

00:37:04 Stephen Silvia: I lived in Derwood for 12 years, which is less than 5 miles from Montgomery County Airpark. I was on the Park Overlook HOA. We never had a noise complaint. My son who is 17 just earned a pilot's license at the airpark. He plans to study aviation in college. The Airpark is a great resource. Please keep it.

00:40:30 TnT MADDEN: We live miles away from the Airpark, but have been awakened from sleep at 2am to 5am (using a white noise and closed windows which are well-sealed) so we wanted to listen to these proceedings. We do not know where these planes originate. Thank you.

00:41:34 Rebecca Cutri-Kohart: You can use FlightAware to find out where the flights originated from. But a lot of times those 2 am flights are medical flights - organ transportation or medical emergencies, and rarely originate from GAI.

00:43:11 TnT MADDEN: Thank you re the medical flights - that makes sense - but could they fly higher?

00:43:13 Luis Quinones: Agree with Becca, I hear those flight at my house on the kentlands, usually when I check they are labcorp / quest flights. Around 2-4pm

00:43:38 William Reindollar: Yes, the MCPS Aviation Program is still in place at Magruder High School (Magruder serves most of the communities around the Airpark). The program offer two tracks, pilot interests and UAVs. Magruder also offers the Project lead The Way engineering program which has an aerospace engineering track.

00:43:46 Luis Quinones: It's possible they are lining up to land a Dulles

00:44:14 PE: Use Airnoise to report low flying aircraft. Easy tool to use from your smart devices.

00:44:37 Adam Williams (AOPA): To the previous speaker, yes, the AOPA high school program at Magruder is still in place.

00:45:01 ksheehan: Joseph Gallaher hit the nail on the head

00:49:04 PE: Thank you Dale!!!

00:49:08 Rebecca Cutri-Kohart: it seems like a lot when numbers are used... but doing the math, that's 68 departures a day, or about 3 per hour during daylight hours, which doesn't seem like so much.

00:49:19 Rickey K: These are very sobering statistics. Thank you Dale Tuttle.

00:50:25 Gerald Epps: At the last meeting it was noted that traffic at KGAI has actually decrease the last three years. Someone is data-picking

00:50:57 PE: Not True Its increased

00:51:56 Rebecca Cutri-Kohart: since every aircraft coming and going from GAI is counted by the FAA because of the SFRA flight rules, the number of operations is well recorded, and the FAA reported there are less operations now than there were in the 90s.

00:52:20 Gerald Epps: Actually - according to the stats on the airport website - they have decreased - <https://montgomerycountyairpark.com/wp-content/uploads/2021/08/Operations-Report-from-Maryland-Aviation-Administration-2021.pdf>

00:52:21 Rebecca Cutri-Kohart: which makes sense because the SFRA (post 9/11) has reduced the number of airplanes that will operate in

the area...

00:52:25 Bruce Goldensohn: I have lived in the Gaithersburg area for a long time. It seems that there has never been a time when there wasn't complaints and controversy over the Airpark's operation. The help of a citizen's advisory group is helpful, and should continue. My home, on the other side of I-270, suffers from the multiple daily flights of military helicopters to and from Ft Detrick & Camp David. We even get the occasional jet to IAD flying lower than normal! Thanks for the meeting and the airing of comments for and against the airport operations.

00:52:30 PE: Not the touch & goes

00:52:38 ksheehan: Rebecca, most of the "departures" are WIFA planes that circle the neighborhood for 10-15 loops at low altitude. Put 4 planes in pattern, the noise and activity is constant. Local pilots not a problem, Constant student activity is the issue.

00:52:47 Rickey K: The problem lies with each flight school plane doing 5-10 pattern flights over our houses.

00:53:12 ksheehan: I have counted up to 16 loops per training flight over my house

00:53:28 Rickey K: On flight aware I see 4-5 planes doing pattern flights at the same time.

00:53:53 Rebecca Cutri-Kohart: so, to be specific regarding terminology, the standard FAA traffic pattern is a nationwide standard. Its not a racetrack or circling or anything off-nominal or special at GAI. its the pattern all small airplanes use at all small airports. The one "special" thing about it is that, for noise abatement, there are special rules that keep the pattern on one side of the airport instead of both sides.

00:54:38 Dale Tuttle: There are about 500 departures per week.

00:56:26 Dale Tuttle: There are, on average, about 83 touch and goes conducted each day. That equates to 350-550 touch and goes per week depending on weather. that is from actual counts.

00:56:49 Rebecca Cutri-Kohart: yes, you are again collecting numbers to be shocking.

00:56:56 Rebecca Cutri-Kohart: but if you divide them up, that amounts to 3-5 per hour.

00:57:10 ksheehan: Rebecca, you and other local pilots are not the problem.

00:57:16 Rebecca Cutri-Kohart: which is not an unreasonable number. there is a plane taking off from DCA near my house every 1 minute.

00:58:24 Rickey K: Again the issue is the flight school operations.

00:58:25 PE: Try living with this everyday... We're just asking for mutual respect.

00:58:28 Andrew Beath: I was going to say, those who think they have it bad living around KGAI should come down to northwest DC and hear what we have to deal with from the DCA traffic.

00:58:44 Rebecca Cutri-Kohart: I appreciate your issue is primary with the flight schools... airports without regular traffic slowly, and then quickly, die due to lack of economic activity. And we need to

make new local pilots to continue growing our community. A few of us small pilots and owners don't provide enough business and revenue to the airport to keep it in business. The airport facilities already need significant improvement, if you drive away the remaining large businesses, I am not sure the airport will have enough revenue to survive unless the community is willing to step up and provide it more resources.

00:58:49 Brody Eckstein: I took time to collect data at a busy time at Airpark for the past couple of days. I collected data of the average Decibel range of the departures and overall airfield ambience and I collected a 58.367 decibels and 66.3 decibels for the taking off of the aircrafts. Which I feel is quite low. And a quick fly over from hundreds of feet in the air is not a good reason to close. Sure there are many aircrafts taking off but that makes it even more important to keep it I feel.

00:59:14 Andrew Beath: KGAI should have a control tower. That is a good suggestion.

00:59:19 Rebecca Cutri-Kohart: i mean i think we'd all be at a sleepy not busy airports, but airports frequently go from sleep and not busy, to closed. Which is the concern.

00:59:48 Bruce Goldensohn: Congrats on the fact that 102 people are on line right now!

00:59:58 Gerald Epps: Why would a control tower help?

01:00:30 Mary Hoel: We would like to request that no touch and goes are performed over the local community near the airpark. Touch and goes can be performed at other local airports

01:00:30 PE: Catherine Wallenmeyer had a personal emergency thus her not being able to respond / participate.

01:00:49 Julie Kornack: Dale, get a waiver like all of the other airports do, so you can control the growth.

01:00:56 Dale Tuttle: Reduce Touch and Go operations

01:01:05 Brad Taylor: How do we enforce Critical Noise Abatement procedure compliance?

01:01:11 Andrew Beath: A control tower would improve safety

01:01:14 Piotr Kulczakowicz: 60dB.... Conversation in restaurant, office, background music, Air conditioning unit at 100 feet. Half as loud as 70 dB. <https://www.iacacoustics.com/blog-full/comparative-examples-of-noise-levels.html>

01:01:25 Dale Tuttle: I can chat

01:01:26 Bruce Goldensohn: At a bare minimum, restrict touch and go to reasonable hours

01:02:08 Rebecca Cutri-Kohart: that is not true about the pattern. when i enter and exit the airport space, i enter and exit using the traffic pattern.

01:02:16 Gerald Epps: A control tower may or may not increase safety. GAI has operated quite safely without one for decades.

01:02:18 ksheehan: Agree with Dale Tuttle

01:02:23 Rebecca Cutri-Kohart: it is the standard procedure for arriving and departing at the airport, not just for touch and goes.

01:02:53 PE: Agree w/ Dale

01:03:54 Brody Eckstein: Yes Piotr, and that's me physically at the Airpark where many of the planes are going in and out of where they would park. So for people who are many yards to miles away I feel it should not be an issue

01:04:30 Rickey K: Thank you Dale.

01:04:32 William Reindollar: One approach seems to first get us all on the same page with regard to the operational data - I suggest there are wide disparities

01:04:56 Dial Keju: Mr. Dale Tuttle, I would like to learn more about your "observed" data. I'd be interested in gleaning and learning more. Thank you.

01:05:12 Brad Taylor: Is there a close by airport that the training could fly from here to perform touch & go's instead of here?

01:05:16 Chip Amos: It's my understanding that the prior noise studies were done parametrically, i.e., based on statistics of types of planes and patterns. Can a study be done using actual noise measurements to take into the account effects of the local terrain? The hollow in Hunter's Woods seems to amplify sounds. We hear trains going through old town clearly and sirens from all the surrounding roads.

01:05:36 Gerald Epps: Indeed - If you're a pilot and think a single pilot is doing 20 touch and goes then I wonder how you were trained.

01:05:42 William Reindollar: No, the closest airport is 20 minutes Carroll Couyt

01:05:52 Rebecca Cutri-Kohart: i can't even imagine a training flight with 20 touch and goes. I have never seen that in 20 years of flying

01:06:03 Rebecca Cutri-Kohart: so i am pretty sure there's some exaggeration going on here.

01:06:09 Gerald Epps: After about 6 learning decreased dramatically and no instructor is going to push it

01:06:33 JustinBollum: Because the airpark is a federally funded facility we are open to public use without discrimination. We can ask the flight schools to limit their own operations but we cannot force them.

01:07:04 Dale Tuttle: they are not required.

01:07:11 Dale Tuttle: by the faa

01:07:21 ksheehan: Rebecca, look on Flight Aware... 8-10 t & g is very normal for the flight schools here.

01:07:31 Gerald Epps: Yes they are. They are Part of the Patt 91 ACS to get your fliht certificate

01:07:35 Dale Tuttle: touch and goes are not required. takeoff and landing proficiency is required.

01:07:54 matthew tucker: I would appreciate speaking.

01:07:56 William Reindollar: The most my daughter did in flight training at KGAI was 5-6 - each touch and go takes almost 8-10 minutes. The lesson is usually an hour, so 5-6 touch and goes is usual. Going back to my naval aviation training the most we did was 5-6 in 1.5 hours

01:08:00 Piotr Kulczakowicz: Rebecca, exaggeration is prevailing

in those comments. Typically, after six TOLS is when the flight lesson starts to be ineffective. Nobody is doing 20. Exaggeration and manipulation. Not fact based

01:08:35 Dale Tuttle: yes Rebecca, it happens. average is about 8-12

01:08:45 ksheehan: Piotr, the evidence is on flight aware. 8-10 is very typical

01:08:46 Julie Kornack: Justin, there are ways to have more control, as we have seen at many other airparks, and I hope you'll research that and provide some options.

01:09:14 Jeremy Jacobsohn: Is there anyone on this call from WIFA?

01:09:20 William Reindollar: To all those concerned about the noise and operations - as a local resident, pilot, and aircraft owner I am happy to meet and discuss and help. We will do our part.

01:09:35 Rebecca Cutri-Kohart: the FAA requires night training to get your pilots license. and even so, as i understand the flight schools limit flying in the evening and nights to only the minimum required flights necessary for training.

01:10:10 PE: Not just touch & goes but the pattern is not amenable to the neighbors.

01:10:45 Rebecca Cutri-Kohart: what's concerning to me is that the community here seems to think if there is no training at the airport there will be no pattern flying. to be clear, we all fly in the pattern, everyone, people training, people coming and going, etc.

01:11:13 ksheehan: Thank you, Sen. Kramer

01:11:13 Rebecca Cutri-Kohart: the pattern is the standard procedure and flight routes pilots use when approaching or departing the airport.

01:11:24 Bruce Goldensohn: Why can't the majority of the training be done 15 miles north of Gaithersburg - up at Frederick airport? It's only 30 minutes by car.

01:11:51 William Reindollar: Yes I agree Rebecca - I do two or three practice takeoffs and landing every few weeks for proficiency even though 95% of my flights are over 150 miles away.

01:12:08 Rebecca Cutri-Kohart: frederick is an incredibly busy towered airport, it cannot absorb all the training at GAI. (Carroll County is a better location for touch and goes). But in all seriousness, people live near all airports, you are just sloughing off this problem on other suburban neighborhoods, is that the goal?

01:12:28 Alan's Ipad: Lol, about doing training at KFDK.

01:12:56 PE: 600 ft above my home

01:12:58 Piotr Kulczakowicz: No sensible pilot is flying at 500 ft AGL unless landing aircraft on short final

01:13:05 Piotr Kulczakowicz: ANother exaggeration

01:13:05 Gerald Epps: 600 feet MSL or AGL?

01:13:16 Rebecca Cutri-Kohart: no pilot is flying the pattern at 500-600 except during takeoff and landing (eg climbing up or descending down)

01:13:19 Mary Hoel: Thank you, Ben. We are looking to work with

the airpark to find a solution that works for airpark and local community. First, we must all agree that there is an issue with the noise and work to find a solution

01:13:38 Mike Allen: Does anyone have reliable data on the number of movements at FDK before it "gained" a Control Tower, vs after that event; excluding the depressed activity due Covid19 in 2020-21?

01:13:39 Brody Eckstein: Because no one wants to drive that far if they can do it here

01:13:41 PE: 600 ft take off not landing

01:13:44 Brad Taylor: Please get the radar data from the FAA -- we're in the SFRA & it's completely monitored!

01:13:48 JustinBollum: I urge all people to get pictures or video of these low flying aircraft and submit them to the local Flight standards district office of the FAA

01:14:03 Gerald Epps: I fly out of Fredrick - it's MUCH busier than GAI

01:14:19 JustinBollum: <https://montgomerycountyairpark.com/noise-safety/>

01:14:19 Alan's Ipad: Bruce, will you pay for all of the fuel to go back and forth to FDK with all the training planes?

01:14:22 ksheehan: Piotr Look on flight aware... flight school pattern work largely stays at about 1100 feet over sea level, which is about 500 feet above the ground here

01:14:33 William Reindollar: Agree most of us fly single engine planes - flying below 2000 unless in the pattern is not a safe practice.

01:14:36 Chris Mannella: Justin - Balt FSDO claims they are not responsible for GAI traffic issues

01:14:36 matthew tucker: How does one "get radar data" from the FAA?

01:14:43 Rebecca Cutri-Kohart: flight aware is not perfect data, it can be off by up to 200' or more compared to the actual altimeter data that has the real altitude

01:14:58 Andrew Beath: Frederick is absolutely in a residential area, as is Carroll County.

01:15:02 Rebecca Cutri-Kohart: and certainly some less precise pilots might be at 900' instead of 1000' above the ground, but they aren't at 600'

01:15:09 Piotr Kulczakowicz: ksheehan, please understand the data you are looking at.

01:15:36 Alan's Ipad: The FAA can't put touch and go rules at airports but a control tower is definitely needed for safety and regulation to ensure the traffic pattern rules are adhered to.

01:15:54 Rebecca Cutri-Kohart: if i was in the pattern and an airplane in front of me was 500' below me (or 600' above the ground) I would ask them if they were having an emergency. its not something that's happening. it would be very notable to the pilots.

01:15:57 JustinBollum: traffic issues is different than pilots in violation of minimum safe altitudes or reckless flying

01:16:01 ksheehan: if it is off 200 feet then we are looking at 300 feet to 700 feet above the ground. Seriously, they barely clear

the power lines by my house and the birds fly above them to get away from the planes

01:16:27 Piotr Kulczakowicz: We do not fly at 500 ft

01:16:35 Piotr Kulczakowicz: Only time is on short final

01:16:38 Rebecca Cutri-Kohart: people on the ground, especially non-pilots, have a hard time judging how high above you the airplane is.

01:17:01 Piotr Kulczakowicz: Short final is not over residential area

01:17:02 Rebecca Cutri-Kohart: an emergency landing practice would not put you at 500 feet to under a quarter mile from the airport. it would be over all industrial areas.

01:17:08 PE: Engine out not over residential areas

01:17:17 Alan's Ipad: For those non aviators, please look at the AIM and read about the traffic pattern rules. They are mostly adhered too at KGAI.

01:17:40 matthew tucker: Hello Rebecca - There are classic image analysis techniques to determine the altitude of aircraft from images. Thanks, Matthew

01:18:03 Rebecca Cutri-Kohart: i mean, why not use the real FAA data. we all have transponders in our airplane that provide the FAA with very close to our real altitude.

01:18:05 Mary Hoel: Please don't ask us to get used to a nuisance. Please recognize that noise is an issue here and we are looking for a way to reduce the noise

01:18:09 Mary Hoel: noise

01:18:24 Virginia Nuta: Why does the traffic pattern always have to be the same? Why always up to northern Montgomery Village? Why can't they fly over other neighborhoods? Who designs the traffic patterns?

01:18:33 Rebecca Cutri-Kohart: and i am pretty sure if i was flying over a densely packed area at 500 feet inside the SFRA, the FAA would call me. the neighbors wouldn't even need to complain.

01:18:36 Brody Eckstein: I barely ever notice the noise

01:18:48 Gerald Epps: And we're looking for a way to exercise our freedom to fly within the rules set forth by the FAA as safely as possible

01:18:51 Mike Allen: FlightAware reported altitudes are NOT representative of the aircraft's true altitude above Sea Level! Flightaware reported altitudes are adjusted to represent altitude at ISA (i.e. pressure at 29.92 inches). Flightaware reported altitudes can be 600ft different from actual altitude above Sea Level (e.g. today, when actual pressure was approx. 30.50, not 29.92).

01:18:52 matthew tucker: Hi Rebecca - How do we obtain the "real FAA data"? Thanks, Matthew

01:19:07 Rebecca Cutri-Kohart: who knows? FOIA?

01:19:26 Rebecca Cutri-Kohart: but flight aware is adjusted, it can have big errors in it.

01:19:30 Gerald Epps: <https://www.faa.gov/data/>

01:19:38 Jeremy Jacobsohn: Traffic patterns are aligned with the runway, and can't be re-aligned. They are basically a rectangle,

with one of the long sides including the runway.

01:19:42 Piotr Kulczakowicz: Why don't we discuss airport improvements? So much energy spent on the overexaggerated perceived noise issue.

01:19:53 Rebecca Cutri-Kohart: but the FAA is not quiet when you bust altitudes especially in highly controller areas (like the dc area is) or when you look like you might be having an emergency (flying low).

01:20:13 Rebecca Cutri-Kohart: agree with @Piotr on the need for airport improvements!

01:20:34 JustinBollum: Thanks Piotr I would like to have that discussion in the future

01:21:53 Fernando: It is very hard for persons to estimate the height over the ground of airplanes. Let's look at the actual data on flightaware, but airplanes are never that low unless actually landing

01:22:34 PE: Airnoise provides the altitude as well

01:22:39 Rickey K: Please do not minimize the noise concerns of hundreds of residents of the area.

01:22:42 ksheehan: Some of you guys need to sit in the Lake Marion and watch planes for a few hours... you will see exactly how low they are... not imagined....

01:22:54 Gerald Epps: <https://www.faa.gov/data/> - Don't use flightaware - look at the FAA data which is accurate

01:24:00 Russ Kornack: Control tower is a bad idea. Send Flight schools to Frederick.

01:24:13 Rebecca Cutri-Kohart: i think y'all don't understand how busy Frederick already is.

01:24:22 Mary Hoel: We need to discuss solutions/suggestions for the noise from the touch and go operations. How are we going to find a solution for this issue

01:24:24 Rebecca Cutri-Kohart: and it also has a pattern over dense residential areas

01:24:29 Steve Lefferts: Frederick is definitely a beehive.

01:24:33 Alan's Ipad: Control tower is a good idea for all aviators.

01:24:40 Virginia Nuta: If the traffic patterns are appeared to by most, then someone has setup a traffic pattern over specific neighborhoods. But this is new over Montgomery Village neighborhoods. So what's up with that? Why pick on one area?

01:24:41 barbarafischer: Ive read Frederick is adding another runway

01:25:01 Steve Lefferts: FDK is every bit as busy as GAI.

01:25:19 Fernando: Gerald - sure, lets look at FAA data. That is what I want. Again, persons easily misperceive altitudes. No serious pilot flies as low as persons are saying UNLESS they are landing

01:25:31 Brody Eckstein: More WITH a control tower? Hm

01:25:34 Gerald Epps: Frederick is not adding another runway

01:25:38 barbarafischer: The FAA rep on the June call shared that control towers do not in themselves increase safety,

01:26:04 Piotr Kulczakowicz: Misperception of altitude and noise is one thing. Exaggeration for self-benefit is another.

01:26:15 Virginia Nuta: There is a lot of disagreement here over basic facts.

01:26:24 Anne Hollander: Noise is not just a "nuisance." Numerous scientific studies have established that constant noise is a public health hazard that causes cardiovascular disease, cognitive problems, and anxiety (which is a risk factor for other diseases). This seems to be particularly the case for repetitive and uncontrollable noise. Noise is not a nuisance, it's a public health hazard.

01:26:26 Carl Pocratsky: Yes, if I may

01:26:52 Alan's Ipad: Control tower will not help with the noise, but you will have a regulated traffic pattern which makes a safer airport. It's all about safety! I pray there is not a mid-air over the neighborhoods. I have seen some close calls, but never at a control towered airport.

01:27:13 Luis Quinones: A control tower potentially could limit to certain operations, like the touch and go, most don't like here

01:27:21 Virginia Nuta: I have lived here for 40 years and can attest to the fact that the noise level and frequency has changed since 2018.

01:27:42 Russ Kornack: Control tower extends FAA grant lock for another 20 years. Also Reid Hillview closing in CA is a blueprint of what happens when local GA airports fail to work with the community.

01:27:44 Gerald Epps: NO they can't. Not legally and not their role - Control towers are designed and regulated to keep planes apart. That is a;;

01:27:51 Dawn Luedtke: This has been a very informative discussion, and I truly appreciate the thoughtfulness of everyone in expressing their opinions and concerns. If anyone would like to reach me directly, please feel free to email me at dawn@dawnluedtke.com.

01:28:37 Luis Quinones: I know but could help with noise abatement

01:28:43 Bruce Goldensohn: bye!. Happy New Year to all!

01:28:53 Piotr Kulczakowicz: I think the next step should be a discussion of airport improvements.

01:29:06 Rebecca Cutri-Kohart: agreed. next steps: what will the community do to improve the airport

01:29:24 Rebecca Cutri-Kohart: you're going to spend money on a consultant to cut down noise while we are still missing crucial facilities at the airport?!

01:29:35 matthew tucker: Thank you all for insights! Have a nice evening.

01:29:36 Dale Tuttle: I believe we are coming to a consensus that something needs to be done to abate issues at the airpark.

01:30:17 Rebecca Cutri-Kohart: How much will the consultant cost?

01:30:22 Piotr Kulczakowicz: Does Montgomery County elected officials approve of it?! A consultant?!

01:30:42 Francis Priznar: Could we put this discussion in a larger context? Noise is a recognized, but invisible, form of environmental pollution. Even when there are allowable standards in place, the question remains for the community "How much is acceptable?" Sometimes it is not the standard. Keep in mind - GAI is just one source of noise.

01:30:59 Russ Kornack: Can you post info about the consultant on MCRA website? Thank you.

01:31:26 ggshenk: What are OTHER next steps? What is the county council committing to...we are looking for support from our elected officials.

01:31:28 Julie Kornack: Open House has nothing to do with the solution to the problems raised here tonight

01:31:56 Virginia Nuta: There is a distinction between appreciating the positive aspects of the airport and not liking constant buzzing overhead.

01:32:05 Luis Quinones: No but it's another line of communication with the community

01:32:05 Piotr Kulczakowicz: Can the Montgomery County residents who care about the airpark get a consultant for airport improvements?

01:32:59 Virginia Nuta: I would point out that non-residents should not be seeking to control how residents' taxpayers funds are being spent.

01:33:23 Luis Quinones: Can we get the water turned back at the airport? We cannot even wash our hands after working on planes

01:33:24 Rebecca Cutri-Kohart: i am a non-resident, but my husband operates a business at the airport which contributes to the tax base. we buy significant amounts of services at the airport.

01:33:55 Rebecca Cutri-Kohart: i think asking for water access to be restored to the airport is not a huge luxury. its a basic utility. i understand if there's no money available, but if there is money for a consultant, there is.

01:34:13 Piotr Kulczakowicz: VN, are you talking to me? I am a resident.

01:34:17 Virginia Nuta: Well, I pay the taxes that subsidizes the airpark and permits you to make money. We the taxpayers have a say here.

01:34:30 JustinBollum: <https://montgomerycountyairpark.com/wp-content/uploads/2021/12/Montgomery-County-Council-Response-Ltr.pdf>

01:34:57 Russ Kornack: MDE doesn't have the protocol to test

01:34:57 Luis Quinones: Agreed we can come to compromise, I'm also a MOCO resident and airport user

01:35:16 Matt: "Control tower will not help with the noise, but you will have a regulated traffic pattern which makes a safer airport. It's all about safety! I pray there is not a mid-air over the neighborhoods. I have seen some close calls, but never at a control towered airport." Alan there was a midair on Frederick several years ago, with a control tower. A tower does not equal safety.

01:36:11 JustinBollum: Virginia I want to point out that the MCRA pays for the operational budget of he airpark. The MCRA does not receive any county funds and all capital improvements funded by FAA grants are funded by taxes on aeronautical activities.

01:36:18 Alan's Ipad: Matt, I don't know the specifics at FDK, but being an aviator for almost 4 decades, I can assure you it will make KGAI safer.

01:36:21 PE: MDE does not have the protocol to test. Not an acceptable response

01:36:29 JustinBollum: <https://montgomerycountyairpark.com/wp-content/uploads/2021/12/County-Attorney-Opinion-on-MCRA-Noise-Restrictions-8-31-21.pdf>

01:37:09 Rebecca Cutri-Kohart: so this is a problem for 42 people.

01:37:14 Rebecca Cutri-Kohart: there are 200 based aircraft.

01:37:39 Rickey K: Are we citing numbers that are clearly false.

01:37:41 Piotr Kulczakowicz: 4 households claiming they represent "hundreds" of residents. Just an example of exaggeration and manipulation.

01:37:42 Russ Kornack: Will MCRA post the AIRNOISE Complaint button application info on the website?

01:37:44 Dial Keju: Can we see that data on complaint? 4 households complaints?

01:37:49 PE: No Keith's info is not accurate

01:37:49 ggshenk: Can we have access to he data as to the complaints?

01:37:56 Fernando: There should be discussion about improving the airport as well. The issue of no water is a real problem that needs to be addressed

01:38:02 Virginia Nuta: Many of my neighbors have told me they are upset by the noise but did not know where to complain. I believe MCRA has not been open and transparent to citizens looking for information.

01:38:06 Rickey K: I want to see that data about 4 households.

01:38:09 Mary Hoel: Rebecca - there were over 100 people on this call and 200 on the last call. There are numerous residents that have complaints with the noise. People do not know how to make a complaint.

01:38:15 Rickey K: Way to minimize our concerns Keith

01:38:23 Russ Kornack: Thank you

01:38:23 Rebecca Cutri-Kohart: easily half the 100 people if not more are pilots

01:38:24 Brad Taylor: Thank you!

01:38:25 ksheehan: I wish I had the time to file more complaints. But I work 2 jobs.

01:38:25 Brian: Suggestion: At the very least, have a time period at night where planes are not operating. I've been awoken by planes flying overhead in the the middle of the night (between midnight and 5am) several times. I live within a mile of the airport. I have submitted complaints and was told the airpark operates 24 hrs.

01:38:28 Rickey K: Nothing will be done as usual

01:38:29 PE: Keith no value