



Airpark Community Advisory Committee Meeting Agenda

Upper County Community Center
8201 Emory Grove Rd, Gaithersburg, MD 20877
[Google Map Link](#)

Virtual Meeting
[Microsoft Teams Link](#)

Committee Liaison: joseph.pospisil@montgomerycountymd.gov
Contact for questions or comments related to ACAC

March 24, 2026

6:30 – 9 PM

- A. Call to Order
- B. Roll Call
- C. Approving Minutes
- D. Old Business
 - a. Brief Updates
- E. MCRA Comments
- F. New Business
 - a. ACAC Town Hall
 - i. Fly Friendly Procedures (45 minutes)
 - ii. Tower Control (45 minutes)
 - iii. MCRA Accountability (45 minutes)

Up to 15 speakers on each topic will have 3 minutes for their comments. There will be a five-minute break between each comment period. If there are not enough speakers to fill the 45-minute period, the meeting will continue to the next topic comment period following the short break.

Ideas and comments can also be submitted to the committee in writing for those who do not wish to speak. Submit these via email to the committee liaison.

- G. Adjourn Meeting

Montgomery County Airpark Community Advisory Committee Town Hall Background Information

In the ACAC's ongoing efforts to improve community relations, reduce the impacts of operations, and improve the business climate at the Airpark, the committee invites the public to provide input on three key topics affecting operations and governance at the Airpark.

Fly Friendly Procedures

The Committee seeks input on the Montgomery County Airpark Fly Friendly Program. The current program focuses solely on runway 32 departures and asks pilots to turn to a heading of 340 degrees once safely established in a takeoff climb. Furthermore, the current traffic pattern keeps all pattern traffic to the north/east of the Airpark. The Airpark management has also asked pilots to refrain from touch and goes between the hours of 8:00PM and 8:00AM.

However, only a small percentage of pilots comply with the current Fly Friendly Program. The Committee seeks solutions and input from pilots, flight schools, Airpark businesses, and residents on how the Fly Friendly Program could be improved to reduce noise impacts and safe air traffic flow. For example, should the pattern be changed to a normal traffic pattern with traffic on both sides of the runway, should the current 32 departure be modified, should there be a runway 14 noise abatement procedure?

Tower Control

The Committee seeks input on how the addition of an FAA air traffic control tower might impact Montgomery County Airpark operations. Currently, the Airpark is the only airport in the Washington Metropolitan area with annual operations over 85,000 without a control tower. The Airpark is an uncontrolled airport where pilots have limited procedural rules, have wide latitude on how to operate, and are not required to follow FAA uncontrolled airport guidelines. At an airport with a control tower, FAA or FAA contract air traffic controllers are responsible for providing positive air traffic control including metering and controlling air traffic pattern entry, number of aircraft in the traffic pattern, and sequencing aircraft takeoffs, landings, and ground movements.

The Committee welcomes the community, pilots, Airpark businesses and other interested parties to provide input on this issue to include impacts to safe operations, traffic pattern impacts, economic impacts, and community impacts

MCRA Accountability

The Montgomery County Revenue Authority (MCRA) operates under County Code Chapter 42, which grants it broad powers to construct, operate, and finance public projects including nine golf courses, a winery, and the Airpark. MCRA can issue revenue bonds, set fees, acquire property, and enter contracts with significant autonomy. While the Code requires

MCRA to submit 6-year capital plans and obtain Executive approval for new projects, the Committee finds these oversight mechanisms insufficient. The Code lacks specific accountability standards, performance metrics, or operational guidelines for MCRA-managed facilities including the Airpark. Residents and the Committee have expressed frustration with this limited governance and public accountability of the MCRA. Additionally, MCRA Board members have no required expertise in airport operations, and the MCRA has delegated most airport operations, management, and facility maintenance to a third party via the Master Lease—an authority explicitly granted under Code Section 42-10(f).

The Committee seeks input from residents, pilots, businesses, and others on recommendations to improve County governance of the MCRA that can improve MCRA management performance with the end result of safe operations, improved facilities, positive economic impacts, and improved community relations.

Addendum:

Summary of 15 recommendations made in the FY25 ACAC Report

Number	Report Recommendation
1	MCRA proactive management and oversight of Airpark processes, uses, and tenants.
2	MCRA additional resources for operations, monitoring and management.
3	County Council/County Executive more oversight of MCRA Airpark management.
4	If warranted, County Executive and County Council transfer oversight of the Airpark to another entity.
5	MCRA create very specific Fly Friendly guidelines.
6	MCRA provide continuous and robust Fly Friendly awareness, promotion, education, monitoring, and positive enforcement.
7	MCRA, in conjunction with the FAA, provide more overt education, monitoring, and feedback to better adhere to FAA guidance on non-towered airport operations.
8	MCRA correct all Montgomery County Code violations.
9	MCRA plan, develop, and deploy a professional noise complaint tracking system with a centralized database.
10	Noise complaint tracking system should be made available in Spanish.
11	MCRA should publish noise complaint summary data in both English and Spanish on the Airpark website.
12	MCRA should fund enhancements to the existing aircraft monitoring system to better capture touch-and-go operations and identify aircraft deviating from noise abatement procedures.
13	MCRA update existing daily operational reports on the website to allow for the identification of specific aircraft/operators violating noise abatement procedures and show the number of touch-and-go operations.
14	MCRA create a centralized information hub on the Airpark website with all relevant operational and administrative documentation.
15	MCRA perform proactive outreach to the greater Montgomery County community.

The MCRA's initial response to these recommendations can be found on the [ACAC Webpage](#) under the 'Reports' tab. Additional updates to these recommendations are provided during ACAC meetings when available.