

Greater Severna Park Council (GSPC) General Meeting Minutes
June 14, 2016
Severna Park Library

President Maureen Carr York called the meeting to order at 7:30 p.m. by introducing Board members, welcoming new attendees, and outlining parliamentary procedure and guidelines.

Guest Speakers

Ellen Sample: Director of Real Estate and Noise Abatement of Maryland Aviation Association (MAA)

Paul Shank: Chief Engineer at Baltimore Washington International (BWI) Airport

The presentation began with visual aids (graphs) depicting and 3 letters between the MAA and FAA. Attachments will be found when the minutes are sent out. A question and answer session followed.

The attached visual aids used during the presentation graph identifies that path and altitude differences of pre-Metroplex and post-Metroplex navigations. Prior to 2012 (pre-Metroplex), airplanes were vectored and controlled by people in the aircraft tower. In 2014, the FAA began primarily using Metroplex, part of the NextGen Satellite Technology being used all over the United States and in many other parts of the world. The FAA can still communicate with airplanes, but they are more monitoring than directing now. The change is considered safer because it eliminated human error. However, direct routes became more concentrated as a result of Metroplex and the resulting traffic density and frequency has had significant visual and noise impacts on nearby communities.

On October 22, 2015, the Maryland Aviation Administration (MAA) wrote a letter to the FAA relaying citizen complaints at neighborhood association meetings involving changed departure paths and lower altitudes. They pointed out the required Environmental Assessment had not accurately addressed the changes, hence the 2013 "Finding of No Significant Impact" had been improperly issued.

On March 9, 2016 U.S. Department of Transportation, Federal Aviation Administration wrote a response to the October 22, 2015 letter reporting that construction was only temporarily impacting the community and would be resolved soon. They also raised the altitude of northwest turn from 667 feet to 850 feet. "This change should keep aircraft over the Potomac River up to a mile from the departure end of the runway." This indicated a form letter being used and the FAA's issues with many other airports. The letter also gave contact information for Molly Harris, Acting Assistance Administrator for Government and Industry Affairs, at (202) 267-3277.

While sharing the response with neighborhoods, Drew Roth of Elkridge noted that the FAA's Environmental Assessment only studied impacts over 3,000 feet and did not conduct any research of visual and noise impact on communities under 3,000 feet. This concern was highlighted in the April 25, 2016 Baltimore/Washington International Airport response letter to the FAA.

MAA and FAA have been communicating much more positively since the letters. People of significance are showing up at meetings and more collaboration has resulted. The most significant impact came when both Federal and State elected officials began to intervene. To remain informed, you can sign up for alerts at <http://maacommunityrelations.com/> by clicking the red button at the bottom of the page.

Questions and Answers

1. *Do you have the speed correlation within these graphs? (Anonymous)*

Unfortunately, no. They will do research and provide results at future community meetings.

2. *Is there an increase in the number of operations? (Anonymous)*

Over the last 10 years the number of operations have significantly gone down. In 2002, there were about 310,000 operations and at the end of 2015 there are about 248,000 operations. However, the load factor of each plane has significantly increased. They are reducing power and not flying as high.

3. *Has there been any kind of decibel monitoring? (Anonymous)*

We are looking to Severna Park residents for input on where to place noise monitoring devices. President Maureen Carr York introduced the GSPC Airport Noise Committee comprised of Linda Curry (Severna Forest), Pat Block, and Erica Mildan (Harlequin). They are open for members and if interested, please sign up with Linda Curry.

4. *We have heard a lot about departures, but most Severna Park residents are more impacted by arrivals. Do you have information on arriving flights? (Angelo Barino, Lakeland)*

The MAA believes the FAA could be much higher than they really are and have a steeper decent. The whole concept was to significantly reduce power on arrivals by “gliding in” and using the altitude and energy to carry the aircraft to its destination. The old way was creating noise because they would start the decent to BWI over Richmond, VA, and when the planes came down so low, they would begin to drag and had to add power to keep the plane flying, which created noise at a lower altitude. Once they started “gliding” planes in at reduced power, the noise producer became all the drag on the airframe passing and the lift that’s produced. It’s not the engines themselves. They actually are at significantly reduced power. With the departure, the big noise is the engines themselves. So the MAA knew if we could get after the FAA on the departure and get them to change that, then it would force them to look at the arrivals. Mr. Shank promised that are arrivals are now on his radar and will make sure they do not miss addressing it.

5. *Will the August meeting with the FAA be open to the public? (Erica Mildan, Harlequin)*

Absolutely! We encourage citizen participation and hope you will join us. We will make every effort to ensure you are given accurate notice once a time and place has been scheduled.

6. *What are we wanting the FAA to do to improve the noise and widen what Metroplex/NextGen is so that it is not as refined or not as low? Do we have to get approval to do that? (Brad Myers, GSPC Vice-President, Tam Glade)*

Yes. The FAA controls the air space, and the MAA only controls the runways. Once the plane is up in the air, it is their world. We have asked the FAA to put it back the way it was. In the MAA’s position, the FAA did not address the impacts below 3,000 feet. Their Head of Procedures directed the Environmental Consultant to not study impacts below 3,000 feet. With the new configuration, they are on a more refined course and they are lower because of the satellite imagery. This did not just happen here; it happened at every major air carrier airport in the country where they implemented a Metroplex using NextGen technology-based procedures. Communities around the country are unhappy with these new procedures. The one that stands out is Phoenix Sky Harbor that is putting together a class action lawsuit. MAA is trying to work with the FAA before it goes that far. As long as we see that they are listening and adjusting, they can work themselves out of this hole the FAA has dug for themselves. The FAA asked us

to update our Noise Compatibility Program (NCP). MAA is trying to get things back to the way they were before Metroplex.

7. *With all this new technology, don't you think you could do better than old noise standards and start being quieter? (Dave Barry, Chartwell)*

Ironically, the FAA truly believed the NextGen approach would reduce noise. They didn't realize it was the human navigation that was spreading the airplanes out. When they eliminated the human element, airplanes are now coming in like lasers on their designated route. It's important to keep in mind that the FAA is not just in hot water here. People are upset all over the country. The reason it referenced the Potomac River is because National Airport's communities are also up in arms about the noise. When the FAA makes changes to the system, they will have to be very calculated and consistent because pilots need to expect the same road signs, like we're used to a stop sign looking the way it looks. That being said, if you go on the FAA and/or NASA website you can find a section on aircraft technology. Aircrafts actually are becoming more efficient, and through that efficiency they are becoming less noisy.

8. *We can now sit on the back porch and watch them drop their landing gear coming over my house. They are much lower. Also, if anyone keeps a boat on the Severn River, there is a discharge coming from the airplane as they decelerate and boats are getting a black film residue. Just as important as noise pollution is air pollution. (Skip Easton, Chartwell)*

The aircrafts are not discharging fuel. The black film is a byproduct of combustion. Mr. Shank took note and will research further.

9. *Thank you for your demeanor and really listening to us. In your experience, what is the best way for us to leverage our power at the next meeting without creating hostility or defensiveness? (Peter Krauczeck, Linstead)*

Remember they are human beings too. The best way is mutual respect. Mistakes were made and for some that can be very hard to admit. The most important thing is that they work with us, and we see they are now making sincere efforts. The key thing has already be done, and kudos to the leaders of the communities, because they have reached out to Federal, State, and local legislators who are getting to the FAA. The FAA knows they have to work through this and we think they will, but it takes time. They have already begun changing what they could easily do without shaking up the system. We believe the technology could allow disbursement versus a highly concentrated path, but that is an entirely different approach than what they were thinking. Those are the kind of things they will have to work out.

10. *Can we have noise level data to show them we have studied it and are closely watching the height of the plane, times, dates, and neighborhoods impacted? (Karen Coley, Cape Arthur)*

The MAA can do monitoring and are looking for input where the best location would be. GSPC President Maureen Carr York encouraged everyone to take their own notes on when the greatest noise impact is regarding day of the week, time of the day, and then we can look at correlations. Most of all, she reiterated we have to keep working together on this issue and that is where the GSPC Airport Noise Committee is going to be key, so please sign up if this is important to you.

11. *I heard that there was a potential to reroute planes over Route 2 and Route 97, and was wondering if you have any more information about that? (Nicole Livingston, Shipley's Choice)*

The plane routing process used by the FAA is required to consider different population centers, bodies of water, undeveloped areas, and highways. Community feedback expressed this has not been adequately addressed. Mr. Shank will ask them point blank about it in their next meeting.

12. *Schools north of us underwent sponsored noise abatement programs to reduce the noise in their homes. Insulation, window treatments, you name it, it was done for them. Is that an aspect that might be under review? (Dennis Younger, Chartwell)*

We have our new noise abatement maps into the FAA for further review. There are some areas close to the airport, primarily Glen Burnie Park, where some houses will continue to be eligible for noise assistance programs. Once we get that passed we can continue to look at other locations. In order to be eligible, you have to fall within a certain category very close to the airport.

13. *The proposed rerouting over route 2 will not solve issue because the Severna Park communities close to there that would be affected. Three and a half years ago my community had planes overhead but they were not as frequent. Now there are more of them at lower altitudes, and it is becoming much more of an issue. (Erin Orlaf, Oakland Forest)*

Some of the communities say they never saw a plane over their house; it was always the house across the street. Now the folks that were happy are not happy and the folks that were not happy are happy. It's a balancing act. That is why I felt the fair thing to do was to put it back where it was. And then it is just a case of if the technology can accommodate it below 3,000 feet. The FONZI (Finding of No Environmental Impact) protects them from having to do another assessment. MAA is suggesting they restart it with a supplemental Environmental Assessment. They have some changes occurring that they missed, so do a supplement, because then you have a chance to reengage. And truly reengage with the public--not just through the Baltimore Sun, Washington Post and news media; but through public libraries, email blasts, and the airport website so people know what is going on and are directed where to go. It is also important to communicate in a fashion that folks can understand. It can be a very complicated process.

14. *Is it possible for the Metroplex to adjust the trajectories in such a way that they do not go overhead the schools? (Andrew Frank, Fairwinds)*

Yes. The old process was an aircraft flying the old prescribed fixed ground base reference points out of their way and they were burning more fuel. So right off the bat they were polluting more. They saw that by going direct point to point with this new satellite technology, they could save fuel, which is also profitability. If they're trying to fly west, and they're taking off to the south, they don't want to fly 2 or 3 miles climbing overhead like a banshee away. They want to go west. They don't want to be wasting fuel flying over the arrival route. I believe they can change the routes and that they are going to work through this.

15. *On the MAA site, do you have a copy of the map? (Jack Hollerins, Hollywood)*

Yes. I believe it's on the website, but if not, we can provide you a copy.

16. *I received letter from FAA ensuring that every effort is made to keep flight tracks over industrial areas and aircraft noise away from residential neighborhoods. They said that NextGen procedure design allows for procedures to be tailored over less noise-sensitive areas. (Erica Mildan, Harlequin)*

Could we have a copy of that letter?

17. *Are the airlines in favor of NextGen just because of the savings and cost involved? (SP Voice Manager?)*

It's not just the savings. It is also safety.

18. *On Sunday nights, the landings are bumper to bumper. They're coasting over 97. Does your study analyze days of the week? (John Norville, Shipley's Choice)*

The FAA separates the arriving and departing traffic within the final few miles, but they are always maintaining a separation.

19. *A lot of people are on vacation in August. Is it really the best time to meet with the FAA? (Hazel, ?)*

We want to meet with them sooner than later.

20. *You talked about safety and I see a lot of birds in the air. Aren't you a little concerned with bird strikes when using this new technology? Especially with birds in migration? (Diane Newman, Harlequin)*

The FAA has a website online focused on aircraft operations. MAA also has their own airport wildlife biologist not just looking at the airport, but looking at approaches to the airport. The FAA tracks every incident that involves an animal and they're put into a national database. They are always studying what type of bird it is and then they try to address their habitats.

Committee Reports

Secretary's Report (Erin O'Neill via Maureen Carr York)

Accepted without changes.

Treasurer's Report (Steve Poland)

- One check cleared for \$100. We gained interest of \$9.31. No other activity in the last month.
- There are 54 communities in good standing with GSPC. The following communities will lose voting privileges with GSPC and no longer be a community in good standing if member dues are not paid by July 1st:
 - Bellevue Estates
 - Hollywood
 - Kilmarnock
 - North Severna Park
 - Sullivan's Retreat

President's Report (Maureen Carr York)

We still have communities that have not paid their dues. Please check with your community.

Chamber of Commerce Report: (Kevin Trader)

- Shop Local Festival was a great success thanks to Larry Sells.
- Fourth of July Parade and entries are currently low. Please get parade applications in. You can email Linda for the application at info@severnaparkchamber.com

Jumpers Hole Road Petition (Lucas Frye)

- Lucas has been attended County Budget hearings. There is a backlog of communities that want sidewalks and it's a matter of getting everyone working together and getting these things out quickly enough.
- Looking to have a hand-written petition by standing outside Safeway.

- The online petition is still active:
- <https://www.change.org/p/chartridge-community-association-chartwell-board-of-directors-support-the-construction-of-a-sidewalk-on-jumpers-hole-road-severna-park>
- There are two member communities that have asked GSPC to advocate for the Jumpers Hole Road sidewalk. A motion was made and passed unanimously. See “Old Business” for details.

Planning/ Zoning/ Legislative Committee (Art Timmons)

- Chartridge Community has appealed the approval of Sabrina Park, Phase 3.
- MRA and Robinson’s Retreat have appealed the approval of Cattail Commons.
- We will need a big crowd to show up at the hearings.
- Peer Review / Expedited Review Bill passed on June 6, 2016 by 6-1 vote.
- Notice of Requirements Bill was defeated on June 6, 2016 by 6-1 vote.
- Bill to revise the Code for cluster development is still being negotiated between developers, Growth Action Network (GAN), and Planning and Zoning Officer. Everyone is getting close to forming the bill with the possible exception of the builders.
- Planning and Zoning Officer has spent a great deal of time helping us understand the issues. We really appreciate his efforts.
- Robinson’s Reserve has requested 8 modifications concerning 15 items. We responded to these modifications and the whole job in general. These responses have helped us to suggest changes that will eliminate many of these concerns in future projects.
- Karen Cider, Oak Hill, has been in touch with Planning and Zoning for Robinson’s Reserve about acreage versus how many houses and was told her math was wrong. Art has questioned this as well: The total site is 7.75 acres and they are looking for 19 homes. 7.75 acres should give you 15.5 homes. If they are ½ acre lots, Planning and Zoning now considers a 15,000 square foot lot to be a ½ acre lot. That’s how they get more than 15.5 on the land.

Education Committee (Brad Myers)

- School is out Thursday, June 16, 2016.
- Construction of High School is on task. Interior completion is now the primary focus. Come next school session, parking is going to change dramatically and will be more constricted than it already is. They need to block off areas for demolition. The Fall will be about the same as it is now but when students move into the new school around Christmas break and demolition begins, there will be very little parking.
- Benfield Elementary is also on schedule. We have inquired about viewing the new building but no response has been given yet. There is still another full phase of construction needing completion, so they are probably waiting until everything is finished.
- Carol Levine of Severna Gardens asked about forming a committee to address the demotion phase of the High School. The County does not want to participate in a meeting until mid-fall, but we would like to get a prep meeting before that. Linda Curry of Severna Gardens will be helping since she went through the construction phase of the new school. President Maureen Carr York suggested Carol put together a list of people interested in the preparatory meeting. Pat Block getting her area together. We will also reach out to Thomas Way and Erin Garth. Pat Daly from the County Executive’s Office is planning to be at the prep meeting.
- Melissa Fagen from Bellemeade heard that they will be delivering at least one temporary trailer classroom to Oak Hill Elementary for the next school year to handle Kindergarten registrations. Typically they have about 75 kids and there is an unconfirmed rumor that to date, registration has already reached 100. Brad Myers will research this further, but typically they would put a

different class in the trailer and not a kindergarten class. Officials have been predicting registrations to go down, but the opposite now seems to be happening. Oak Hill has historically been at a lower capacity throughout the years but the timeline has recently flipped.

Environmental Committee (Paul Spadaro and Lisa Bender)

Not present.

Police / Community Relations (Cindi Mitchell)

- LOCK YOUR CARS! There has been an increase in auto thefts which is driving crime in the District right now.
- The next meeting is tomorrow night. The speaker is a Detective from the Homeland Security Unit. The meeting is at the new District precinct in the community room.
- Brad Myers inquired about active shooter training that is becoming very popular. Cindi replied they had a presentation a few months ago. They would probably be happy to come to GSPC and give a presentation. An “active shooter” does not necessarily involve a gun, but can also encompass knives, bombs, etc.

Cattail Caucus (Cindi Mitchell)

- Appeals are in. The only thing left to do is write letters to ANYONE who can help. This includes the Severna Park Voice, the Capital, and elected officials.
- Brad Myers sent a letter to Councilmen and County Executive Steve Schuh. Cindi Mitchell said they usually reply with a boilerplate letter but Brad Myers received no response in any form.

Public Works Committee (Dan Nataf)

- Jumpers Hole Road Project was reported on earlier. A motion to support the project was made and unanimously passed. See Old Business for details.
- Intersection at Earleigh Heights and Ritchie Highway:
 - Dan located the engineer on the project who said there are 200 other requests in the area needing attention in front of us and it will take between 60-90 days until it will be addressed. There is nothing else that can be done.
 - The backup is now 3 light cycles or more. If they had a dedicated left turn eastbound off Earleigh Heights, then they could gravitate up Ritchie Highway and turn in without having to worry about a lot of other traffic.
 - Dan inquired about a speaker presentation to update us on the project but the traffic engineer responded that is not what he does. He was give contact information for Kimberly Tran who does public meetings but they do not want to present with a lot of an extraneous questions for which they would be unprepared. We would have to brainstorm questions prior to the meeting if they were to come.
 - Brad Myers inquired about a completion date for the project and noted that it has been in the works for an unusually lengthy amount of time.
- Spoke to Jim Scroll, County traffic engineer for this area, about intersection at Evergreen, Riggs, and Maple Road. They are tweaking it and thinking about preventing someone from going around a person turning left on Riggs from Evergreen. This might present a stacking issue when waiting for the person turning left. Some spoke out against the proposal, saying the only way traffic flows is if someone goes around the person turning left.
- Amy Leahy spoke about the issue concerning the Evergreen and Cedar intersection pedestrian crossings. Conversations are still taking place with county engineers.

- There was once a discussion putting a stop sign on Evergreen going from B&A Boulevard to that intersection (**which one?**). The stop sign would stop traffic coming from B&A Boulevard going west.
- Linda Curry asked if there had been any updates on the water problem at B&A Boulevard near the Rite Aid intersection just before you get to Jones Station Road? Dan replied that B&A is a state road and will need to email state traffic engineers for questions about that road.

Audit Committee (Steve Poland)

- Anne DeMajistre and Steve Poland are coordinating a date to conduct the annual audit. They are aiming to meet between June 24th and July 3rd.
- The audit will be presented to the membership in August.

ASPIRE Report (Maureen Carr York)

- Capitol Steps was well-attended.

National Night Out (Amy Leahy)

This free family-friendly event will take place at the Earleigh Heights Volunteer Fire Station grounds on **Tuesday, August 2nd at 5:30 p.m.** This is the second year the Eastern District will be hosting the event. It will be a big outdoor party / gathering for police community relations. There will be lots of entertainment, activities, and a food donated by local vendors. We are looking for volunteers to help staff the welcome tables.

Old Business

Two GSPC member communities have now requested the GSPC support the Jumpers Hole Road sidewalk project.

*A Motion to support the Jumpers Hole Road sidewalk was made by Mary Voglesteen of Light Street Avenue, and seconded by Cindi Mitchell of Berrywood South. **Motion passed unanimously.***

New Business

None.

The meeting adjourned at 9:20 p.m.

Next Meetings:

- General Meeting: August 9, 2016 at the Severna Park Library, 7:30 p.m.
- Board of Directors' Meeting: June 28, 2016 at the Severna Park Library, 7:30 p.m.

Minutes respectfully submitted by Holly Slack.