, Inc. from the opening of the Airport through December 1976. From January 1977, through March, 1980, the Airport was leased for management and operations by Southern Maryland Aviation, Inc. In 1979, the Airport Master Plan was finally completed and demonstrated future needs for the Airport. The Airport was then leased to St. Mary's Aero Services, Inc. during the spring of 1980. An Airport Commission was soon established to manage the Airport in accordance with bylaws that were adopted on May 24, 1983. Airpark Sales and Services, Inc. was eventually designated as the Fixed Based Operator (FBO) in September 1987. In September 1988, the Airport Layout Plan (ALP) was updated and adopted. Following numerous infrastructure improvements, By August 1994, "Rules and Minimum Standards" were drafted and adopted by the Board of County Commissioners and are recorded at Deed Book 009 Pages 124-196. In 1997, with \$1.8M of FAA eligible funding, the end of Runway 29 was extended from 3250' to 4150', the taxi-way was widened from 60-75' and over-layed to accommodate aircraft in excess of 12,500 pounds. A \$3.1M terminal building was completed in the Spring of 2000 using MAA funding and the airport was designated as the Captain Walter Francis Duke Regional Airport at St. Mary's.

The Airport property now encompasses approximately 224.5 acres and was obtained in fee simple from Mr. and Mrs. Mervell Dean (138.24 acres), Mrs. G Claude Abell (15.48 acres), Mr. and Mrs. Paul R. Nimmerichter (33.10 acres), and Mr. and Mrs. Joseph Waldschmidt (35.72 acres). Of the total acreage, the 85.35 acre North Parcel, is dedicated to future development of an airport industrial or technology park. Current plans call for an extension of the runway to 5,350' and scheduled commuter air service.



GRANT FUNDING SUMMARY

In 1978, the Airport received a federal grant for an Airport Master Plan. Since that time, St. Mary's County Airport has received both federal and state funding for numerous airport development and improvement projects. To view the most recent Airport Layout Drawing, [click here](#). Table 1-1 provides a brief history of the numerous federal FAA and state MAA grants that have been awarded to St. Mary's County for implementation of the approved master plans and airport layout drawings. The Table includes dollar amounts, dates, and a brief description of each project. To date, sixteen (16) projects in excess of \$9 million have been granted to the expansion and upgrade of this facility.

ST. MARY'S COUNTY AIRPORT

PREVIOUS AIRPORT FUNDING

PROJECT NO.	DATE	AMOUNT	AGENCY	DESCRIPTION
9-18-020-C901	--	\$150,100	FAA	Land acquisition; parcels 1, 2, 3, 4, 6; site preparation; pave and mark RW 3100' x 60'; pave and mark stub TW and apron; MIRL and TW lights; rotating beacon, segmented circle and wind cone; construct access road; fencing.
A-24-0022-01-78	1978	\$23,400	FAA	Airport Master Plan
5-24-0022-01-79	1979	\$274,495	FAA (90%)	Obstruction removal (trees and terrain); construct and mark parallel and connecting taxiways (approx. 2100' x 40').
79-010		\$15,249	MAA (5%)	
		\$15,249	Cnty (5%)	
3-24-0022-01-82	1982	\$175,629	FAA (90%)	Obstruction Removal, primary surface, Runway 11-20.
83-004		\$9,757	MAA (5%)	
		\$9,757	Cnty (5%)	
3-24-0022-02-83	1983	\$92,820	FAA (90%)	Pave and mark parallel taxiway (approx. 1405' x 40'); Remove obstructions on County-owned property on and adjacent to the airport.
83-010		\$5,157	MAA (5%)	
		\$5,157	Cnty (5%)	
3-24-0022-03-84	1984	\$273,040	FAA (90%)	Land Acquisition, Easements (approx. 36 acres); Widen and Extend Runway Safety Area (approx. 300' x 800').
85-002		\$15,169	MAA (5%)	
		\$15,169	Cnty (5%)	
3-24-0022-04-85	1985	\$324,495	FAA (90%)	Construct apron, approx. 8800 sy; Site preparation for G.A. area, approx. 22,000 sy; Erect two obstruction-lighted towers.
86-007		\$18,028	MAA (5%)	
		\$18,028	Cnty (5%)	
3-24-0022-05-86	1986	\$70,992	FAA (90%)	Prepare Environmental Assessment Report; Site preparation, G.A. area, Phase 2, approx. 10,000 sy.
87-005		\$3,944	MAA (5%)	
		\$3,944	Cnty (5%)	
4-24-0022-06-91	1991	\$301,567	FAA (90%)	Remove obstructions (trees) from Runway 11 RPZ (approximately 0.5 acres) and transitional surface (approximately 6.0 acres) and for the Runway 29 proposed extension RPZ (approximately 5.1 acres) and the associated transitional surface (approximately 32.8 acres), all on property where current aviation easements exist.
92-009		\$16,754	MAA (5%)	
		\$16,754	Cnty (5%)	

3-24-0022-07-91 92-014	1991	\$56,939	FAA (90%)	Acquire Land for Airport Development and Approach Protection for 900' Runway Extension to Runway 29 (approx. 27 acres).
		\$3,163	MAA (5%)	
		\$3,163	Cnty (5%)	
3-24-0022-08-94 95-015	1994	\$344,790	FAA (90%)	Reimbursement Land for Airport Development and Approach Protection for 900' Extension to Runway 29 (Area 16, approx. 14 acres).
		\$19,155	MAA (5%)	
		\$19,155	Cnty (5%)	
3-24-0022-09-95 96-012	1995	\$1,590,442 \$88,358	FAA (90%)	Construct Runway 29 Extension (approx. 900' x 75') including associated MIRLs; Widen Existing Runway 11-29 from 60 to 75' including replacement of MIRLs; Construct Runway 11 Safety Area (approx. 100' x 150'); Rehabilitate RW 11-29 (approx. 3260' x 60') including associated stub Taxiway B; Install REILs and PAPIs on Runways 11 and 29.
		\$88,358	MAA (5%)	
			Cnty (5%)	
98-016	1998	\$3,152,020	MAA (80%)	Design and Construction of new airport terminal building complex; purchase aviation easements; remove obstructions; overlay and seal aircraft parking ramp; relocate airport access road and construct GA tie-down ramp.
		\$630,404	Cnty (20%)	
3-24-0022-10-98 99-013	1998	\$157,599	FAA (90%)	Update Airport Master Plan
		\$8,755	MAA (5%)	
		\$8,755	Cnty (5%)	
3-24-0022-13 04-014	2003	\$405,900	FAA (90%)	Environmental Assessment, analysing three alternatives to 2002 Airport Master Plan Update
		\$22,550	MAA (5%)	
		\$22,550	Cnty (5%)	
3-24-0022-14 08-024	2007	\$351,600	FAA (95%)	Wetlands Mitigation for Alternate 3 of 2006 Environmental Assessment to be constructed at the St. Clements Shores Wastewater Treatment Plant
		\$9,253	MAA (2.5%)	
		\$9,252	Cnty (2.5%)	

Source: FAA and MAA grant records.

AIRPORT MASTER PLAN

The Master Plan Update presents the results of data collection, forecasts, alternative analysis, and recommendations for the continued development of St. Mary's County Regional Airport. The previous Airport Master Plan was prepared in 1979 and Airport Layout Plan Updates were published in 1988 and 1993. Since that time, the region has experienced significant growth and the Airport has undergone numerous changes and improvements. In addition, the Airport is interested in developing the facilities to ultimately support commuter air service operations. The staging of development in the plan set will be tailored to meet the goals and objectives of the community for the airport over the next 20 years. The plan set will satisfy federal guidelines for airport development identified in the Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5300-13 "Airport Design".

The current Master Plan Update will concentrate on assessing the existing conditions and future needs at the airport. This assessment begins with an inventory of the existing facilities, forecasts future aviation traffic demands, discusses the demand for future growth, and analyze facility and navigational aid requirements. Various development alternatives will be considered along with their potential effect environment. Cost estimates for recommended development are presented will also be presented in the Master Plan and include anticipated funding levels from federal, state, local, and private sources.



The primary goals and objectives of the current Master Plan and [Environmental Assessment](#) are to:

- Develop a Localizer approach (with approach lights) to Runway 11 to better accommodate aircraft traffic during periods of adverse weather.
- Evaluate feasibility of ILS approach.
- Lengthen and strengthen Runway 11-29 in preparation for commuter air service, commercial and other general aviation use.
- Determine the needed additional infrastructure to accommodate future commuter air service, commercial and other general aviation use.
- Recommend and develop a land acquisition program for the Airport to accommodate general aviation and commuter air service development for the 20-year planning period.
- Provide areas for additional general aviation apron and hangar (both T-hangar and conventional) development.
- Further refine orientation and layout for future development needs.
- Analyze existing and future obstructions to the FAR Part 77 surfaces.

