

# Airpark Community Advisory Committee (ACAC) Meeting Minutes

December 16, 2025  
7 – 8:30 PM

Montgomery County Upper County Community Center  
8201 Emory Grove Road  
Gaithersburg, MD 20877



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## Attendees:

### Members:

Bobbi Besley  
H Michael Brown  
Aaron Kraut representing Councilmember Luedtke, non-voting  
William "Skip" Reindollar  
Dale Tuttle  
Justin Bollum, non-voting

### MCDOT Staff Liaison:

Joe Pospisil

### Guests:

Community members in attendance, no sign-ins

## Action Items

### Month Meeting Minutes Approval

No modifications were proposed by committee members to the November 18<sup>th</sup> meeting minutes. Minutes were approved unanimously by the committee and posted on the [ACAC Webpage](#).

### ACAC FY25 Report Recommendations Updates

To begin discussion of the FY25 Report recommendations updates, Chair Reindollar asked that an email be shared during the meeting. This email has been attached to the minutes. The email dated November 25<sup>th</sup> was sent from Aaron Kraut to Chair Reindollar and summarized a meeting held between Councilmember Luedtke and Keith Miller, MCRA CEO.

ACAC members were pleased that the MCRA has committed to taking actions on some recommendations to improve the Airpark website and reassess community outreach efforts. The ACAC members expressed frustration that MCRA would not commit to acting on the Fly Friendly, noise complaint, and flight operations monitoring recommendations. ACAC members were troubled that the MCRA had decided not to provide updates on their progress until after June 30, 2026 which would be after the 2026 ACAC Annual Report would be published and thus not included in the 2026 Annual Report. Mr. Bollum, the MCRA committee representative, reaffirmed that the MCRA would make updates to the Airpark website and assess their outreach efforts by the end of FY26 (June 30, 2026), but could not commit to updates prior to this.

During the meeting several exchanges between the ACAC members and the Ex Officio MCRA representative took place:

ACAC members asked MCRA if there was an existing MCRA project to address the Airpark website improvement recommendations as the email from MCRA states they (MCRA) will take care of 2025 Annual Report recommendations #'s 10, 11, and 14 (website improvements) by June of 2026. MCRA's response was "we will get back to you in June 2026." The ACAC members commented they felt like MCRA was delaying information so it could not be reported in the annual report. Also, the ACAC members commented it would be a good software development practice to see draft versions of the website work to ensure key issues were addressed. MCRA commented that a Beta version of any changes would not be for public dissemination.

The ACAC Chair wanted to clarify for the Committee that regarding the community outreach recommendations, #6, #7, and #15, that MCRA will not provide updates or a response until June 2026. MCRA's response was, "We responded." MCRA is referring to the email the MCRA CEO sent to the Council.

The next topic discussed was the Airpark's Fly Friendly procedures and the ACAC recommendations. Mr. Bollum, MCRA, stated that the Airpark has had procedures in place since the early 2000s, which have largely remained unchanged. MCRA would welcome suggestions from the ACAC on how to improve the Airpark Fly Friendly procedures.

The ACAC members asked MCRA if it wasn't going to review and possibly modify the existing Fly Friendly Program; MCRA responded that it is waiting on the ACAC to provide recommendations. MCRA stated it invited AOPA to discuss non-towered airport operations with users at a December 2025 Airpark users meeting and had other user outreach in June 2025. ACAC members noted that AOPA Fly Friendly guidance provided at the November 2025 ACAC meeting identified that the success of Fly Friendly relies on input from all stakeholders including users, pilots, businesses, neighbors, etc. and not just users/pilots. It is not the ACAC's role alone to provide Fly Friendly guidance. MCRA stated it has had the Fly Friendly guidance for twenty to thirty years, and that it said in the County Council Transportation and Economic Joint Committee meeting in September 2025 that we need to know what to change.

ACAC members stated MCRA's role as the airport owner and responsible manager of record should do the outreach to seek Fly Friendly input from all Airpark stakeholders. One ACAC member further stated that at every airport he has been part of the airport operator has been responsible for developing or updating Fly Friendly. MCRA stated they "Come here (the ACAC meeting) for that." The Committee noted that stakeholders do not have the ability to have an open dialogue at the meeting but can observe the meeting but only sign up to speak. MCRA stated "then they should sign up." The ACAC restated that it had made the recommendation for MCRA to revisit the Fly Friendly guidance, and it is MCRA's responsibility as the Airport manager to do so. MCRA replied "If you want to change them, suggest changes. We think these (the current guidance) are adequate guidelines."

MCRA stated it would not revisit the Fly Friendly Program guidance nor lead any effort to bring stakeholders together to assess and understand if further enhancements may be beneficial. ACAC members provided observations that the Airpark operations have grown and are different than when the initial Fly Friendly Program guidance was developed. The genesis of the ACAC

recommendations were tied to the fact that Airpark operations have markedly changed thus it was prudent to revisit Fly Friendly with stakeholders. ACAC members stated that a good business practice is for organizations to proactively evolve as the business or operational environment changes.

This topic led to a broader discussion of ACAC and MCRA roles and responsibilities. One ACAC member questioned whether it was the committee's job to develop new Fly Friendly procedures for the Airpark. Noting that this was a topic that should include feedback from the broader community. ACAC members questioned whether the ACAC or the MCRA should be responsible for engaging stakeholders (pilots, flight schools, residents, etc). If new procedures were developed by the ACAC, members were concerned that there was no guarantee that these procedures would be implemented by the MCRA. MCRA stated it would not lead or organize any effort to review the Fly Friendly Program though it noted that the program guidance was largely unchanged in the last two decades.

The ACAC members expressed overall frustration with MCRA. One member stated that MCRA does not act on many issues which can then be inferred that it does not have much interest in working proactively or constructively with stakeholders. Other members were direct in stating that MCRA does not care about the Airpark or community even going as far as signing away airport management rights via the Master Lease. ACAC members stated that the structure of MCRA oversight by the County needs improvement as the MCRA has no real accountability, especially for the Airpark. There was also discussion on whether the ACAC can file an FAA Part 16 Grant Assurance complaint.

The ACAC members asked the ACAC's County Council ex officio representative to get clarification on the role of the ACAC, specifically the question on who is responsible for leading Airpark programmatic type issues like Fly Friendly and the execution of recommendations.

### **Towered Operations Research**

No update on research into potential towered operations at the Airpark. Before the January meeting ACAC staff will follow up with an Aircraft Owners and Pilots Association (AOPA) contact regarding operations at other airports. During this discussion, it was brought up that the MCRA was in favor of pursuing towered operations. However, the ACAC is simply gathering information on this topic, which would eventually include broader community input on the matter.

### **New Business**

Due to the length of the discussion on updates to the FY25 report recommendations and the fact that no community members signed up to speak at the meeting, ACAC members wanted to reclaim time at the end of the meeting to ensure they could discuss the remaining items on the agenda.

#### The following motion was made:

The ACAC will suspend the 15-minute public speaking period for the December 18<sup>th</sup>, 2025 meeting.

This motion was unanimously approved.

## **Scheduling of a Community Open House**

No date was set for a future meeting that would be devoted to community input. The committee discussed the idea of holding a community input meeting aimed at gathering feedback on specific topics rather than an open forum like before. A temporary sub-committee of members offered to meet before the January meeting to consider topics that could be included in a future community input meeting structured this way.

Despite no resolution during the Fly Friendly procedures discussion earlier in the meeting, the committee determined that outside input on potential ways to improve these procedures was necessary. The ACAC members present verbalized that the ACAC would continue to move forward and explore Fly Friendly Program input regardless of MCRA inaction.

The following motion was made after discussion:

The ACAC will schedule a meeting with stakeholders on how to improve and modernize the Fly Friendly procedures at the Airpark.

This motion was unanimously approved; however, it was not determined if this should be part of the previously discussed community input meeting or be its own meeting.

## **Invitation for FAA and MAA Representatives**

The committee discussed a desire to be targeted with whom they invite from the FAA and MAA to a future meeting, wanting to focus on subject matter experts. The committee would request from the FAA points of contact in offices which manage tower programs, noise and safety issues. No specific office within the MAA was suggested during discussion; however, a suggestion was made to request Contract Tower (FCT) Impact Reports for all other Maryland airports from the MAA. No date was set for a meeting to which FAA and/or MAA officials would be invited.

## **Community Input/Feedback**

No community members signed up prior to the meeting to speak. However, prior to the meeting Mollie Hilty submitted testimony via email, which is attached. Also attached are emails from Catherine Wallenmeyer that she requested be presented to the ACAC committee and included in the public record.

Following a unanimous committee vote the meeting was adjourned at 8:31 pm.



## Clarifications on the December ACAC Meeting Minutes

**From** Keith Miller <kmiller@mcra-md.com>

**Date** Tue 2/10/2026 9:25 AM

**To** Skip Reindollar <>; Pospisil, Joseph <Joseph.Pospisil@montgomerycountymd.gov>; Rosario, Ruben <Ruben.Rosario@montgomerycountymd.gov>; Kraut, Aaron <Aaron.Kraut@montgomerycountymd.gov>

**Cc** Justin Bollum <JBollum@mcra-md.com>

### **[EXTERNAL EMAIL]**

Dear Chair Reindollar and Members of the Airpark Community Advisory Committee (ACAC),

Thank you for your continued work and for the thoughtful discussion reflected in the December 2025 minutes. After reviewing the document, I want to offer a few clarifications to help ensure the record accurately reflects the Revenue Authority's positions and ongoing commitments.

#### **Fly Friendly Guidance**

The different versions of the minutes reference two statements that may seem contradictory, one noting that MCRA would welcome suggestions from the ACAC, and another indicating we would not revisit the Fly Friendly Program or lead a stakeholder process.

To clarify:

MCRA has consistently relied on community recommendations when considering updates to the Fly Friendly Guidelines. The initial fly friendly guidelines were developed in the 1970s, updated in the 1990s with community input as part of a larger Part 150 study, and most recently around 2016 with input from the Airpark Liaison Committee. For example, in 2016, the community asked that the area surrounding the airpark be designated as "congested area" the MCRA worked with the FAA to update the aeronautical maps. There were additional changes around that time such as the community request that no touch and go operations be conducted between 8 PM and 8 AM, which the MCRA worked with the flight schools to adopt a voluntary restriction.

To clarify, if the MCRA recognized an opportunity to improve the Fly Friendly guidelines, it would implement them. Therefore, as per our response to the report, we remain committed to discussing options with the committee and implementing viable recommendations.

#### **Community Outreach Recommendations (#6, #7, #15)**

The minutes note that updates on these items would not be available until June 2026. While the full assessment is tied to that timeline, we are committed to keeping the committee informed.

To address this issue, I recommend that the MCRA be given time at the beginning of each meeting to provide an update. Additionally, if the committee desires an update to a specific topic, it should make that request prior to the meeting so that MCRA can include it.

#### **Committee Testimony and MCRA Responses**

At the December meeting, resident testimony suggested that MCRA had not responded to the ACAC. For transparency, I want to restate that MCRA submitted a written response to the FY25 ACAC Report prior to the Council's Transportation and Environment Committee session and asked that it be posted publicly. We will

continue to share information proactively and appreciate the committee's help ensuring our responses are reflected accurately in future discussions and minutes.

### **Committee Role and Resource Considerations**

The legislation creating the ACAC specifies that its recommendations should not impose funding obligations on the Revenue Authority. Several FY25 recommendations carry cost implications that MCRA is not positioned to assume. That said, we remain committed to collaborating on operational, safety, and community-impact matters where we have both the authority and the resources to be effective.

Thank you again for the opportunity to clarify these points. I look forward to joining the upcoming meeting and working with the committee to identify recommendations that can be advanced in a productive and collaborative way.

Sincerely,  
**Keith Miller**  
Chief Executive Officer  
Montgomery County Revenue Authority



On Nov 25, 2025, at 4:24 PM, Kraut, Aaron <Aaron.Kraut@montgomerycountymd.gov> wrote:

Chair Reindollar and ACAC Members,

First, thank you for your continued work on the Airpark Community Advisory Committee. We understand and appreciate how much time on a volunteer basis you have dedicated to this body, and to the communities surrounding the Airpark and the Airpark community itself. Councilmember Luedtke remains committed to finding solutions to community impacts and improving the Airpark for its users.

We're appreciative of MCRA's help wading through the recommendations in the ACAC Annual Report, following the Council T&E/ECON Committee session in September, the ACAC regular meetings that have occurred since, the November 5 ACAC request directly to Councilmember Luedtke, and Councilmember Luedtke's November 7 meeting with MCRA CEO Keith Miller and Airpark Manager Justin Bollum (copied here).

The below information is in further response to your November 5 request, and we received it yesterday from Keith Miller. As always, we are happy to discuss in more detail. Have a great Thanksgiving if we don't talk in the next 24 hours!

1. After reviewing the [ACAC Annual Report](#) recommendations and discussing which items fall under whose responsibility, MCRA has identified two areas of ongoing work:

a. Website enhancements, which cover Recommendations #10, #11, and #14. As previously stated in [its response to the Annual Report](#) or at the [September 15 Council joint T&E/ECON committee session](#), MCRA agrees with the ACAC's report that improvements are necessary. In addition to the suggested changes, they believe a comprehensive site redesign is justified. Their goal is to implement these modifications by the end of this fiscal year (June 30, 2026).

b. Community outreach, including pilot and local engagement efforts. This encompasses items #6, #7, and #15. MCRA is currently reassessing its community outreach strategy to ensure it aligns with their objectives. MCRA's goal is to finalize and implement a revised approach by the end of this fiscal year (June 30, 2026). In the meantime, they will continue their community outreach initiatives.

c.

2. Considering the long-term nature of the above work, MCRA believes an annual update will suffice and is appropriate. MCRA believes more frequent reporting could divert time and resources away from actively working on the initiatives for the MCRA and ACAC.

3. We want to provide updates on two specific data reporting aspects that the ACAC has discussed in detail and that you asked Councilmember Luedtke to follow up on in your November 5 request:

a. Capturing the true "touch-and-go" numbers: Resolving the discrepancy between "Number of Touch and Go's" and "Number of Pattern Operations."

**MCRA Response:** To address this issue, we plan to remove the separate touch-and-go count from the website. The "pattern operations" metric already includes touch-and-go flights as well as single-pattern flights that the system identifies as pattern work but not continuous touch-and-go operations (e.g., a plane completing one loop and stopping). While this may slightly inflate the touch-and-go figure, we believe residents do not distinguish between one pattern and multiple patterns. Consolidating the data under pattern operations will eliminate confusion and provide a clearer picture.

b. Capturing and publicizing those who fail to abide by (voluntary but still important for safety and noise mitigation) Noise Abatement Procedure for Departing RW-32.)

**MCRA Response:** Implementing this change would involve both a one-time cost and ongoing annual expenses. Additionally, we have several concerns with this request, which we are currently reviewing. Based on feedback from residents, their primary concern is pattern work, which is not subject to the Noise Abatement Procedure. It is also important to note that the FAA defers to pilots for safety decisions, which is why these procedures are voluntary. An additional concern is that publishing names could influence pilot behavior in ways that compromise safety, potentially putting residents at greater risk.

4. Councilmember Luedtke and MCRA on November 7 also discussed the CAPTCHA issue on the Airpark complaint webpage. This had been a topic of community concern in the days leading up to the ACAC's October meeting. MCRA reiterated the issue arose because they were attempting to block bots that they believe were being used to artificially inflate complaint numbers. The CAPTCHA system has now been reset and MCRA believes the site is functioning properly.

<Outlook-csiteoen.png>Aaron Kraut  
Chief Of Staff - Councilmember Dawn Luedtke  
100 Maryland Avenue, Rockville, MD 20850  
240 777-7859  
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## Testimony for December 16, 2025, Meeting of the ACAC

From Mollie <>

Date Mon 12/15/2025 3:32 PM

To Pospisil, Joseph <Joseph.Pospisil@montgomerycountymd.gov>

Cc aaron.kraut@montgomery.county <aaron.kraut@montgomery.county>; Luedtke's Office, Councilmember <Councilmember.Luedtke@montgomerycountymd.gov>; Miller, Keith <kmiller@mcra-md.com>; County Council <County.Council@montgomerycountymd.gov>

### [EXTERNAL EMAIL]

Email Testimony for December 16, 2025, Meeting of the 17th ACAC. Not in Attendance.  
Please attach to agenda.

Mollie Hilty, Tygart Court, Gaithersburg, 20879, Hadley Farms Community, 595 homes. My home is 1.9 miles from runway 32.

1. For the safety and irritation to the thousands of homes within the three (3) mile radius of the Montgomery County Airpark, the Revenue Authority (MCRA) should work with the Federal Aviation Administration (FAA) to establish alternative flight patterns for the Flight Training Schools located at the Airpark.
2. Inform the community via the Airpark website and the Advisory Committee website to the FlightAware.com tracking system to monitor aircraft overhead.
3. What are the noise abatement procedures? Perhaps you can discuss at the December meeting.

Thank you,  
Mollie Hilty



## Correspondence To the ACAC committee

**From** Catherine Wallenmeyer <>

**Date** Wed 1/7/2026 10:04 AM

**To** Pospisil, Joseph <Joseph.Pospisil@montgomerycountymd.gov>

**Cc** Adler, Jake <Jake.Adler@montgomerycountymd.gov>; Rosario, Ruben <Ruben.Rosario@montgomerycountymd.gov>; wreindollar<>; Dawn Luedtke <>; Resnick, Andrew <Andrew.Resnick@montgomerycountymd.gov>

### **[EXTERNAL EMAIL]**

Dear Joseph Pospisil,

Cc: ACAC Committee Members

It was a pleasure speaking with you yesterday, and I trust your new year has begun positively.

I am writing to respectfully confirm that the correspondence I submitted, outlining critical community concerns regarding the Airpark, will be officially included in the minutes of the ACAC committee meeting, as previously requested. I wrote multiple emails concerning the Captcha issue, however, only Millie's emails were attached. Please advise the most expeditious way to communicate with the committee if not through you.

During our conversation, we touched upon several key areas impacting effective community engagement. Firstly, the current two-minute limitation for public comments at ACAC meetings presents a significant barrier to constituents fully articulating complex issues and valid concerns. Given the relatively modest number of attendees, I propose that the committee consider extending this time allocation to facilitate a more thorough and meaningful dialogue with residents.

Furthermore, I believe that integrating community members into subcommittees could serve as an invaluable strategy to bridge the existing gap between the committee and the community. This approach would foster greater collaboration, provide diverse perspectives, and enhance the committee's understanding of local impacts. Establishing more structured opportunities for direct dialogue with the community would also be beneficial, offering a proactive means to gauge progress and identify areas for improvement in the Airpark's operations and its relationship with surrounding neighborhoods.

A pressing concern that has been brought to my attention involves allegations that Airpark management is impeding the logging of complaints via their official website and potentially underreporting the true volume of community grievances. I respectfully urge the ACAC committee to conduct a thorough investigation into these claims to ensure complete transparency, accurate data reporting, and that all community concerns are properly documented and genuinely addressed and request monthly counts to ensure they are actively being managed and responded to.

Another consistent piece of feedback from residents indicates that when they attempt to report issues to the County Council office or the Airpark, they are frequently informed that 'there's nothing we can

do,' attributing responsibility solely to the FAA. This response is often perceived as unhelpful and, at times, inaccurate. Clarification on jurisdictional responsibilities and guidance on effective channels for reporting issues would greatly assist community members. please include any written complaints to the ACAC minutes monthly.

Finally, I must highlight the ongoing challenge posed by the acoustics at committee meetings. The difficulty in hearing proceedings significantly limits full public participation and transparency. Addressing this technical issue, perhaps through improved audio equipment or adjustments to the meeting setup, would greatly enhance the accessibility and effectiveness of these important sessions.

Thank you for considering these important points. I am committed to working collaboratively with the ACAC committee to foster a more transparent and responsive relationship between the Airpark and the surrounding communities. I look forward to your positive confirmation regarding the inclusion of my correspondence.

Sincerely,

Catherine Wallenmeyer  
Citizens For Airpark Safety

[Sent from Yahoo Mail for iPhone](#)



## Update on Airpark Changes

**From** Catherine Wallenmeyer <>

**Date** Tue 11/18/2025 1:45 PM

**To** Dawn Luedtke <dawn@dawnluedtke.com>; Kraut, Aaron <Aaron.Kraut@montgomerycountymd.gov>; wreindollar<wreindollar>; Lynne Benzion <Lynne@thinkmoco.com>; H. Michael Brown <>; Rosario, Ruben <Ruben.Rosario@montgomerycountymd.gov>; Adler, Jake <Jake.Adler@montgomerycountymd.gov>; Stewart's Office, Councilmember <Councilmember.Stewart@montgomerycountymd.gov>

**Cc** Pospisil, Joseph <Joseph.Pospisil@montgomerycountymd.gov>; Sharif Hidayat <>; Glass's Office, Councilmember <Councilmember.Glass@montgomerycountymd.gov>

### [EXTERNAL EMAIL]

Subject: Urgent Demand for Immediate Action on ACAC 2025 Report Recommendations

Dear Dawn,

I am writing to emphatically demand immediate action on the ACAC 2025 Report, which was distributed six months ago along with the subsequent T&E committee review. As you are well aware from my previous emails—including my follow-up on August 15, 2025, requesting status updates, and my September 22, 2025, inquiry into budget allocation—the ACAC committee invested significant time and effort to produce this comprehensive report aimed at addressing critical community concerns.

Despite these diligent efforts and repeated calls for progress, no budget has been established, no consultant has been engaged to implement the report's strong recommendations, and our community continues to suffer from incessant, egregious noise pollution and hazardous lead emissions. This ongoing inaction is unacceptable and directly harms residents' health and quality of life.

I insist on an immediate response to my outstanding update requests, which have gone unanswered for far too long. Simply proposing a tower as a purported solution falls woefully short of resolving these pervasive issues. We need concrete steps now: allocate the necessary funds, hire the consultant without further delay, and begin implementation of the ACAC 2025 Report's key findings to mitigate the pollution and noise plaguing our neighborhoods.

Your prompt attention and action are non-negotiable. I expect a detailed response outlining timelines and commitments by the end of this week. The continued disregard for safety and noise control remains unchecked by the flight schools, FBO and airport operator of record (MCRA). I, again request a roadmap and timeline for action.

Please include this email in the minutes of tonight's ACAC meeting as testimony.

Best regards,  
Catherine Wallenmeyer  
Citizens For Airpark Safety



## Re: ACAC 2025 Report inaction

**From** Catherine Wallenmeyer <>

**Date** Tue 12/23/2025 7:35 PM

**To** Kraut, Aaron <Aaron.Kraut@montgomerycountymd.gov>; Moco Resistance <mocoresistance@.com>

**Cc** Glass's Office, Councilmember <Councilmember.Glass@montgomerycountymd.gov>; Stewart's Office, Councilmember <Councilmember.Stewart@montgomerycountymd.gov>; Fani-Gonzalez's Office, Councilmember <Councilmember.Fani-Gonzalez@montgomerycountymd.gov>; Sharif Hidayat <>; wreindollar<>; Rosario, Ruben <Ruben.Rosario@montgomerycountymd.gov>; Adler, Jake <Jake.Adler@montgomerycountymd.gov>; Resnick, Andrew <Andrew.Resnick@montgomerycountymd.gov>; Pospisil, Joseph <Joseph.Pospisil@montgomerycountymd.gov>; Tim Wallenmeyer <>; Dawn Luedtke <>; 7News On Your Side <wjla@news.sbgtv.com>; Friedson, Andrew <Andrew.Friedson@montgomerycountymd.gov>

### **[EXTERNAL EMAIL]**

Dear Councilwoman Luedtke via Aaron Kraut:

Thank you for your detailed update on the recent discussions regarding the Montgomery County Airpark and the ACAC annual report recommendations. I appreciate your continued engagement and efforts to push for greater transparency and accountability from the MCRA. However, after reviewing the points outlined in your letter, I must express my deep disappointment and embarrassment that these responses from the MCRA fall far short of constituting any meaningful or measurable improvements to the ongoing impacts on our community, such as noise pollution, safety concerns, and quality of life disruptions.

While it's encouraging to hear about plans for website enhancements and a reassessment of community outreach strategies, the timeline for implementation—pushed out to the end of the fiscal year on June 30, 2026—feels like yet another delay tactic rather than a commitment to urgent action. Moreover, the suggestion of annual updates instead of more frequent reporting is particularly frustrating, as it prioritizes administrative convenience over the real-time needs of residents who endure these issues daily. This "point of contention," as you aptly describe it, underscores a lack of genuine partnership and responsiveness from the MCRA. The very fact that this is the only "commitment" supports the ACAC recommendation to replace the MCRA as the operator of this supposed important business (The Montgomery County Airpark). Conveniently the MCRA took several months to respond, offering no relief for the community and delaying any action another 6 months. Something that has been their constant MO.

On the data reporting fronts you highlighted, the proposals are equally inadequate. Removing the separate touch-and-go count from the website and consolidating it under "pattern operations" doesn't resolve discrepancies—it simply obscures them, potentially misleading the public rather than providing clearer, more accurate insights into the activities most affecting our neighborhoods.

Similarly, the reluctance to capture and publicize violations of the Noise Abatement Procedure for Departing RW-32, citing costs, safety concerns, and FAA deference, ignores the voluntary yet critical role these procedures play in mitigating noise. If residents' primary concern is pattern work, as noted, then why not address that head-on with enforceable measures instead of dismissing the request outright? These changes don't reduce flights, noise, or risks; they merely tweak how information is presented, offering no tangible relief to the community.

The resolution of the CAPTCHA issue on the complaint webpage is a minor fix at best, especially given that it stemmed from MCRA's own assumptions about "bots" inflating numbers—assumptions that could undermine legitimate resident feedback and their refusal to provide documented proof.

Regarding the ACAC recommendation #5 on Fly Friendly guidelines, the ongoing debate over leadership highlights a broader pattern of deflection rather than collaboration, leaving residents without the specific, actionable guidelines we desperately need.

The current flight school owners have often disregarded residents concerns and blatantly verbally attack residents to bring concerns to their attention, refusing to follow FAA guidelines placing residents and other pilots at risk daily.

Finally, while I commend your commitment to increased oversight under recommendation #3, including through FAA channels, it's clear that without stronger, immediate interventions from the County Council and Executive, these discussions will continue to circle without progress. This situation is an embarrassment for Montgomery County, as it reflects a failure to prioritize community well-being over bureaucratic inertia. I urge you to escalate this matter further, demanding concrete, measurable benchmarks—such as reduced pattern operations, enforceable noise abatement, and quarterly progress reports—that deliver real improvements, not just promises.

You are represented on the committee yet do nothing to implement lasting changes that improve safety and health impacts, nor have you held the MCRA's disregard for the safety of the community accountable.

Thank you again for your advocacy. I look forward to hearing about more substantive steps in the near future since you have yet to provide a roadmap to address immediate issues brought to your attention over the last 4 years while trying to push a tower as a solution for neglectful management of this operation.

Sincerely,  
Catherine Wallenmeyer

Cc: ACAC distribution To be included in the next agenda of the ACAC committee and minutes via Joseph Pospisil

[Sent from Yahoo Mail for iPhone](#)