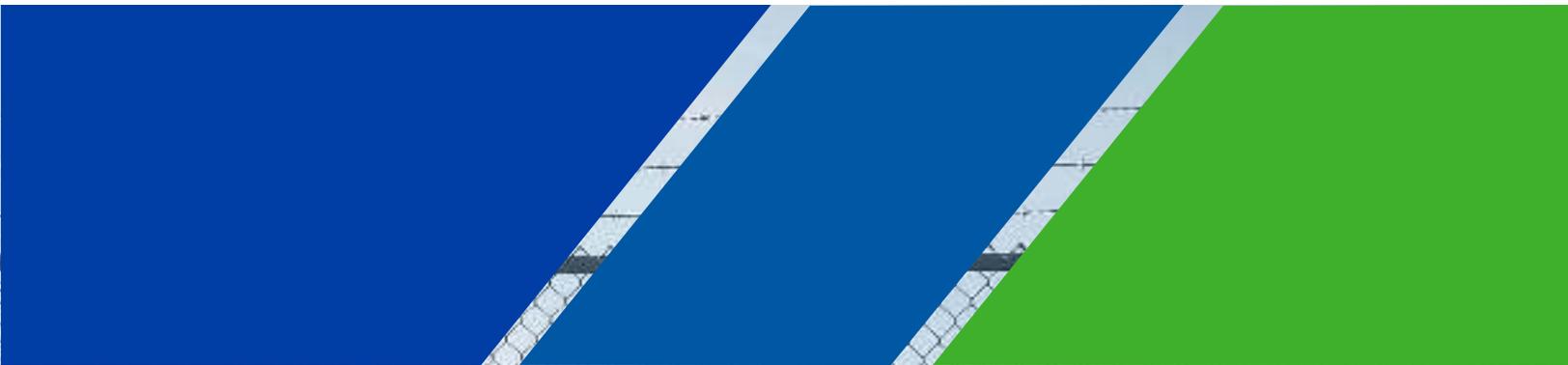




Appendix: D

Public Involvement / Public Comments





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APPENDICES

Appendix D-3: Compilation of Public Comments prior NEPA public comment period



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Resulting from Public
Information Meeting
November 18, 2021

County	First	Last	Email	Meeting	Source	Comment Summary Text
	Patricia	Kane	pmk119@yahoo.com	n/a	Email	your schedule of community events is not current. I understand there is a zoom meeting on 7/14, but I am unable to locate the link. Please provide the Agenda and link for this meeting. Thank you in advance for your assistance. Patricia Kane New Haven, CT
2	Dan	Broom	danbroom@hotmail.com	n/a	Email	Hello, I live in Branford and am an avid general aviation pilot. I am writing about the inclusion of general aviation in the new expansion/investment at Tweed. Are there any plans to include more general aviation hangars or facilities as part of the plan? Due to the lack of GA facilities at Tweed (I have tried and failed to find hangar space there), I am currently based at Chester and obviously Tweed would be far more convenient. I am sure there must be plenty of other GA pilots in the same situation. I believe other recent hangar expansions in the area (Meriden) have been very successful and hangars in Southern CT in general are very hard to come by. Yours, Dan Broom danbroom@hotmail.com
3	Mary	Turcio	turcio8@icloud.com	n/a	Email	This is Mary Turcio, I am beside myself with the smell of jet fuel permeating my house, the planes just run for sometimes up to 45 min and I get headaches and get dizzy, I'm concerned for my husband's and I health. And the noise, it makes my windows rattle. Please keep in mind we have been here for 36 years and the smell and the noise has never been this bad! Please advise what I should do. Thank You, Mary Turcio 51 Burgess St East Haven ct
4	Marcia	Bond	marciabond58@gmail.com	n/a	Email	Tweed should become a huge international airport as there is not one in CT.
5	Dana	Walker	Wanderlost1@gmail.com	Public Meeting 11/18	Written Comment Form	Please clarify the plan for evaluating chemical emission – mental impact. Specifically the planned extensive use of the herbicides such as dicamba + 2-4D with planned airport expansion. Is this component part of the EA assessment and will it be monitored following the EA (which is only based on loose predictive modeling).
6	Cathy	Borelli	Cathyborelli2@gmail.com	Public Meeting 11/18	Written Comment Form	This assessment needs to include effects of such chemical use not only on water quality but local bee populations, monarchs, etc. CT is especially important with this area for the latter. The noise is atrocious. Moved in June to Burr St. did not expect noise to be so bad. I ask to be included on the Project Advisory Committee as a resident of the airport's immediate vicinity, and a New Haven, Connecticut voter and taxpayer.
7	Kathryn	Gallicchio	grett@att.net	Public Meeting 11/18	Written Comment Form	Not – to be clear – a observer position. I expect a seat at the table with rights to comment and question on all discussion.
8	Kathryn	Gallicchio	grett@att.net	Public Meeting 11/18	Written Comment Form	I request that the Tweed EA investigate the light pollution impact of the project, and its effects on wildlife in the wetlands and nearby Section 4(f) resources. (Already, before full implementation of the plan, new parking lights are flooding the parking areas all night – for an airport with minimal service 10 am – 7 am?) My concern is that the perceived benefits of this project flow primarily to the wealthier corporate and private "stakeholders", while the harms and costs fall primarily upon lower income and marginalized populations in neighborhoods surrounding the area. This includes areas of New Haven and East Haven for outside the 1-2 mile radius often studied in prior reports (i.e. Fair Haven). Please address this imbalance of socioeconomic costs/benefits!
9	Kathryn	Gallicchio	grett@att.net	Public Meeting 11/18	Written Comment Form	I am disappointed that this public forum – contributing to the public record associated with a federally-funded project – did not include a remove link (through Zoom or other source) which could accommodate questions and comments from homebound people. There is still a pandemic on, people! Facebook is an entirely unacceptable venue. Insufficient.
10	Kathryn	Gallicchio	grett@att.net	Public Meeting 11/18	Written Comment Form	My name is Abel Campos.
11	Abel	Campos	acampos2014@outlook.com	Public Meeting 11/18	Written Comment Form	I do not agree on the Tweed Airport expansion. I live in 535 Townsend Ave since the new air flights have started there has been an excessive noise impact in my quality of life. I can hear the planes during take-off, landing, and during idling. In addition I can smell jet fuel. I would like more noise studies to be performed near my property in addition to air quality testing.
12	Sarah	Miller	asarahmiller@gmail.com	Public Meeting 11/18	MS Comment Form	Please study flood plains, wetlands, coastal resources, fish, wildlife, plants, hazardous materials, pollution prevention, solid waste, natural resources, energy supply, light emissions, visual impacts, noise, air quality, and environmental justice
13	Camille	Ansley	Teamworkmakesthedreamwork00@gmail.com	Public Meeting 11/18	MS Comment Form	Who do we contact when the take off and landing impact increased noise impacting the quality of life in our home and enjoy our outdoor living spaces?
14	Camille	Ansley	Teamworkmakesthedreamwork00@gmail.com	Public Meeting 11/18	MS Comment Form	Do you have a current adverse environmental impact study findings, can you create a dashboard with current and future findings posted annually?
15	Gina	Misbath	Tgmms@snet.net	Public Meeting 11/18	MS Comment Form	Wanted to be on email
16	Camille	Ansley	Teamworkmakesthedreamwork00@gmail.com	Public Meeting 11/18	MS Comment Form	Instead of being just a mediocre neighbor CAN YOU be a WORLD CLASS NEIGHBOR and make TWEED Surpass standards! We would like Tweed to be the best environmental partner in the industry! We want surveillance that is continuous and more vigorous! Benchmark someone who is doing this better!
17	Camille	Ansley	Teamworkmakesthedreamwork00@gmail.com	Public Meeting 11/18	MS Comment Form	Please send out the presentation and post it and print copy in the libraries and please recreate a repository for residents to review with date and time stamps
18	Francois	Douglas	Fdouglasward2@gmail.com	Public Meeting 11/18	MS Comment Form	Progress in the making
19	Mark	Wilson	mowilson7@yahoo.com	Public Meeting 11/18	MS Comment Form	I live within 100 yards of the airport footprint and I am in full support of the Tweed Airport Expansion. Hello. I attended the community meeting last week and it was a sham. We were promised time to express our thoughts and ask questions, but after a very one sided presentation by those jamming this down our community throats, we heard 'sorry, we ran out of time'. WHAT IS THAT? It is typical is what it is. Let's see who will answer these questions we were promised would be answered. Who is measuring the scientific data from Branford which is located directly under the Avelo 737 flight path? I didn't hear Branford mentioned once in the meeting and I want to see the data compared to Bethany and New Haven and other areas of New Haven County. With all of the flooding happening in East Haven, New Haven, and Branford, what data are you looking at that shows more traffic is safe for current residents and out of towners racing through our streets to get to their flights on time? All major airports have major roadways to get in and out – but Tweed does not, yet you are proposing a major airport expansion in a flood prone area without fixing the flooding first. You are just adding to the problem we currently face, so please send me the data to review. If the giant 737 planes are taking off and landing right now – why expand the runways and hurt us (our families) and our environment where we live? What is the Tweed airport current height above sea level? What will the new proposed airport height above sea level be? How does this expansion project align with the Paris clean air accord? If there is a gas/oil spill where does the gas/oil and chemical cleanup run off too? Where does the de-ice chemicals go? Where does the runoff go? Who is responsible for answering all my questions and others questions? Will we receive answers? Ken Engelman 12 Midwood Road Branford, CT 06405 201-638-7141 cell
20	Ken	Engelman	kenengelman@gmail.com	n/a	Email	Gentlemen: I wish to add the following comments: I live at 137 Stuyvesant Ave. On Nov. 13, at about 2:50 p.m., fumes filled the house even with all the doors and windows closed. Although we have had issues with fumes before, these fumes were more concentrated and penetrative than any others. Also, on Nov. 14, at 2:44 p.m. as a plane landed or departed, the house shook and the windows rattled. This is a wood sided house with plaster walls. I hope you will take these issues into consideration. Thank you. Toni Ginnett
21	Toni	Ginnett	toniginnett@gmail.com	n/a	Email	Hi, This was the 1st meeting that I heard about and I only heard about it by chance. Please confirm that I have been added to the email distribution list. A lot of points were raised by the residents in the surrounding area of the airport. Like some of residents that attended, I moved to the area when commercial airlines were not utilizing the airport. What I found really interesting at the meeting is that the county pollution was used to determine how the added traffic would affect it. The point was made to use the surrounding area as the starting point and it should start in 2019. Sean (I think that was his name) kept saying that they will look at the issues the residents were raising. What I would like to know is where the point is that the decision not to move forward with expansion is? Looking at the issues isn't stating much, because you can still move forward. When you go forward (Sean stated that we chose to live here, which gave the impression that the expansion will occur and this meeting was just to check the box.), are you going to soundproof and install air purifiers to the homes affected? I ask because I'm in East Haven and I did not see my street in the area included for noise and pollution. I'm Covey Beach Road and will get increased traffic which will increase my noise and air pollution. I also noticed in the slide deck that Health was not underlined. I think that would be the major issue that should be looked at. https://www.nursingtimes.net/clinical-archive/respiratory-clinical-archive/being-near-an-airport-may-be-bad-for-your-health-27-10-2015/ Hi, I forgot to attach this link. https://www.bu.edu/articles/2013/living-near-an-airport-could-be-bad-for-your-heart/ As a lifelong resident of New Haven then moving to West Haven this airport has been long overdue. I fully support the expansion of Tweed many of my friends reside by there and they also agree not as vocal as some of the other folks. I just flown it down to Florida being able to take an older senior member my family to see relatives he hasn't seen in years has been historic and life-changing for my family please please go along and expand that Runway and keep Tweed operational for the next century. I and many others fully support the expansion and everything else concerning the airport. Thank you Peter lombardozi To Whom It May Concern With The Tweed NHTN Airport Debate:
22	Dara	Gibbs	dara129@yahoo.com	n/a	Email	Hi, I recently moved into area & reside on COE AVE, intersecting @ Woodland AVE. Since moving here up until now with Avelo coming into picture at Tweed, You can hear the planes inside of our home. Prior with extensive monies spent replacing windows to more energy efficient ones & doors, it appears we should have put TRIPLE PANE glass in home, however after researching are & plans with Tweed in 2016 this was not to our knowledge in plans. However we were aware of the homes in New Haven on BURR ST & Hill Street area where provided with from what I was told thru a program "sound proofing" of residents properties in that area of New Haven, CT by Tweed. Since Avelo & the SUPER SIZED & POWERFUL engines on these jets can be heard to Coe & Woodland Area "inside" our homes & ground rumbling as well, I feel Avelo or Tweed, or the City of New Haven, CT should be providing the same "sound proofing" to residents on this side of the tracks at this time due to this fact. As I am typing this email, I have been listening to the planes lifting off, or landing for the past 10-15 minutes. After this is achieved, then & only then would I be satisfied with even giving a yes vote to an entrance to airport from the East Haven side on Coe AVE via Proto Dr. We are Working Class America, & cannot afford to redo windows that huge amounts of money have been spent on already in 2017 & paid in FULL. Now afford to re-insulate attic or interior walls where able since majority of dwelling is 30' block walls & the rest stick construction, all covered in vinyl siding in late 1960-70's in excellent condition done by previous owner of 75 yrs. This was supposed to be "Our Retirement Home" since we are in midst of retiring in a few years. Now, we are considering relocating due to this out of the blue development & noise pollution detracting from area that lured us here in the first place, & added traffic on top of road enroute to Proto that floods as high as side mirrors on cars at Gull Station at times during frequent storms & hurricanes here. I look forward to hearing from someone for some type of clarification to what exactly will be occurring in our neighborhood, since this is having an effect on Momauguin, CT in which is under East Haven, CT charter & managed by Mr. Travaglini & Mr. Fonseca Momauguin, CT Property Owners
23	Dara	Gibbs	dara129@yahoo.com	n/a	Email	CC: SKADDEN.com zndlaw.com - Darren, CT
24	Peter	Lombardozi	lombo299kjo@gmail.com	n/a	Email	
25	Peter	T	apt35@msn.com	n/a	Email	

						<p>To whom it may concern,</p> <p>The link at the bottom of this email is to an article in the London Review of Books summarizing the research on air pollution. Read it!</p> <p>Air pollution kills more people each year than the flu, Covid etc. In fact, it is one of the leading killers of people globally. Besides killing, it is associated with poor health, suicide, diminished economic productivity, lower academic achievement, and violent crime.</p> <p>Anything that increases pollution in a neighborhood, will trigger the above problems. I recommend you take a look at the portion of the article that examines studies in the US and UK. (It begins with the sentence: "Here is just a partial list of the things, short of death rates") For example, the simple act of eliminating toll booths in NYC with E2 pass led to more than a 10% reduction in low birth weight babies and premature births. The simple act of cleaning air in Los Angeles schools led to gains in academic achievement that were greater than reducing class sizes.</p> <p>An expansion of Tweed will increase air pollution along the flight paths and around the airport. Thus, it will lead not only to health problems, that kill, but the stunting of children both physically and educationally, higher crime, more suicide, more mental health crises and a reduction in economic productivity. These harms are likely higher than any gains the airport will create. Moreover, the harms will be born by citizens in neighborhoods already plagued by pollution. The benefits of the airport will generally go to privileged people from the suburbs - either through jobs (pilots etc) or easier travel. It is unconscionable that burdened people should give their health so middle class people can more easily travel on vacation to Florida. An airport should never be expanded inside a residential zone. When they are people, children in particular, suffer. This is not just - socially or environmentally.</p> <p>https://rb.co.uk/v/the-paper/443/n23/david-wallace-wells/ten-million-a-year</p> <p>Kevin Buterbaugh 222 Lighthouse Road New Haven, CT 06512</p>
26	Kevin	Buterbaugh	kevbuter@yahoo.com	n/a	Email	<p>I am deeply concerned about PFAS contamination on the Tweed Airport site.</p> <p>is Tweed still using these chemicals? Even if they have been discontinued, the historic load presents an additional threat to the environment and human health in floods. And add to that the heavy metals, petrochemicals embedded in other parts of the harbor, and we have a real witches' brew. If the airport were a stand-alone facility in a pristine environment, it would present serious risks. Combined with all the other enormous pollutants, this forms a more significant risk.</p> <p>Please include data on the historical, current, and planned use of PFAS in the coastal floodplain of Tweed Airport in the E.A.</p> <p>Thank you,</p> <p>Begin forwarded message: From: Nancy Alderman <nancy.alderman@ehhi.org> Subject: North Carolina sues 14 manufacturers of firefighting foam, alleging PFAS contaminates groundwater Date: November 9, 2021 at 6:25:25 AM EST To: <canstress@urbandesignleague.org> Reply-To: Nancy Alderman <nancy.alderman@ehhi.org></p> <p>https://www.newsobserver.com/news/politics-government/article255476066.html</p> <p>North Carolina sues 14 manufacturers of firefighting foam, alleging PFAS contaminates groundwater</p> <p>Adam Wagner and Jonathan Limehouse November 04, 2021 News Observer</p> <p>The North Carolina Department of Justice filed suit Thursday against more than a dozen manufacturers of firefighting foam that contains toxic "forever chemicals," accusing the companies of failing to tell those using the foam how to properly handle it, leading to groundwater contamination at four sites across the state.</p>
27	Rachel	Heerema	rachel@greenrachel.com	n/a	Email	<p>N.C. Attorney General Josh Stein announced the lawsuits at a Charlotte briefing alongside members of the Charlotte International Association of Fire Fighters Local 660 and the N.C. Department of Health and Human Services. "We want the companies that manufactured this product, knew or should have known of its risks and then sold it to either the local</p> <p>This article mentions the physical impacts of pollution, i.e., inflammation, being a factor in mental illness. The emotional toll of being trapped in an unhealthy environment, and having no way out, and not seeing that care is being given to institute solutions, could also be a factor influencing mental health.</p> <p>Please address the impacts of increased air pollution and it's impact on the Environmental Justice communities of New Haven and East Haven in the E.A. process.</p> <p>Thank you, Rachel Heerema The Guardian</p> <p>Air pollution linked to more severe mental illness - study Exclusive: research finds small rise in exposure to air pollution leads to higher risk of needing treatment https://www.theguardian.com/environment/2021/aug/27/air-pollution-linked-to-more-severe-mental-illness-study</p>
28	Rachel	Heerema	rachel@greenrachel.com	n/a	Email	<p>Although some might say that loud noises are inherent to city living, loud environments can cause both short- and long-term health issues.</p> <p>Noise researcher Erica Walker, founder and director of the Community Noise Lab at Boston University, states "When you think about someone's individual perception towards a sound that they encounter in their environment, that too has a bunch of different contributors, like their age, their race, their gender," Walker said, pointing to sleep issues in children living in noisy environments.</p> <p>Walker said loud noises can trigger a person's fight-or-flight response. As stress-related hormones get released, they may experience sweaty palms or nausea. And if noises repeatedly trigger that fight-or-flight response, a person may face long-term health issues.</p> <p>"Over a period of time, that constant stimulation of that stress response can lead to more serious negative health outcomes, like hypertension. Some studies have shown an increased risk of cardiovascular-related mortality," Walker said. "And then just imagine that you don't have control over that. What do we usually associate with lack of control over your life? That could be anxiety or depression as well." https://www.wgph.org/news/local-news/2021/11/17/boston-is-noisy-that-can-have-long-term-health-effects-researcher-says</p> <p>Walker's research includes looking at the effects of low and high frequencies — both generally ignored when cities create noise guidelines. Low frequencies include thunder, bus engines and aircraft takeoff. High frequencies range from crickets to sirens and the hiss of HVAC systems. Another major component of her research involves how our bodies perceive sound.</p> <p>"I feel like we always talk about sound and how loud it is, and trust me, loudness is a very important characteristic of environmental sound," Walker said. "But there are also other important characteristics of sound that are also impacting our health." https://www.wgph.org/news/local-news/2019/09/17/boston-is-noisy-how-is-that-affecting-our-health</p> <p>The World Health Organization says daytime traffic should be no louder than 53 decibels. In 2018, the World Health Organization released a new set of guidelines, calling noise "one of the top environmental hazards to both physical and mental health and well-being."</p> <p>Please review these recommendations and their impacts on the Environmental Justice communities of New Haven and East Haven as part of the Environmental Assessment.</p> <p>Thank you,</p>
29	Rachel	Heerema	10000hawks@gmail.com	n/a	Email	<p>To whom it may concern,</p> <p>The link below is to a review of the extant knowledge on airport noise effects. It is from the journal Noise and health. This should be entered into the information on the EA for Tweed.</p> <p>Items to note:</p> <p>Airport noise is associated with poor academic achievement amongst children. Tweed sits near a public school, Nathan Hale, and the article specifically notes how airport noise harms students in schools. It also harms children exposed at home.</p> <p>Airport noise is associated with cardiac disease and hypertension.</p> <p>Airport noise is associated with low birth weight infants.</p> <p>Airport noise is associated with mental health problems.</p> <p>The study is biased towards airports. So, the fact that it reports these harms from noise, indicates their seriousness and significance.</p> <p>Here is the article: Aviation Noise Impacts: State of the Science https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/</p>
30	Kevin	Buterbaugh	kevbuter@yahoo.com	n/a	Email	<p>To whom it may concern,</p> <p>Below are links to journal articles on the pollution created by airports and their health effects. The first article makes clear that any air quality tests must be focused on the area around the airport (directly around) and not the region. Engineers at the open meeting to discuss the EA stated that air quality measures would include the entire county. This is inappropriate and will make it appear that pollution has not risen. The reality is that pollution follows the paths of aircraft.</p> <ol style="list-style-type: none"> This study shows that the plume of bad air from landing and take off increases inflammation in those exposed and thus worsens asthma. https://www.sciencedirect.com/science/article/pii/S0160412018301211?via=ihIh This study shows that airports increase particulate pollution in the vicinity. The study then showed the following: "Finally, the systematic review, while not focused on health effects, identified a limited number of on-topic references reporting adverse health effects impacts, including increased rates of premature death, pre-term births, decreased lung function, oxidative DNA damage and childhood leukemia." https://www.sciencedirect.com/science/article/pii/S2590252021000118 This study shows that areas in the flight path and downwind of airports see much higher levels of major air pollutants. This study provides evidence that including areas in the air quality measures distant from the airport will distort the real effects and health consequences from expanding Tweed. https://pubs.acs.org/doi/10.1021/acs.est.0c01859 This link shows that air pollution from airports leads to significant health care costs. Specifically, a 1 standard deviation increase in pollution from an airport leads to 1 million dollars of additional health care costs for heart and respiratory ailments in the area around the airports studied. https://www.nber.org/papers/w17684 <p>These need to be added to the public record for Tweed's EA.</p> <p>Kevin Buterbaugh 222 Lighthouse Road New Haven, CT 06512</p>
31	Kevin	Buterbaugh	kevbuter@yahoo.com	n/a	Email	<p>To whom it may concern,</p> <p>The link below is to a review of the extant knowledge on airport noise effects. It is from the journal Noise and health. This should be entered into the information on the EA for Tweed.</p> <p>Items to note:</p> <p>Airport noise is associated with poor academic achievement amongst children. Tweed sits near a public school, Nathan Hale, and the article specifically notes how airport noise harms students in schools. It also harms children exposed at home.</p> <p>Airport noise is associated with cardiac disease and hypertension.</p> <p>Airport noise is associated with low birth weight infants.</p> <p>Airport noise is associated with mental health problems.</p> <p>The study is biased towards airports. So, the fact that it reports these harms from noise, indicates their seriousness and significance.</p> <p>Here is the article: Aviation Noise Impacts: State of the Science https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/</p>

						<p>PUBLIC COMMENTS FROM THE NOV. 18, 2021 COMMUNITY MEETING REGARDING TWEED NEW HAVEN'S AIRPORT EXPANSION. Submitted by Lynne Bonnett, 675 Townsend Avenue, New Haven CT 06512, Dec. 1, 2021. I am concerned about the increased air pollution from the airport and airplanes due to increased number of flights and larger planes. In addition to the criteria pollutants that you mentioned in your presentation I'd like to call your attention to the impact of hazardous chemicals in jet fuel that are implicated in causing thyroid disease and other cancers. Several attendees mentioned that they tasted jet fuel. This is not normal and people should not be experiencing that. https://mindd.org/environmental-toxins-thyroid-disease/</p> <p>The main air monitor for New Haven that the State of CT and the EPA use to determine attainment levels for criteria pollutants is located at Crisculo Park in New Haven. This monitor measures AMBIENT air. It was purposely selected to be away from the highways or other sources of pollution that would cause elevated readings. It is not meant to determine exposure of residents to point source or mobile sources of pollution such as airplanes and the airport. We already know that the census tract in East Haven adjacent to the airport has higher levels of asthma in the residential population than other areas. http://www.gprgreenfund.org/uploads/6577457012091/final_report_062819_data_haven.pdf Tweed New Haven Airport Authority must establish monitors north, east, south and west of the airport perimeter, that are close to residential homes that surround the airport. In addition to measuring PM2.5 it would be beneficial to measure PM10 or even smaller particles. These small particles readily enter our bloodstream to distribute throughout our bodies causing inflammation of tissues (the major cause of strokes and heart disease from these pollutants). I also ask that you measure jet fuel concentrations as they are prevalent and are now implicated in thyroid diseases as well as other cancers. We need baseline epidemiological studies to determine disease levels now attributed to criteria pollutants such as cancer, respiratory disease, asthma, heart disease, diabetes and premature death and to jet fuel – thyroid diseases and other cancers described in the literature. The airport is surrounded by residential homes.</p> <p>It is simply unacceptable to claim that your increased exposures will not harm these neighborhoods, exposing residents daily to new heavy doses of pollution. Yes, we have other sources of pollution but we have made gains in decreasing emissions from those sources, power plants have committed to burning cleaner fuels, some of them have closed, idling laws (3 minutes) reduce exposures by limiting the time that fossil fuels are burnt, particulate matter filters clean emissions on buses and trucks, ships in port are allowed to only burn cleaner fuel while in the port, transitioning to clean energy generation means less pollution from our power plants etc.</p> <p>We have all worked very hard to improve our air quality (Connecticut Fund for the Environment,</p> <p>New Haven Environmental Justice Network, and the state of CT DEEP's air bureau). WE DON'T WANT TO GO BACK TO DIRTY AND UNHEALTHY AIR AGAIN.</p> <p>---</p> <p>Good afternoon, Many people attended the Environmental Assessment meeting, titled a public forum. At the end of the meeting, several people were frustrated to learn that their comments would not become part of the Environmental Assessment public comments. Neighbors raised the \$85 necessary to transcribe what should be considered their public testimony. Given that the budget for the Environmental Assessment is \$1 million, we ask that all future public meetings have public comments transcribed, included in the Environmental Assessment, and responded to in writing as part of the Environmental Assessment process. Please see this transcription with the full public comments attached. Please include them in the Environmental Assessment and respond as appropriate. Thank you, Rachel Heerema</p>
32	Lynne	Bonnett	lybonnett@gmail.com	n/a	Email	
33	Rachel	Heerema	10000hawks@gmail.com	n/a	Email	
34	Devra	troff	Devra@bellsouth.net	Post-meeting	MS Comment Form	We live in Florida and fly to CT on a regular basis to see family. Is there a charge to check luggage on your airplane? I tried to look on your site but can't find
35	Edward	Fitzgerald	efitzgerald@snet.net	Post-meeting	MS Comment Form	Since the start of Avolo Airlines flights at Tweed I have noticed cracks in plaster walls of a bedroom facing Tweed's runway. My neighbor has had basement ceiling tiles fall due to takeoff vibrations. I suggest that some type of vibration study is included with ongoing Tweed EG. Neighbors should not have to suffer structural damage due to new air carrier service!
36	Janina	Wolfin	janinawolfin@gmail.com	n/a	Email	We are all facing the destruction of our world and everything in it that we care about. Americans must say NO to air flights and expansion of parking lots, contamination of water and air. Everyone in CT must say NO, stop!! and mean it. Carrying on with business as usual will simply kill us all. Please protect us, don't join in destroying us. -- Yann van Heurck, Madison CT
37	James	Duarte	jamesbuldg@yahoo.com	n/a	Email	Why bring noise, pollution, and destruction to a pretty neighborhood full of families. In these times of pandemic worsened by travelers and horrific climate changes, it is evil to expand ANY airport or spend any more \$5 on anything but trains and trolleys. Fossil fuel use is killing us as a species RIGHT NOW. WENDY HAMILTON (2019 NH MAYOR candidate) I fully support 10,000 Hawks.
38	Donna	Pursley	dp3357@aol.com	n/a	Email	Hi, I have a comment letter about the expansion at Tweed. I don't live anywhere near the airport but am on the flight path for the new Avolo Airlines. For some reason the plane loop around to the east and land at Tweed from the north. This puts many more homes directly under the low flying planes many times each day. These are homes that are not near the airport but are now affected by this new airline. If the expansion happens, this will only get worse. Why aren't they going directly into the airport from the south? Why do they have to loop around and go over some many more homes?
39	T	T	t	Post-meeting	MS Comment Form	Thank, Donna Pursley North Branford
40	Rachel	Heerema	rachel@greenrachel.com	n/a	Email	What is the luggage weight limit restrictions? Dear Environmental Assessment consulting team: I read with great interest this 12/5/21 opinion piece in the CT Post: https://www.ctpost.com/columnist/article/Dan-Haar-Why-Lamont-s-two-airport-strategy-for-16678222.php in this article are the following statements: "Kevin Dillon, executive director of the CAA, states 'Bradley is already serving the majority of the market area that Tweed claims.' There is no business need for expansion at Tweed-New Haven Airport when Bradley serves us well. And, CAA is looking to manage and expand Sikorsky Airport. "Startup Breeze Airways, for example, operates Airbus A320 aircraft that can use runways under 5,000 feet. 'And we are expecting in the relatively near future, there's going to be improvements in the vertical takeoff and landing aircraft,' Dillon said." There's no need to extend the runway then. As the article notes, "Kevin Dillon (is) a longtime industry veteran who once ran LaGuardia Airport for the almighty Port Authority of New York and New Jersey, and has earned plaudits at Bradley." Thank you for your consideration of a No-Build alternative to wetlands encroachment, traffic woes, noise and air pollution in this Environmental Justice communities with cumulative impact from multiple pollutants, Rachel Heerema On behalf of the New Haven Bioregional Group I am forwarding our comments. New Haven Bioregional Group's Public Comments Re Tweed New Haven Authority Environmental Assessment. December 8, 2021. Our website: https://newhavenbioregionalgroup.org/ What is a bioregion? "A bioregion is defined in terms of the unique overall pattern of natural characteristics that are found in a specific place. The main features are generally found throughout a continuous geographic terrain and include a particular climate, local aspects of seasons, landforms, watersheds, soils, and native plants and animals. People are also counted as an integral aspect of a place's life, as can be seen in the ecologically adaptive cultures of early inhabitants, and in the activities of present day reinhabitants who attempt to harmonize in a sustainable way with the place where they live." -- Peter Berg, 2002 We are very concerned that the proposed development at New Haven's Tweed Airport will transform this place and adversely affect those residents that live nearby. While some residents have been told that there will be more local jobs and that the City of New Haven thinks it will provide economic development, that is yet to be demonstrated. East Shore residents have been told this for many years, but it has never come to fruition. What we do know is that the costs of transforming this coastal wetland will be borne by the people that live there. In addition, valuable wildlife areas including oyster beds along Morris Creek, bird migration stopover at Lighthouse Point Park, fish, and shellfish will all be adversely affected by the increased pollution from jet fuel exposures. The airport terminal has flooded at least twice in the last few months from heavy rainfall events. Tuttle Brook and Morris Creek are present on the US Geological Survey Maps. In fact, looking at the quadrangle map of this area from 1890 (digitized by UCONN), one can see how much of this land was characterized as water. https://www.flickr.com/photos/ucnbnbrariesmagic/4730814125/in/photostream/lightbox/ Obviously, significant areas have been filled in. Why is this important to consider? We know from super storm damage in our region that the areas hit the hardest are those areas that are historically wetlands despite any armoring that might provide the illusion of protection from storms. Two other online maps (see attached) the FEMA National Flood Insurance Program https://hazards-fema.maps.arcgis.com/ and the Flood and Sea Level Rise Modelling Coastal Resilience Connecticut by NOAA clearly show how vulnerable is the Tweed Airport and surroundings areas to flood and sea level rising. In the Flood Hazard Map Tweed Airport can see all the housing around the airport under Zone AE which means is an area that has a 1 % probability of flooding each and every year, which is why it is commonly referred to as the "100 year flood plain". These areas are considered to be at high risk of flooding. Therefore, any extension of the hard surface of the airport would just decrease the capacity of the current ecosystem to absorb the flooding and we would expect more risk increase to the community in terms of property loss and insurance cost. The value of the marsh is that it will be able to adapt to the changes coming from rising sea levels. By impairing its function, we create impacts that we don't yet know. We will be more vulnerable. The proposed changes will impair the functioning of the marsh through tide-gate action and alteration of the wetland itself. <p>PUBLIC COMMENTS FOR TWEED NEW HAVEN'S PROPOSED EXPANSION AND ENVIRONMENTAL ASSESSMENT PROCESS. Lynne Bonnett, New Haven resident December 10, 2021. Governor Lamont issued this Executive Order No. 3 on September 3, 2019. https://portal.ct.gov/-/media/Office-of-the-Governor/Executive-Orders/Lamont-Executive-Orders/Executive-Order-No-3.pdf In this executive order he expands the responsibility of the Governor's Council on Climate Change to establish two sub councils with working groups; one for adaptation and the other for mitigation measures to address climate change, and to also provide oversight of the process and report to the governor on an annual basis. I am a member of the Environmental Justice and Equity Working Group. All working groups presented their proposals to this working group for feedback about how to be more inclusive of environmental justice and equity issues especially for vulnerable communities that are most heavily affected by climate change such as New Haven. The reports of these working groups were finalized and presented to the Governor's Council on Climate Change. Here is a link to the report about wetlands. https://portal.ct.gov/-/media/DEEP/climatechange/GC3/GC3-working-group-reports/GC3_WN_Land_Wetlands_Final_Report_1113220.pdf There are additional reports about public health and transportation. You may find links to them by emailing: DEEP.climatechange@ct.gov The State of CT has invested tremendous resources into addressing climate change. I want the FAA to include our state's efforts that have wide public, agency, non-profit, educational institutional and government stakeholder participation. I want the consultants doing the EA to address all of the relevant concerns about tidal wetlands mentioned in the above referenced Final Report of the Wetland working group. If the FAA chooses to not do so I would like to know why. Mr. Sean Scanlon is well aware of the GC3 processes that have occurred over the last two years since the executive order was issued. As a CT State Legislator he likely had to vote on several of the new initiatives presented to the state legislature last session that were near term action items identified by the Governor's Council on Climate Change. And yet, his consultants told us at the Nov. 18, 2021 meeting at Nathan Hale School in New Haven that there are no formal regulations or standards for climate change at this time in the FAA approved process governing the EA process. Given that President Biden wants his agencies to look at climate change, I think that the FAA needs to adopt what our state has already created since this proposal takes place in the State of CT. Please tell me if our state's efforts to address climate change through the GC3 process as they relate to tidal wetlands, public health and transportation will be adopted and included in the EA. I call attention to pages 20 and 21 of the final report by the wetland sub working group of the GC3. --</p>
41	Domingo	Medina	medinad@sbglobal.net	n/a	Email	
42	Lynne	Bonnett	lybonnett@gmail.com	n/a	Email	
43	Gary	Kowalewski	gak@sbglobal.net	n/a	Email	
44	Lynne	Bonnett	lybonnett@gmail.com	n/a	Email	

						<p>PUBLIC COMMENTS FOR TWEED NEW HAVEN'S PROPOSED EXPANSION AND ENVIRONMENTAL ASSESSMENT PROCESS.</p> <p>Lynne Bonnett, New Haven resident December 10, 2021. Governor Lamont issued this Executive Order No. 3 on September 3, 2019. https://portal.ct.gov/-/media/Office-of-the-Governor/Executive-Orders/Lamont-Executive-Orders/Executive-Order-No-3.pdf</p> <p>In this executive order he expands the responsibility of the Governor's Council on Climate Change to establish two sub councils with working groups; one for adaptation and the other for mitigation measures to address climate change, and to also provide oversight of the process and report to the governor on a annual basis.</p> <p>I am a member of the Environmental Justice and Equity Working Group. All working groups presented their proposals to this working group for feedback about how to be more inclusive of environmental justice and equity issues especially for vulnerable communities that are most heavily affected by climate change such as New Haven.</p> <p>The reports of these working groups were finalized and presented to the Governor's Council on Climate Change.</p> <p>Here is a link to the report about wetlands: https://portal.ct.gov/-/media/DEP/ClimateChange/GC3/GC3-working-group-reports/GC3_WNL_Wetlands_Final_Report_111320.pdf</p> <p>There are additional reports about public health and transportation. You may find links to them by emailing: DEEP.climatechange@ct.gov</p> <p>The State of CT has invested tremendous resources into addressing climate change. I want the FAA to include our state's efforts that have wide public, agency, non-profit, educational institutions and government stakeholder participation. I want the consultants doing the EA to address all of the relevant concerns about tidal wetlands mentioned in the above referenced Final Report of the Wetland working group.</p> <p>If the FAA chooses to not do so I would like to know why. Mr. Sean Scanlon is well aware of the GC3 processes that have occurred over the last two years since the executive order was issued. As a CT State Legislator he likely had to vote on several of the new initiatives presented to the state legislature last session that were near term action items identified by the Governor's Council on Climate Change. And yet, his consultants told us at the Nov. 18, 2021 meeting at Nathan Hale School in New Haven that there are no formal regulations or standards for climate change at this time in the FAA approved process governing the EA process.</p> <p>Given that President Biden wants his agencies to look at climate change, I think that the FAA needs to adopt what our state has already created since this proposal takes place in the State of CT.</p> <p>Please tell me if our state's efforts to address climate change through the GC3 process as they relate to tidal wetlands, public health and transportation will be adopted and included in the EA.</p> <p>I call attention to pages 20 and 21 of the final report by the wetland sub working group of the GC3.</p>
45	Lynne	Bonnett	lybonnett@gmail.com	n/a	Email	attached
46	Lynne	Bonnett	lybonnett@gmail.com	n/a	Email	please let me know if there are any problems. -- Lynne Bonnett
47	Toni	Ginnett	tonjginnett@gmail.com	n/a	Email	Gentlemen: I live at 127 Stuyvesant Ave, New Haven, CT 06512. Today (Dec. 11, 2021) at 7:30 a.m. my windows were shaking and it was noisy as an Avolo plane departed. This is a wood sided house with plaster walls. Toni Ginnett On behalf of the New Haven Bioregional Group I am forwarding our comments. New Haven Bioregional Group's Public Comments Re Tweed New Haven Authority Environmental Assessment. December 8, 2021. Our website: https://newhavenbioregionalgroup.org/ What is a bioregion? "A bioregion is defined in terms of the unique overall pattern of natural characteristics that are found in a specific place. The main features are generally found throughout a continuous geographic terrain and include a particular climate, local aspects of seasons, landforms, watersheds, soils, and native plants and animals. People are also counted as an integral aspect of a place's life, as can be seen in the ecologically adaptive cultures of early inhabitants, and in the activities of present day reinhabitants who attempt to harmonize in a sustainable way with the place where they live." -- Peter Berg, 2002 We are very concerned that the proposed development at New Haven's Tweed Airport will transform this place and adversely affect those residents that live nearby. While some residents have been told that there will be more local jobs and that the City of New Haven thinks it will provide economic development- that is yet to be demonstrated. East Shore residents have been told this for many years, but it has never come to fruition. What we do know is that the costs of transforming this coastal wetland will be borne by the people that live there. In addition, valuable wildlife areas including oyster beds along Morris Creek, bird migration stopover at Lighthouse Point Park, fish, and shellfish will all be adversely affected by the increased pollution from jet fuel exposures. The airport terminal has flooded at least twice in the last few months from heavy rainfall events. Tuttle Brook and Morris Creek are present on the US Geological Survey Maps. In fact, looking at the quadrangle map of this area from 1890 (digitized by UConn), one can see how much of this land was characterized as water. https://www.flickr.com/photos/uconnlibriariesmag/4730814125/in/photostream/lightbox/ Obviously, significant areas have been filled in. Why is this important to consider? We know from super storm damage in our region that the areas hit the hardest are those areas that are historically wetlands despite any armoring that might provide the illusion of protection from storms. Two other online maps (see attached) the FEMA National Flood Insurance Program https://hazards-fema.maps.arcgis.com/ and the Flood and Sea Level Rise Modeling Coastal Resilience Connecticut by NOAA clearly show how vulnerable is the Tweed Airport and surroundings areas to flood and sea level rising. In the Flood Hazard Map Tweed Airport can see all the housing around the airport. This means it is an area that has a 1% probability of flooding each and every year, which is why it is commonly referred to as the "100 year
48	Domingo	Medina	medinad@bcglobal.net	n/a	Email	
49	Stacy	Griebisch	staceydupless@gmail.com	n/a	Email	Hello what is your policy for pets fly for free Today Thursday 12/16/21 between 10-12 am and 10-14 am a plane was so loud that the sound reverberated throughout my whole house - and we have sound proofing. This creates a lot of physical stress and causes pain. What is the airport going to do to ensure our legal right to peaceful enjoyment of our homes? GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624 There are National and International studies that show that airport noise, and vibration cause an increase in heart disease. Will the airport create a contingency fund for those families who will surely experience untimely death and /or illness due to the increase in airport activity? GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624 Today Thursday 12/16 at 3pm I experienced my entire house on Stewart st rumbling due to airport activity
50	Gabriela	Campos	gabrygabriela.ela@gmail.com	n/a	Email	
51	Gabriela	Campos	gabrygabriela.ela@gmail.com	n/a	Email	
52	Gabriela	Campos	gabrygabriela.ela@gmail.com	n/a	Email	There is much international data about how this level of noise is harmful for humans How will the airport address this How will we be made whole How will our homes be protected How will we be reimbursed for the cumulative effect this has on the health of our families This is not a wealthy area- people may not be able to move away. They will be forced to face early death or loss of generational investments to go to something completely unknown - how will the airport answer to this sad reality they are creating in an area where every child gets a free school lunch making this an EJ community. GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624 To whom it may concern today Thursday 12/16 at 3:24pm my house on Stewart it was vibrating due to the air displacement created by the plane. It can be felt in the body as well as observed in items in my home. How will the airport ensure that my children and I do not experience the ill effects associated with this disturbance. How will the airport compensate us for the loss quality of life And how will the airport ensure that we have our legal right to peaceful enjoyment Thank you I await your response
53	Gabriela	Campos	gabrygabriela.ela@gmail.com	n/a	Email	
54	Ray	Bagley	rayay10101@gmail.com	n/a	Email	Do you fly to other
55	Joel	Snyder	klownio@hotmail.com	n/a	Email	We live in Bluffton SC 20 MILES from Savannah GA. Getting back to New Haven from here is a nightmare there are no direct flights, so if we leave at 8 am we get Hartford CT at 3 pm or later with one stop Hilton Head and Savannah are one of the best vacation destinations for families year round. Hilton Head airport is as small as Tweed, and would be a great location to set up your airline. Please give some thoughts to coming here, I think you will find it a good opportunity. Thank you Joel Snyder Good afternoon, The Avolo Airlines flight #357 just took off at 2:25 p.m. It's a Boeing 737-700 twin engine. I live at 425 Lighthouse Rd, New Haven. My house shook upon take-off. I have a glass of water on my table, and the liquid in the glass showed the agitation. We understand that there are negative health impacts of localized exposure to vibration. What are the negative health impacts of this type of exposure? https://www.publichealth.va.gov/exposures/vibration/index.asp https://www.sciencedirect.com/science/article/abs/pii/S1270963807001174 Please address these questions and concerns in the Environmental Assessment. Thank you, Rachel Heerema
56	Rachel	Heerema	rachel@greenrachel.com	n/a	Email	
57	Penny	Carlterv	Doccafterv@yahoo.com	n/a	MS Comment Form	Are you still accepting applications for noise mitigation? As a resident of East Haven, the only image of a new terminal for the east side of the airport is an artistic rendering shown during a press conference on May 6, 2021. There have been no due diligence with the town of East Haven on the egress to Proto Drive. Proto Drive is a town-owned road that belongs to the taxpayers of East Haven. There has been no legal documentation at any town public meeting to change the status to become the exit and entrance of a new airport terminal. The land adjacent to Proto Drive has asphalt parking lot on one side that leads to a business and the town dump site, the other has Airport fencing next to a decayed runway that was permanently closed by the FAA. The land north and south along the fencing is greener because it has water, and contains wetlands. The current sea level rise is less than 5 ft along the decayed runway. Any filling of this area will directly hamper the ability of the tidal basins on Airport property to handle water displacement. This will lead to an exacerbation of flooding and water accumulation that significant impacts flora, fauna, bird life and residents that live and use the roads in the immediate area in East Haven and South End Road area in New Haven. No site plan has been made available to any Board or Commission, Zoning or Development related in East Haven, only an artist rendering. The residents deserve to see the site plan details of how the wetlands will be impacted and how the egress is to be done as it relates to the flood tidal maps. However, this document is in private business hands belonging to Avports, a subsidiary of Goldman-Sachs Merchant Bank division that operates hedge fund venture capitalist projects utilizing federal funding with debt to local economies. The area at Proto Drive to Coe Avenue and Hemingway Avenue is a flood zone documented in public testimony at FEMA. I would like to request that EPA, FEMA and US Army Corps of Engineer as federal agencies step in to explain and advocate for the residents of East Haven. The decayed runway and Proto Drive are natural green barriers to flooding as defined by state and federal statutes. The East Haven GIS mapping does ask the areas in purple that are wetlands, that flood and should not have any construction as they serve as natural barriers to flooding and water ways as well as basin of protected plant and animal life. Every climate concern in this CT Mirror article needs to be addressed immediately by all federal agencies, and the FAA should recommend that Tweed Airport complete a full EIS, Environmental Impact Study, as was historically completed on this same site in the year 2000. This EA is not enough for the significant NEPA factors that currently exist and a FONSI is not possible at this site noting the DEEP and CIRCA science data available. CT Mirror article: https://ctmirror.org/2019/04/29/climate-change-versus-tweed-airport/ Thank You, Lorena Venegas A. This artist rendering fails to explain and outline how the egress to Proto Drive will be done, what happens to waterways, sea level rise, flooding concerns to risk basins. This drawing fails to have enough building and zoning details on the eastside of the new terminal building. This land currently sits in 4-5ft above sea level, when 12 feet is required to build. There are wetlands, flood plain, endangered species on this site. The full bird migratory paths starting in Spring 2022 must be done.
58	Lorena	Venegas	lv333@gmail.com	n/a	Email	

						<p>Dear Sean Scanlon, EA Study Group and Rachel McCoy, Tweed Airport Authority suggested that we submit questions to you and to the EA study group. Here is a list of the most recent questions I have.</p> <ol style="list-style-type: none"> 1. Climate Change includes emissions as well as reflected heat from impervious surfaces such as parking lots and runways. Will you have the calculations for the square footage of total asphalt and dark roof tops now and in the proposed plans and how this will contribute to climate change? https://www.epa.gov/sites/default/files/2017-05/documents/reducing_urban_heat_islands_ch_5.pdf 2. The City of New Haven and East Haven have a noise ordinance, are you in compliance? When is noise monitored at Tweed and where is the data for all of this to review? Several private jets are on record of entering and leaving after 10pm? How can you stop this and or prove that these flights are not emergencies. Are the private charter jets and more flights also part of the noise contour studies? https://portal.ct.gov/-/media/DEEP/air/noise/ordinances/NewHavenNoiseOrdinance.pdf 3. Ongoing noise studies are supposed to be monitored according to the FAA guidelines, what data do you have that supports this? Especially after 10 pm. How can we find the data of noise decibel levels recorded? 4. Homes around the Tweed have been mitigated to lessen noise, however evidence shows that this is not working. How do you propose to fix this issue and comply with decibel levels exceeding FAA levels of significance of over 45 db. 5. Significant amounts of ground-based low-frequency noise and vibration are impacting residents in the vicinity. What methods will you use to measure this? 6. Can non-emergency flights that go out after the 10pm ordinance be penalized? If so, what are the parameters of this? This includes Robinson Aviation flights too. 7. Residents located under a flight trajectory of the most utilized runway downwind of the airport have the concentrations of all gaseous and particulate pollutants (except PM2.5) were 1.1- to 4.8-fold higher than when the residence was not downwind of the airport. How will you characterize the outdoor and indoor impacts of aviation emissions at the neighborhood scale to more accurately estimate residential exposures? The following were found to be much higher in these areas: gases (CO, CO2, NO, and NO2) and particles (black carbon, particle-bound aromatic hydrocarbons, fine particulate matter (PM2.5), and ultrafine particles (reported using particle number concentrations (PNC). How will you characterize the outdoor and indoor impacts of aviation emissions at the neighborhood scale to more accurately estimate residential exposures? <p>Any chance of a direct flight to Daytona beach airport? There are no direct flights into Daytona beach from Connecticut</p>
59	Margaret Wheeler	mcw914@gmail.com	n/a	Email		
60	Caroline St Clair	Carolinestclairpm@gmail.com	n/a	MS Comment Form		
61	Elene	Elenebaranbeicon	n/a	MS Comment Form	<p>Please acknowledge receipt of email. Dear Sir or Madam: I would like the FAA to investigate the pattern of moving aircraft from White Plains Airport to Tweed-New Haven Airport after the midnight hour. This is contrary to the public meeting minutes of Tweed Authority Board, as well as public comments at City of New Haven Board of Alders meeting to discuss the 43-year lease agreement held in August and September 2021. Simply, the Executive Director, Sean Scanlon, stated on public record that after midnight flights are usually private jets and planned for medical purposes or non-commercial, thereby outside control of Tweed Authority. However, commercial planes are landing after midnight. On 1/6/22, Flightware application data shows an Avelo flight from White Plains Airport taking off at 12:17am and landing at Tweed-New Haven Airport at approximately 12:54am. This is contrary to public statements that commercial flights would stop after 10pm. The plane was loud for that time of night impeding quality of life for families and children. This action is a direct infringement of the noise ordinance for City of New Haven. Attached is the FlightAware record for the plane landing. Thank You, Lorena Venegas</p>	
62	Lorena Venegas	lv333@gmail.com	n/a	Email	<p>Good afternoon Sean, What type of air quality monitoring is planned onsite at Tweed New Haven Airport? For how long? Where will the monitoring devices be sited? What materials will you test? Of specific concern for ongoing monitoring is: Carbon-based particulate matter Carbon-based ultra-fine particulate matter (less than 0.1 µm or 100 nm in diameter) Carbon monoxide Ground-level ozone Nitrogen dioxide Hydrocarbons Sulfur dioxide Naphthalene Benzene Formaldehyde Please confirm that these questions & comments will be included in the active Environmental Assessment, as these poisons disproportionately affect our Environmental Justice neighborhoods. Thank you, Rachel Heerema</p>	
63	Rachel Heerema	rachel@greenrachel.com	n/a	Email	<p>Hi Sean, Thanks for your quick response. Please do provide answers to my questions as well. Regards, Rachel</p>	
64	Rachel Heerema	rachel@greenrachel.com	n/a	Email	<p>Tweed was originally to be a land and sea port. Built by the WPCA My dad worked on it I can not understand why people should object to that if they are worried about their homes then they should not have purchased next to an airport. Please acknowledge receipt of this email. Dear Sir or Madam, Attached please find the Yale School of Public Health and Vermont Low Environmental Justice Law Clinic report describing the climate change issues that are immediately impacting our area. The airport is on a floodplain and any new development further will accelerate the timeline to erosion with effects of pollution to health of the low and middle income, all persons that have higher incidence of asthma and respiratory conditions in the land surrounding the airport, including Persons of Color in the town of East Haven and city of New Haven. As a resident of East Haven, I decided to participate in this community analysis because local politicians, Tweed New Haven Airport Authority and local government Town Council have ignored the community voice to discuss the major impacts of airport expansion on local economy, local health, and land preservation and conservation. I have attended monthly Airport Board meetings to request clear communication, access to information, clarification of noise mitigation policies, and understanding of the limitations that the environmental assessment process has to truly measure impact of air quality, noise pollution, wetlands filling that will displace water and lead to further flooding of the south shoreline residential lands. Instead, there have been few to no open public forums. The last one held 11/18/21 was only viewable on Facebook, while our community has real challenges in accessing the internet, especially senior citizens, vulnerable populations and families along the flight paths. There has been little to no communication about any impact to East Haven from Tweed New Haven Airport. This is opposite of what environmental justice calls for. The town officials in East Haven have had zero (0) public forums even though the airport director regularly calls the Mayor, there is no public paper trail of information on airport expansion. The report contains information from state agencies such as Department of Energy and Environmental Protection (DEEP) that clearly outlines how my town fits as a "vulnerable community" based on agency definitions. The airport, flooding, wetlands are all mentioned in this report. It merits to be addressed and analyzed by scientists before any project is continued. The computer modeling used for noise and sample-plane capacity numbers do not translate to what is happening here and the larger plan to have 30 daily commercial flights in an area surrounded by residential housing in over 90% of the land adjacent to the airport degrades public safety. Our town of East Haven does not have first responder resources for an emergency of a commercial plane scale. The FAA can ask DEEP as a coordinating agency to see the damage that was done to the environment with the decayed runway. The new marsh growth present, greenery, water courses and endangered species must be protected. At the November 2021 Environmental Assessment public slide show, McFarland Johnson, the consultant hired to do the EA, admitted that the flora and fauna data had not been fully collected. An environmental attorney in the public audience noted that there was no way to finish an EA by March 2022 since bird egg laying begins in March. Another resident pointed out the faults of air quality data collection by not taking local data points with more air pollution into higher consideration. A third resident pointed out the faults in noise data modeling that does not measure actual residential points of impact, but instead uses numbers in a computer model. While the Executive Director of the airport, Sean Scanlon, stated at the same meeting that he would set up an project advisory committee and welcome residents to be at the table, this is not what is actually happening. He only accepted one resident from East Haven, another from New Haven, and said that he wanted scientific people that would not obstruct the plan (to get to the FAA signature). Our community needs a seat at the table, access to data methodologies and our own set of scientists to draw conclusions, but we are poor and the politicians staff already got a free plane in East Haven. This is why we need an EIS, too many significant factor</p>	
65	Marlyellen Dargento	MDargento@gmail.com	n/a	MS Comment Form	<p>I live in the Robinson part of the airport on Duncan street. I was informed that there is a map of which areas can apply for new windows which would defen the noise. Thank you Hi Sean, I just learned there is an Environmental Assessment Project Advisory Council set up with residents from East Haven and New Haven on it, and the next meeting is Jan 13th. Are there residents from Branford/Short Beach on it too, and if not, may I suggest one from our area to be a part of this council? Please let me know. Just so you know, I submitted questions to the Tweed Advisory Group on November 11, 2021 and no one replied or acknowledged my questions. I sent them to: hvn-ae@mjnc.com as directed. Thank you, Ken Engelman 12 Midwood Road Branford, CT 06405 201-638-7141 c Ken Engelman</p>	
66	Lorena Venegas	lv333@gmail.com	n/a	Email	<p>Hello, Alana Haroskewicz Comment@news-herald.com HVN-EA Letter to the Editor Air Quality Around Tweed Airport Wednesday, January 12, 2022 11:30:57 AM I am a lifetime resident of East Haven. I am the fourth generation to live in East Haven and live near Tweed Airport. My family was here before there was an airport. I have a concern about air quality around the airport. At random times of the day the smell that is in the air is so horrid. Sometimes it smells like kerosene, other times the air is so heavy your eyes burn. I head in the house ASAP to avoid smelling that stench. You will usually hear a plane idling the sound is so loud you cant hear yourself think. How is this good for the community? Was this addressed with the planned increase of traffic at the airport? Has the EPA been consulted at all about what levels are safe for the surrounding communities? I feel this was not even taken under consideration when the lease agreement was put forth. Why are the people of the surrounding community not being heard or listened to? How is poor air quality a benefit for the community? It isn't. Not only are the property values going to drop because of the increased flights at Tweed. Now we will have this stench hanging in the air from these planes. Ruining the community and the residents health. My name is Alana Haroskewicz Address is 25 Edgar Street, East Haven CT 06512-3713 Contact # is 203-467-0320</p>	
67	Linda Giammattei	Linda.Giammattei@yahoo.com	n/a	MS Comment Form	<p>Thank you for your reply. Air traffic has no town boundary/borders, and increased Tweed airplane traffic over our homes in our beautiful community of Short Beach/Branford should be taken into account too. Please make an exception to your decision. I will be happy to join this council or recommend some others from Short Beach who may be better suited to serve. Please let me know. Thank you, Ken 201-638-7141</p>	
68	Ken Engelman	kenengelman@gmail.com	n/a	Email	<p>can you please tell me - do you have flights to GA, thank you Please acknowledge the receipt of this email. 1/16/2022 submitted to Environmental Assessment report. Dear Members of the FAA, For over 22 years, Avports has been the operational manager company for Tweed-New Haven Airport. In that time, FAA has written reports to suggest ways to mitigate significant factors that impact the health of men, women, and children. Asthma and respiratory diseases are one negative result for the families in New Haven and East Haven. I would like to request that the attached report be added to the public record in its entirety, with focus on increased incidence geographically on residential neighborhoods that surround the airport property. The alternative is to recognize the damage, and not build a larger terminal on the eastside of the airport that will increase air pollution to New Haven County. The social and health disparities are significant in this report, especially for New Haven and East Haven. The population has a higher incidence and rate of hospitalization due to effects of air pollution. The FAA has to qualify the impact of air pollution as a significant impact factor under NEPA guidelines, and supported by scientists, hydrologists, and health professionals to assign an ES as next best step in the region. Our children deserve an EIS. Thank You, Lorena Venegas http://www.gnhgreenfund.org/uploads/4/5/7/0/45701091/final_report_062819_data_haven.pdf</p>	
69	Alana Haroskewicz	aharos13@gmail.com	n/a	Email	<p>Good morning, The 7 a.m. Avelo flight just took off. The plane wakes me every morning, not just with the noise inside my house, but also the house vibrates and my body vibrates. I live at 825 Lighthouse Rd, New Haven, CT What are the health impacts of regular vibration? What are the health impacts of being awakened regularly by noise and vibration? Please address these concerns in the Environmental Assessment, especially given that this is an environmental justice community with cumulative health impacts. Please acknowledge receipt of this email. Thank you, Rachel Heerema</p>	
70	Ken Engelman	kenengelman@gmail.com	n/a	Email		
71	Mary Parker	maryparker54@icloud.com	n/a	Email		
72	Lorena Venegas	lv333@gmail.com	n/a	Email		
73	Rachel Heerema	rachel@greenrachel.com	n/a	Email		

						Sean, Please look at this attached photo from Flight Radar showing Aveto flying right over my home in Branford. Your decision to deny us Short Beach/Branford residents a position on this Project Advisory Committee committee is wrong for the air we breathe and the environment we love is being threatened by your Tweed expansion goals. The air above us has no town boundaries so we should have representation in your committee. Who else is a part of this decision making process so I can reach out to them? With this, I did not receive an update as you stated I would receive in your last email to me, and I had sent the following questions to hven-ea@njtc.com back in November [11/22/2021] as I was told to do in the community meeting and no one responded: As the Tweed Executive Director and the CT State Rep for Branford, can you please answer these questions for me? Thank you, Ken Engelman Short Beach Branford
74	Ken	Engelman	kenengelma@gmail.com	n/a	Email	
						Please acknowledge receipt of the email To Members of the FAA: The Town of East Haven is in a water crisis. As a town that is hurricane and flood prone, the town government does not have the infrastructure, the CT DOT application request filed, and the funding to do stormwater management and flood mitigation. Currently, the major evacuation route for the airport land bordering the Momaugan section of the Town of East Haven has multiple locations where flooding is happening: - Proto Drive and Coe Avenue floods; - Hemingway Avenue and Short Beach Road floods. Today, Mayor Joseph Carfaro of East Haven issued a townwide flooding alert that is attached. If you read the soil scientists reports and review GIS mapping with DEEP water levels, FEMA flood risk zones, all of the components lie in the floodplain of Tweed New Haven Airport. Any new terminal building would exacerbate water displacement and increase flooding to surrounding residential and commercial neighborhoods. The land on the east side of the airport has a lower elevation than the current terminal on the right side. Today, East Haven is flooding.
75	Lorena	Venegas	lv333@gmail.com	n/a	Email	Thank You, Lorena Venegas Please acknowledge receipt of the email To: FAA Members and Sean Scanlon I read the article that Jan Spiegel at CT Mirror published yesterday. What is the West End Infrastructure Partners that she is referring to in the article? Can you give more details? Profits for the few over the majority of the people will not last with predicted climate change and rising sea level. The article highlights what I said at the 11/18/21 public forum: water, wetlands, flooding. Proto Drive belongs to East Haven residents and has not been decided. At this time, East Haven has no plans to address any flooding or stormwater management issues. There is neither the funding nor the expertise engineering to lead this effort. Since November, I have submitted testimony and evidence to FEMA and the White House Environmental Committee on the flooding concerns. There is no way to save the environment and fill the wetlands to create more flooding. I want to see the site drawings for the new terminal with the elevation and the plan for the parking lots. This area is flood prone and adding pavement is destroying the open, greenery that acts as a natural filtration for water, run off and displacement caused by poor quality town planning and dated zoning regulations. The FAA permanently closed the decayed runway and any green growth regeneration is needed for mitigation. The alternative of no bills to protect residential, evacuation routes is necessary. The FAA needs to decide to do a complete environmental impact study now. Thank You, Lorena Venegas 73 George Street Source: https://ctmirror.org/2022/01/16/will-climate-change-have-something-to-say-about-the-tweed-airport-expansion-experts-think-so/ Pictures from East Haven flooding on the flight paths that have air pollutants, contamination, and runoff chemicals.
76	Lorena	Venegas	lv333@gmail.com	n/a	Email	Gentlemen: I live at 137 Stuyvesant Ave, New Haven, CT 06512. I could be sending you emails every day because every time an Aveto plane takes off my windows vibrate. Noise and fumes are sometimes also issues. I want you to understand that this is not an uncommon occurrence, but one that happens several times a day, every day. Please see that this gets entered into testimony. Toni Ginnett 203-468-7018
77	Toni	Ginnett	toniginnett@gmail.com	n/a	Email	Please acknowledge receipt of email and enter as part of FAA public record under NEPA process. ===== At the 11/18/21 public meeting the Environmental Assessment, Sean Scanlon stated that there would be no commercial flights after 10pm. I would like McFarland Johnson to request a list of all the flights after 10pm since 11/1/21 to present, along with list of flights that were diverted to Albany airport and Westchester Airport because it was too foggy to land in the floodplain and wetlands of Tweed New Haven Airport. The noise level after 10pm is a significant impact factor to quality of life and should not lead to a FONSI decision. It is time for Avports and the FAA to do what is right. Let the water cycle do what it needs to do, grow new marsh that has been destroyed by building non-conforming structures. Any noise study that does not contain the realities of living and trying to sleep in the residential areas around the airport is subpar and should not be allowed to be part of any decision making. Noise level is a significant factor in a low lying land with an airport shaped like a cereal bowl. Noise pollution has been linked to decreased focus and even school success in reading in schoolchildren. The neurological effect of repeated noise and high decibels effects the human body. Thank You, Lorena Venegas Does Tweed fly into Ontario Canada
78	Lorena	Venegas	lv333@gmail.com	n/a	Email	Hi Sean, I wanted to share this event with you: https://www.ctaclub.org/2022/01/wednesday-january-19-join-us-for-birds-are-telling-us-it-s-time-to-act-on-climate-change/ It's always good to learn about how other people think in a complex scenario like Tweed Expansion. Thanks, Rachel
79	Darlene	Thompson	Darlene.Thompson@YNH.ORG	n/a	Email	Hi Sean, I wanted to share this event with you: https://www.ctaclub.org/2022/01/wednesday-january-19-join-us-for-birds-are-telling-us-it-s-time-to-act-on-climate-change/ It's always good to learn about how other people think in a complex scenario like Tweed Expansion. Thanks, Rachel
80	Rachel	Heerema	rachel@greenrachel.com	n/a	Email	Hi Sean, Can you explain what is happening with the freight congestion? Also, the airport is not 12 feet above sea level. Can you fix that with the reporters? It's in a flood zone. Freight is in the regional transportation plan, guided in conjunction with CT Dept of Transportation, and documented at SCRCOG, which will bring significant impact factors to the local environment with traffic, noise and air pollution.
81	Patricia	Edwards	ptedwards@yahoo.com	n/a	Email	Hi Sean, Can you explain what is happening with the freight congestion? Also, the airport is not 12 feet above sea level. Can you fix that with the reporters? It's in a flood zone. Freight is in the regional transportation plan, guided in conjunction with CT Dept of Transportation, and documented at SCRCOG, which will bring significant impact factors to the local environment with traffic, noise and air pollution.
82	Lorena	Venegas	lv333@gmail.com	n/a	Email	Hi Sean, Can you explain what is happening with the freight congestion? Also, the airport is not 12 feet above sea level. Can you fix that with the reporters? It's in a flood zone. Freight is in the regional transportation plan, guided in conjunction with CT Dept of Transportation, and documented at SCRCOG, which will bring significant impact factors to the local environment with traffic, noise and air pollution.
						Please acknowledge receipt of this email. To FAA Members/Project Advisory Committee I am strongly concerned about the Connecticut regional government planning that includes having runway improvements connected to freight transportation. All of the NEPA factors are significantly impacted and FAA needs to support a full EIS including traffic and air quality. It is the duty of FAA to use coordinating agencies to explain the impact of freight in New Haven and East Haven per NEPA guidelines. On January 26, 2022, the South Central Regional Council of Governments (SCRCOG) held a meeting of mayors and selectmen with meeting materials including detail of a consultant group that is connecting runway improvements with freight operations. Similar consultant status reports are available on the website from May 2021. At the November 18, 2022 Environmental Assessment public forum held at Nathan Hale School, the Tweed New Haven Airport Executive Director, Sean Scanlon, stated that there is no plan for freight. This is in direct contradiction to the CT DOT consultant services reported regionally that are led by State government agencies. One of the members of the Tweed Airport Authority, Matt Hoey, also is in the Executive Committee and Chairperson for SCRCOG, although no other public information has been made at monthly meetings. There is no denying that runway improvement plans are to use the runways for freight. As a resident in the distressed community of East Haven, Proto Drive as an egress point to a new terminal has not been legally secured by Tweed Authority nor Avports, and there is no public information of any transfer of land rights in the Town Hall of East Haven or documents by Planning & Zoning Commission, Mayor Joseph Carfaro of East Haven or Town Attorney Michael Luzi. A Freedom of Information to obtain the site drawings for the new terminal was denied in January 2022 via Sean Scanlon and attorneys. As an environmental justice matter, the public has the right to see all communication and plans as the airport remains a state-public entity with no executed lease agreement with the City of New Haven as of current date. The public only got to see one (1) picture of an artist's rendering of what the external airport terminal with 4-6 gates on May 6, 2021. The site drawings would show a survey and elevation plans of building in a flood zone. Questions on wetlands, waterways, filling of wetlands, flooding remain without answers. I urge the FAA to make the correct decision: do not sign a FONSI and instead follow history and significant impacts present to stop the EA and commit the airport to begin an Environmental Impact Statement, as was completed in the year 2000. Thank You, Lorena Venegas 1/26/22 SCRCOG Consultant report, page 55 mentions Tweed runway and freight under "Freight Planning" https://scrog.org/wp-content/uploads/2022/01/1_SCRCOG_Jan22.pdf
83	Lorena	Venegas	lv333@gmail.com	n/a	Email	Please acknowledge receipt of this email. To Members of FAA and EA Consultant McFarland Johnson: On January 26, 2022, a regional government monthly meeting of Mayors and officials was held. On the agenda, the last 5 minutes of the meeting, contain information on freight and runway improvements. The Chair of the meeting, Matt Hoey, as First Selectman of Guilford also has a position on the Tweed Airport Authority Board. Please review the meeting materials (page 55) and watch the meeting recording. The paper materials note that runway improvements enhance freight plans. This is a significant impact factor under NEPA. It is the duty of McFarland Johnson to investigate, question, outline the freight plans and community impact. The Town of East Haven Representative, Ray Baldeiro, was made part of the Environmental Assessment Project Advisory Committee and is present in the video recording. There are open questions on freight that need answers. I have reached out to state legislative representative for transparency and access to information. Thank You Lorena Venegas Meeting recording and meeting materials link: January 26 Board meeting agenda of 79 pages and 2 zoom recording https://scrog.org/scrog/board/
84	Lorena	Venegas	lv333@gmail.com	n/a	Email	I've attached a letter re low frequency noise causing structural vibration during take off events. These occur far outside the perimeter of the noise that you are measuring for high decibel readings at the airport. Please let me know if there are any problems with the submission. Thank you.
85	Lynne	Bonnett	lybonnett@gmail.com	n/a	Email	I've attached my submission plus the study referenced in my submission: Ronal.... Sincerely, Lynne
86	Lynne	Bonnett	lybonnett@gmail.com	n/a	Email	To FAA Members/McFarland Johnson (consultant), Project Advisory Committee members, State Representative Joe Zullo and State Senator Paul Cicarella: Avports Management has been the operational facility vendor at Tweed-New Haven Airport for over 23 years. In that time frame, FAA documentation online shows over 19 recommendations to improve community standards as related to quality of life, air and noise pollution. Unfortunately, not enough FAA recommendations were put into action. The noise mitigation was not inclusive of the distressed community in East Haven based on noise maps from year 2012. In examining Avports operations at other airports, attached is the information on the environmental monitoring management system for air quality and noise that was recently installed as a Supplement to the Westchester County Airport Master Plan. The goals include to have baseline reporting of NEPA significant impact factors to report and analyze community changes through time. The element of monitoring, analyzing and reporting baseline data on air quality and noise has been missing at Tweed airport for the last 23 years. It is important to make better environmental decisions to impact of building in a flood zone, compromising new marsh growth, wildlife/flora/fauna, wetlands and water displacement along with NEPA significant factors of air quality and noise to make a professional decision to stop the EA and instead plan to do an EIS — environmental impact study. Better measurements and analysis of significant factors in our community based on national thresholds are contained in the link below — we have a right to know real data, not just computer hypothesis inputs based on best guesses at plane capacity. Residents in New Haven and East Haven have been active in collecting decibel data on commercial and small aircraft take-offs and landings. The ranges currently violate noise ordinance in City of New Haven. East Haven has yet to write any noise ordinance pertaining to airplane operating into town ordinance, to the detriment of a distressed community where environmental justice factors impede protecting residents. The EA is too limited in scope to cover the needs in East Haven and needs to be stopped by FAA with a written decision to complete an EIS. There are too many significant factors that cannot be mitigated, breaking NEPA threshold on noise, air quality and social factors. The FAA has a duty to act, and should seek professional opinion of the EPA and White House Committee on Environmental Justice to include climate change factors. The national policy is shifting to "no build" on wetlands due to high incidence of flooding and sea level rise modeling by respected, academic organizations such as CIRCA. Since May 2021, I have requested that Tweed start a Supplement to the Master Plan that can be a realistic, scientific, data-driven plan to protect residents, flora, and fauna. Westchester County Airport was able to add a Supplement based on political pressure to change leadership. The same courtesy that Avports Management gave to Westchester residents is required in New Haven and East Haven to be a good corporate citizen. The EIS is the correct decision. Thank You, Lorena Venegas Link to Environmental Management System https://airport.westchestergov.com/about-us/environmental-management-system/ file:///C:/Users/lorven/OneDrive/Documents/2022/01/26%20SCRCOG%20Meeting%20Materials%201-26-22.pdf
87	Lorena	Venegas	lv333@gmail.com	n/a	Email	FAA recommendation: Richard Doucette who is current member of the project advisory committee and signed a FONSI for taxiway improvements with no mitigation plans in public. Good afternoon Gentlemen, 10,000 Hawks has received excellent advice that a VOC monitoring system along the existing fence line of the Tweed-New Haven Airport Authority can monitor the VOC pollutants from the aircraft. One particular system recommended is the Sensi SpO2. These systems can be combined with EPA-compliant TD-15 canister captures that would allow for a lab analysis of specific VOCs (and very accurate concentrations) of the offending compounds. Please conduct accurate and localized air quality monitoring as part of the Environmental Assessment process, given that this is an environmental justice community with cumulative health impacts. Depending on initial results, this monitoring should be ongoing to address the high asthma and COPD rates of residents. This monitoring can become part of an overarching epidemiological understanding of the pollution impacts of this industry. Please reply to this email with your plans for air quality monitoring. Consider this a FOI request. Thank you, Rachel Heerema
88	Rachel	Heerema	rachel@greenrachel.com	n/a	Email	

						<p>To Members of FAA, MacFarland Johnson and Project Advisory Committee:</p> <p>Today, our regional newspaper reported on local flooding in East Haven. Congressman Chris Murphy canceled a local meet-up due to weather on 2/4/22. The pictures are of the main public health evacuation route since a storm related event, but we are not prepared. Now, the same route is planned to be the main transit for a new Tweed New Haven Airport terminal to hold up to 6 planes and over 500 cars, plus parking lots and shuttles. Look at the pictures from January 2022, East Haven floods the way to Proto Drive. This is part of crisis management in a hurricane zone with a topography of wetlands and watercourses that run north to south effecting Momaugun neighborhood most of all. Current town zoning regulations require 12 ft elevation to build, and the water displacement effects another downstream.</p> <p>In the year 2000, an EIS was recommended and completed for Tweed New Haven Airport. Recommendations were made by FAA, but not enacted by Tweed Airport Authority Board nor Aports Management Inc.</p> <p>The decayed runway is water-logged because nature has taken over, and the land along Proto Drive is necessary for flooding mitigation in the Momaugun neighborhood of East Haven. The correct decision is to stop the EA and to initiate an EIS.</p> <p>In January 2022, several Avio airplanes were diverted to Bradley International Airport in Windsor Locks, Connecticut and could not land at Tweed New Haven Airport due to foggy weather conditions and/or bird collision (February 4, 2022). Please obtain the bird collision report from Sean Scanlon. Fog conditions are a natural result of an active water cycle, and no FAA guidance can minimize the foginess in a flood zone with low sea level rise in the airport property. If no plane can land, this is against public safety to continue and increase the risks in a residential area.</p> <p>The Biden Administration has formed a White House Environmental Justice Advisory Committee under Agency of Environmental Protection. The federal regulations are changing to minimize construction on wetlands, help residents in flood prone areas, and include environmental justice in projects with climate change impacts. I have submitted testimony to the White House committee as well as FEMA on the negative impacts of airport expansion, localized flooding, and lack of mitigation solutions done at the airport. The FAA has a duty under NEPA guidelines to have this project reviewed by higher agency, EPA, following national statutes of law.</p> <p>Meanwhile, the airport director, Sean Scanlon, has denied a 1/17/22 Freedom of Information request to see the site drawings and obtain consultant science reports from the vendors hired by MacFarland Johnson to do the current Environmental Assessment. This is a direct example of social factors on a community where environmental injustice exists, by withholding materials to the Public. Help.</p> <p>New Haven Register article 2/7/22 https://www.nhregister.com/metro/article/As-flooding-in-East-Haven-continues-town-1483293.ppt</p>
89	Lorena	Venegas	lv333@gmail.com	n/a	Email	<p>Thank you, Lorena Venegas 73 George Street East Haven, CT</p> <p>Hi Sean, Can we partner on this grant opportunity with the EPA? https://www.epa.gov/grants/enhanced-air-quality-monitoring-communities Grants range from from \$25,000 to \$100,000. Let's figure out a win-win, where we can get the source data that's needed. AEDT is computer modeling, right? It's very dependent on the data & metrics that are entered. The community would like "real" data with "real" canisters measuring "real" air quality localized. Thank you for your consideration, Rachel</p>
90	Rachel	Heerema	rachel@greenrachel.com	n/a	Email	<p>I am resubmitting my comments re air quality because I did not receive a confirmation that they were received and recorded. Also could you please direct me to sources that describe the water drainage for Tweed airport and the runway? Thanks, Lynne Bonnett</p>
91	Lynne	Bonnett	lybonnett@gmail.com	n/a	Email	<p>Please acknowledge receipt of this email. To FAA Members, MacFarland Johnson and Project Advisory Committee: For years, there are public documents highlighting that the runway improvements correlate to increased freight at Tweed New Haven Airport. I would ask you to obtain and review that reports requested by the airport, and currently underway via the South Central Regional Council of Governments (SCRCOG) including a study that has written data and monthly reports to SCRCOG. Politicians may attempt to hid these documents, but the public records remain available. The 43-year lease agreement between City of New Haven and Tweed Airport Authority has not been signed to date, and it does contain conditions to use the runway improvements for freight transport. Until freight in this residential area is prohibited, it is allowed to happen. Aports Management has freight at other airports including Westchester, Steward and Gary International with promises of 20% return for investors. The same model here would be devastating to the environment, exacerbate climate change, add pollutants to roadways and air. What is the impact of freight on the environment? How has the impact of freight been quantified in the environmental assessment in the NEPA significant factors? What is the increased risk of having freight at the New Haven and East Haven communities? Cargo planes have more weight, what is the impact? These are questions that politicians can avoid, but as long as the language of the contract allows freight, then the ramifications to endangered species, wetlands, wildlife, flora, fauna and human health, matter more in a distressed community facing a multitude of environmental injustices. I would like to enter the SCRCOG January 26, 2022 meeting public documents that contain Zoom recording of the meeting (watch the last 5 minutes), and the runway improvements for freight in the written materials. Request the full report from the consultant hired by SCRCOG and answer the questions. The FAA has a duty to ask federal agencies to evaluate the NEPA significant factors and should escalate this matter to EPA and Department of Transportation. Thank You, Lorena Venegas East Haven Page 55: Freight Primary Sources: https://scrog.org/wp-content/uploads/2022/01/1_SCRGOG_Jan22-1.pdf January 26, 2022 recording - last 5 minutes https://public.3.basecamp.com/91488714/151F38y6/ The planes are taking off before 7am. They are extremely loud and the jets are shaking my house. My windows shake and I can feel the vibrations if I'm laying in bed or sitting on my couch or chair. I am a member of 10,000 Hawks. The smell of the jet fuel when the planes are idle fill the neighborhood.</p>
92	Lorena	Venegas	lv333@gmail.com	n/a	Email	<p>According to the current Master Plan Environmental Section, it is obvious that the groundwater monitoring sites around the airport have not been sampled so there is no data. The community is concerned that this PFAS and deicing chemicals as well as lead and need to be reviewed this data. The community would like all data from past and current monitoring so we can do a proper assessment. Please send us information and direct the Tweed Authority to be aware of this. Thank you.</p>
93	Alana	Harekewicz	aharos13@gmail.com	n/a	MS Comment Form	<p>Respectfully yours, Margaret Wheeler 111 Clark Ave Branford, CT 06405 203-444-5292 To FAA Members and Project Advisory Committee that only met 1 time: East Haven is a distressed, vulnerable town with a population of about 29,000 persons. The infrastructure has poor road construction, poor storm water management causing flooding from casual rain, coastal tides into the topography which is included sand, marshes, and wetlands. Attached is a report that highlights the climate change vulnerabilities that have not been addressed by the airport. Natural flooding mitigation with inland wetlands is integral to the town, where flood waters move from north to south. What are the plans to address climate change in a distressed community? What are the exact mitigation plans that the FAA has approved for runway improvements? The EA in 2020 was not advertised in my town, so there were no public comments. The EA was done at an early stage of the COVID-19 pandemic when people were focused on health and dealing with job loss and remote learning. This gave an unfair advantage for the FAA to support runway improvements that the land leased with CT Department regional freight enhancement to use the runways, without outlining the exact mitigation plans for wetlands, wildlife and water courses. All of this information is hidden from the residents access to local news media, and the politicians are silent. The same FAA staff member, Robert Doucette, that wrote the 2013 letter to Tweed with recommendations that were not implemented, continues to make decisions with little to no consideration for the community, wetlands, endangered species and wildlife. It is the duty of the FAA to consider expert analysis from the federal agencies, primarily the EPA. The EPA submitted written public comments to the 2022 EA that were properly answered by the FAA on wetlands and wildlife. All of the current data should be escalated to a higher federal agency for review. I would like the EPA to review all the materials in the current EA. The correct decision for my small town with no representation, no community benefits plan, flooding on Proto Drive is to do an Environmental Impact Study as was done in the year 2000 with better technology and access to scientific opinions, experts in the fields. Today, I have to go to another Tweed Authority meeting to hear the bid bids on how they plan to stay in the black with the budget. The only way is to throw the FAA and American Rescue Plan Act funding. This airport has one sole commercial carrier that took out heavy loans from Morgan Stanley. The airport operations management group also functions off of venture capitalists loans from Goldman-Sachs. The budget is heavy on salaries. While the investors wait for their 20% return, who protects my community of environmental injustice? The course of climate change and decimation of inland wetlands will exacerbate the cereal bowl shaped airport to plead for a future bailout. Who will bailout my community of environmental justice? The course of climate change and decimation of inland wetlands will exacerbate the cereal bowl shaped airport to plead for a future bailout. Who will bailout my community of environmental justice? The course of climate change and decimation of inland wetlands will exacerbate the cereal bowl shaped airport to plead for a future bailout. Who will bailout my community of environmental justice? YouTube interview describe the political game that he was hired to do (starts at minute 21). Who protects my community? Thank You, Lorena Venegas 73 George St, East Haven, CT 06512 https://yqph.yale.edu/yes-early-on-climate-change-and-health/policy-and-public-health-practice/Community-centered-climate-resilience-in-CT-42401-48542_v1.pdf</p>
94	Margaret	Wheeler	mcw914@gmail.com	n/a	Email	<p>Do you have and accept TSA pre-check</p>
95	Lorena	Venegas	lv333@gmail.com	n/a	Email	<p>What is allowable dimensions of carry on luggage</p>
96	Lois	Christopher	Loischristopher@hotmail.com	n/a	MS Comment Form	<p>Does this airline require vaccination?</p>
97	Lois	Christopher	Loischristopher@hotmail.com	n/a	MS Comment Form	<p>Please acknowledge receipt of this email.</p>
98	Donna	Wilson	dawilson@fieldstonmarketing.com	n/a	MS Comment Form	<p>To FAA Members and Project Advisory Committee that only met one time since November 2022 (that's not enough in an environmental justice community).</p>
99	Alysa	Piccirillo	apiccirillo@yahoo.com	n/a	MS Comment Form	<p>Attached is a compilation of pictures and videos from exhibiting high levels of noise pollution by Avio airplanes in high residential areas of East Haven. As you are aware, plenty of scientific articles point to constant noise pollution by jets, noise describes, noise pollution even effects children's learning. Focus of reading and math, resulting in lower academic achievement. The Department of Energy and Environmental Protection (DEEP) has defined as "environmental justice" community. East Haven is among the list of top 25 distressed communities. There needs to be a concerted effort to understand pollution damage in environmental justice communities that are disadvantaged. Our residents cannot hire an independent consultant as the airport has done with federal funding. We do not have the money. The NEPA significant factor of environmental justice must be included when the evaluation the exacerbation of climate change, impact of climate change, impact of climate change, impact of climate change, impact of climate change. The EA that you approved with a FONS from 2020 failed to protect the community by missing the environmental justice issues. Due to the pandemic, the public did not get enough notice to participate and complete public comments. There were health concerns, lack of employment, high needs for food and masks in East Haven. The current EA has the responsibility to correct the mistakes; stop the process and decide to do an Environmental Impact Study to balance out the injustice to our water, wetlands, wildlife and community. Thank You, Lorena Venegas 73 George St, East Haven, CT 06512</p>
100	Lorena	Venegas	lv333@gmail.com	n/a	Email	<p>East Haven is an Environmental Justice Community as defined by DEEP. Ask DEEP to give a report to FAA. Include ALL the impacts by doing an EIS. https://portal.ct.gov/DEEP/Content/About_DEEP/Research-and-Publications/02_Review_Publications/Distressed-Municipalities?bid=hid=AR19a5vpy0yCUEiVny7y6f-n_v0a8wKCTMY9V9uUw38560_Ehc</p>
101	Alicia	Chaput	luzjane1373@yahoo.com	n/a	MS Comment Form	<p>What are the requirements for Emotional Support Pets? Is there a form required for them to fly? How do I find the information needed?</p>
102	Debra	Black	Debronz2@aol.com	n/a	MS Comment Form	<p>I tried to call for more information regarding parking and pricing. The website shows the pricing but not clear on the different options and what they entail. I called the number given, it sends you to extension 2 but then it says there's no such extension. Thank you 203-415-1714</p>
103	Steven	Menard	MM11874@yahoo.com	n/a	MS Comment Form	<p>Do you have flights to myrial beach</p>
104	Lorena	Venegas	lv333@gmail.com	n/a	MS Comment Form	<p>I have sent multiple emails to HWN EA@nyc.mic.com but I have no acknowledgement that the emails have been received and added to the public records to be read by the FAA. I cannot find any site drawings of the new terminal on Proto Drive. Where are the site drawings? The land elevation is lower on Proto Drive is lower than Burr Street in New Haven.</p>
105	Toni	Lorenti	alorenti1973@yahoo.com	n/a	MS Comment Form	<p>I am an active employed Aviation Professional. Tweed New Haven is where I learned to fly. That first flight lesson, at HWN in 1993 launched a career as a Professional Pilot. As such, I am an ardent supporter of maintaining and improving HWN. Over the years, I have defended and explained aviation interests to many in the local community. As Tweed begins to rise from its mediocrity of years past, I feel it is very important to lend my support to Tweed in a variety of ways. I am looking forward to becoming involved in the betterment of HWN.</p>
106	Jess	B	batchanatha@hotmail.com	n/a	MS Comment Form	<p>Hi - is there a shuttle from economy parking lot to departures/arrivals and what time does it run? Three times in the last five days, cars have pulled up in front of my house, parked, and their drivers have pulled out luggage and walked the two blocks to Tweed, presumably to catch flights. It's not illegal, because we have never needed resident-leased parking in our neighborhood before. But it is annoying as hell to have one's street used as a parking lot to escape Tweed's exorbitant rates. Now it's snowing and the plows will not be able to clear the street in front of my house because these drivers are in Florida. So much for Tweed-HWN's promise of "community benefits". It's nothing but a burden upon burden for neighbors, while Aports-Goldman Sachs gets richer.</p>
107	Kathryn	Gallichio	kgallichio@umass.edu	n/a	MS Comment Form	<p>Are there any non-stop flights from Connecticut to North Carolina airports including: Charlotte, Asheville or Greenville/Spartanburg, S.C.</p>
108	Deborah A. M.	Newton	rev.deborahackncknorton@netzero.net	n/a	MS Comment Form	<p>I do not believe that expanding the airport in a coastal marsh has any logical defense in the light of climate change increase sea levels and increased large storm frequency. This project will redefine the phrase "sunk costs". Increasing developed and paving additional surfaces is irresponsible in this area. We need to be wiser with how we invest in our shoreline. I do not believe that expanding this airport size nor functions is wise or responsible. Thank you for the opportunity to comment. This airport is ruining our neighborhood, wetlands, wildlife and our beautiful beach. This expansion must stop!</p>
109	Chris	Sullivan	csullivan@conservet.org	n/a	MS Comment Form	<p>Do you have to choose a seat on a flight or will one be chosen for you?</p>
110	Janice	Giordano	jgiordano927@gmail.com	n/a	MS Comment Form	<p>I wrote a letter to Betty Kingfield at the DEEP in May 2021, for which I received no reply. As an outdoor person and gardener, I am concerned with the exhaust fumes that blow through and settle on my neighborhood any time the wind is from the southwest. I first want to know if any air monitoring at all is being done in this assessment, and if it is, is it being done in the neighborhoods and not just on the runways or at the terminal. I am often driven inside from my garden by fumes and I also enjoy (and have the right to) enjoy open windows in season. I have experienced getting "caught out" walking around the block when overcome by sulfur dioxide from dirty jet fuel and wondering whether I would make it home. I have also suffered the aggravation of being in bed trying to sleep when fumes filled my bedroom. I also wonder how much pollution might be on my snaz pants when I go out grating in the garden, eating peas and peas fresh off the vine.</p>
111	Dorothy	Kelby	Trackmcom986@hotmail.com	n/a	MS Comment Form	<p>I live on Edgar St in East Haven, CT which is close to Tweed Airport on the Robinson Aviation side. The jet fuel emissions have been so strong that the fumes burn my eyes and nose. I've had to shut my windows due to the overwhelming exhaust. It is also irritating when outside in my yard or in the neighborhood walking my dog. The intensity of the fumes are deeply concerning.</p>
112	Patricia	Ranney	p_ranney@yahoo.com	n/a	MS Comment Form	<p>I am a member of 10,000 Hawks. I live on Edgar Street in East Haven. The intensity of jet fuel exhaust smell is alarming. At times it burns my eyes, nose, and throat. My husband has asthma and it affects his breathing. Being outside or with my windows open with the fuel smell gives me headaches and nausea. It negatively affects our quality of life.</p>
113	Amanda	Sullivan	62edjarhouse@gmail.com	n/a	MS Comment Form	
114	Amanda	Sullivan	62edjarhouse@gmail.com	n/a	MS Comment Form	
115	203-668-3552				Voicecall	

						Good afternoon, I am in Florida I would like to know if Avelo is available to fly out of Orlando, Melbourne, or West Palm to Tweed airport in CL. In essence, departure from here to Tweed...returning to FL. Thank you for your help. Sincerely, Gina
116	Gina	Rinaldi	lujemmi4@gmail.com		Email	
117	Shirley	McCarthy	Shirley.McCarthy@yale.edu	n/a	MS Comment Form	The current environmental assessment is inadequate. A more thorough environmental impact statement must be done.
118	Richard	Valentine	rval058@comcast.net	n/a	MS Comment Form	Parking information online seems incomplete. I see a short term and long term lot. I "hear" talk of additional parking south of that but it isn't spelled out. Shuttle lots also isn't explained as to location. Had to turn to google maps for answers and just see the long and short term. Perhaps information could be expanded upon such as locations of additional parking, expanded photos etc. My name is Gabriela Campos de Stewart St, New Haven.
119	Gabriela	Campos	gabry.gabriela.eta@gmail.com		Email	For the past few nights I have been woken up after midnight, due to very loud 737's landing in the middle of night. I wish I could say this was a rare occurrence, but it isn't. Even as I take the time to write at the end of my day, a plane landed close to 11PM - an hour past a previously agreed upon Programmatic Noise Mitigation The airline's convenience should not trump my right to peaceful enjoyment of my home; nor should my health and wellbeing and that of all the area residents be put in continued risk. The cumulative impacts of the body's involuntary stress response is well known. This is a residential area, and has been a neighborhood for hundreds of years. There are maps showing the main road to the airport existing as Old Fort Road in 1636 FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour I have trouble falling back asleep, or having good quality sleep every time a plane lands past 10PM. Moreover, I am able to measure dB(A) into the 60's and sometimes into the 70's inside my home, despite the triple pane windows. The acceptable daytime levels are 45dB(A)... as you know dBs are weighted higher at night. According to the Noise Effects Handbook published by the Environmental Protection Agency I am deeply concerned about more and larger planes at Tweed Airport, both from an environmental perspective (polluting the wetlands and larger environment in our community), as well as the exhaust and noise impact on our two toddlers, both of whom have asthma. We have planes flying over our house regularly, which did not occur in years past. My name is Shirley McCarthy I reside at 16 Rockland Park, Branford, I am writing because planes are flying directly over my house, disrupting sleep in addition to being a physiologic stressor during the day. FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour. -According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 Studies have shown that at levels of 70 dB (A-weighted) or above, behavioral awakening "will most likely occur." -According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 At levels of 40 to 50 dB (A-weighted), some subjects have reported difficulty in falling asleep, frequently taking over an hour. The number of subjects having difficulty increases as the sound level increases. -According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 A person whose sleep has been disturbed severely may feel lethargic and nervous during his waking hours and may be unable to perform at his usual level of efficiency. -According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 Laboratory subjects appear to be most sensitive to acoustic stimuli during the more shallow stages of sleep. A person typically goes through a cycle of sleep which becomes progressively deeper, and the stages of this cycle may vary in length of time. These stages are reflected in EEG measurements. Heart rate changes, vasoconstriction, respiration changes, electrodermal activity, and motor responses are all sensitive to noise during sleep.
120	Marshall	Cox	marshall.cox@gmail.com	n/a	MS Comment Form	
121	Shirley	McCarthy	Shirley.McCarthy@yale.edu		Email	-John Hopkins University states, "...chronic poor sleep may increase the likelihood of developing dementia, heart disease, type 2 diabetes, obesity and even cancers of the breast, colon,
122	Lorena	Venegas	lv333@gmail.com		Email	Hi Sean, I am getting resident complaints on the high number of commercial flights after 10pm arriving at Tweed- New Haven Airport. This is the opposite of what has been stated publicly multiple times, that there would be no commercial flights after 10pm. Can you explain?
123	Jocelyn	barr	jocelyn10@verizon.net	n/a	MS Comment Form	Thank You, Lorena Venegas against expansion of tweed airport re: increase noise " damage to wetlands "decrease in property values
124	Janina	Wolfin	janinwoelfin@gmail.com		Email	As a Madison CT resident, I don't want to see airplane travel expand. Everything possible should be done to discourage Americans from using planes and building more car parking lots to accommodate them. Encouraging air travel is an attack on us all and on our world. Believe me, the momentary benefits to a few people will bring nothing but regret and shame for what they are doing to us all. -Yann van Heurck, 32 Arbor Ln, Madison CT 06443 Hello, I am writing to express my opposition to the proposed Tweed-New Haven Airport Authority runway extension and new terminal construction. Tweed-New Haven Airport resides in the middle of long-standing residential neighborhoods. The costs to the public and the environment outweigh the benefits to the few. I live in Branford near the Green. I did not purchase a home to pay taxes on and raise a family in that was in an active flight path, nor would I ever do so willingly. The noise has been unnerving and distracting, and I imagine it must be even more so for neighbors with PTSD and/or who work from home (or in otherwise quiet offices) full-time. In addition to the daily loud noise that we did not sign up for when moving here, I believe it is a safety issue, especially with a relatively untested airline like Avelo landing and taking off planes that fly so low over such a thickly-settled area. I ask that the expansion be halted as well as all current flights be diverted over the LI Sound to avoid passing so closely over people's homes in the towns nearby. Thank you. Sincerely, Lisa Kereszi 24 Averill Pl. Branford, CT 06405
125	Lisa	Kereszi	lkereszi@gmail.com		Email	
126	Rich	Esposito	richardespo709@yahoo.com		Email	2am flights. Noise. This has become disgusting. April 8 2am 3 flights. Noise Complaint I attended the 10000 hawks meeting via Zoom on March 29, 2022 and want to share my experiences with the recent noise from the airport. First off, I want to state that the Town of East Haven's noise limit at all. On Sunday 4/3/22 and Monday 4/4/22 loud jets either took off or landed a little after 10PM, again a little after 12AM, and again at 12:40. Two or three nights ago a jet woke me up coming in at 2:15 AM. This is unacceptable. I don't know if there are different laws for private aircraft vs a public airline and I will say that this behavior has been ongoing and cannot be solely attributed to Avelo. Many years ago I was on a flight to TT Green that was delayed by thunderstorms. They also close at 10PM. My flight would have come in at 10:30 PM but we were diverted to Lagan and bused back. This is the proper way to treat neighbors of the airport and should be no different at Tweed. Having to hear the roar of engines while trying to watch the evening news or trying to get to sleep makes me feel like I work 2-3 shifts instead of one. At least twice a week I go into work sleep deprived from being awoken and not being able to fall back to sleep because of airport noise. Warmer weather will only make this worse as windows will be open. If the FAA can't or won't enforce its own rulings, the surrounding towns must be allowed to fine Robinson Airfield, Tweed New Haven Airport and Avelo Airlines, as appropriate, for each violation of their own ordinances. A police officer from each town (East Haven and New Haven) should be positioned onsite from 10PM to 7AM at Robinson Airfield and Tweed New Haven Airport to apprehend violators. I suggest that the fines be a hefty \$10,000. To help pilots and/or the companies they work for comply with noise restriction rulings, I suggest the runway should be upgraded with metal barrier flaps that are raised at 10PM to prevent all take offs and landings. 10PM Lights Off, Flaps Up, Period. Sincerely, Patricia Ranney
127	Patricia	Ranney	p_ranney@yahoo.com	n/a	MS Comment Form	Environmental Assessment Comment 4/9/2022 I attended the 10000 Hawks meeting on Tweed New Haven Airport expansion, via Zoom, on March 29, 2022. I learned a couple of things that stuck with me, namely that there are two endangered species (one bird and one plant) habituating the wetlands proposed to be eliminated and that the air quality testing is happening in at non relevant site. I found it interesting that the funding for the expansion project is Goldman Sachs and that towns can renounce their partnership with the FAA. I found it offensive that hydrodynamics data were not being shared with public because they think the public is not educated enough to understand it or to bring it to someone else who can explain it clearly and from an environmental standpoint. No one can deny that New Haven County policies about wetlands mostly involved filling in and elimination, on a grand scale, for the past century. Gone are the marshes in New Haven that were once under Wilber Cross High School, Long Wharf, Union Station and rail yards, Tweed. Gone are the marshes of East Haven that were once under I-95, McDermott Chevrolet, Home Depot, and my own neighborhood. The marshes were thought to be worthless mosquito breeding sites unless developed. We all know better now; how vital our wetlands are to wildlife and to the health of Long Island Sound and those organisms living in it. The time for building on those mistakes is long past and the time for undoing as much as possible has arrived. The marshes were eliminated bit by bit so no one could point a finger and say that this one project or another was responsible for the state we now find ourselves in. Just so, we need to start undoing piece by piece even though no one will be able to point to just one reclamation as saving the whole ecosystem. The predictions of sea level rise in the next 50 years have it occurring at rate faster than the marshes and wildlife there can adapt, even if there was new territory to expand into. The airfield at Tweed New Haven Airport is ideally situated to be a cornerstone project of wetland reclamation. If converted to a higher-level marsh it could provide the State of Connecticut a place to foster plants and animals for future marsh regeneration. Therefore, the existing marsh and endangered species dependent on it should not be bulldozed under to make way for a new terminal. Everything matters and extinction is forever. Air Quality. It was mentioned that the air quality samples for the airport were being collected at Crisculo Park in New Haven. While this may be an ideal place to sample exhaust particles coming off the Pearl Harbor Memorial Bridge and passing fishing vessels and tugboats, it is not close enough or in the prevailing downwind for emissions coming from the airport. In a letter to Betsy Winfield of the DEEP sent in May 2021, I complained of the terrible fumes coming from idling private jets at Robinson Airfield (NE corner of Tweed Airport) and offered my property as a data collecting site for air quality. No response was received. My neighbors and I live within 200yds of idling jet engines and there is just not enough distance to disperse the fumes when the prevailing wind (SW) is pushing them at us. Many times, I have been working in my yard and have been forced inside by fumes that make breathing difficult. Or laying in my bed at night with fumes coming in the window. Often, when the school buses are dropping off the kids in the afternoon, they have to walk home breathing in jet exhaust. Although I originally welcomed the idea that the new terminal would mean the relocation of the private jets at Robinson Airfield, I have little confidence that your current air monitoring efforts have any relevant meaning. Those of us who are equally exposed to the noxious fumes need to be recognized. Monitoring needs to be done in the affected neighborhoods to be wild. Energy and Natural Resources: Oil, Water, Electricity. Aren't we all being encouraged
128	Patricia	Ranney	p_ranney@yahoo.com	n/a	MS Comment Form	The airport noise rattles my house every day. Planes take off more frequently and more loudly all the time. The city cannot manage the flooding situation now. Once the wetlands have been tampered with, I fear our homes may be in jeopardy. The traffic situation with all of the speed bumps seems almost malicious. The stress and fear for safety seeing 737's flown by Avelo Airlines in and out of Tweed New Haven Airport barely clearing rooftops, trees and power lines have invaded the quality of life in this residential neighborhood. Planes flying in at 2am or 3 am clearly demonstrate that this operation has no regard for the men, women, children, birds, wetlands and neighborhoods. THIS COMMERCIAL AIRPORT DOES NOT BELONG IN A LONG ESTABLISHED RESIDENTIAL NEIGHBORHOOD. The Airport Authority claims to listen to our comments but does nothing to address the destruction of the Quality of Life. The Mayor of the City of New Haven says "Tough Luck" I live 1500 ft from the runway at Tweed New Haven Airport and am affected by the jet fuel fumes and smells everyday and as they increase flights it is a cause for major health concerns for breathing and ingesting the pollution through my skin. To support this comment I have a black residue on my windows and rooftop from the 737's. I make a practice of cleaning my windows weekly and the black film continues to build up. I invite you to inspect this condition and know it is consistent with all the neighborhood homes.
129	Glenn	Scheneman	gschenem@hotmail.com	n/a	MS Comment Form	
130	Paul	Campion	pacamp@aol.com	n/a	MS Comment Form	
131	Paul	Campion	pacamp@aol.com	n/a	MS Comment Form	

						<p>Tweed-New Haven Airport Authority ATTN: Environmental Assessment public comment 155 Burr Street New Haven, CT 06512</p> <p>(Via email): hvn-ea@mjnc.com</p> <p>I purchased my first home and moved to the neighborhood on Fort Hale Road in September of 1991. Over these 30+ years I have witnessed the ebb and flow of commercial air traffic at Tweed Airport. What is happening now at Tweed-New Haven has the potential to far exceed anything, however, that I have experienced as a neighborhood resident. I'm writing to express my opposition to the proposed runway extension and new terminal construction.</p> <p>My position is based on these overarching concerns:</p> <p>Environment: I am worried about the impacts of the proposed expansion on the wetlands, Long Island Sound and the air we breathe in this neighborhood. To date I have not seen the full step/caplan for who will be involved in the environmental assessment plan. Correspondence I had with the EPA on this matter previously indicated a change like the one proposed should trigger:</p> <ul style="list-style-type: none"> - A NEPA review - Application for Clean Water Act section 404 permit, issued by the Army Corps. Of Engineers - A Rivers and Harbors Act Section 10 Review <p>Oversight by the CT DEEP</p>
132	Carolyn	Rostkowski	carolyn.rostkowski@bqglobal.net		Email	
133	Susan	Gargiulo	sue_gargiulo2@yahoo.com	n/a	MS Comment Form	<p>I have recently acquired a property on Burr St that my father in law lives in. He mentioned a program that was offered to install windows and doors and insulation for free on houses that have been impacted by the expansion of the airport. Could you please provide me information on this?</p> <p>Hello,</p> <p>My name is Alana Haroskewicz, I reside at 25 Edger Street East Haven CT 06512-3713. I am writing today because on Friday April 8th at 2:33am an Avelo Jet landed at Tweed Airport Call sign VXP306 8737. The noise from this plane woke me out of a sound sleep. I was unable to go back to sleep. This was the last straw this has happened for the past 4 nights prior to this one. When I got up to try and start my day I could not function properly due to</p> <p>how I was awakened by this plane. After 4 nights of this it is definitely catching up with me. When I was dressing for the day I not only put my pants on backwards but put both legs into one pant leg. While this may be amusing, this illustrates how foggy my brain was due to being denied sleep because of the</p> <p>constant late arrivals. I had to concentrate harder just to do simple tasks. I actually sat down for a moment prior to an important meeting I was supposed to attend and I fell asleep. Explaining to my colleague as to why I missed the meeting was both embarrassing and in my opinion not very unprofessional. This is having a negative on my professional and personal life. Tweed is surrounded by residential neighborhoods. The negative impacts of these practices by Tweed need to be addressed.</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5000.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 A person whose sleep has been disturbed severely may feel lethargic and nervous during his waking hours and may be unable to perform at his usual level of efficiency.</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106Laboratory subjects appear to be most sensitive to acoustic stimuli during the more shallow stages of sleep. A cycle of sleep which becomes progressively deeper, and the stages of this cycle may vary in length of time. These stages are reflected in EEG measurements. Heart rate changes, vasoconstriction, respiration changes, electrodermal activity, and motor responses are all sensitive to noise during sleep.</p>
134	Alana	Haroskewicz	aharos13@gmail.com		Email	<p>As a member of the media (International Motor Press Association) and local resident who has concerns for the health and wellbeing of my community, I would like to learn the legality of a business that knowingly poisons citizens that reside near their business and continues to do so without being held accountable. Daily smells of jet fuel in the air we breathe, feeling the rumble of the Avelo 737 plane engines taking off and landing multiple times a day and night, comforting pets when they pee in the house due to fear of these low flying jets over our homes, and waking children and adults from their sleep, let alone the environmental impacts, seem to be illegal business practices yet no one cares. The FAA, EPA, DEEP, Inland Wetland Committees, Mayors, State Reps, Senators, etc. do not seem to care or address any of my concerns. How is the possible that everyone that can help turns a blind eye to taxpayers who repeatedly beg for help and are being thrust into submission by those who want to see profit even if we people get sick, our pets shake in fear, our homes lose value, and our environment dies off from the jet fuel and chemicals in the exhaust. How is this legal? I will wait for your answer because I want to learn how it is legal for a business (A/ports) to knowingly poison us and all those in positions to protect us – ignore us. Thank you. Ken Engelman</p>
135	Ken	Engelman	kenengelman@gmail.com	n/a	MS Comment Form	<p>To Whom It May Concern:</p> <p>My name is Gabriela Campos of Stewart St. New Haven.</p> <p>Last night my youngest son and I were woken up multiple times due to late Avelo arrivals. (4/20/22) 11:30pm flight sticks out the most as we were finally falling asleep again. The local school starts at 7:45am... my ten year old son had an incredibly difficult time waking up. He was groggy, sore, and cranky. He was crying because he was so tired that he couldn't figure picking out his clothes.</p> <p>This is a child who is normally bright and independent who is now not able to get himself ready... This is not acceptable. There are numerous studies that show that sleep deprivation causes serious health risks. We also know that developing bodies are more at risk of adverse health impacts.</p> <p>Being that this area has a number of schools and daycares - this is very troubling.</p>
136	Gabriela	Campos	gabyla.gabriela.ela@gmail.com		Email	<p>We have a right to peaceful enjoyment of our homes. That right is not being honored.</p> <p>Sean,</p> <p>Thank you for taking the time to write back As a parent yourself, I'm certain that you can understand how concerning it is to watch one's child suffer - especially due to the actions of others.</p> <p>The mitigation strategies were previously in place, there are fines attached per instance.... The Charter states that it's your responsibility to sanction the pilots.</p> <p>I hope you have a good day. Take Care</p>
137	Gabriela	Campos	gabyla.gabriela.ela@gmail.com		Email	<p>Our home is located approximately 2 blocks from Tweed New Haven Airport. Since the launch of Avelo Airlines, I have been severely impacted by the air pollution caused by the toxins and chemicals contained in the planes' jet fuel. Let me emphasize that the severity of the pollution is not an occasional episode but a daily continuous exposure. The toxins affect my breathing with co-occurring throat and nasal issues. The evidence of the toxins in the fuel may be seen on our home's windows, as an example. The windows and frames have a black dirt on their surfaces. This toxic residue is present on other exterior parts of the home including: shutters, places on the roof, and garage windows. Obviously, its removal is a primary activity. The daily ingestion of the fuel pollutants can not be removed from my body. Having a airlines.</p>
138	Susan	Campion	succcampion@aol.com	n/a	MS Comment Form	<p>Noise... I live approximately 1200 ft from the Tweed New Haven Airport. The level of noise caused by the departures and arrivals of Avelo air flights can not be accurately presented in written form. Noise pollution has been a severe issue impacting not only the residential neighborhood, home to Tweed, but as far away as the towns of Branford CT & North Haven CT. I was witness to people's reactions on 4/5/22 when an Avelo Jet flew over the Branford Mall parking area. Several people exclaimed that they thought it was an explosion! The noise is best described on a spectrum- ranging from a loud roar upon landing or departing to frightening sounds similar to explosions. For the record, this noise factor is daily, beginning around 7 well into the evening after 10. I have a home office. On a regular basis, my business calls are interrupted due to the noise caused at take-off or landing. Since November, I begin my calls by warning the client that the call may be interrupted by Airline flights. State Rep. Sean Scanlon, Ex. Director, made a commitment at a public hearing in August meeting that the Airlines would comply with City Noise Control Ordinances. This commitment has been broken on a regular basis. Planes have arrived late due to weather issues. The pilot attempts to land only to have to re-direct the flight to another airport. The noise from the plane's efforts are terrifyingly loud at 1 am, 2 am or whenever. This occurrence happens at least 1-2x per week. On April 8, 2022, there was a serious and potentially dangerous attempted landing after 12 am. I was awakened by the noise that sounded like a major explosion. The residents later learned that it was a failed attempt to land the plane- two times! Let me emphasize that this level of noise pollution has been thoroughly documented to have a severe impact upon children's and adult's physical and mental health. The noise attack has become the standard operating procedure for Tweed Airport. It is expected to worsen with the addition of 3-7 new flights daily in May. An additional danger, like the flawed landing, is the low flying planes. Evidential proof is contained in the aerial photos of planes flying just above residents' roofs and in between power lines! Seeing these flight patterns on a regular basis is horrifying. It brings back the traumatic memories of a crash of a small plane into a residential home just outside the airport's perimeter. It destroyed the house and killed all the 4 people inside the home. I am sure that this Report will contain photos of this near and present danger. As a neighbor of Tweed, my daily experiences cause me to have little confidence in the A/ports and Avelo Airlines commitment to public safety and health!</p>
139	Susan	Campion	succcampion@aol.com	n/a	MS Comment Form	<p>Representative Scanlon & All Concerned Parties I respectfully beg to differ on your assertion that Tweed New Haven Airport is not in violation of any ordinances.</p> <p>The New Haven City Charter in Section 4 covers a number of the concerns that we in the community have raised with you for an entire year, it quotes FAR codes from the FAA, proving the factual merits of my earlier correspondence. To date you have yet to provide any proof to myself or others about your assertions.</p> <p>NHVN Charter Sec. 4.1.3 states that, "The airport manager or his authorized representative shall have full authority to enforce all ordinances and rules and regulations established by the board of airport commissioners."</p> <p>ALL AVELO 737's are in violation of 4.63 as they far exceed the agreed upon dB(A) which are intended to prevent over 65DNL</p> <p>Sec. 4-63. - Prohibited noise levels of aircraft taking off or landing. No person shall take off or land an aircraft at the airport if the "takeoff" noise level for that model of aircraft exceeds the following noise levels, as set forth in the advisory circular in the column entitled "EST DBA," for the following time periods:</p> <p>Time Period:Maximum A-Weighted Sound Level 12:00 a.m.—6:00 a.m.85.0 dB(A) 6:00 a.m.—7:00 a.m.73.0 dB(A) 7:00 a.m.—10:00 p.m.75.0 dB(A) 10:00 p.m.—12:00 a.m.73.0 dB(A)</p> <p>Perhaps you are unaware that you are supposed to monitor these noise levels and prevent offending aircraft from using the airport. I know that many people in the surrounding areas have proof of dB(A) readings up to 103 (that I can recall) Should you question the accuracy of our metering devices, I believe that it is your responsibility as the airport manager & your duty to us as an elected official to verify our findings with professional instruments.</p>
140	Gabriela	Campos	gabyla.gabriela.ela@gmail.com		Email	<p>Alarming and overwhelming level of jet fuel emissions in the neighborhood air. Stings my eyes, nose, and throat when outside for a walk or in the backyard with my dog. Leaves me lightheaded with a headache. Afraid of air quality when flights and aircraft increase. Need information and transparency on environmental impact soon please. The townspeople are suffering with these disturbances.</p>
141	Amanda	Sullivan	62edgarhouse@gmail.com	n/a	MS Comment Form	

						<p>Dear Sean, Again thank you so much for taking time to respond and continuing this conversation.</p> <p>I of course went and searched the Advisory Circulars.</p> <p>I looked through multiple ACs they all had Boeing 737-700s at higher than 78dB(A) ... the more recent AC I came across uses EPNdB. It also has 8737-700 at higher than 78...and as you can see the evening hours require a lower threshold of 68 which 737-700's certainly do not meet.</p> <p>Here is that portion of the Charter again for your convenience Sec. 4-63. - Prohibited noise levels of aircraft taking off or landing. No person shall take off or land an aircraft at the airport if the "takeoff" noise level for that model of aircraft exceeds the following noise levels, as set forth in the advisory circular in the column entitled "EST DBA," for the following time periods:</p> <p>Time PeriodMaximum A-Weighted Sound Level 12:00 a.m.—6:00 a.m.85.0 dB(A) 6:00 a.m.—7:00 a.m.73.0 dB(A) 7:00 a.m.—10:00 p.m.78.0 dB(A) 10:00 p.m.—12:00 a.m.73.0 dB(A)</p> <p>Documentation would add clarity and allow us to better communicate based on facts.</p> <p>Which Advisory Circular are you basing your assertion of being in compliance with the "Ordinance" is it an AC that has been cancelled?</p> <p>How is the Tweed New Haven Authority under your leadership working to ensure that EPNdB are under 68 at night is the norm? The only solution I can see, as codified in the Charter in accordance with FAA mitigation strategies would be to prevent the use of 737-700s at Tweed New Haven Airport.</p>
142	Gabriela	Campos	gaby.gabriela.ela@gmail.com		Email	
						<p>Dear Mr. Scanlon: Here are the questions that need answers under this Connecticut Freedom of Information request:</p> <ol style="list-style-type: none"> 1. What is the date of release for the Draft Environmental Assessment document? 2. What is the date and location/time of the public forum for the EA in New Haven per the McFarland Johnson contract? 3. What is the date and location/time of the public forum for the EA in East Haven per McFarland Johnson contract? 4. What is the date/time/location of the next Project Advisory Committee that only met one time in January 2022? 5. What is the date/time/location of the next Stewardship Committee that only met once in 2022? The last meeting in January started the members agreed to an April 2022 date. What is it? 6. Has the City of New Haven and Tweed Airport Authority signed the 43 year lease agreement? 7. Has Aports Management signed the fabulous agreement with Tweed Airport Authority? <p>The access to information under the McFarland Johnson contract with Tweed Airport Authority has not been upheld. The public has not received information as promised. I have written documentation that the proposed airport terminal drawings exist. This is a violation of NEPA factors for environmental justice, as East Haven is defined to be an Environmental Justice town under CT DEEP definition.</p> <p>Thank You, Lorena Venegas 73 George St</p>
143	Lorena	Venegas	lv333@gmail.com		Email	
						<p>Hello Jeff and Sean - there has been a 4 month pause in communications following the first "introductory" PAC meeting 4 months ago. The documented requirement as understood from McFarland-Johnson, Inc and Tweed Airport Authority is a minimum of 2 PAC meetings prior to issuance of the draft initial environmental assessment report. Hence, it is reasonable to request notification at this time for the date of the next scheduled PAC, or for you to clarify if and why this is still without a date scheduled?</p> <p>Thank you, Dana Walker</p>
144	Dana	Walker	wanderlost1@gmail.com		Email	
						<p>Good Morning Sean</p> <p>Thank you for your continued communication</p> <p>There were planes at all sorts of odd hours again last night so I apologize in advance for any curtness or lack of coherence due to multiple days without proper sleep... The cumulative impact is really showing it's compounding effect this morning. None of us have been able to wake up in time for school or work, and at this point I will be keeping my son home from school.</p> <p>Sean, I would think that you ought to simply know which AC is relevant here. How can you simply say, that Advisory Circular, without a code number and page... Frankly it's like you haven't done your homework... and now you're expecting others to do it for you, by asking "your team"</p> <p>Each document is multiple pages. I expect that you extend me the same courtesy of actually quoting the specific document so I do not have to keep digging... You know the whole CEQ guidelines on efficiency and public access...</p> <p>This particular AC for example has 8737-200/300 listed at over 95dBa which far surpasses the guidelines of the City Charter, which you are to follow as it was done in accordance with FAA recommendations</p> <p>Since the above AC was in use guidelines have become even stricter... Now perceived noise disturbance is what is acknowledged. From all the complaints as far as Branford, North Haven & into Fair Haven... you might imagine that this is beyond a handful as you have painted us to be the press.</p> <p>You said a new noise study would be done. I have yet to see any instrument measuring the actual noise. Computer modeling does not account for weather patterns and the impact of water, and fog on noise. We need to have the modeling verified with proper instruments at different locations. The flight patterns have changed dramatically and there are many more people now being negatively impacted.</p>
145	Gabriela	Campos	gaby.gabriela.ela@gmail.com		Email	
146	Leah	Posey	lpo579@gmail.com	n/a	MS Comment Form	Planes are very loud. Pollution is increasing. Where are the studies that show this is a viable plan for the airport? Is there a better location? What about wildlife in the marsh?
147	Melissa	Ranalli	mcr06512@gmail.com	n/a	MS Comment Form	I have many concerns regarding the expansion of Tweed airport: intrusion of low flying planes, increased carbon pollution, traffic congestion, sleep disturbances caused by noise and affecting the quality of life and mental health of the community, the impact of wildlife and the loss of their habitat.
						<p>Comments also attached above.</p> <p>To: Tweed-New Haven Airport Authority</p> <p>Re: ATTN: Environmental Assessment public comment</p> <p>Date: 4/17/22</p> <p>I oppose the Tweed airport expansion plans. The surrounding neighborhood in East Haven and Branford are highly populated, therefore, expanding an airport in this area shows disregard for human health and the subjacent ecosystem. Currently, the first flight in the morning wakes me up; these flights are a stressor. There is ample scientific evidence that such noise pollution:</p> <ul style="list-style-type: none"> -causes annoyance, disturbs sleep, and increases use of psychotropic medications -impairs cognitive performance -increases the incidence of arterial hypertension, myocardial infarction, and stroke -decreases academic performance of children by affecting children's cognitive skills such as reading and memory, decreasing standardized academic test scores and may increase hyperactivity symptoms.
148	Shirley	McCarthy	shirley.mccarthy@yale.edu		Email	See PDF
149	Christopher P.	Kelly	ckelly@savethesound.org		Email	<p>Dear All,</p> <p>As we reach the one year anniversary of the airport expansion, we need your help to advocate for residents. Under extreme pressures and personal attacks, our taxpayers have been doing the due diligence to gain information. Today, Save the Sound, of which I have been an active member for several years, released a letter addressed to the FAA calling for an Environmental Impact Study to be done at Tweed New Haven Airport. Please read the attachment carefully. Experts agree with me, with residents, with your constituents that the current Environmental Assessment is NOT enough given the externalities and NEPA factors involved. This letter contains the legalities and science know-how that needs to be communicated to our residents. As a town, we deserve to have full support in obtaining all primary documents, engineered drawings, wetlands maps, analyses, email communication, legal support and a town designated environmental consultant.</p> <p>In a few short weeks, residents have submitted over 120 public comments with concerns on wetlands, wildlife, birdlife, flooding, noise, traffic, freight, 43-year lease, endangered species, FEMA flood plain issues and conflicts of interests to the Tweed airport Environmental Assessment process because we know that scientifically a longer, more rigorous study, namely the Environmental Impact Study, needs to be started and completed as was done in the year 2000.</p> <p>Thank You, Lorena Venegas 73 George St, East Haven, CT 06512</p>
150	Lorena	Venegas	lv333@gmail.com		Email	Attachment: 4/19/22 Save the Sound letter to FAA
151	John	Kolosky	johnak49@aol.com	n/a	MS Comment Form	Can I park longer than one week?
152	Erinna	Roman	Erinper4@yahoo.com	n/a	MS Comment Form	Do you have long term parking?
						What is available for long term parking?
153	Dianne	Elle	razzele1@aol.com		Email	<p>Thanks Dianne</p>

						Richard: I'm writing to let you know that we were copied on the attached letter to the FAA from Save the Sound (STS) and also received several complaint/tip calls over the past two weeks expressing concerns about the Tweed Airport expansion project. I'm passing this information along so you can forward for consideration by the airport/consulting team working to prepare the Environmental Assessment for the project. The STS letter highlights a number of specific points regarding both the NEPA vehicle for the project (EA v. EIS) and a number of impacts of concern. The complaints we received noted wetlands/altmarsh impacts, tree clearing in wetlands and the discharge of debris and debris into Tuttle Brook. Concerns were also raised about air and water quality from existing operations, including jet fuel discharges. One of the comments noted that the site engineer for the project was not responsive to requests for information regarding air and water quality despite a pledge to respond. Environmental Justice concerns were also highlighted by the commenters. Lastly, there were requests for public meetings regarding the proposed project. While we have not independently verified any of these comments, it makes sense for you to be aware of them as you work with the airport on the environmental analysis for the project. I'm also writing to suggest that you work directly with the Tweed team to recommend that they work to proactively consider the potential for impacts to communities with environmental justice concerns and potential impacts to children's environmental health. Executive Order 13885 on Advancing Racial Equity and Justice for the Most Vulnerable Communities Through the Federal Government (January 20, 2021); Executive Order 12898 on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 16, 1994) and Executive Order 13045 on Protection of Children from Environmental Health Risks and Safety Risks (April 21, 1997). With respect to environmental justice, we recommend that the Airport and FAA refer to the tools and resources listed below to gain a fuller understanding of the potential impacts, both short and long term, that the proposed project may have on communities with environmental justice concerns located in the vicinity of the airport. A critical part of achieving environmental justice is ensuring appropriate, timely and meaningful stakeholder involvement into decisions affecting communities with environmental justice concerns. We encourage the Airport and FAA to use the tools below to fully analyze environmental justice issues and develop focused outreach efforts to ensure that affected communities are informed and provided opportunities to meaningfully engage in decision making regarding the project. We recommend the development of communications written in plain language that can be understood by all affected community members. We also encourage the FAA to determine if any linguistically isolated populations live in the vicinity of the airport and provide appropriate translation and interpretive services to ensure meaningful engagement. Public meetings should be accessible to all and scheduled at times that accommodate the greatest number of participants. We recommend that the environmental analysis include an inventory of outreach efforts to date and develop a forward-looking outreach plan. To assist in the evaluation of disproportionately high and adverse effects on communities with environmental justice concerns, consider using the following screening tool (which should be ground-truthed and supplemented as needed): EPA's EScreen as a first step in environmental justice analyses. Center for Disease Control (CDC)'s Tracking Network, contains data and information on environments and hazards, health effects, and population health.
154	Timothy	Timmermann	Timmermann.Timothy@epa.gov	n/a	Email	I attended the 10000hawks rally to block Tweed expansion, in front of the East Haven town hall this afternoon. I held a sign saying "Stop the Environmental Injustice in our 1st and 2nd generation immigrant neighborhoods. Apparently this was confusing to the press because none approached me to talk about my message when every other sign holder was interviewed. Environmental Justice/Injustice is a relatively new field that studies how degraded natural environments in low income neighborhoods affect the mental and physical health of the people living there. I live on the corner of Thompson Ave and Victor Street, right on the edge of the Tweed campus. From there, 5/10 of my immediate neighbors are either non English or English as a second language speakers who are not likely to voice discontent. They brought here for the same reason I did: it is an affordable neighborhood, one step up from renting in New Haven. I myself was a single parent and it took me many, many years of saving to afford a very modest home. We aren't wealthy here. Historically the city of New Haven has used immigrant areas for development. When Tweed went in, it was the Italians who were displaced. When the highway came through it was the Italians that took the brunt, and when housing developments went in, again- just take a look at the Wooster Square neighborhood. Now the silent majority who will from the Environmental Unjustice of Tweed expansion is the Latin population, though there are still plenty of senior citizens of generation Italian and their families who live here. I have no money, no matter their native language, has a right to have access to and enjoy nature. Last month the United Illuminating Company cut down every last street tree on my street. One in particular, a black cherry, that had such a spectacular crop of cherries last year that I took pictures. I've been monitoring the bird life of for the last three years. Last week Tweed management cleared all of the trees from the drainage ditch along the same corner where spring peepers had a stronghold. They have now been silenced and their music is sorely missed. The loss of so many trees and so much wildlife all at once makes me want to cry. I have seen bird watching, wise butterflies, document insects on naturalist and enjoy my yard. I was actually surprised that there was still so much here by the airport. The goldfinches who loved the river birch, will have to find a new home. The great horned owl I'd hear hooting late at night will have to find a new perch. Even the red tailed hawk that's taken a few of my mourning doves and a squirrel is going to have to find a new lookout. I have seen coyotes, deer, turkeys, racoons, rabbits, wood rats, opossums all right here thanks to the adjacent wet lands. Believe this wetland is special in that there is a forest/freshwater swamp interface with the salt marsh unlike the more common rock/cedar-oak interface. It would be a great detriment to the local wildlife populations and my own quality life to lose all that. I've written about air pollution/the fumes that drive me from my garden and the noise of Avelo jets coming in late and in the wee hours of the morning in another letter. All are quality of life eroders for people and wildlife. Please do not allow expansion of Tweed New Haven Airport. It is a fossil fuel dependent, polluting, habitat destroying industry that is solely for the convenience of the wealthy. Lengthening the runway and building a new terminal will only provide infrastructure for accelerated growth, which will happen, and the deterioration of Long Island Sound and the Connecticut shoreline.
155	Patricia	Ramney	p_ramney@yahoo.com	n/a	MS Comment Form	the expansion on or off the runway.
156	Loraine	Carlone	rltimmerm@cloud.com	n/a	Email	I support the proposed improvements and expansion of Tweed Airport. The improvements will increase property values in the area.
157	Francis	Conlon	BF@fconlon.com	n/a	MS Comment Form	Hi! I'm writing to see if you have a newsletter sign-up or other direct updates available for neighbors. I'd appreciate your help. Thanks so much!
158	Britton	Miller	brittonmiller@gmail.com	n/a	MS Comment Form	The environmental impacts of this expansion project are far-reaching. In combination with the air pollution and destruction of vital wetlands, the expansion will be interrupting a freshwater source that is critical to sustain wildlife. Every year, with more and more construction, animals (including protected birds listed in your Master Plan) NEED these water sources to survive. Your plan to put concrete where the freshwater source is at the north end of airport (Near Burr St & Dodge Ave), will definitively affect wildlife. In addition to birds, coyotes, foxes, bunnies, deer, and several other animals use that water as a life source. There are several studies which I am happy to provide which can educate the committee about disappearing water sources for wildlife and how that affects our entire ecosystem. What's a little more revenue if our planet, the only one we have, continues to devolve? The plan shows that the main runway has extensions at both East and West ends. I propose cancelling the last portion of the Western extension to limit runway - as to not intersect that freshwater source. It is one small portion of runway that will have a great deal of impact. There has to be an alternative.
159	Sarah	Morgan	bluestcoyote@yahoo.com	n/a	MS Comment Form	To whom it may concern, Please see the attached voicing the concerns we have with the expansion of Tweed Airport in New Haven.
160	John	Krouzil	kruzmark@comcast.net	n/a	Email	John
161	Sara	Russo	Sarj@usa2@gmail.com	n/a	MS Comment Form	It is May 2nd and we are noticing here in Indian Neck/Linden shores district, that we are in the flight pattern. Very low flying loud planes over highest based neighborhoods. Not cool.
162	Sahil	Patel	Sahil@northeastje.com	n/a	MS Comment Form	Hello, I am interested in getting a fast casual national brand at the airport. Please let me know if there are any openings or who I need to reach out to. Thank you.
163	Patricia	Ramney	p_ramney@yahoo.com	n/a	MS Comment Form	As a frequent hiker at the Regional Water Supply property at Lake Saltonstall I am disturbed to see the Avelo jets crossing over our water supply low and at full throttle several times a day. I see this as a potential contamination hazard to our public water supply. The most dangerous part of any flight is take off and landing. The Avelo jets are banking to the right so soon after wheels up, that should a problem arise (a jet or its dumped fuel) in the lake, it would be a disaster. I have been hiker there for many years and have not seen other airlines take this flight path. I would like to suggest that the airspace over our reservoirs be restricted. (I thought that after 9/11 these spaces were restricted as part of homeland security.) I suggest a two miles up/down mile away plan for any post take off banking. Pilots should use RT 40 as their mark instead of I-95. Please help to keep our drinking water free from man made pollutants and maintain the recreation area around the Lake Saltonstall reservoir as a quiet and peaceful place.
164	Thomas	amatruđa	en@neerunion@yahoo.com	n/a	MS Comment Form	With the Tweed expansion and the larger jets and more flights, jet engine exhaust fumes (exhaust gases) are blanketing my home and yard. If my windows are open, the "fumes" permeate my home. I have no option but to keep windows closed regardless of the weather. Please prepare an Environmental Impact Statement to investigate the issues associated with larger jets taking off and landing in a residential neighborhood. Hello and thank you for the proposed EA for Tweed Airport Expansion. I want to document the common and egregious jet flights over my house well before 7 am... mostly regularly at 6:30 (mostly arrivals at this regular time). These explosive flight sounds/noise pollution disrupt the sleep of everyone in my household. With these sounds, we all collectively awake with an alarmed startle - ultimately, seriously, negatively affecting our sleep patterns, family routines and activities.
165	Dana	Walker	wanderlost1@gmail.com	n/a	Email	With your EA, I (and the full neighborhood) expect your complete documentation of every departure and arrival to Tweed after the FAA recommended (and publicly TAA/S. Scanlon stated) operating hours (7-10) with airport in it's current state. From this we also expect accurate (external multi-expert verified) calculation to predict what expansion would bring in order to assess how this will impact the many residences in the area. There also needs to be punitive costs for the damage caused to residents' quality of life for any flight in or out of Tweed after the 7-10 hours. This advisory should be part of the assessment as well.
166	Gabriela	Campos	gabjgabriela.ela@gmail.com	n/a	Email	Appreciate your serious and prompt attention to this information and the issues stated therein, Dana Walker 177 Morgan Ave, East Haven
167	Gary	DePalma	Garydepalma51@gmail.com	n/a	MS Comment Form	Sorry so the above is actually closer to the post. Very happy its progressing. Keep going. The complainants are not the majority of the Town let alone the County. Enjoying Avelo in its convenience. Hope more airlines come to Tweed in the future. Along with Commercial industrial businesses to East Haven. Jobs n Tax revenue.
168	Joseph	Celeanto	JoeyCel@gmail.com	n/a	MS Comment Form	I fully support the Tweed Expansion. I find the small planes much more annoying than Avelo. Don't let the loud minority block out the greater good To whom it may concern:
169	Gretl	Galicchio	gretl@att.net	n/a	Email	I am writing to request that, in keeping with the Council on Environmental Quality's Federal Greenhouse Gas Accounting and Reporting Guidance, the environmental assessment (EA) of the proposed Tweed-HVN Master Plan currently underway by McFarland-Johnson, Inc. include detailed, precise and realistic analyses of the likely increase in greenhouse gas (GHG) emissions to be anticipated under the proposed action, as well as the meaningful baseline data should no action be taken. Furthermore, the EA must thoroughly address the implications of any Tweed-HVN-related increase in GHG emissions on global climate change, as well as any projected effects of climate change on the immediate environs of Tweed-HVN Airport. As you know, "Section 102 of NEPA establishes procedural requirements, applying that national policy to proposals for major Federal actions significantly affecting the quality of the human environment by requiring Federal agencies to prepare a detailed statement on: (1) the environmental impact of the proposed action; (2) any adverse effects that cannot be avoided; (3) alternatives to the proposed action; (4) the relationship between local short-term and long-term environmental and the maintenance and enhancement of long-term productivity; and (5) any irreversible and irrefragable commitments of resources that would be involved in the proposed action. 42 U.S.C. 4332(2)(C)." (source: https://ceq.doe.gov) A full accounting for GHG emissions associated with this proposal is especially pertinent to items (2), (3), and (4) in the above list. Item (2): Absent a robust and reliable carbon offset program, any expansion of air traffic will have unavoidable, adverse effects on climate. The Tweed-Hvn plan MUST be required to include such a robust carbon offset program. Item (3): A fully-informed evaluation of the environmental impact of this proposal can only be made if the alternative option of leaving the airport at its current operational level is studied. This EA must include analysis of the lower rate of GHG emissions at Tweed-Hvn should no action be taken on this proposal. Item (4): The proposed action has been justified on the basis of short-term economic benefits which would flow to various public and private interests, but these short-term benefits must be balanced with the long-term maintenance of the environment we all depend upon for human productivity. According to the amended and restated lease and operating agreement between the City of New Haven and the Tweed Airport Authority (approved by the New Haven Board of Alders July 2021), the Performance Standards of this proposed project must include the "creation of a sustainable development plan." Yet the amended lease specifies only highly localized criteria of sustainability, such as flooding and traffic issues, while omitting any mention of the ongoing global climate crisis. This is a severe oversight. In its Summary for Policymakers, the Intergovernmental Panel On Climate Change (IPCC) insists that "sustainable development supports, and often enables, the fundamental societal and systems transitions and transformations that help limit global warming to 1.5°C." Furthermore, the IPCC states, "Pathways limiting global warming to 1.5°C with no or limited overshoot would require rapid and far-reaching transitions in energy, land, urban and infrastructure (including transport and buildings), and industrial systems (high confidence). These systems transitions are unprecedented in terms of scale, but not necessarily in terms of speed, and imply deep emissions reductions in all sectors..." This EA must clarify Tweed-HVN's own conception of "sustainable development" in terms of the IPCC's, and address the question of how expanding
170	Lynne	Bonnett	lybonnett@gmail.com	n/a	Email	Dear all, several people are unable to email their comments re the Tweed New Haven Airport Authority EA public comment period. Are people allowed to telephone their concerns and have them included in the EA for review? There wasn't any information in the first PAC pdf slide deck indicating HOW people must participate. We were given an email address. What other options do people have that are amenable to those that do not have access to a computer or email system? The following is copy/pasted from the FAA guidelines for public participation, chapter 4 of FAA order 5050.4b. "401. FAA'S COMMUNITY INVOLVEMENT POLICY. FAA has a community involvement policy (FAA-EE-90-03, August 1990). That policy recognizes community involvement as an essential part of FAA programs and decisions. ARP, like each FAA office, must incorporate open, effective community involvement to achieve the following goals and tasks. a. Provide active, early, and continuous public involvement and reasonable public access to information that accurately describes a proposed project and its environmental effects. b. Ask for and consider public input on plans, proposals, alternatives, impacts, and mitigation. c. Use public involvement techniques designed to meet the needs of different interest groups and individuals. d. Promote an active public role to lessen potentially adverse community reaction to agency actions needed for safe, efficient aviation." Please advise us as soon as possible. Thank you in advance. Sincerely, Lynne Bonnett, New Haven representative on the PAC group that has met once since January 13, 2022.
171	J.	G.	widrow@frontier.com	n/a	MS Comment Form	https://duckduckgo.com/?q=how+do+airlines+contribute+to+the+warming+earth&I=newex&I=290-1&w=.....airplanes contribute to the global crisis of warming the earth. Are you people not concerned about Global Warming???
172	Kevin	Boyd	kboyd@optonline.net	n/a	MS Comment Form	Please, please, please make Fayetteville Airport (FAY) North Carolina a destination from HVN. My wife and I are one of many, many people who have sons and daughters serving at Fort Bragg. This is a large United States Army Base right in Fayetteville. (Please respond either yes or no about your plans for future growth with Avelo Airlines) Thank you!
173	Alysa	Pethick	Markpethick@comcast.net	n/a	MS Comment Form	I was wondering if Tweed violated noise ordinances in East Haven. I was under the impression the ordinance starts at 8am but the planes wake me up earlier on Saturday and Sunday

						Good Morning.
						My name is Vivien Hunnicutt I reside at 44 Girard Ave. New Haven. I am writing today because on June 3rd, 2022 at @ 10:15 pm I was delightfully sitting in my den watching a bit of TV when a plane took off from Tweed airport. It was so loud I had to pause the TV. No sooner the fumes came into the room. The smell was horrible. I had to put a mask on and wait over 45 min. until it was gone or settled into the house- I have no idea what happens to those toxic fumes. I also noticed the dog woke up and moved about the house trying to settle somewhere else....
						How would you like my family to live summers at this address? Close our windows? This continues to be an issue.
						Please find a resolution and put an end to this. Going to bed feeling frustrated and angry is taking a toll.
174	Vivien	Hunnicutt	vivawack@gmail.com		Email	Johns Hopkins sleep researcher Patrick H. Finan, Ph.D. "Poor sleep may create difficulties regulating emotions that, in turn, may leave you more vulnerable to depression in the future—months or even years from now. https://www.hopkinsmedicine.org/health/wellness-and-prevention/depression-and-sleep-understanding-the-connection
175	Jessica	Cloud	kcloud7.jr@gmail.com	n/a	MS Comment Form	Sleep disruption is associated with increased activity of the sympathetic nervous system and hypothalamic-pituitary-adrenal axis, metabolic effects, changes in circadian rhythms, and proinflammatory responses. In otherwise healthy adults, short-term consequences of sleep disruption include increased stress responsivity, somatic pain, reduced quality of life, emotional distress and mood disorders, and cognitive, memory, and performance deficits. For adolescents, psychosocial health, school performance, and risk-taking behaviors are impacted by sleep. Will the airport offer money to protect the homes in the area from the noise and fuel protection? Will they cover medical bills for residents who have respiratory issues due to the air pollution?
176	Lorena	Venegas	lv333@gmail.com		Email	I am really concerned about these Tweed mi8a8on op8ons discussed with CT DEEP. I have ques8ons: 1. Why hasn't the project advisory commi8ee been included in this? 2. Where are these mi8a8on plans for the Airport Master Plan? 3. Who in East Haven has seen these plans and provided input? 4. Have the town engineer or zoning enforcement officer been provided informa8on and/or provided input about these plans? No one in the public has this informa8on. Isn't that a lack of transparency in the NEPA process in an Environmental Jus8ce town of East Haven? I think it is since none on these plans were shared with the public at any Master Update meeting. The slides are missing data on water flow and fail to identify endangered species in other parcels that would be impacted. The decayed runway has now marsh growth, important to the environment in a coastal area. Any mi8a8on plan impacts East Haven watercourses and flooding. There are 8dal wetlands and inland wetlands that deserve an open discussion on drainage, since the predominant residen8al areas will be nega8ively impacted. Let's not be premature about setting up a failed "no impact" scenario when East Haven floods. This needs an explana8on and a public meeting. There have been zero (0) public meetings explaining the new terminal in East Haven. Thank You, Lorena Venegas
						To whom it may concern: My name is Georgia Lieber and I live at 18 Hampton Road, East Haven, CT 06512. I am writing you to express my deep concern about the noise that is being generated by the Avello Airlines flights that are taking off and landing. The decibel levels of the 737s as they fly over our house often hit 95+, which is above the acceptable limit. Moreover, flights are routinely taking off in the early morning and waking me (and my family) up. On Memorial Day (May 28), one of the first days off work I was able to enjoy, an Avello flight took off at 5:52am -- waking both me and my 9-year-old son. Routinely, I am awoken in the middle of the night and early morning by flights. In addition to impacting my sleep, the flight noise is also impacting our family's ability to have normal conversations. Both inside and outside, we must now pause to allow flights to pass before continuing discussions. When I work from home, which I do two days per week, I find that my concentration is interrupted by the rumble of flights taking off and landing. Moreover, I have had colleagues ask me this noise during phone calls. With 14 to 22 flights now taking off from and landing at Tweed daily, both my sleep and my work are being negatively impacted on a regular basis. Studies show that workers are almost 65% less productive in a noisy work environment than employees who work in much quieter workplaces. We specifically moved to the Morgan Point neighborhood in East Haven because of the tranquility it brought. Prior to the Avello flights, we enjoyed entertaining outdoors regularly and dining on our outdoor porch throughout the warmer months. We enjoyed the natural surroundings of our yard and neighborhood. In only a few months, our haven has been utterly destroyed by the deafening noise of Avello 737s taking off and landing. I am writing you to express my opposition to the proposed Tweed-New Haven Airport Authority runway extension and new terminal construction. I urge each of you to consider the direct impact that these flights are having on the residents of the neighborhoods surrounding the airport and the destruction of unique and idyllic communities. This must stop. Sincerely, Georgia Lieber
177	Georgia	Lieber	gsrowley12@yahoo.com		Email	According to FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour.
178	Beverly	Willis	edeecliff@gmail.com	n/a	MS Comment Form	I am trying to access the Master Plan documents -- and every link comes up with "Sorry, the link has expired." Please let me know how a member of th public can access these documents through the computer. Thank you in advance for your assistance.
179	Dana	Thompson	t.dana76@yahoo.com	n/a	MS Comment Form	Trying to find out how much will it be leaving this airport to Norfolk va
180	Margaret	Giorgino	mrgiorgino30@gmail.com	n/a	MS Comment Form	Will expansion interfere with my flying out from Tweed to MDW. May 20, 2023
181	Georgia	Lieber	gsrowley12@yahoo.com		Email	And for the record, the first flight of the day just took off right on time at 6:02am, once again waking me up. My name is Rosemarie Piscitelli, I reside at 8 Roses Farm Road, East Haven, CT. I am writing today - Friday, June 17th - over the constant noise from the airport. I was outside from 5:00- 6:00 pm and the noise from the airport was nonstop. There was engines constantly running and then planes taking off & landing. There was times my husband and I couldn't even hear each other talking. Also the smell of jet fumes was making us sick. The noise never stopped for the whole hour we were out there. We had to go inside! I is fair that we lived here for over 55 years and we can't sit outside in our yard? This airport was never suppose to expand like this. There are homes all around this airport - too close for this airport to be doing this. According to FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour U.S. Department of Transportation Act - Section 401 49 U.S.C. § 303 23 CFR part 774 et seq. DOT Protects certain properties from use for DOT projects unless the relevant DOT agency (e.g., the FAA) determines there is no feasible and prudent alternative and a project includes all possible planning to minimize harm According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 "Noise often results in a disruption of one's attentional processes. Cues that are irrelevant to task performance are dropped out first. If attention is further restricted, then cues that are irrelevant to performance of the task are eliminated." "When a noise occurs in a random, intermittent or unpredictable fashion, errors tend to increase, and greater effort is required to maintain concentration" "Unpredictable noise may lead to breaks in concentration that are followed by compensating increases in the work rate." What needs to be done - All Sound Mitigation Measures to be fully studied and investigated Page 1 of 2
182	Rosemarie	Piscitelli	redsoxds@yahoo.com		Email	The Code of Federal Regulations Title 14 Chapter1 SubChapter1 Appendix B Part 150.7 sets forth a number of program alternatives, including: "Construction of barriers acoustical shielding including sound proofing of public buildings." "Modification of flight procedures of any restriction on the use on the airport by any type or class of aircraft based on noise characteristics." "Implementation of any restriction on the use on the airport by any type or class of aircraft based on noise characteristics" "Restrictions could include but not limited to Denial of use - if it does not meet federal noise standards Capacity limitations based on relative noisiness of aircraft Whereas Executive Order 12898 Guidance on Environmental Justice states it's aim is to achieve a balance between population and resource use which will permit high standards of living and a wide hearing of life's amenities." 71
						My name is Nancy McDowell. I reside at 8 Roses Farm Road, East Haven, CT 06512. I purchased my house back in 1992. I have enjoyed living close to the airport. I have seen lots of aircraft that I would ordinarily never see. That being said, I am writing today to express my concerns with the proposed expansion of Tweed New Haven airport. Every since Avello airlines has been operating out of Tweed, I am being bombarded on a daily basis by the fumes and exhaust from 737's flying low over my head. Avello started with 3 planes going to 6 destinations. They are up to 5 or 6 planes going to 33 destinations. This translates to approximately 24 flights in or out of this airport daily. The intention is to expand to 15 planes which means the flight traffic will increase to at least 60 flights a day. This does not even include the normal airport traffic that operates out of Tweed. The 737's that Avello is operating are too big for this airport. The airport exists in the middle of established residential settings. The planes are loud and fly low to the ground as they take off and land. I feel the ground vibrate as the planes are taking off. As they pass close to my house, objects in the house rattle. I never experienced any of these sensations before Avello began operating. Every time a plane takes off or lands I am being expected to jet fumes and exhaust from these planes. I can see the trail of exhaust as they pass overhead. I have been experiencing a burning in my lungs from the increased exposure to the jet fumes. I do not keep my windows open in an attempt to keep the odor and fumes out of the house. In the past I would have my windows open as much as possible to get the fresh air. I have a garden. Are my crops safe to eat? Where are the environmental studies to show that it is safe for the residents living in close proximity to the airport with the increased environmental pollution? What is this proposed expansion and current increase in plane activity doing to my health and my pets health? Here is some existing research and laws: 1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property 1050.1F Chapter 1 Sec 1 Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb).1 The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.
183	Nancy	McDowell	mcdowellnancy@att.net		Email	EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM10) and particles with aerodynamic diameters of 2.5 To Members of the FAA and Jeff Wood, McFarland Johnson My name is Lorena Venegas and I reside at 73 George St, East Haven, CT. Jeff Wood as consultant to Tweed New Haven Airport for the Environmental Assessment process was present when Sean Scanlon directly asked him to do local air quality studies on 11/3/21. I was present when Sean Scanlon instructed Jeff Wood to include local air monitoring. To date, as residents, we have no local air quality results as promised. The project advisory commi8ee reviewing environmental impact factors only met one time in January 2022. East Haven is an environmental jus8ce town defined by state government defnition under the CT Department of Energy and the Environment. This means that we lack resources and are overburdened with multiple social class sta8us, where we get the brunt of air and noise pollution. I would like to request that McFarland Johnson, Jeff Wood, Sean Scanlon not submit the dra8 Environmental Assessment report till the local air quality monitoring is completed. Right now, the airplanes at Tweed airport are larger models, 737-800s, with manufacturer noise levels in the 90s range. This is precisely the noise decibel readings that residents have captured at their homes, along with oily substances on their home roofing, solar panels, siding and swimming pools. Black residue is not conducive to public health; it is an environmental injus8ce to all living matter. Do the right thing, do the Environmental Impact Study like every professional has told you to do. Thank You, Lorena Venegas
184	Lorena	Venegas	lv333@gmail.com		Email	

					<p>To all of you - this is a sincere and a bit, desperate appeal to stop the jet flights before 7 a.m. from Tweed Airport. Jet flights from Tweed have lately (seemingly last ~6 weeks) been leaving at outside of Sean Scallions public comments on "Operational" and FAA recommended hours. In particular, flights before 7 a.m. are now routine - and every single one of these wakes up my family and of course - no one gets back to sleep afterwards. These jet noises at 6-7 a.m. are not just "noise" but they are explosive; they sound like tremendous bomb going off near the house. Everyone wakes up with acute alarm and fear in response. Obviously, this is not just our household, but every surrounding neighbor. The decibel levels outside for these routinely are 80-85 db, and inside are around 75 db. These early flights MUST stop - they are intolerably tormenting my family and our neighborhood.</p>
199	Dana	Walker	wanderlost1@gmail.com	Email	<p>Dana Walker Good Afternoon Sean, I hope this finds you well. No doubt this has been a busy week for you. I am writing today to make two very simple temporary requests that I hope we can easily work together on. As you know it is peak migratory bird season - one of the NEPA categories addresses light pollution - this could be an action that can easily be done and be a win for everyone. As you well know the amount of light in the migratory path has been impacted in the past year. It would be wonderful if Tweed worked with the Audubon's Lights Out Alert. Tonight happens to be one of those crucial nights. If the airport lights could simply be turned off when a plane is not actively using the runway for take-off or landing, it should be helpful. For more information on this feel free to visit www.lightsoff.org The second ask is even simpler! It only requires a handful of stakes, some string and allowing us in the neighborhood to collaborate with airport staff. A neighbor contacted me yesterday, very concerned about an injured bird she and her toddler had observed. I called a wildlife rehabilitator who instructed us to move away as the birds were nesting. She advised us that this was a protected bird. I reached out to a few different folks to confirm the status of the bird. In speaking to The Audubon Society, they confirmed that the Plover is in fact protected, under the Migratory Bird Treaty Act. The nesting birds are in areas that typically mowed - the birds, their eggs and their young, would be injured or killed by normal upkeep activity of the airport. They also could be disturbed by people going through the area. It seems to me that knowing that they are there makes us collectively responsible for protecting them. The easiest and best way to prevent harming this protected species is to simply set out some stakes with string indicating that it is an area that should not be mowed or crossed. I would be happy to help come up with some simple signage that lets people know to not disturb the protected birds nesting, if your folks don't already have something like that...I'm certain you have stakes, but in case you don't I would be willing to go get some right away once granted permission. I have a bonus ask which may require more input from you... I think it's fair to assume that there are other birds nesting beyond the gates in areas that normally get mowed. Would you allow a bird specialist, rehaber, or some other knowledgeable community person to walk around the grounds with airport staff to cordon off other areas where birds might be nesting? This seems like the most proactive & responsible action. I'm sure there is an appropriate way to handle this on a larger scale. Working together on this is an easy win for everyone - especially with the more immediate ask of having permission to put up some stakes and string to protect nesting birds that are federally protected. I look forward to hearing back from you soon as this is a time sensitive matter. Thank you for your time and attention Gabriela Campos 203.668.3552</p>
200	Gabriela	Campos	gaby.gabriela.ela@gmail.com	Email	<p>My home is Dan Ludano. I reside at 67 Holmes Street in East Haven. I am writing today because on Sunday afternoon April 24, 2022 at 4:06 pm and 4:16 pm, two Avolo Airline flights landed way too low to the ground, as usual with Avolo Airlines landing at Tweed, when approaching the north-south runway from the north. I feel these flights cause both noise and safety issues. According to FAA regulations, planes are required to land at a glide angle of 4 degrees. If you do the mathematics using Trigonometry, this means they need to be around 157' or higher at 67 Holmes St. in East Haven. As you can see from attached videos of these flying above our home, they are much less than 157' above the ground. I am guessing around 60, 70, or maybe 80' at times and no more. I understand these are serious FAA violations. Attached are iPhone screen snapshots of the Tweed New Haven Airport flight schedule and corresponding FlightAware iPhone application display of the flight paths of both Sunday flights. Although FlightAware shows the flights at elevation 1,700' and 2,700', by the time they flew over 67 Holmes Street, they were much lower than 157' off the ground. In addition to attached iPhone images, take a close look at attached videos of both flights showing how low they flew and listen to how much noise they made on Sunday April 24, 2022. This happens regularly. I doubt any of the Avolo flights were at or above 157' off the ground when landing from the north on the north-south (RUNWAY 20) Tweed New Haven Airport runway. According to FAA Laws posted on the Tweed New Haven Website https://flyweed.com/general-aviation/pilot-resources/, the glide angle of runway 20 is set at 4 degrees: Runway 02/20 Specifications Traffic Pattern: Runway heading: Markings: Markings Condition: Lat/Long: Longitude: Elevation: Visual Glide Path Angle: Visual Slope Indicator: RVR Equipment: RUNWAY 02 Left 017 magnetic, 003 true Precision Visual Good 41-15-21.7810N 072-53-17.6887W 6.4 ft. 50 ft. AGL Sean I hope you are well I'm increasingly concerned for the safety of the federally protected migratory plovers... there are now cars parking on the grass closer to where the plovers are clearly nesting. Putting stakes around the area was a recommendation from The Audubon - it's how they are protected at Millis Point as well. I had a conversation with Corrie Folsom-O'Keefe who is the Director of Bird Conservation, (cc'ed) She had suggested that we ask you about staking out the area to cordon it off. I only talked to her about what I observed in the parking lot. I'm still willing to just go that - obviously don't want to do it without permission. I do think that it is reasonable to assume that others are nesting in nearby grassy/Sandy areas on the other side of the fence. It would be great if there was no mowing near them. I don't know if you guys would simply be able to stop mowing for a few weeks or if areas would have been cordoned off there as well. I hope we can figure this out quickly. Thank you</p>
201	Dan	Ludano	daniuld@gmail.com	Email	<p>Hi Sean and Gabriela, I spoke with Gabriela on Thursday and based on what she described it sounds like there is a Killdeer (a type of plover) that is nesting on a grassy area near the terminal. Killdeer nest in open areas directly on the ground and give a broken wing display when their nest is threatened as a means of luring predators away (this is what Gabriela and her neighbors observed). To protect the nest one can simply put a few stakes in the ground and use string to connect them. The "string fencing" makes it clear to landscapers not to mow the spot and to pedestrians to walk around the nest on their way to and from the terminal. Once the chicks hatch, it is likely the parents will lead them away from more congested areas. I've CC'd Dennis Riordan, who is the president of the local Menunkatuck Audubon Society, a chapter of the National Audubon Society, and also a New Haven resident. Dennis or someone else from Menunkatuck is willing to come out to the site to find the nest and set up the string fencing if allowed. Sean - Thank you for being willing to work with Audubon (Dennis) on this and Gabriela, thank you for alerting us about the nest! Cheers, Corrie Folsom-O'Keefe Director of Bird Conservation Audubon Connecticut 203.405.9116 www.ct.audubon.org</p>
202	Gabriela	Campos	gaby.gabriela.ela@gmail.com	Email	<p>To follow up on Corrie's email, let me know if I can assist with protecting the Killdeer nest. The incubation time for Killdeers is 3-4 weeks. After the eggs hatch, the chicks are fully mobile and the fencing will be of no value. Dennis Dennis Riordan President Menunkatuck Audubon Society menunkatuck.org</p>
203	Corrie	Folsom-O'Keefe	cfolsom.okeefe@audubon.org	Email	<p>Thank you all for your commitment to keeping migratory birds safe To clarify the killdeer plover the other neighbors and I observed are at the entrance of the airport, between the driveway and the parking lot. The most eminent concern is that people are now parking on the grass and getting very close to where the nest is If that could be stopped that would probably be a good thing. Once the appropriate area is staked hopefully they will be safer It's likely that there are other nesting killdeer and grass land species inside the airport fences, but I certainly have not gone inside the fence. If there is a way to ensure they don't accidentally get mowed, or trampled- that would be ideal. Perhaps there's a low-impact way to make sure none are injured... There is an endangered species that has been previously observed within the airport fence as part of a previous EA, that also nests in open grasslands... maybe within airport grounds it could be as simple as not mowing and instructing staff to stay away from grass - I really don't know if that's feasible for the airport's need Sean - just throwing it out there These images are from Sunday evening Page 1 of 7 The nest is near a plastic container w water another neighbor is there for the bird, before they called me and before I called everyone and figured out what needed to be done. If you zoom in you can see it. Cars weren't parking there last week... And there was another killdeer around where the last car was on that row last night. Hopefully it was able to move along. Page 2 of 7</p>
204	Dennis	Riordan	driordan@snet.net	Email	<p>Thank you everyone for stepping up. Be well Gabriela Campos 203.668.3552 My name is Steven Hunnicutt. I reside at 44 Girard Ave. I am writing today because On May 31 around 9:50 pm And AGAIN at June 1 1:29 My sleep was disturbed by 3 planes on May 31st and June 1 in the wee hours. So same sleep. Not only did I think these planes were going to hit the house but the fumes that then hung INSIDE my own home. It was AWFUL. I want to know what you are going to do about it. I have come to realize this waking up in the middle of the night AND fumes that linger are affecting my physical health and mental. The constant interruption of my sleep has made me irritable - so much so it's affecting my performance at work. Even our dogs behavior has change. He doesn't want to go for his usual walks. Or even sit outside like he used to. All my neighbors now talk about is the disgrace in this situation. What a way, as a New Englander, to celebrate the coming of summer! I can't smell the flowers. For that matter I can't smell the sound like I used to. Today June 1st I came home from work. Tired and facing 3 days off. I walk into my OWN home and the fumes are overwhelming! What YOU, yes you, are allowing/approving here is simply inhumane. What am I to do with my next 3 days off of work? I don't feel like I can enjoy being HOME. During the pandemic I became a guardian to an almost homeless 17 year old boy from "the 8" Mayor Eliker you know that area well. This is a total street kid who managed to graduate high school AND just completed his first yr of college. He's now home for the summer. He actually said to me the other day "Viv, what's with the smell and noise? We should get a discount for living here" How ridiculous is that. An almost gang member- latch key kid can recognize this is an issue. I see something- I feel something - I'm saying something. Now I want YOU to do something. PLEASE. I</p>
205	Gabriela	Campos	gaby.gabriela.ela@gmail.com	Email	<p>Thank you everyone for stepping up. Be well Gabriela Campos 203.668.3552 My name is Steven Hunnicutt. I reside at 44 Girard Ave. I am writing today because On May 31 around 9:50 pm And AGAIN at June 1 1:29 My sleep was disturbed by 3 planes on May 31st and June 1 in the wee hours. So same sleep. Not only did I think these planes were going to hit the house but the fumes that then hung INSIDE my own home. It was AWFUL. I want to know what you are going to do about it. I have come to realize this waking up in the middle of the night AND fumes that linger are affecting my physical health and mental. The constant interruption of my sleep has made me irritable - so much so it's affecting my performance at work. Even our dogs behavior has change. He doesn't want to go for his usual walks. Or even sit outside like he used to. All my neighbors now talk about is the disgrace in this situation. What a way, as a New Englander, to celebrate the coming of summer! I can't smell the flowers. For that matter I can't smell the sound like I used to. Today June 1st I came home from work. Tired and facing 3 days off. I walk into my OWN home and the fumes are overwhelming! What YOU, yes you, are allowing/approving here is simply inhumane. What am I to do with my next 3 days off of work? I don't feel like I can enjoy being HOME. During the pandemic I became a guardian to an almost homeless 17 year old boy from "the 8" Mayor Eliker you know that area well. This is a total street kid who managed to graduate high school AND just completed his first yr of college. He's now home for the summer. He actually said to me the other day "Viv, what's with the smell and noise? We should get a discount for living here" How ridiculous is that. An almost gang member- latch key kid can recognize this is an issue. I see something- I feel something - I'm saying something. Now I want YOU to do something. PLEASE. I</p>
206	Vivien	Hunnicutt	vivswack@gmail.com	Email	<p>I see something- I feel something - I'm saying something. Now I want YOU to do something. PLEASE. I</p>

					<p>My name is Alana Haroskewicz I live at 25 Edgar Street, East Haven CT. I arrived at my home on June 10, 2022 at approx 4:00 pm. Having just driven by Tweed Airport seeing and hearing at least 1 plane idling. From Thompson Avenue all the way to my home the air was heavy with the smell of kerosene. I arrived at my home and went inside. As I moved in my house westward closer to the airport side my rooms all smelled like kerosene. The smell was very heavy it was giving me a headache. I had to put my fans on to move the air around. It took approx 30 mins for my house to not smell of kerosene. Or by that time I became nose blind to the smell. It is now a little over 2 hours later and I still have the headache from the smell. How can any of you in your right mind think this is acceptable? You are destroying my neighborhood for the almighty dollar.</p> <p>Per 1050.1F Chapter 1 Sec. 12 Affected Environment</p> <p>The study area for air quality should be defined as the entire geographic area that could be either directly or indirectly affected by the proposed project. For example, air quality impacts from construction may be limited to a project site and immediate adjacent areas. However, air quality impacts from operations (e.g., aircraft flight) may extend beyond a project site and immediate adjacent areas, and extend vertically up to the mixing height. Dispersion of air pollutants can be affected by meteorology, topography, the type of pollutant, and other factors. In addition, a Federal action can lead to air pollutant emissions that may occur at some distance from a project site, such as exhaust from project-generated vehicle traffic on the surrounding road network. Therefore, the study area for a project's air quality analysis could encompass many square miles and/or multiple air basins.</p> <p>According to an article from the ATSDR Agency for Toxic Substance and Disease Registry https://www.cdc.gov/TSP/PHS/PHS.aspx?phsId=7668&toxId=149 states: "Breathing in high levels of JP-4 has caused harmful effects on the nervous system. Some of the nervous system effects in people include headache, dizziness, nausea, depression, anxiety, memory loss, and irritability. Nervous system effects have occurred in people exposed to vapor from jet fuels like JP-4 for short and long periods in their jobs.</p> <p>What I would like to see happen is:</p> <ul style="list-style-type: none"> • Air monitoring devices around the perimeter of the entire airport and the levels cannot be exceed 100 ppm • The restriction of all aircraft from idling for extended periods of time. Max idle time 5 minutes. If aircraft has violated this they will be fined in excess of \$5000.00 per incident. Fines increasing with each infraction. Up to and including being banned from use of the airport for up to 2 years time. • Air sampling to be conducted twice annually in the surrounding communities around the airport. If air quality standards are not met, the airport would be fined monthly until air quality standards were met for all metrics. • Use the following guidelines for schools. The Occupational Safety and Health Administration (OSHA) and the Air Force Office of Safety and Health (AFOSH) regulate levels of petroleum products in the workplace. The maximum allowable amount of petroleum distillates in workroom air during an 8-hour workday, 40-hour workweek, is 500 parts per million (ppm). • All fines collected would be used to fund community air health initiatives.
207	Alana	Haroskewicz	aharos13@gmail.com	Email	<p>Dear Ms. Jacobson and Attorney Manke:</p> <p>This is odd.</p> <p>At the Tweed Airport Authority meeting for 6/15/22, it was stated that the Taxiway Drainage project was not engineered correctly, causing delays, and an additional increase to the bid of over \$175k, with a 10% share debt to Tweed Authority (residents of New Haven). New drawings had to be made. I would like to request that CT DEEP please clarify precisely what was engineered improperly, as this can influence future permitting including mitigation plans. Jeremy Nielsen, Tweed Airport Manager, can fill in details. A Copy of the Tweed Authority Board zoom recording should be available from Sean Scanlon.</p> <p>In the same meeting, it was stated that the noise mitigation contractor quit the project leaving 10 homes in phase 6 in a state of limbo. Residents were promised noise mitigation and now they are not getting it this summer. Sean Scanlon has to re-bid this project. That's what happens when only one bidder shows up, the same one from the years past. In March 2022, Sean used noise mitigation plan info to apply for a federal grant for small airports, an \$800k grant to do a marketing plan. At this time, I would like to request that the application to the Federal Department of Transportation, Secretary Buttigieg office, be withdrawn immediately since it contains false information on local noise mitigation in phase 6. Those homes are not being mitigated.</p> <p>This morning, there are questions on spraying on the perimeter property adjacent to waterways. There is photographic and video evidence taken along Burr Street and Dodge Avenue. What is being sprayed amateurishly from a pick up truck into Tuttle Brook that leads to Morris Creek? Residents need to know.</p> <p>For months, I have requested the site drawings with elevation for new terminal, as well as the drainage solutions since the decayed runway is tidal and inland wetlands defined. Sean Scanlon blocked access to Jeff Wood at McFarland Johnson by letting him know to not respond to me. All of you can get the materials. Attorney Manke, please make sure that Sean Scanlon brings all the materials to the June 28th meeting at Nathan Hale from 6-8pm (City of New Haven annual Airport community meeting):</p> <ul style="list-style-type: none"> - Airport layout map with explanation - Site drawings for new terminal - Drainage drawings for new terminal - Local air quality measurements promised to residents at the November 18, 2021 Environmental Assessment public forum at Nathan Hale school. This promise was recorded on video at the meeting.
208	Lorena	Venezas	lv333@gmail.com	Email	<p>My name is Gabriela Campos Matteson I reside at 44 Stewart St, New Haven, CT 06512. The communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation.</p> <p>1050.1F Chapters. 12 states that we have a right "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies"</p> <p>The EPA defines fair treatment to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.</p> <p>When we as residents have raised concerns we have been told Tough Luck by our mayor, the Hon. Justin Elicker. During our first public meeting with Tweed, the Director Sean Scanlon rolled his eyes any time anyone raised concerns about respiratory health - and perhaps he was unaware of the health effects - this is a completely new field for him and his focus is elsewhere... When we raised issues of the unbearable noise at all hours we were ridiculed and called names... When the much wealthier residents of Fairfield County raised issues of noise with the potential expansion, the Governor rushed to their defense and scrapped the project. This action alone illustrated how we continue to inherit the burden of redlining. How wealthy communities clearly have more of a voice than those like ours.</p> <p>In this neighborhood we have leaking oil tanks, garbage and oil barges, water our children cannot swim in due to high bacteria counts... aka human feces from the entire region that dumps out here. We have the highest asthma rates, we have the highest lead rates... Yet we are selfish for wanting to protect the marshes and the few trees we have - are we are painted as selfish and irrational because we want to protect the very things that help to clean the air and water... we are not irrational. We are being logical and data driven and we are not receiving equal or just treatment in comparison to our wealthier neighboring communities.</p> <p>The EPA requires that we are given appropriate opportunity to participate in decisions. This has not happened with regard to Tweed. We are permitted to attend TNHAA meetings, but our questions aren't answered. We have an advisory council that we were told would be required to find scientists for - we did. They were simply informed of the process. They have not been given any real information, and certainly do not have a voice at the table.</p>
209	Gabriela	Campos	gabygabriela.ela@gmail.com	Email	<p>The EPA states that the public's contribution can influence the regulatory agency's decisions - I hope that is true - so far all of our research and concerns seem to have fallen on deaf ears.</p> <p>Hello,</p> <p>My name is Alana Haroskewicz I reside at 25 Edgar Street East Haven CT I am aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation.</p> <p>1050.1F Chapter 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies"</p> <p>I feel that the residents surrounding Tweed Airport have not been treated fairly. We are ridiculed because we bought our houses near an airport and we should just shut up and deal with the noise. Would the residents of Woodbridge, Guilford or Groton be treated as highly doubtful? Despite the fact we are and have been raising valid concerns and the noise, the fumes, the extremely late flights arriving and the very early flights taking off it all seems to have fallen on deaf ears. The Mayor of New Haven told us "Tough Luck". We have not been treated fairly our concerns have not been addressed. But more and more flights are coming and going. As I sit here writing this to you my home is now filled with jet fumes. The kerosene smell gives me headaches.</p> <p>The EPA defines fair treatment to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.</p> <p>We are forced to bear the noise from the jets coming and going all day and night at all different times. They are disruptive to everyday life. The planes are so loud you can't hear the person next to you speaking. You have to stop and wait till the planes are gone. Yesterday alone 6 planes either came or left within a 30 min time frame. I was on a business call and had to pause multiple times till I could hear again.</p> <p>Also as I have already stated above my home is now regularly filled with the smell of jet fuel. Recently pets are falling ill due to the fumes. This will only get worse. This is not acceptable. This area was not intended to be a location for a large airport.</p> <p>To whom it may concern,</p> <p>My name is Georgia Lieber and I live at 18 Hampton Road, East Haven CT 06512.</p> <p>I am writing at 1:52am on Friday, June 17, 2022 having just been awoken by a flight taking off from Tweed-New Haven airport. I was sleeping heavily and the noise of the flight was loud enough to rouse me. Needless to say this is concerning and unacceptable.</p> <p>According to FAA Order 1050.1F, Paragraph 11-5.b.10) and further defined in Order 5050.4BChapter 9. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>I am dismayed by the fact that these flights are being allowed to run at this hour knowing that Tweed-New Haven airport is embedded in a residential neighborhood.</p> <p>I urge you to adhere to the FAA Order referred to above.</p> <p>Sincerely,</p> <p>Georgia Lieber</p> <p>My name is Rosemarie Piscitelli and I live at 48 Waldo Street in East Haven, CT. I'm writing because today - June 17th - from 5:00pm - 6:00 pm the smell of jet fumes outside in our yard was horrible. Planes filling the whole time plus taking off and landing. I sat outside for a hour and between the constant noise and fumes I couldn't take it anymore and had to go in. I lived here for over 55 years and now I can't be outside enjoying my yard. The smell was so bad - it can't be healthy to breath that in for a hour straight. You can't do this to the neighborhoods around Tweed airport - What goes to happen when they expand? This is not a area for a large airport- residential areas are too close!</p> <p>1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property</p> <p>1050.1F Chapter 1 Sec 1</p> <p>Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories: particles with aerodynamic diameters of 10 micrometers or less (PM10) and particles with aerodynamic diameters of 2.5 micrometers or less (PM2.5). Nitrogen oxides (NOx) are defined as the combination of nitrogen dioxide (NO2) and nitrogen monoxide (NO). Both NOx and volatile organic compounds (VOC) are precursors of O3</p> <p>From the Environmental Health article: published 2/6/2021</p> <p>A review of health effects associated with exposure to jet engine emissions in and around airports. https://rdcu.be/cWVV</p> <p>"exposure to jet engine emissions, which similarly to diesel exhaust emissions include volatile organic compounds and particulate matter consisting of an inorganic carbon core with associated polycyclic aromatic hydrocarbons, and metals. Proximity to running jet engines or to the airport as such for residential areas is associated with increased exposure and with increased risk of disease, increased hospital admissions"</p> <p>What we need -</p> <ul style="list-style-type: none"> • Air monitoring devices around the perimeter of the entire airport and the levels cannot be exceed 100 ppm • The restriction of all aircraft from idling for extended periods of time. Max idle time 5 minutes. If aircraft has violated this they will be fined in excess of \$5000.00 per incident. Fines
210	Alana	Haroskewicz	aharos13@gmail.com	Email	
211	Georgia	Lieber	gscrowley12@yahoo.com	Email	
212	Rosemarie	Piscitelli	redskorp@yahoo.com	Email	

						<p>RE Coastal Resources</p> <p>My name is Jennifer Hill I reside at 140 S End Rd, East Haven, CT 06512. I am writing today because I am concerned about potential negative impact to Coastal Resources. Stewardship of the Ocean, Our Coasts, and the Great Lakes as outlined in Executive Order 13547, Stewardship of the Ocean, Our Coasts, and the Great Lakes, 75 Federal Register 43023, (July 22, 2010) ensures that the ocean, our coasts, and the Great Lakes are healthy and resilient, safe and productive, and understood and treasured, so as to promote the well-being, prosperity, and security of present and future generations. Living in a shoreline these are of great importance to me....</p> <p>Coastal Resources are defined as all natural resources occurring within coastal waters and their adjacent shorelands.</p> <p>Islands transitional and intertidal areas salt marshes Wetlands Floodplains Estuaries</p>
219	Jennifer	Hill	jservido@comcast.net		Email	Dear Sean, Local air quality measurements were promised by you to residents at the November 18, 2021 Environmental Assessment public forum at Nathan Hale school. This promise was recorded on video at the meeting. Were the local studies completed and where are the results?
220	Lorena	Venegas	lv333@gmail.com		Email	Here are my comments to the above and two maps of the area sent as attachments to my comments. Kindly acknowledge your receipt.
221	Susan	Bryson	susanbryson@gmail.com		Email	<p>Susan J. Bryson</p> <p>My name is Darlene Piscitelli and I reside at 48 Waldo Street, East Haven CT. I'm writing because at about 7:00 pm on 6/23/22 I was walking my dog on Thompson Ave by Robinson aviation. I was talking to someone when an Avelo plane landed and was turning around. I couldn't believe how close this plane was to the houses at end of Thompson Ave/ Burgess street. It was so loud it scared my poor dog. He freaked. The person I was talking to I couldn't even hear them anymore. Once it moved by and we could talk they said they are there all the time. It's close, very loud and fumes horrible. How can you have jets come by that close to peoples houses and residential neighborhoods? You want to build a terminal right by these peoples houses? You can't expect people to live like that and they shouldn't have to. You can't even enjoy your own yard or neighborhood. I thought it was bad on my street - couldn't believe how much worse it was when plane right there. I really don't understand how anyone can expand an airport that is surrounded by residential neighborhoods with peoples homes so close. It's not the area to do this.</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4B Chapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>What needs to be done-</p> <p>1050.1F Chapter 9, Section 4, states that airport projects ought to take part in "all possible planning to minimize harm". The airport authority has not shown compliance or regard to the close proximity of parks, schools, national historic sites and protected wildlife areas needed by known endangered species.</p> <p>As per NEPA we require evidence "detailed measures to minimize harm and include evidence of concurrence or efforts to obtain concurrence of appropriate officials having jurisdiction over the affected Section 4(f) property regarding such measures."</p> <p>Including but not limited to</p> <ul style="list-style-type: none"> • Changing project design to lessen the impact on the Section 4(f) property; • Replacement of land or facilities, with the money set aside ahead of time, no after project mitigation promises. The last EA mitigation promises of replacing wetland has yet to materialize. • Monetary compensation to enhance the remaining segments of the affected Section 4(f) properties • Building noise walls or installing visual or vegetative buffers to lessen adverse impacts <p>Page 1 of 2</p> <ul style="list-style-type: none"> • Building noise walls or installing visual or vegetative buffers to lessen adverse impacts <p>As this is a residential area quiet hours are from 10PM to 7AM, that has been the practice and the expectation of every homeowner & resident in this area. This is the minimum the airport should adhere to as a neighbor. East Haven has quiet hours more consistent with the needs of children and the elderly from 8-8.</p>
222	Darlene	Piscitelli	redsoxdp@yahoo.com		Email	<p>My name is Nancy McDowell. I reside at 8 Roses Farm Road, East Haven CT 06512. I am writing today because I am concerned about potential negative impact to Coastal Resources. Stewardship of the Ocean, Our Coasts, and the Great Lakes as outlined in Executive Order 13547, Stewardship of the Ocean, Our Coasts, and the Great Lakes, 75 Federal Register 43023, (July 22, 2010) ensures that the ocean, our coasts, and the Great Lakes are healthy and resilient, safe and productive, and understood and treasured, so as to promote the well-being, prosperity, and security of present and future generations. Living in a shoreline this topic is of great importance to me.</p> <p>I purchased my house in 1992. I am within walking distance to the town beach. I often walk along the shoreline and enjoy the wildlife found living in the marshes. I happily coexisted with Tweed New Haven airport for 30 years. There is a proposed expansion to this airport that I feel will have devastating impacts to our shoreline. Tweed airport was built on coastal flood plains. It has been reported that the airport undergoes flooding every 2 to 3 years. In the last 4 years alone, there was flooding in 2019 and 2021. During these events I was unable to travel to or from my house because the 2 roads leading to my house were flooded as well. The airport has already expanded flight travel using Avelo airlines. Avelo started with 3 planes making approximately 12 flights a day in or out of the airport. They are currently operating 5 or 6 planes allowing for approximately 24 flights a day. This is already causing an increase in noise and air pollution.</p> <p>Coastal Resources are defined as all natural resources occurring within coastal waters and their adjacent shorelands. Islands transitional and intertidal areas salt marshes Wetlands Floodplains Estuaries beaches, dunes, barrier islands, and coral reefs, fish and wildlife and their respective habitats within these areas.</p> <p>Coastal resources include the coastlines</p> <p>The coastal resources are important for this area. Many people go to the town beach in the summer to cool off from the heat and humidity and swim in the water. Beaches can be closed to swimming several times a year because of pollutants in the water. Residents enjoy the ocean for boating, fishing and other recreational activities. Fishing boats operate in the local waters. Coastal waters support many fish species and provide breeding habitat for U.S. migratory birds. I have always</p>
223	Nancy	McDowell	mcdoelwlnancy@att.net		Email	<p>Page 1 of 5</p> <p>I feel the increased plane activity alone is negatively impacting the air quality. I question how the decreased air quality is going to impact the surrounding wetlands. I see the jet fumes</p> <p>My name is Jennifer Hill I reside at 140 S End Rd, East Haven, CT 06512. I am writing today because at 8:20 AM today 6/23/22 an Avelo airplane flew over my home and shook it. This is unacceptable and the residents issues need to be addressed. I am sure all this shaking will crack my homes foundation in the future and I want someone held accountable. These large planes are a disruption to the residents daily lives and will cost us more in the longrun, health issues, property values to name a few. The expansion must be stopped.</p> <p>According to FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4B Chapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>U.S. Department of Transportation Act – Section 4(f) 49 U.S.C. § 303 23 CFR part 774 et seq. DOT Protects certain properties from use for DOT projects unless the relevant DOT agency (e.g., the FAA) determines there is no feasible and prudent alternative and a project includes all possible planning to minimize harm</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106</p> <p>"Noise often results in a disruption of one's attentional processes. Cues that are irrelevant to task performance are dropped out first. If attention is further restricted, then cues that are relevant to performance of the task are eliminated."</p> <p>"When a noise occurs in a random, intermittent or unpredictable fashion, errors tend to increase, and greater effort is required to maintain concentration"</p> <p>"Unpredictable noise may lead to breaks in concentration that are followed by compensating increases in the work rate."</p> <p>A Desk Reference to Health and Welfare Effects of Noise EPA Publication: EPA 500-9-82-106</p> <p>Tasks that involve concentration, learning, or analytic processes</p> <p>Tasks where an integral part of performance is speaking and/or listening.</p> <p>Tasks requiring fine muscular movements</p> <p>Simultaneous tasks</p> <p>Tasks which require continuous performance</p>
224	Jennifer	Hill	jservido@comcast.net		Email	<p>My name is Darlene Piscitelli and I reside at 48 Waldo Street, East Haven CT. I'm writing cause last night - Friday June 24th at about 11:55 pm I was sleeping and woken to a loud Avelo jet landing. I went to sleep early cause I have work this morning. I was woken by the jet and my dog freaked out cause it scared him. By time both settled and started to fall back to sleep I heard another jet land - think about 12:45am. I went through whole process again. 5:00 am comes fast - especially when you can't get a decent night sleep! Now I'm exhausted and have a busy 9 hour work day ahead of me and a birthday party after. I also get to spend my breakfast time sending this email! Am I not allowed to enjoy a nice night with my windows open all night? Is it fair that because my sleep keeps getting interrupted I have to try to function at work and can't enjoy a birthday later? This is not first time this happened! Now my whole day shot cause I'm exhausted, have crazy day at work and I know later at birthday party I'm going to have to leave to get some sleep. I thought jets were not suppose to fly certain times. Residential neighborhoods too close to airport to be flying jets at this time - people do need sleep and have to get up early for work!!</p> <p>As this is a residential area quiet hours are from 10PM to 7AM, that has been the practice and the expectation of every homeowner & resident in this area. This is the minimum the airport should adhere to as a neighbor. East Haven has quiet hours more consistent with the needs of children and the elderly from 8-8.</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4B Chapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 At levels of 40 to 50 dB (A-weighted), some subjects have reported difficulty in falling asleep, frequently taking over an hour. The number of subjects having difficulty increases as the sound level increases.</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 A person whose sleep has been disturbed severely may feel lethargic and nervous during his waking hours and may be unable to perform at his usual level of efficiency.</p>
225	Darlene	Piscitelli	redsoxdp@yahoo.com		Email	John Hopkins University states, "...chronic poor sleep may increase the likelihood of developing dementia, heart disease, type 2 diabetes, obesity and even cancers of the breast, colon, ovaries and prostate. pdf attached.
226	Lynne	Bonnett	lybonnett@gmail.com		Email	Thank you.

					<p>Dear Ms. Delasandro and Ms. Pestana:</p> <p>I am a resident of the town of East Haven, CT, an Environmental Justice defined town by CT Department of Energy and the Environment. I have been following the airport expansion project and paperwork with 2019. It is imperative that the FAA stop the current EA and require an ES.</p> <p>Over the last two years, there have been major inconsistencies in construction projects and communication with local officials and residents. Historically, Tweed Airport did have an ES in the year 2000, with ROD decision recommendations that stand incomplete to date. Today, half of the airport property straddles my neighborhood of Monauquing that contains Ddal wetlands, inland wetlands, preserves, Farm River down flow to Long Island Sound and watercourses and waterways that exit inside and along the perimeter of the property to Lighthouse Point Park, containing bird sanctuary and public beaches to New Haven harbor and Long Island Sound. East Haven floods, as has been the case for over a decade of tropical storms, hurricane.</p> <p>The decayed runway at Tweed that is proposed to be a new terminal currently only has less than 5 ft above sea level. Raising, filling and building on this property along Proto Drive will be devastating to the residential neighborhoods and commercial factories and warehouses along, and to the southeast and southwest because all the waterflow exits out thru Morris Creek. The volume of water that is currently naturally mitigated represents the water flow run-off from the tributaries from the Farm River and waterways in New Haven. None of the current city engineers in New Haven and Town Engineer in East Haven have shown the community the impact of water flow. Over 70 acres of Tweed includes marshlands, wildlife, with one of the largest bird migration paths in New England.</p> <p>As a town, we are not equipped with public safety resources such as police, fire, EMTs to handle any situation at a large airport terminal. Our geographical area has the highest incidence of hospitalizations for asthma as reported by US Census Bureau. There are at least three elementary schools and day care center in the immediate vicinity that put children at risk of noise and air pollution. Residents along Thompson Avenue have reported jet fuel smells to the EPA and DEEP.</p> <p>Over the last 12 months, residents have been able to record their environmental injustices impacts in newspapers, radio and television programs, while the decision makers have chosen to sit in silence. Even public comment at an East Haven Town Council meeting held in August 2021 ended with four police officers to end the meeting for simply requesting help. Media press clips are archived at 1000thawks.org website.</p> <p>at this time, I would like to request a formal meeting to discuss the local environmental injustices to neighborhoods, children, senior citizens, birdlife, endangered species, wildlife, water quality and pollution. Tomorrow, there will be a public meeting with no public agenda about the airport. Residents will be looking for answers that Tweed Airport, Sean Scanlon have not provided for over one year.</p> <p>The history of this area calls for an Environmental Impact Statement to be done, not the current Environmental Assessment that has minimized the risks in East Haven. I am a "aching the wetlands reports, local asthma incidence data, and the Save the Sound letter" in support of an ES.</p> <p>Thank you for your time and consideration.</p> <p>Page 3 of 6</p> <p>My name is Darlene Piscitelli and I live at 48 Walding Street, East Haven CT.</p> <p>I'm writing because today - June 27th - I was walking my dog by Tweed / Robinson Avia on this morning. I'm not sure exact time - probably 9:30-10:30ish. I heard a jet running and one either took off or landed. The smell of jets fumes was horrible. I had to end our walk early cause the smell was making me sick. It's crazy I can't even walk my dog anymore between the fumes and loud jets.</p> <p>ISSUE Chapter 1 Sec 1</p> <p>Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM10) and particles with aerodynamic diameters of 2.5 micrometers or less (PM2.5). Nitrogen oxides (NOx) are defined as the combination of nitrogen dioxide (NO2) and nitrogen monoxide (NO). Both NOx and volatile organic compounds (VOC) are precursors of O3.</p> <p>From the Environmental Health article: published 2/6/2021</p> <p>A review of health effects associated with exposure to jet engine emissions in and around airports. https://rdcu.be/cV5V</p> <p>"exposure to jet engine emissions, which similarly to diesel exhaust emissions include volatile organic compounds and particulate matter consisting of an inorganic carbon core with associated polycyclic aromatic hydrocarbons, and metals. Proximity to running jet engines or to the airport as such for residential areas is associated with increased exposure and with increased risk of disease, increased hospital admissions".</p> <p>Thursday, July 7, 2022 at 10:03:51 Eastern Daylight Time</p> <p>Subject: Jet fumes / air pollution</p> <p>Date: Monday, June 27, 2022 at 8:17:29 PM Eastern Daylight Time From: redsoxrp@yahoo.com</p> <p>To: HVN-FA, tweedcommunity@merceddes.com, fr-eeq-nepa@eeq.eop.gov, ususersupport@hq.doe.gov, cenae-pa@usace.army.mil, lisalaperance@faa.gov, Richard.douce@faa.gov, Secretarieschedule@dot.gov, Scanlon@flytweed.com, senator_murphy@murphy.senate.gov, jahana.hayes@mail.house.gov, rosa.schedule@mail.house.gov, richard_bumenthal@bumenthal.senate.gov, aMorneygeneral@ct.gov, 9-AEA-NoiseOmbudsman@faa.gov, 7-AEA-BD-FSDO@faa.gov</p> <p>Page 1 of 2</p> <p>Good Morning,</p> <p>I'm taking over for Brian Boyd at Shore Publishing/The East Haven Courier as the new Managing Editor and I'm working on fact checking a letter to the editor regarding the Tweed expansion into East Haven and the 43-year lease. Can someone verify a few details for me? I've gone through tweedmasterplan.com but it's really come up with corroboration, and it is our policy to only print letters that are factually accurate.</p> <p>Is the terminal slated to be 72,000 square feet? Additionally, our letter writer is claiming that the expansion will be built on wetlands and includes the use of eminent domain.</p> <p>Are these statements accurate?</p> <p>Thank you for your help. I am on deadline and the East Haven Courier will be going to print by noon.</p> <p>Laura Robida Managing Editor Shore Publishing lrobida@shorepublishing.com Zig06.com</p>
227	Lorena	Venegas	lv333@gmail.com	Email	
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232	Claudia	Bosch	claudiabosch@bqglobal.net	Email	
233	Jessica	Cloud	jessica.cloud6@icloud.com	Email	

					<p>Honorable representatives and government leaders.</p> <p>My name is Matthew Lieber. I reside at 18 Hampton Road, East Haven, CT.</p> <p>I am writing tonight because this morning (Wed. June 8th) I was woken a moment after 6 AM by one of the jet planes flying over my house. I did not get a decibel reading, but I am a night owl and heavy sleeper so it takes a lot to wake me up at that time in the morning.</p> <p>This kind of disruption has become normal in the last month since the flights have started to become so frequent (over 10 times per day, frequently more than 20 times per day) and running so early and late from 6 AM until 11 PM or midnight regularly now. In the last 36 hours alone two instances come to mind: Yesterday Tuesday June 7th working in my home office conducting a recorded interview for my client the Yale University Program on Financial Stability via Zoom, with an interviewee in Europe, we were interrupted by a takeoff of one of the jets, between 930 and 1030 AM. I had to rush to the windows and see they were all shut tight, move the microphone away from the noise. I lost my focus, our recording was interrupted.</p> <p>Talking with a neighbor at their doorstep this evening (Wed, June 8th), around 5:30 PM, we were twice interrupted by takeoffs. Sheltered from the noise by their three story house at the corner of Hampton and Morgan ave. the decibel meter on my phone still hit 70. It sounded like an earthquake, a rumbling kind of explosion.</p> <p>The jet noise is a problem that we cannot bear and will not accept. I understand that the 737 jets do not belong here at all, Tweed airport and its runways were never designed or engineered for such powerful aircraft. Certainly, the large jets should not be flying out so frequently. The jets should not be flying out at 6 AM or late at night after 9 PM.</p> <p>Our neighborhood is a noise sensitive area for the humans that live here. The animals, birds and insects are trying to flee, it appears, but that is another problem for another letter. The noise from these regular jet flights runs afoul of US regulations:</p> <p>According to FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9. n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p>
234	Matthew	Lieber	mlieber8@gmail.com	Email	<p>U.S. Department of Transportation Act - Section 4(f) 49 U.S.C. § 303 23 CFR part 774 et seq.2 DOT Protects certain properties from use for DOT projects unless the relevant DOT agency</p> <p>Dear Dr. Bosch,</p> <p>Please find attached FAA's response to your inquiry. Thank you for sharing your concerns with us. Regards,</p> <p>Colleen M. D'Alessandro New England Regional Administrator National Engagement and Regional Administration Federal Aviation Administration</p>
235	Colleen	D'Alessandro	colleen.dalessandro@faa.gov	Email	<p>Dear State Senator Cicarella and State Representative Zullo:</p> <p>As a resident of East Haven, I would like to request your assistance in obtaining primary sources that have been blocked from public access. Multiple requests to Tweed New Haven Airport are being diverted with non-answers from airport counsel:</p> <ol style="list-style-type: none"> 1. Engineered site drawings of the new terminal proposed on Proto Drive. These are important to understand the encroachment of inland and tidal wetlands, drainage solutions and raising of land. 2. A copy of the proposed 43-year lease that has not been signed between Tweed Airport Authority and City of New Haven. The current lease did have an East Haven interest and multiple paragraphs that mention surrounding neighbors. East Haven is the neighbor to New Haven. 3. CT DOT plans for highway and traffic flow from I-95 using Webster Bridge, High Street. 4. Asthma data from Department of Public Health by neighborhood for the town of East Haven. East Haven has the highest incidence of asthma hospitalizations, more than New Haven, per US Census survey data. 5. The CT DOT and SCRCOG air pollution reports have purposely left airport pollution out of every report. Tweed airport is the biggest air polluter in our neighborhoods with leaded jet fuel and jet fuel A chemicals including benzene, toluene and others that are carcinogenic. More needs to be done on local air pollution via monitoring and reparations. 6. Wetlands and flooding: East Haven floods and there are plenty of maps from FEMA and UConn CIRCA to show the destruction of the shoreline with rising sea level exacerbated by airport development. The current Morris Creek tidal gates are too low in height and insufficient to handle water flow displaced by paving over wetlands. Please have the town officials coordinate with town engineer to get opinion on destruction of land. <p>As an aside, we do need a designated town train station to give locals more opportunities for work and enjoyment!</p> <p>Thank you for your assistance in obtaining primary documents.</p> <p>Dear McFarland-Johnson, Senators, Representatives and Mayors,</p>
236	Lorena	Venegas	lv333@gmail.com	Email	<p>I am emailing with regard to the current and proposed expansion of Tweed New Haven Airport. The roaring, piercing noise and choking exhaust are already too much. Please, acknowledge the severity of the impact of this on our environment and neighborhood.</p> <p>Specific incidents I do not write down every event that affects me but below are some of the more notable events:</p> <p>April 18, 2022 - 156 Cove St. - 8:50 AM: aircraft exhaust smell. I do not know where the offending aircraft was located but that is three quarters of a mile from the intersection of the active and inactive runways. The noise was so loud that my dog who was walking with me at the time stopped in her tracks then pulled me to the car</p> <p>April 20, 2022 - 156 Cove St. - 8:30 AM: Once again, a plane so loud that my dog refused to walk further and pulled me back to the car.</p> <p>April 20, 2022 - 640 Silver Sands Rd. - 8:30 AM: Again, a plane so loud that my dog refused to walk further and pulled me back to the car.</p> <p>May 2, 2022 - 485 Lighthouse Rd (in my apartment) 8:50 AM - a plane so loud that it woke my dog and she stood frozen in the living room with her ears pinned to the back of her head</p> <p>May 12, 2022 - 485 Lighthouse Rd - in my apartment, 7:26 PM: A piercing high pitch wind up with exhaust smell flooding my apartment</p> <p>May 13, 2022 - along Dean Sr. - 3:50 PM: a choking amount of exhaust and extraordinary loud aircraft</p> <p>May 24, 2022 - 156 Cove St. 9:23 AM - exhaust fumes and noise</p> <p>My dog is now so noise sensitive that she will not walk on about 30% of our walks. She gets out of the car and listens.</p>
237	Jules	Scanley	jules.scanley@gmail.com	Email	<p>Our home is parallel to the take off and landing routes of the majority of air crafts from the Tweed New Haven airport. I am very concerned that the planes are over one to two blocks from our home. It's impossible to ignore the planes, as they are very loud and very large as they loom just above the trees in our neighborhood. I can't imagine living on Holmes Street, Belton Street, Dodge Avenue, etc., where the planes are even closer to the homes/people living within that close proximity to the airport. There are several schools located within the path of these large aircraft taking off and landing which puts them at a very high risk of a dangerous incident/accident. The 2013 jet crash into two homes on Charter Oak Avenue killing 6 people is only around one block from the Overbrook School, Jepson School and Tuttle School are in very close proximity to the routes taken during take-off and landing of these aircraft. Allowing this circumstance to exist to help line the pockets of the wealthy is only a crash away from happening as proven by past history. My husband remembers the June 9, 1971, Allegheny Airlines 28 killed as Convair-580 propjet with 31 aboard - it was horrific with body parts mixed in with pieces of the air craft while attempting to land at Tweed.</p> <p>My name is Darlene Piscitelli and I reside at 48 Waldo Street, East Haven, CT.</p> <p>I'm writing because this morning - Wed - July 27th I woke up to my house striking of jet fumes. It was a nice night and I had windows open. I woke up at about 8am and soon as I opened my eyes I could smell jet fumes. I walked through every room in my house and it stinks. Stepped outside and its worse. I noticed on Facebook someone who lives 2 streets away posting at 7am complaints of same thing. I now been up a hour and still smell it so that's about 2 hours my neighborhood smells of jet fumes- not just faint smell - it's bad! Actually my ceiling fan makes it feel like I'm standing right behind a jet and fumes blowing in my face! This is crazy that I can't keep windows open in my house when it's nice out. It's not healthy for myself and everyone else in this area to be breathing this in. They want to expand this airport and add more flights - it's only gonna get worse! Look at a map - there are neighborhoods & homes all around Tweed. This is not the area for a larger airport - there's no room! It's not fair or safe for people who live by here. Something needs to be done about what's happening right now and expansion gotta stop!</p> <p>1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for the children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property</p> <p>1050.1F Chapter 1 Sec 1</p> <p>Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM10) and particles with aerodynamic diameters of 2.5 micrometers or less (PM2.5). Nitrogen oxides (NOx) are defined as the combination of nitrogen dioxide (NO2) and nitrogen monoxide (NO). Both NOx and volatile organic compounds (VOC) are precursors of O3</p>
238	Susan	Carrozza	smcarrozza@gmail.com	n/a	<p>Research- From the Environmental Health article: published 2/6/2021 A review of health effects associated with exposure to jet engine emissions in and around airports. https://dco.be/CWV *Exposure to jet engine emissions, which similarly to diesel exhaust emissions include volatile organic compounds and particulate matter consisting of an inorganic carbon core with</p>
239	Darlene	Piscitelli	redfoxds@yahoo.com	Email	<p>Begin forwarded message: From: Yahoo Mail <law_office_kane@yahoo.com> Date: July 31, 2022 at 4:36:19 PM EDT To: gail.lattrell@faa.gov Subject: Letter in Opposition to Tweed Expansion Reply-To: Yahoo Mail <law_office_kane@yahoo.com></p> <p>Dear Director Lattrell:</p> <p>Attached please find my letter explaining my opposition to the expansion of flights, parking facilities and the extension of a runway at the Tweed Airport.</p> <p>PTV, I am the current Chair of the Quinnipiac East Management Team, a neighborhood association that represents 3 Ward's each with about 14,000 people. I have not written in my capacity as Chair, but the QEMT did recently vote to support a Petition in opposition to the proposed Tweed expansion.</p> <p>Thank you in advance for your consideration.</p> <p>Patricia Kane, Esq 731 Quinnipiac Avenue New Haven, CT 06513 203 559 1974</p>
240	Patricia	Kane	east_haven_friends@gmail.com	Email	

					Microsoft Exchange Server,converted from html; Begin forwarded message: From: Jean Edwards-Chiappo <jeary427@gmail.com> Date: August 4, 2022 at 7:57:17 AM EDT To: Gall Lattrell <Gall.Lattrell@faa.gov> Cc: Lorena Venegas <lv333@gmail.com>, joe.zullo@housegop.ct.gov, mayorelicker@newhavenct.gov, michael@luzzilaw.com, jason.cotte@ct.gov, David.Carey@ct.gov, Marilyn.Gould@ct.gov, Looney@senatedems.ct.gov, deep.communication@ct.gov, mbenvenegs@townofeasthavenct.org, Baltr@townofeasthavenct.org, stevenducic1@yahoo.com, amyfedtacher@gmail.com, damascus457@gmail.com, rps50@aol.com, wjbellmon@gmail.com, justin@townofeasthavenct.org, martin@townofeasthavenct.org, jdek@townofeasthavenct.org, staceyususan1951@yahoo.com, sparratt@townofeasthavenct.org, l.hennessey62@yahoo.com, kennethdglagiere@gmail.com, raypompano@at.net, wdemayo@janney.com, amoscast@snet.net Subject: Stop Tweed Expansion
241	Jean	Edwards-Chiappo	jeary427@gmail.com	Email	Dear Ms. Lattrell: There is an FAA report which makes it clear about the serious consequences of airports, especially in a densely populated residential neighborhood. Please be the voice of reason and at least demand that an ES be done. So far everything has gone ahead by cutting corners and many things probably should not be happening before the 43 year lease is signed. Tweed just goes ahead doing whatever they want. It seems they will beg for forgiveness rather than ask for permission. The data they are using is outdated and computer generated algorithms are not factual or accurate! There are NO noise monitors anywhere in East Haven. There are NO Air monitors anywhere in East Haven. Save the Sound wrote: We need environmentalist in our backyards monitoring the environmental impact tweed is having on our neighborhoods and the changes in our quality of life. Microsoft Exchange Server,converted from html; Hi Sean, Here is the follow up on our phone conversation today. Here are the questions emailed to you on Jan 3rd. See question # 14. There are also many other unanswered questions. These questions were also sent to the FAA. Please send the complaint data from the Veiod site. Thanks On Mon, Jan 3, 2022 at 5:05 PM Margaret Wheeler <mcwr914@gmail.com> wrote: Dear Sean Scanlon, EA Study Group and Rachel McCoy, Tweed Airport Authority suggested that we submit questions to you and to the EA study group. Here is a list of the most recent questions I have. 1. Climate Change includes emissions as well as reflected heat from impervious surfaces such as parking lots and runways. Will you have the calculations for the square footage of total asphalt and dark roof tops now and in the proposed plans and how this will contribute to climate change? https://www.epa.gov/sites/default/files/2017-05/documents/reducing_urban_heat_islands_ch_5.pdf 2. The City of New Haven and East Haven have a noise ordinance, are you in compliance? When is noise monitored at Tweed and where is the data for all of this to review? Several private jets are on record of entering and leaving after 10pm? How can you stop this and or prove that these flights are not emergencies. Are the private charter jets and more flights also part of the noise contour studies? https://portal.ct.gov/-/media/DEEP/air/noise/ordinances/NewHavenNoiseOrdinance.pdf 3. Ongoing noise studies are supposed to be monitored according to the FAA guidelines, what data do you have that supports this? Especially after 10 pm. How can we find the data of noise decibel levels recorded? 4. Homes around the Tweed have been mitigated to lessen noise, however evidence shows that this is not working. How do you propose to fix this issue and comply with decibel levels exceeding FAA levels of significance of over 45 dbi. 5. Significant amounts of ground-based low-frequency noise and vibration are impacting residents in the vicinity. What methods will you use to measure this? 6. Can non-emergency flights that go out after the 10pm ordinance be penalized? If so, what are the parameters of this? This includes Robinson Aviation flights too. 7. Residents located under a flight trajectory of the most utilized runway downwind of the airport have the concentrations of all gaseous and particulate pollutants (except PM2.5) were 1.1- to 4.8-fold higher than when the residence was not downwind of the airport. How will you characterize the outdoor and indoor impacts of aviation emissions at the neighborhood scale to more accurately estimate residential exposure? The following were found to be much higher in these areas: gases (CO, CO2, NO, and NO2) and particles (black carbon, particulate— Dear Ms. Lattrell, Mr. Scanlon, State Rep. Zullo, State Sen. Cicarella, Commissioner Giletta, Commissioner Dykes et al:
242	Margaret	Wheeler	mcwr914@gmail.com	Email	Tweed New Haven Airport is finishing an Environmental Assessment that was to collect traffic data at 11 intersections locations in East Haven, Connecticut. The 11 sites were shown at a public meeting on November 18, 2021 by the Tweed Administration and consultant, M&F Land Johnson. To date, no traffic data has been released to the public. The airport expansion data shows an increase and progressive use of local, state roads to achieve over 500-700K enplanements. This has to be a burden on existing infrastructure, including cultural resources that are listed on the National Registry of Historic Places, namely East Haven Green Historic District that includes the Town Green at the corner of Main Street and Hemingway Avenue (state road), and Old Stone Church at the corner of Main Street and High Street. I reviewed the traffic data recordings for the 11 sites in East Haven, and we need more information. What is the effect of more traffic, both vehicular and trucks, on the 11 selected locations in East Haven? What are the CT DOT plans for possible expansion of highway access in residential areas on High Street? Will there be eminent domain along state roads? With other commercial expansion at the Port Authority of New Haven, moving freight on runway improvements has been documented in state regional council of governments. Currently, the Town of East Haven does have cultural events that limit and close sections of Hemingway Avenue for public safety use of the Town Green, especially for the annual Fall Festival held in September and 5K road race. How will local residential areas exposed to additional and heavy amount of airport traffic 24/7 impact quality of life, school buses, and the sole evacuation route for storm emergencies? There are no alternative vacant lands to hold public events in the area. The airport expansion plans have failed to include dialogue on any proposed traffic pattern projects and changes. There are no public meetings to discuss transportation planning, infrastructure, and environmental resilience in a town that floods. Only one picture slide was shown for East Haven, a 13 square mile town classified by CT Department of Energy and the Environment to be an Environmental Justice town, under-resourced and overburdened, now facing additional barriers to transit to local places. I would like to request inspection via Connecticut Freedom of Information Act (Conn. Gen. Stat. Sections 1-200 et seq.) any and all site plans, reports and correspondence for any star and local roads in East Haven, especially along the 11 indicated locations in the attached picture. Many of the intersections were also written as among the worst traffic locations in town in this article: https://www.register.com/news/article/East-Haven-saw-1-973-crashes-in-3-years-here-are-16486032.php All of this deserves an open discussion in a small town, and that has not happened in over 18 months. The traffic pattern changes are already being felt, especially on Charter Oak Avenue, as recorded by CT state traffic tools.
243	Lorena	Venegas	lv333@gmail.com	Email	Thank you for your time and consideration.
244	Rosemarie	Piscitelli	redoxds@yahoo.com	Email	My name is Rosemarie Piscitelli and I reside at 48 Waldo Street, East Haven CT. I'm writing today because on Aug. 1 at about 11:30pm for and hour till about 12:40 Am there was 4-5 Avelo flights at Tweed taking off and landing. It was late and loud to have jets flying at that time. We were woken up and couldn't get back to sleep - we had appointments we had to go to early in the morning and got no sleep. At meeting they said planes would not be scheduled /fly after 11:00 pm- these flights all well after that time. Though I notice the trick in writing - says " scheduled"- well these flights were scheduled before 11 but all delayed. So if delayed it's ok to fly any time? Not right cause you are waking people up. I notice most of your later flights are delayed so this will always happen. You either have to not schedule later flights- schedule early and allow for the delay that always happens or cancel the flight. There are always problems with delays with Avelo - and it's nothing to do with weather. This is residential area with many homes close by. You can't just do whatever you want with homes this close. People need sleep and have to get up early for work. Kids need sleep - school starting soon. Better figure out a better plan or go find a bigger airport someplace else cause no room here for this. FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour
245	Abou	Kante	kantea91@aol.com	MS Comment Form	Research - -According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 Studies have shown that at levels of 70 db (A-weighted) or above, behavioral awakening " will most likely occur. -According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 At levels of 40 to 50 db (A-weighted), some subjects have reported difficulty in falling asleep, frequently taking over an hour. The number of subjects having difficulty increases as the sound level increases. What needs to be done -The Code of Federal Regulations Title 14 Chapter 1 SubChapter 1 Appendix B Part 150.7 sets forth a number of program alternatives, including: Modification of flight procedures of any restriction on the use on the airport by any type or class of aircraft based on noise characteristics. Implementation of any restriction on the use on the airport by any type or class of aircraft We need this expansion for southern Connecticut it was very much needed
246	Rosemarie	Piscitelli	redoxds@yahoo.com	Email	Hi My name is Rosemarie Piscitelli and I live at 48 Waldo Street- East Haven. I'm writing today because this morning - Aug 14th at 12:20 am a loud jet landed and woke up whole house. I thought planes were not suppose to land after 11:00? We had plans today and I went to bed early cause we were getting up at 5:30 am because taking off for the day. Now sleep interrupted, dog was going crazy and we were exhausted today on our day trip. Now I hear construction that better not run all night. Airport just does what they want. Nice night and can't sleep with windows open - airport gonna pay for my utility bills cause I gotta lock up house and run air to try to block out airport noise? No consideration that there are homes nearby and people need sleep to function at work and enjoy days off without being over tired and miserable! According to FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour U.S. Department of Transportation Act - Section 4(f) 49 U.S.C. § 303 23 CFR part 774 et seq 2 DOT Protects certain properties from use for DOT projects unless the relevant DOT agency (e.g., the FAA) determines there is no feasible and prudent alternative and a project includes all possible planning to minimize harm. Research- According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 "Noise often results in a disruption of one's attentional processes. Cues that are irrelevant to task performance are dropped out first. If attention is further restricted, then cues that are relevant to performance of the task are eliminated." "When a noise occurs in a random, intermittent or unpredictable fashion, errors tend to increase, and greater effort is required to maintain concentration" "Unpredictable noise may lead to breaks in concentration that are followed by compensating increases in the work rate."
247	Alana	Haroskewicz	aharos13@gmail.com	Email	Thank you for your time Rosemarie Piscitelli Good Morning, I have several concerns about what is going on around Tweed Airport. I live on Edgar Street in East Haven, myself and some neighbors have photographed and witnessed some disturbing happenings with regards to Tweed Airport. 1. As of last night it was witnessed several dump trucks filled with sand entering the airport. Why? Also why doing this in the evening. Overnight construction is keeping the residents awake from the noise and a constant humming that's coming from the machines. 2. There seemed to be something unusual going on Re Tuttle Brook, it looks as if there is water being drained from someone into Tuttle Brook. (I will include video and pictures below) 3. Why is there a gravel road now off Commerce Street in East Haven into the wetlands at Tweed property? Why is there a truck parked in the wetlands? (see attached photo below) All of the above is of great concern to the community. There has been no communication about this to any of us. There is no transparency. Construction noise all night. How is that being a good neighbor? Putting up a tarp along the fence line only where the construction is makes everyone wonder what is Tweed hiding now? The neighbors surrounding Tweed have zero trust in the airport and their practices. This current behavior does nothing more than solidify that mistrust. Currently there is no signed lease, what and or who is guiding what is going on at Tweed Airport? Who is being held accountable? These are just some of the many concerns myself and my neighbors have. I look forward to any and all information you can share that I can pass along to my neighbors. Thank you for your time, Alana Haroskewicz See pictures and video below.

					<p>Subject: Filling in Wetlands at Tweed?</p> <p>Good Morning,</p> <p>I have several concerns about what is going on around Tweed Airport. I live on Edgar Street in East Haven, myself and some neighbors have photographed and witnessed some disturbing happenings with regards to Tweed Airport.</p> <p>1. As of last night it was witnessed several dump trucks filled with sand entering the airport. Why? Also why doing this in the evening. Overnight construction is keeping the residents awake from the noise and a constant humming that's coming from the machines. * ref below</p> <p>2. There seemed to be something unusual going on RE Tuttle Brook, it looks as if there is water being drained from somewhere into Tuttle Brook. (I will include video and pictures below)</p> <p>3. Why is there a gravel road now off Commerce Street in East Haven into the wetlands, into Tweed property? Why is there a truck parked in the wetlands? (see attached photo below)</p> <p>All of the above is of great concern to the community. There has been no communication about this to any of us. There is no transparency. Construction noise all night. How is that being a good neighbor? Putting up a tarp along the fence line only where the construction is makes everyone wonder what is Tweed hiding now? The neighbors surrounding Tweed have zero trust in the airport and their practices. This current behavior does nothing more than solidify that mistrust.</p> <p>Currently there is no signed lease, what and or who is guiding what is going on at Tweed Airport? Who is being held accountable?</p> <p>These are just some of the many concerns myself and my neighbors have.</p> <p>I look forward to any and all information you can share that I can pass along to my neighbors.</p> <p>Thank you for your time,</p> <p>Alana Haroskewicz See pictures and video below,</p> <p>* FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.48Chapter 9 n. Noise sensitive area</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106Laboratory subjects appear to be most sensitive to acoustic stimuli during the more shallow stages of sleep. A person typically goes through a cycle of sleep which becomes progressively deeper, and the stages of this cycle may vary in length of</p> <p>Microsoft Exchange Server converted from html; Please see attached letter from neighbor</p> <p>July 6, 2022 Tweed New Haven Airport ATTN: Sean Scanlon, Executive Director SENT VIA E-MAIL ONLY to scanlon@tweed.com Avelo ATTN Andrew Lew, Chairman CEO SENT VIA E-MAIL ONLY O alex@aveoai.com Avports ATTN: Andrew King SENI VIA E-MAIL ONLY IO Akino@avports.com Hot Re: Quality of Life concerns Dear Mr. Scanlon, Mr. Lew, and Mr. King: In recent weeks, East Haven neighbors living in the vicinity of Tweed New Haven Airport have been voicing their justifiable concerns about the negative impacts the increase in Nights in and out of the airport are having. We hear them loud and clear: Avelo has announced more flights to new destinations, the volume of flights has directly impacted the quality of life for those residing near the airport. Warmer weather is upon us and residents are opening their windows and spending more time outdoors. While we recognize that we have no control over the increase in flights, we want to make sure that every attempt possible to mitigate their impact is being made. As you are aware, and as you have already heard from each of us, we too are receiving more complaints about increased noise throughout the day, and now unsettling plane noise into the night. We are also receiving complaints about the strong smell of jet fuel. We certainly understand that you, as the director, also field those complaints and do not shy away from speaking to concerned residents. With that being said, we also recognize there has been a significant investment in mitigation programs from roofing and windows to air systems. But, to date, there seems to be an overwhelming investment on the New Haven side. We're not begrudging the fact that our New Haven neighbors have received these benefits, we simply believe that more East Haven residents should be evaluated for, and ultimately receive, this same quality of life community aids. In the longer term, we eagerly await the completion of the FAA m unilaterally unico environmental Asses9Senkich will provide solica di quDnce USO Wcrocooa zid 00 Directod. Nevertheless, in the omedzo short term we have serious concerns thus ve 32 urging swik Boton Together. Vi are requesting that the Tweed New Haven Airport Mulloniy impoine OlucuoM. Carly terevhon good moorber reopng System Such a system will allow neighbors to voice concerns (rely to the authority and of the auloi? expeditiously respond to addressing such concerns more importantly Such System provide our offices and your organious vth incontrol on where To proceed with informoon con a address the quality of fe-issut hot sore are Sending letter for neighbor see letter below</p>
248	Alana	Haroskewicz	aharos13@gmail.com	Email	
249	Ganha	Cason	gharnc13@gmail.com	Email	<p>July 6, 2022 Tweed New Haven Airport ATTN: Sean Scanlon, Executive Director SENT VIA E-MAIL ONLY to scanlon@tweed.com Avelo ATTN Andrew Lew, Chairman CEO SENT VIA E-MAIL ONLY O alex@aveoai.com Avports ATTN: Andrew King SENI VIA E-MAIL ONLY IO Akino@avports.com Hot Re: Quality of Life concerns Dear Mr. Scanlon, Mr. Lew, and Mr. King: In recent weeks, East Haven neighbors living in the vicinity of Tweed New Haven Airport have been voicing their justifiable concerns about the negative impacts the increase in Nights in and out of the airport are having. We hear them loud and clear: Avelo has announced more flights to new destinations, the volume of flights has directly impacted the quality of life for those residing near the airport. Warmer weather is upon us and residents are opening their windows and spending more time outdoors. 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Carly terevhon good moorber reopng System Such a system will allow neighbors to voice concerns (rely to the authority and of the auloi? expeditiously respond to addressing such concerns more importantly Such System provide our offices and your organious vth incontrol on where To proceed with informoon con a address the quality of fe-issut hot sore are Sending letter for neighbor see letter below</p> <p>1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies"</p> <p>From: Claudia Bosch <claudabosch@sbglobalnet> Friday, June 3, 2022 9:47 AM</p> <p>To whom it may concern;</p> <p>The proposed changes at Tweed New Haven Airport (Tweed) as presented in the Master Plan Update understate the cumulative negative impact on existing adjoining neighborhoods. The planned projects would be "DOA" (dead on arrival) if not for an airfield from 1929/31. We are in 2022 and not in the 1930s. Based on today's regulations and environmental protections even a modest airfield would not get approved due to the established neighborhoods located in East Haven and the Cove since the 1700s and to its precarious geographical location in a flood prone area. Please take two steps back and ask yourself honestly if you would approve a completely new construction as outlined in the Master Plan Update its given location? The scope of the planned activities represent a qualitatively different airport than the existing one. The planned facilities are a new development.</p> <p>A) Tweed in its entirety as infrastructure unit has its logical equivalent in the entirety of the surrounding neighborhoods of New Haven and East Haven. Consequently, the argument cannot pit individuals as recent "newcomers" against an "existing" airport. One needs to compare equals: larger infrastructural entities. The airport came about 200 years after the settlements. Tweed was and is the disruptive newcomer and should be scrutinized as such. Just one historic example, Tweed incorporated Morris Causeway which dates back to 1780 (1). In its current Master Plan Update about 50 residences on Holmes, Burr, Laura and Grove would become inhabitable because of the location in a Runway Protection Zone (Airport Layout Plan 2021). These homes would have to be demolished by FAA rules which prohibit residences in a RFP (2) Consequently, if the proposed design of the Master Plan Update would get granted, the airport infrastructure would disrupt existing neighborhood infrastructure like it happened before Leg Urink St or houses on Holmes which got already demolished in the last 10 years. This is an unacceptable destructive environmental activity with regards to its social impact on an existing neighborhood.</p> <p>B) The Tweed redevelopment (new facility and runway extension) are planned in an AE flood zone. Any structure within an AE flood zone has a 1 % likelihood of being flooded in a given year, or a 26% chance of flooding within a 30 year time-span (3). These numbers are current numbers. The possibility of a flood in an AE zone will grow because of further and accelerated sea-level rise (4) Any building project like runway extension, new parking spaces or a new terminal need to be carefully evaluated about their environmental impact in such a precarious location. Each additional square foot of pavement diminishes natural water retention, yet the water has to go somewhere. Will it be into the adjoining homes?</p> <p>This creates an undue burden for the existing neighborhoods. Yet, the current Master Plan Update does not include an extension of a taxi-way or additional safety zones which based on the below is a neighbor's letter that was sent to the wrong address. I am sending it on so their concern can be heard and addressed. Please contact the neighbor at the address below</p>
250	Claudia	Bosch	claudabosch@sbglobal.net	Email	<p>To whom it may concern,</p> <p>I am aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation.</p> <p>1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies"</p> <p>I, Lorna Vergas, live in East Haven, CT with my 2 children. Expansion of Tweed Airport is an unfair burden on my town is environmental justice town? or respect the burden of air pollution, use of pesticides, and filling in wetlands. The new terminal proposed will negatively impact the residential area are now man KG of more surviving area East Haven has the highest incident in hospitalization that asthma and respiratory illness for residents that live in Morgan point,Victor St, Edgar it smelt jet fumes and have idling planes the traffic is planned to flow in Hemingway Avenue, a meets that cemented lord. clearing way Avenue., old mis is the main artery and the only evacuation route to all me residents in Momegan and the new terminal would be encasement of wetlary and flooding Raising the land with sea level niye injures would be devastating to the birdlife and wildlife.</p> <p>Lorena Vergas 73 George Street East Haven Ct 06512</p> <p>1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property</p> <p>1050.1F Chapter 1 Sec 1 Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb).1 The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p>
251	Georgia	Crowley Lieber	gscrowley12@yahoo.com	Email	<p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM10) and particles with aerodynamic diameters of 2.5</p> <p>Below is a letter from a concerned neighbor, I am sending to correct address</p> <p>1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies"</p> <p>Nancy McDowell <mcdowellnancy@att.net> Friday, June 10, 2022 5:35 PM colleen.dalessandro@faa.gov; h Call for Public Comments to the FAA</p> <p>Tam writing to express my opposition to the proposed Tweed-New Haven Airport Authority runway extension and new terminal construction. Tweed-New Haven Airport sits in the middle of long-standing residential neighborhoods. The costs to the public and the environment outweigh the benefits to the few.</p> <p>I am a concerned neighbor living in close proximity to Tweed New Haven Airport. I have lived in my house for 30 years. I have always enjoyed watching the airport activity. Recently Avelo airlines has started operating out of this airport expanding travel to involve 737 planes. I do not feel</p> <p>this airport is safe to operate such large planes and it is not safe to have these planes pass so low to the ground as they pass over existing houses. The rumor in the past was that the airline pilots of the smaller planes operating out of Tweed did not feel comfortable flying in or out of Tweed and that was why the airport had difficulty retaining airlines to operate at this facility. In the past, my former neighbor booked out of Tweed on several occasions due to its close proximity. Her flights were usually canceled due to fog or other weather concerns. Why is it all of a sudden safe for these larger planes to operate? Anytime a plane takes off I can feel the vibration in the ground as the planes depart. As the plane passes in close proximity to the house I can feel the house shake and items within the house rattle. This never happened with the smaller planes operating out of Tweed. What damage is this causing to my house as this is currently happening 12 to 24 times a day as the planes take off and land? Last summer I was visited by 2 airport employees. One identified himself as the airport manager. They were going around to the airport neighbors to answer any concerns the residents might have. I was told they were bringing in 737s but that these planes would be quieter because they were newer. This has not been the case. The planes are much louder than the planes in the past. They said the hours of operation would not change. Avelo would operate from 7am to 11pm. Again this is not the case. On June 8 a plane landed around 11:30pm. On June 9 a plane took off around 6am and a plane landed at 11:40pm. This is just 3 examples. This has occurred many times where I am woken up around 6 or around midnight as the hours of operation don't seem to matter anymore. I have concerns on how the expansion will affect the wetlands that surround the airport. How will the expansion affect travel in an already congested environment? How will the expansion affect my health and safety as you can smell diesel fumes on a daily basis? I feel the expansion is being allowed to occur without proper studies being done. I do not feel safe anymore as these planes are passing in such close proximity to my house.</p> <p>Nancy McDowell 8 Roses Farm Road East Haven, CT 06512</p>
252	Nancy	McDowell	mcdowellnancy@att.net	Email	<p>See neighbors letter below. It was sent to the incorrect address I am sending to correct places. Please contact the neighbor at the phone number or address below.</p> <p>John D Graham <jdoug@graham@gmail.com> Monday, June 13, 2022 10:26 AM colleen.dalessandro@faa.gov; mayor@townofeasthavenct.org Tweed Airport Expansion Subject:</p> <p>I live in Morgan Point and was initially supportive of the expansion but since Avelo have started operations the increase of flights from around five to now 22 a day has made me realize just how destructive it is for the neighborhood and the tranquility of the Connecticut coast in this area. I have been spending both time and money improving my property and anticipated recovering at least the funds expended through the increase in value of the property.</p> <p>However if the noise continues at the current level or worse still increases it will destroy property values for the whole neighborhood. In addition one can smell the toxic byproducts of spent and unused fuel that is not only injurious to health but also will damage the wetlands that have been carefully protected for decades and are home to all kinds of flora and fauna. East Haven does need to develop but in a co-ordinated and environmentally sensitive manner that benefits the whole community and not just a select few. It could become as sought after as the Hamptons - it is the same distance from New York, a very similar geography but lacks the carefully nurtured image that attracts people to the Hamptons.</p> <p>Yours sincerely John D Graham (646) 742 1000 John D Graham (646) 742 1000</p>
253	John D	Graham	jdoug@graham@gmail.com	Email	

					<p>Microsoft Exchange Server,converted from html; This letter is being sent on behalf of a resident in East Haven and/or New Haven that was unable to use the internet to transmit the written letter. The legal name and address are on the attached written letter. As you know, East Haven is an Environmental Justice town that is overburdened and under-resourced with limited resources to communications. Please reach out to the resident, Natalia Vivas, via phone, mail as listed on the attached letter.</p> <p>RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven</p> <p>Dear Sir or Madam:</p> <p>I am aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation. 1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." The EPA defines fair treatment to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.</p> <p>The EPA requires that we are given appropriate opportunity to participate in decisions. The EPA states that the public's contribution can influence the regulatory agency's decision. The EPA states that the concerns of all participants will be considered in the decision making process. The EPA also states that "the rule-writers and decision makers seek out and facilitate the involvement of those potentially affected"</p> <p>These are the resources that need to be checked and their effect in our town.</p> <p>1. WH.gov President Joseph R Biden For far too long, communities across our country have faced environmental injustices, bearing the brunt of toxic pollution, enduring underinvestment in infrastructure and critical services, and suffering disproportionate impacts from climate change</p>
254	Margaret	Silva	lv333@gmail.com	Email	<p>https://www.whitehouse.gov/environmentaljustice/ Microsoft Exchange Server,converted from html; This letter is being sent on behalf of a resident in East Haven and/or New Haven that was unable to use the internet to transmit the written letter. The legal name and address are on the attached written letter. As you know, East Haven is an Environmental Justice town that is overburdened and under-resourced with limited resources to communications. Please reach out to the resident, Carol Traester, via phone, mail as listed on the attached letter.</p> <p>RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven</p> <p>Dear Sir or Madam:</p> <p>I am aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation. 1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." The EPA defines fair treatment to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.</p> <p>The EPA requires that we are given appropriate opportunity to participate in decisions. The EPA states that the public's contribution can influence the regulatory agency's decision. The EPA states that the concerns of all participants will be considered in the decision making process. The EPA also states that "the rule-writers and decision makers seek out and facilitate the involvement of those potentially affected"</p> <p>These are the resources that need to be checked and their effect in our town.</p> <p>1. WH.gov President Joseph R Biden For far too long, communities across our country have faced environmental injustices, bearing the brunt of toxic pollution, enduring underinvestment in infrastructure and critical services, and suffering disproportionate impacts from climate change</p>
255	Carol	Traester	lv333@gmail.com	Email	<p>https://www.whitehouse.gov/environmentaljustice/ Below is a email from a concerned neighbor that was sent to the wrong address. Please reach out to the neighbor by the address and or email address provided below Thank You</p> <p>I am aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation. 1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." 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The EPA also states that "the rule-writers and decision makers seek out and facilitate the involvement of those potentially affected"</p> <p>patricia ranney co_ranney@yahoo.com Saturday, June 18,2022 2:00 PM colleen.dalesandro@faa.gov Insufficient Buffer Zone around Tweed New Haven Airport Dear Ms. D'Alessandro, I'm writing to you today to express my concerns about current operations at Tweed New Haven Airport (HVN) in New Haven, CT and the current plans for infrastructure expansion. Built in the late 1930s, HVN is a small airport nestled between residential areas of two towns, New Haven and East Haven CT. It is comprised of 394 acres as compared to BDL's 2432 acres or even Westchester's 702. While most airports have buffer zones between their runways/taxiways and private residences of several hundred yards or more, HVN's interface with the residential areas is less than 50 yards in some places. This was OK for the original prop planes the airport was established to handle but is in no way sufficient for the jet engines that started arriving decades later, and certainly unacceptable today knowing the full negative social and environmental impact they cause. This distance does nothing to mitigate noise, allow for the dilution of jet exhaust, or protect CT from agricultural or forestry pests (such as the redbay ambrosia beetle currently devastating southern forests, including sassafras and spice bush, host to the spicebush swallowtail) that may hitch a ride here. Private jets parked at the edge of the property with jet engines pointed at neighboring houses idle sometimes more than an hour blowing fumes and noise directly at homes. A few days every week I have to stop gardening and go inside until the fumes dissipate. Commercial jets on the taxiway between 5-7PM make so much noise I cannot hear the news. Just this week Aveo had flights either taking off or landing at 10:30 PM, 11:30 PM, 12:30AM and 1:50AM. East Haven's town noise ordinance is set at 9PM. Many of the residents in this neighborhood are contractors, landscapers and health care professionals whose shifts start at sunrise to 7AM. We need quiet at sundown. I go to work sleep deprived at least twice a week because Aveo Air refuses to be a good neighbor and respect our noise ordinance laws. No other airline operating out of HVN has had such a blatant disregard for the basic needs of their fellow human beings. They have a business to run, which gets me back to the point that HVN does not have the acreage to support Commercial Air Transport, and CAT is incompatible with a residential area. See below email from a concerned neighbor. It was sent to the wrong addresses please contact the neighbor at the email address listed below talia0303x@aol.com Tuesday, June 28, 2022 1:23 AM colleen.dalesandro@faa.gov talia0303x@aol.com Quality of life near Tweed New Haven Airport Ms. Dalesandro, I am a New Haven, CT resident in very close proximity to Tweed airport. I am writing regarding construction currently underway at the airport. As you can tell by the time that I am sending this to you it is well past midnight. I can hear trucks beeping as they are backing up and an excavator hitting the ground. The flood lights being utilized which are shining directly toward our houses could light a football field. We are constantly bombarded by noise and exhaust fumes from the aircraft activity at the airport, rarely a day goes by that we are not subjected to heavy fumes from planes arriving, departing or running up near the terminal or on the taxiway. The planes are kept near the terminal which is only several hundred feet from our homes. It appears to me that the planes use APU units versus GPU units more frequently, I have questioned this and I do not feel I have received a valid response from Director Sean Scanlon who keeps referring my questions to Aveo personnel. He should have more than rudimentary knowledge of the operation of the airport. I enjoy hanging my laundry outside during the summer, I can no longer do this as I have had to wash my clothing due to the smell of jet fuel on the material. I have a young child in my home and have had to make him come indoors so that he is not breathing in the toxic chemicals being spewed on our neighborhood. If I am on a phone call I often have to ask the party to hold while jets are arriving or departing. If I happen to be watching television I have to double the volume to hear it over the planes. It is becoming increasingly more difficult to obtain sleep with the constant noise occurring due to the aircraft and the ongoing construction. We have departures as early as 6 am and arrivals as late as 3 am. There have been bird species in my yard that I have not seen before, I can only assume they have been displaced by the destruction of their former habitats that have been decimated by the airport construction. There are also more rodents in the neighborhood. This is adversely affecting my quality of life. It is now 1:18 am, the construction noise continues, I could elaborate more but need to try to obtain some sleep before it starts all over again later this morning. So I will put a pillow over my head to try to block it out. I would appreciate a response, I can be reached by email at the above address. Sincerely, Petrina Yoxall</p>
256	Patricia	Ranney	aharos13@gmail.com	Email	<p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or Microsoft Exchange Server,converted from html; This letter is being sent on behalf of a resident in East Haven and/or New Haven that was unable to use the internet to transmit the written letter. The legal name and address are on the attached written letter. As you know, East Haven is an Environmental Justice town that is overburdened and under-resourced with limited resources to communications. Please reach out to the resident, William Traester, via phone, mail as listed on the attached letter.</p> <p>RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven</p> <p>Dear Sir or Madam:</p> <p>I am aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation. 1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." The EPA defines fair treatment to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.</p> <p>The EPA requires that we are given appropriate opportunity to participate in decisions. The EPA states that the public's contribution can influence the regulatory agency's decision. The EPA states that the concerns of all participants will be considered in the decision making process. The EPA also states that "the rule-writers and decision makers seek out and facilitate the involvement of those potentially affected"</p> <p>These are the resources that need to be checked and their effect in our town.</p> <p>1. WH.gov President Joseph R Biden For far too long, communities across our country have faced environmental injustices, bearing the brunt of toxic pollution, enduring underinvestment in infrastructure and critical services, and suffering disproportionate impacts from climate change</p>
257	Petrina	Yoxall	talia0303x@aol.com	Email	<p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or Microsoft Exchange Server,converted from html; This letter is being sent on behalf of a resident in East Haven and/or New Haven that was unable to use the internet to transmit the written letter. The legal name and address are on the attached written letter. As you know, East Haven is an Environmental Justice town that is overburdened and under-resourced with limited resources to communications. Please reach out to the resident, William Traester, via phone, mail as listed on the attached letter.</p> <p>RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven</p> <p>Dear Sir or Madam:</p> <p>I am aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation. 1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." The EPA defines fair treatment to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.</p> <p>The EPA requires that we are given appropriate opportunity to participate in decisions. The EPA states that the public's contribution can influence the regulatory agency's decision. The EPA states that the concerns of all participants will be considered in the decision making process. The EPA also states that "the rule-writers and decision makers seek out and facilitate the involvement of those potentially affected"</p> <p>These are the resources that need to be checked and their effect in our town.</p> <p>1. WH.gov President Joseph R Biden For far too long, communities across our country have faced environmental injustices, bearing the brunt of toxic pollution, enduring underinvestment in infrastructure and critical services, and suffering disproportionate impacts from climate change</p>
258	William	Traester	lv333@gmail.com	Email	<p>https://www.whitehouse.gov/environmentaljustice/</p>

					<p>Below letter from a concerned neighbor that was sent to the wrong address. Please contact the neighbor at the listed email, phone or address.</p> <p>Thu, Jun 16, 2022 at 2:53 PM Jean Edwards-Chieppo jeany427@gmail.com To: colleen.dalessandro@faa.gov Dear Ms. Dalessandro:</p> <p>I am writing you regarding Tweed New Haven Airport expansion. As an East Haven resident I am concerned and alarmed at the negative historic impact this will have on our town. This is a small residential beach town not a hub for a large regional airport. To list a few my concerns are noise impact, health impact, especially for young children. Environmental impact, pollution in air and water ways. Displacing wildlife, building or filling in wetlands. The list is far too great to write them all down. The rush by Tweed Airport to do environmental studies is of grave concern. Short cuts and other issues are creating a big problem. This will ultimately end up in court if the correct Environmental Impact studies are not done. Save The Sound requested the more detailed study. We are citizens who have the right to live in a small town. No one anticipated this terrible decision! Please do not overlook the residents who are against this historic decision!</p> <p>Respectfully, Jean Edwards-Chieppo</p> <p>1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies"</p> <p>A study from Brookings ref Environmental Justice and Pollution states:</p> <p>This paper explores linkages between U.S. climate policy, environmental justice (EJ), and local air pollution. Policy proposals recently introduced by Democrats place EJ concerns at the heart of the climate policy agenda. To gain insight into how this policy imperative could be implemented, we draw lessons from recent legislative and regulatory experiences in California. In 2006, California began a path-breaking experiment to incorporate EJ concerns into an ambitious climate change mitigation agenda. We review this experience to date, noting some early pitfalls and subsequent course corrections. We base this analysis on our own research and policy engagement. We do not represent or claim to speak for the EJ community.</p> <p>https://www.brookings.edu/wp-content/uploads/2020/10/ES-10-14-20-Fowlie-Walker-Wooley.pdf?text=The%20environment%20justice%20movement%20in%20the%20United%20States,%28Currie%20and%20Walker%202019%2C%20Aldy%20et%20al.%202020%29</p>
264	Jean	Edwards-Chieppo	aharosi13@gmail.com	Email	<p>Microsoft Exchange Server(converted from html); This letter is being sent on behalf of a resident in East Haven and/or New Haven that was unable to use the internet to transmit the written letter. The legal name and address are on the attached written letter. As you know, East Haven is an Environmental Justice town that is overburdened and under-resourced with limited resources to communications. Please reach out to the resident, Natalia Vivas, via phone, mail as listed on the attached letter.</p> <p>RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven</p> <p>Dear Sir or Madam:</p> <p>I am aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation. 1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." The EPA defines fair treatment to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.</p> <p>The EPA requires that we are given appropriate opportunity to participate in decisions. The EPA states that the public's contribution can influence the regulatory agency's decision. The EPA states that the concerns of all participants will be considered in the decision making process. The EPA also states that "the rule-writers and decision makers seek out and facilitate the involvement of those potentially affected"</p> <p>These are the resources that need to be checked and their effect in our town.</p> <p>1. WH.gov President Joseph R Biden For far too long, communities across our country have faced environmental injustices, bearing the brunt of toxic pollution, enduring underinvestment in infrastructure and critical services, and suffering disproportionate impacts from climate change</p> <p>https://www.whitehouse.gov/environmentaljustice/</p>
265	Roseann	Ivone	lv333@gmail.com	Email	<p>https://www.whitehouse.gov/environmentaljustice/</p> <p>My name is Nancy McDowell. I reside at 8 Roses Farm Road in East Haven, CT. I am very concerned about the safety of Tweed New Haven Airport. I have never had a problem with the airport until November, 2021 when Tweed introduced Avelo Airlines. Avelo started with three 737 planes. They ran about 12 flights to 6 destinations on a daily basis. Avelo is now operating 6 planes, going to 14 destinations creating up to 28 flights a day.</p> <p>Tweed Airport is surrounded by densely populated residential neighborhoods. There are schools and parks within 3 miles of the airport. I don't know of any Airport that operates on such a large scale that is located within such close proximity to densely populated areas. There are houses located across the street from the terminal. I am located just off the instrument landing path. These 26 flights a day are passing less than 300 feet above the ground as they pass by my house. When landing, the planes have to get over the houses, drop down quickly to get to the landing strip and have time to stop before they run out of runway. I have heard for over thirty years that the pilots of the smaller planes that previously operated out of Tweed did not feel comfortable flying in and out of Tweed because of these hazards. There are houses where these planes are even closer to the ground as they pass overhead. My house shakes as the planes are passing by. The ground shakes as the planes accelerate down the runway. The noise these planes make is horrible. I have often been woken up by planes operating outside of the scheduled operating hours. Residents are reporting cracks in their houses and roof damage from the close proximity of these planes passing so low to the ground. What is happening to my property from the constant shaking? Obviously these planes are passing too close to residential houses. What are height requirements for large planes to pass through neighborhoods? I could not find any information on this subject but I'm pretty sure it is not being met at this airport. For the first time in 30 years I do not feel safe in my house. This airport is becoming a disaster waiting to happen as this expansion moves forward and plane activity continues to increase.</p> <p>Tweed New Haven Airport should not be allowed to operate these planes or move forward with any new construction until all the environmental studies have been completed with a determination that it is safe to expand in the setting where this airport is located. Attempts have not been successful in the past. Nothing has changed. Because of the proximity of these planes operating so close to residential settings, what are the health risks from fuel and exhaust? Studies have shown there are higher health risks up to 10 miles away from airports such as asthma and cardiac disease. What are the health risks when I live less than 1 mile from these fumes? People and pets within the flight path are already reporting health issues attributed to the increased plane activity. We are told the planes operate below the noise decimal restrictions but you can't prove that to those who hear these planes 28 times a day with the threat of even more activity as the airport moves towards its expansion goals. For me, the noise has created lack of sleep, headaches, increased feelings of nervousness. Families should not have to live like this because a large expansion is being planned in an inappropriate setting. I feel my health is being jeopardized because I have the misfortune of living close to a busy airport.</p>
266	Nancy	McDowell	mcDowellnancy@att.net	Email	<p>Studies cited:</p> <p>Dear Commissioner Dykes, Ms. Jacobson and Ms. Pestana:</p> <p>To date, East Haven as a town has not received any environmental justice resources to address any of the limited resources in town. Instead, residents are subjected to sleep disruption and flooding of local lands. Are you aware of the botched engineering that continues under the USACE permit that is supposed to be enforced by DEEP? The mistrust on the highway improvements projects has been going on since April 2022 with plenty of pictures and videos sent by residents. Tomorrow, the Tweed Airport Authority is supposed to hold a Board meeting to sign the lease agreements that include timelines including future CT DEEP permits. How is this allowed when the Environmental Assessment process has not been finished? The lease agreement and attachments show a new terminal with 8 planes, when the public was told 4 planes at public meetings with Sean Scanlon. The lease agreement shows an entrance and exit on a drawing schematic not shown to the public. There should be no terminal built on wetlands that have identified an endangered species in the report dated January 2022 released by Tweed consultant, McFarland Johnson.</p> <p>Two weeks ago, Ms. Jacobson stated that there was only 1 discussion between CT DEEP and Tweed Airport consultant, McFarland Johnson, about mitigation plans to disrupt other wetlands across eight different parcels pre-selected by Tweed. I'm having a copy of the presentation slides. However, the online lease and facilities agreement show that Tweed has secured approval of mitigation in a 2:1 ratio in town. This is contrary to the email communications between CT DEEP and Tweed Airport consultant, McFarland Johnson.</p> <p>East Haven is only 13 square miles. The mitigation parcels chosen belong to East Haven Land Trust and private owners that have not been properly informed about possible mitigation planning with the airport.</p> <p>This is a dangerous course to follow based on engineering glitches, accidents, and flooding that is not needed in East Haven.</p> <p>Thank you for your time and attention.</p> <p>I am enclosing the wetlands report with endangered species and pictures of the ditch on Thompson Avenue, Commerce and Proto Drive.</p> <p>Respectfully, Lorena Venegas 73 George St</p>
267	Lorena	Venegas	lv333@gmail.com	Email	<p>Below is a letter from a concerned neighbor that was sent to the incorrect addresses. I am sending to the correct addresses. Their concerns need to be heard. Please contact the neighbor by the information listed below</p> <p>I've on 99 Ferber Pl. East Haven Ct. ice on w/ state engine's 4 yrs. ago. Sett was one of the worst intersection's in the state. There are now jet fuel Ion Kets now using this intersection. If the Sina es, I has been for, the tour's, Th, 737's fly over my home all hrs of the day night. I ride my bike thru town, and can smell the jet fuel on take off</p> <p>The houses in town ill feel of the take off runway for studies havent been done eruomen talks, uut, Goldman Sachs keep on expandas flights City 99 Forbes ext East Haven CT 06512</p> <p>1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property</p> <p>From the Environmental Health article- published 2/6/2021 A review of health effects associated with exposure to jet engine emissions in and around airports. https://dcd.uh.edu/CVSV</p> <p>"exposure to jet engine emissions, which similarly to diesel exhaust emissions include volatile organic compounds and particulate matter consisting of an inorganic carbon core with associated polycyclic aromatic hydrocarbons, and metals. Proximity to running jet engines or to the airport as such for residential areas is associated with increased exposure and with increased risk of disease, increased hospital admissions"</p> <ul style="list-style-type: none"> Air monitoring devices around the perimeter of the entire airport and the levels cannot be exceed 100 ppm The restriction of all aircraft from idling for extended periods of time. Max idle time 5 minutes. If aircraft has violated this they will be fined in excess of \$5000.00 per incident. Finies increasing with each infraction. Up to and including being banned from use of the airport for up to 2 years time. Air sampling to be conducted twice annually in the surrounding communities around the airport. If air quality standards are not met, the airport would be fined monthly until air quality standards were met for all metrics. Use the following guidelines for schools. The Occupational Safety and Health Administration (OSHA) and the Air Force Office of Safety and Health (AFOSH) regulate levels of petroleum products in the workplace. The maximum allowable amount of petroleum distillates in workroom air during an 8-hour workday, 40-hour workweek, is 500 parts per million (ppm). All fines collected would be used to fund community air health initiatives.
268	NA	NA	aharosi13@gmail.com	Email	

					<p>The below is a letter from a concerned neighbor that was sent to the incorrect addresses. Please contact the neighbor at the address or email address provided below</p> <p>To Whom it may concern,</p> <p>I am Concerned about the increased air Travel My wife has Lupus and She cant set in am yard because of the increased fumes. Her enjoyment of the out doors has been taken away She spends more time indoors because</p> <p>We're Alas, —</p> <p>Salvatore Fenara Salvatore in Ferrara 51 Waldo St East Haven CT 06512</p> <p>1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property</p> <p>1050.1F Chapter 1 Sec 1</p> <p>Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), sulfur dioxide (SO₂), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM₁₀) and particles with aerodynamic diameters of 2.5 micrometers or less (PM_{2.5}). Nitrogen oxides (NO_x) are defined as the combination of nitrogen dioxide (NO₂) and nitrogen monoxide (NO). Both NO_x and volatile organic compounds (VOC) are precursors of O₃</p>
269	Salvatore	Fenara	aharos13@gmail.com	Email	<p>An article from The ATSDR Agency for Toxic Substance and Disease Registry</p> <p>The below letter is from a concerned neighbor which was sent to the wrong addresses. I am forwarding it to the correct addresses. Please contact the neighbor at the address provided below.</p> <p>To Whom it may concern,</p> <p>this is in reg to 1050.1F Chapter 9</p> <p>I am a resident of East Haven and live near Tween New Haven Airport. My concern with the expansion is I have been living in this Town for 70 years and I remember the crash of Allegheny Airlines in line on a foggy morning in June. I bring this up because the airport is situated on a low lying area and it is common for thick fog to be present over the airport to the sound. IUST recently Auelo had to circle a times and in Gulfport and Ton 4 more times heter looping before finally landing this is an accident waiting to happen.</p> <p>DAVID GERZ 99 Forbes Place, East Haven</p> <p>Below is a neighbors letter that was sent to the wrong addresses, I am forwarding to the correct addresses I feel their concerns need to be heard. Please contact the neighbor at the address provided below.</p> <p>To Whom it may concern,</p> <p>I am notified of all the noise and small Engines running forever, house rumbling and of course the damn fumes, I au elderly and do not want to breathe in un healthy air! not fair that I cannot enjoy my house. I pay alot to live here, I have several animals and can't keep windows open for them eit I have to keep running fans and air conditioner constantly, my electric bill is thru the roof, is the airport gour pay my bill?? Totally ridiculous this, why is this happening. And they soon like we dont exist!</p> <p>Peoria Depema Peoria Depalma Street 82 Burgess Street East. Haven 06542</p> <p>1050.1F Chapter 1 Sec 1</p> <p>Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), sulfur dioxide (SO₂), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM₁₀) and particles with aerodynamic diameters of 2.5 micrometers or less (PM_{2.5}). Nitrogen oxides (NO_x) are defined as the combination of nitrogen dioxide (NO₂) and nitrogen monoxide (NO). Both NO_x and volatile organic compounds (VOC) are precursors of O₃</p> <p>An article from The ATSDR Agency for Toxic Substance and Disease Registry https://www.cdc.gov/TSP/PHS/PHS.aspx?phsId=766&toxId=149</p> <p>states : " Breathing in high levels of JP-4 has caused harmful effects on the nervous system. Some of the nervous system effects in people include headache, dizziness, nausea, depression, anxiety, memory loss, and irritability. Nervous system effects have occurred in people exposed to vapor from jet fuels like JP-4 for short and long periods in their jobs."</p> <ul style="list-style-type: none"> • Air monitoring devices around the perimeter of the entire airport and the levels cannot be exceed 100 ppm • The restriction of all aircraft from idling for extended periods of time. Max idle time 5 minutes. If aircraft has violated this they will be fined in excess of \$5000.00 per incident. Fines <p>The below is a neighbor's concern. This letter was sent to the wrong addresses. I am forwarding to the correct addresses. I feel their concerns need to be heard by the right people. Please contact the customer at the address listed below.</p>
270	David	Gerz	aharos13@gmail.com	Email	<p>To Whom it may concern,</p> <p>I have a few issues, my son has severe asthma. Hes 20 now but his been hospitalized a few times since birth in 2021 he was hospitalized and almost couldn't get this breathing under control. Also I get the fumes constantly, I don't like me, my kids and my kids breathing it in, I also have an inground pool and family comin over to enjoy yard. This includes my 3 and yr old granddaughters. Also the engines running noise is annoying.</p> <p>The planes are behind my house!!</p> <p>Clona Delaine Delaine - 82 Burgess Street East Haven CT 06512</p> <p>1050.1F Chapter 1 Sec 1.1.3 Indirect Source Review</p> <p>Each project should assess whether additional investigation of indirect sources is required by state or local regulations. The definition of indirect source may vary from state to state. Indirect sources may include airports and commercial space launch sites as well as highways, parking facilities, sports and entertainment facilities, and office buildings. Any applicable indirect source requirements should be identified as early as possible during the NEPA scoping process and described in the NEPA documentation.</p> <p>Some states require indirect source review (ISR) as part of their SIP when proposed Federal actions are located in nonattainment or maintenance areas. States that require ISR generally establish thresholds for property, road, or parking areas that attract motor vehicle traffic and, indirectly, causes pollution. For example, a state may require ISR for all projects that increase total airport passengers at an airport by more than 100,000 passengers per year, add 1,000 new parking spaces, or increase aircraft operations by 1,000 per year. Projects that exceed the thresholds could be required to complete an indirect source analysis and obtain an indirect source permit.</p> <p>1050.1F Chapter 1 Sec 1.3.3 Ambient Pollutant Concentrations Analysis</p> <p>There is no single, universal criterion for deciding whether an ambient pollutant concentrations analysis (or "NAAQS analysis") is necessary for Federal actions. However, a review of a project to identify any unusual circumstances, such as intense emission sources in close proximity to areas where the public has access, might indicate a need for further analysis. In addition, reviewing agencies may specifically request a NAAQS analysis if concerns exist regarding sensitive receptors surrounding the Federal action or if measured ambient concentrations of regulated pollutants are very close to violating a NAAQS in the immediate vicinity of the Federal action. Based on the nature of a project and consultation with state and local air quality agencies, additional analysis may be appropriate. If a NAAQS analysis is conducted, calculate the estimated pollutant concentration for a project using the emissions inventory data and an FAA-approved dispersion model. Depending on the project, this step can require extensive data and computation. This should include collection of the latest</p> <p>The below is a letter from a concerned neighbor that was sent to incorrect addresses. I am sending to the correct addresses. I feel their concerns need to be heard by the proper people. Please contact the neighbor at the address or email listed below. Thank You</p> <p>Live at the end of the North runway These 737's land & take off within Feet of my house. They leave fumes that are unbewable. Hopefully there is some thing the FAA can doebant thing</p> <p>Clem Delian 18 Bretten St. East Haven CT 06512</p> <p>1050.1F Chapter 1 Sec 1.1.3 Indirect Source Review</p> <p>Each project should assess whether additional investigation of indirect sources is required by state or local regulations. The definition of indirect source may vary from state to state. Indirect sources may include airports and commercial space launch sites as well as highways, parking facilities, sports and entertainment facilities, and office buildings. Any applicable indirect source requirements should be identified as early as possible during the NEPA scoping process and described in the NEPA documentation.</p> <p>Some states require indirect source review (ISR) as part of their SIP when proposed Federal actions are located in nonattainment or maintenance areas. States that require ISR generally establish thresholds for property, road, or parking areas that attract motor vehicle traffic and, indirectly, causes pollution. For example, a state may require ISR for all projects that increase total airport passengers at an airport by more than 100,000 passengers per year, add 1,000 new parking spaces, or increase aircraft operations by 1,000 per year. Projects that exceed the thresholds could be required to complete an indirect source analysis and obtain an indirect source permit.</p> <p>1050.1F Chapter 1 Sec 1.3 Environmental Consequences</p> <p>The FAA has a responsibility under NEPA to include in its Environmental Assessments (EA), Environmental Impact Statements (EIS), and, when appropriate, Categorical Exclusions (CATEX), sufficient analysis to disclose the extent of a project's impact on the attainment and maintenance of the NAAQS and any applicable state air quality standards. Thus, a project's impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation.</p> <p>The Environmental Consequences section of a NEPA document is where the potential impacts of the Federal action on air quality are disclosed. Very small projects sometimes can be evaluated qualitatively or by comparison to a previous project for which a quantitative air quality analysis is available. However, if a project requires the preparation of an EA or EIS, it is likely that a quantitative, project-specific air quality assessment would be needed. This can be accomplished by first identifying the emissions sources associated with a project, and then estimating the emissions for each reasonable alternative. Knowing the emissions may help to characterize a project's impact for the EA or EIS. Larger or more complex projects may require further modeling analysis to estimate changes in ambient pollutant concentrations that would result from the Federal action emissions. From the pollutant concentrations analysis, compare the emissions</p>
271	Peoria	de Palma	aharos13@gmail.com	Email	<p>To Whom it may concern,</p> <p>I have a few issues, my son has severe asthma. Hes 20 now but his been hospitalized a few times since birth in 2021 he was hospitalized and almost couldn't get this breathing under control. Also I get the fumes constantly, I don't like me, my kids and my kids breathing it in, I also have an inground pool and family comin over to enjoy yard. This includes my 3 and yr old granddaughters. Also the engines running noise is annoying.</p> <p>The planes are behind my house!!</p> <p>Clona Delaine Delaine - 82 Burgess Street East Haven CT 06512</p> <p>1050.1F Chapter 1 Sec 1.1.3 Indirect Source Review</p> <p>Each project should assess whether additional investigation of indirect sources is required by state or local regulations. The definition of indirect source may vary from state to state. Indirect sources may include airports and commercial space launch sites as well as highways, parking facilities, sports and entertainment facilities, and office buildings. Any applicable indirect source requirements should be identified as early as possible during the NEPA scoping process and described in the NEPA documentation.</p> <p>Some states require indirect source review (ISR) as part of their SIP when proposed Federal actions are located in nonattainment or maintenance areas. States that require ISR generally establish thresholds for property, road, or parking areas that attract motor vehicle traffic and, indirectly, causes pollution. For example, a state may require ISR for all projects that increase total airport passengers at an airport by more than 100,000 passengers per year, add 1,000 new parking spaces, or increase aircraft operations by 1,000 per year. Projects that exceed the thresholds could be required to complete an indirect source analysis and obtain an indirect source permit.</p> <p>1050.1F Chapter 1 Sec 1.3 Environmental Consequences</p> <p>The FAA has a responsibility under NEPA to include in its Environmental Assessments (EA), Environmental Impact Statements (EIS), and, when appropriate, Categorical Exclusions (CATEX), sufficient analysis to disclose the extent of a project's impact on the attainment and maintenance of the NAAQS and any applicable state air quality standards. Thus, a project's impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation.</p> <p>The Environmental Consequences section of a NEPA document is where the potential impacts of the Federal action on air quality are disclosed. Very small projects sometimes can be evaluated qualitatively or by comparison to a previous project for which a quantitative air quality analysis is available. However, if a project requires the preparation of an EA or EIS, it is likely that a quantitative, project-specific air quality assessment would be needed. This can be accomplished by first identifying the emissions sources associated with a project, and then estimating the emissions for each reasonable alternative. Knowing the emissions may help to characterize a project's impact for the EA or EIS. Larger or more complex projects may require further modeling analysis to estimate changes in ambient pollutant concentrations that would result from the Federal action emissions. From the pollutant concentrations analysis, compare the emissions</p>
272	Clona	Delaine Delane	aharos13@gmail.com	Email	<p>The below is a letter from a concerned neighbor that was sent to incorrect addresses. I am sending to the correct addresses. I feel their concerns need to be heard by the proper people. Please contact the neighbor at the address or email listed below. Thank You</p> <p>Live at the end of the North runway These 737's land & take off within Feet of my house. They leave fumes that are unbewable. Hopefully there is some thing the FAA can doebant thing</p> <p>Clem Delian 18 Bretten St. East Haven CT 06512</p> <p>1050.1F Chapter 1 Sec 1.1.3 Indirect Source Review</p> <p>Each project should assess whether additional investigation of indirect sources is required by state or local regulations. The definition of indirect source may vary from state to state. Indirect sources may include airports and commercial space launch sites as well as highways, parking facilities, sports and entertainment facilities, and office buildings. Any applicable indirect source requirements should be identified as early as possible during the NEPA scoping process and described in the NEPA documentation.</p> <p>Some states require indirect source review (ISR) as part of their SIP when proposed Federal actions are located in nonattainment or maintenance areas. States that require ISR generally establish thresholds for property, road, or parking areas that attract motor vehicle traffic and, indirectly, causes pollution. For example, a state may require ISR for all projects that increase total airport passengers at an airport by more than 100,000 passengers per year, add 1,000 new parking spaces, or increase aircraft operations by 1,000 per year. Projects that exceed the thresholds could be required to complete an indirect source analysis and obtain an indirect source permit.</p> <p>1050.1F Chapter 1 Sec 1.3 Environmental Consequences</p> <p>The FAA has a responsibility under NEPA to include in its Environmental Assessments (EA), Environmental Impact Statements (EIS), and, when appropriate, Categorical Exclusions (CATEX), sufficient analysis to disclose the extent of a project's impact on the attainment and maintenance of the NAAQS and any applicable state air quality standards. Thus, a project's impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation.</p> <p>The Environmental Consequences section of a NEPA document is where the potential impacts of the Federal action on air quality are disclosed. Very small projects sometimes can be evaluated qualitatively or by comparison to a previous project for which a quantitative air quality analysis is available. However, if a project requires the preparation of an EA or EIS, it is likely that a quantitative, project-specific air quality assessment would be needed. This can be accomplished by first identifying the emissions sources associated with a project, and then estimating the emissions for each reasonable alternative. Knowing the emissions may help to characterize a project's impact for the EA or EIS. Larger or more complex projects may require further modeling analysis to estimate changes in ambient pollutant concentrations that would result from the Federal action emissions. From the pollutant concentrations analysis, compare the emissions</p>
273	Clem	Delian	aharos13@gmail.com	Email	<p>The below is a letter from a concerned neighbor. This letter was not sent to the correct addresses. I feel their concern needs to be heard and addresses. Please contact the neighbor at the address or email listed below.</p> <p>To Whom it may concern,</p> <p>I v ame</p> <p>This June16 as I've the am is in regard to my home an Bretten Street East Haven, it. I am eaucernal this year I was diagnosed with cancer.</p> <p>I have lived here 22 years and now with fumes from the Avelo 737 places a I terrified Please help</p> <p>Linda Delaware 57 Bretten Street East Haven Ct 06512</p> <p>1050.1F Chapter 1 Sec 1</p> <p>Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), sulfur dioxide (SO₂), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM₁₀) and particles with aerodynamic diameters of 2.5 micrometers or less (PM_{2.5}). Nitrogen oxides (NO_x) are defined as the combination of nitrogen dioxide (NO₂) and nitrogen monoxide (NO). Both NO_x and volatile organic compounds (VOC) are precursors of O₃</p> <p>1050.1F Chapter 1 Sec 1.3.2 Emissions Inventory</p> <p>An emissions inventory provides a first indication of the magnitude of the action's potential air quality impact. The emission inventory provides the total amount or mass of pollutants generated by all sources affected by the action during a specified period of time (e.g., tons per year (tpy)). The inventory should start by evaluating the types of criteria pollutants and HAPs that could be emitted from all aspects of a project. Then, provide data on a project's criteria pollutant emissions (and HAPs, and ozone-depleting substances (ODS), if state requires)</p>
274	Linda	Delware	aharos13@gmail.com	Email	<p>The below is a letter from a concerned neighbor. This letter was not sent to the correct addresses. I feel their concern needs to be heard and addresses. Please contact the neighbor at the address or email listed below.</p> <p>To Whom it may concern,</p> <p>I v ame</p> <p>This June16 as I've the am is in regard to my home an Bretten Street East Haven, it. I am eaucernal this year I was diagnosed with cancer.</p> <p>I have lived here 22 years and now with fumes from the Avelo 737 places a I terrified Please help</p> <p>Linda Delaware 57 Bretten Street East Haven Ct 06512</p> <p>1050.1F Chapter 1 Sec 1</p> <p>Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), sulfur dioxide (SO₂), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM₁₀) and particles with aerodynamic diameters of 2.5 micrometers or less (PM_{2.5}). Nitrogen oxides (NO_x) are defined as the combination of nitrogen dioxide (NO₂) and nitrogen monoxide (NO). Both NO_x and volatile organic compounds (VOC) are precursors of O₃</p> <p>1050.1F Chapter 1 Sec 1.3.2 Emissions Inventory</p> <p>An emissions inventory provides a first indication of the magnitude of the action's potential air quality impact. The emission inventory provides the total amount or mass of pollutants generated by all sources affected by the action during a specified period of time (e.g., tons per year (tpy)). The inventory should start by evaluating the types of criteria pollutants and HAPs that could be emitted from all aspects of a project. Then, provide data on a project's criteria pollutant emissions (and HAPs, and ozone-depleting substances (ODS), if state requires)</p>

					<p>The below letter is from a concerned neighbor. The letter was sent to the wrong addresses. I am sending now to the correct addresses. I feel their concern needs to be heard and addressed. Please contact the neighbor at the address provided below.</p> <p>To Whom it may concern,</p> <p>Planes are taking on @ 1am middle a the mesh right outside my home. I live three block from the beach I'm surrounded by environmental protected Wetlands. Birds and Bees nature are disappearing from the area also in the early morning flights are affecting my sleep this my health my house-windows shakes with every take off & Landing. There are new cracks in walls callings in my home from vibration.</p> <p>LISA S. CESTARO 175 South End Rd. East Haven CT 06512</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 A person whose sleep has been disturbed severely may feel lethargic and nervous during his waking hours and may be unable to perform at his usual level of efficiency.</p> <p>Johns Hopkins sleep researcher Patrick H. Finan, Ph.D. "Poor sleep may create difficulties regulating emotions that, in turn, may leave you more vulnerable to depression in the future—months or even years from now."</p> <p>https://www.hopkinsmedicine.org/health/wellness-and-prevention/depression-and-sleep-understanding-the-connection</p> <p>1050.1F Chapter 5, Section 4, states that airport projects ought to take part in "all possible planning to minimize harm". The airport authority has not shown compliance or regard to the close proximity of parks, schools, national historic sites and protected wildlife areas needed by known endangered species.</p> <p>As per NEPA we require evidence "detailed measures to minimize harm and include evidence of concurrence or efforts to obtain concurrence of appropriate officials having jurisdiction over the affected Section 4(f) property regarding such measures."</p> <p>Below is a letter from a concerned neighbor that was sent to the wrong address. I feel their concerns need to be heard by the right people. Please contact the neighbor at the address listed below. Thank You</p> <p>To Whom it may concern,</p> <p>I work Night shift it's hard enough to sleep during daytime. This expansion will lead to more flights causing me to get less sleep Not only the lack of sleep swe experienced, I don't want to see the beautiful wetland being destroyed by this expansion</p> <p>Putha Pel, Prathna Pel 21 Bretton Street, East Haren CT 06512</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. 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The airport authority has not shown compliance or regard to the close proximity of parks, schools, national historic sites and protected wildlife areas needed by known endangered species.</p> <p>As per NEPA we require evidence "detailed measures to minimize harm and include evidence of concurrence or efforts to obtain concurrence of appropriate officials having jurisdiction over the affected Section 4(f) property regarding such measures."</p> <p>Including but not limited to</p> <p>- Changing project design to lessen the impact on the Section 4(f) property.</p>
275	Lisa S.	Cestaro	aharoc13@gmail.com	Email	
276	Prathna	Pel	aharoc13@gmail.com	Email	
277	Amaher	Dori Miho	aharoc13@gmail.com	Email	<p>The below letter was written by a concerned neighbor. It was sent to the incorrect address. I am sending it along. I feel everyone needs to have their concerns heard. Please contact the neighbor at the address listed below.</p> <p>To Whom it may concern,</p> <p>1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies"</p> <p>The EPA defines fair treatment to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies</p> <p>I have lived in East Haven for 11 yrs and the impact in my neighborhood since the expansion of Tweed has been very upsetting. For example - the noise, I can't even enjoy my outside environment with family trends, pets. Many times, the late night flights awakening me, only to have to go to work exhausted from not sleeping the Night before. This meant to be a residential area & cannot handle the type of Airport. the city of New Haven of the State of Connecticut envisions it to be. The traffic, pollution, the disruption to the wetlands, the migratory bird's and the Safety to the public's at po Struket is outrageous to think this is OK- it's not! Don't be Evil!</p> <p>Amaher Dori Miho 180 Morgan Street East Haven, CT 06512</p> <p>NH.gov President Joseph R Biden For far too long, communities across our country have faced environmental injustices, bearing the brunt of toxic pollution, enduring underinvestment in infrastructure and critical services, and suffering disproportionate impacts from climate change</p> <p>https://www.whitehouse.gov/environmentaljustice/</p> <p>A study from Brookings ref Environmental Justice and Pollution states:</p> <p>This paper explores linkages between U.S. climate policy, environmental justice (EJ), and local air pollution. Policy proposals recently introduced by Democrats place EJ concerns at the heart of the climate policy agenda. To gain insight into how this policy imperative could be implemented, we draw lessons from recent legislative and regulatory experiences in California</p> <p>Microsoft Exchange Server:converted from html;</p> <p>The below is a letter written by a concerned neighbor that was sent to the incorrect addresses. I am sending this along so their concerns can be heard and addressed. Please contact the neighbor at the address listed below.</p> <p>To Whom it may concern,</p> <p>Since the 737's started flying in to Tweed this spring of 2022, we are woken up at 6 AM more many days including Sundays. There is a rumble in our house from the jumbo jets flying a few hundred feet over us. The jets do not belong here. The wetlands around Morris Creek have recovered from industrial pollution, the bird life migration hit new recovery after COVID lockdown. This will be jeopardized. We have noticed fewer wildlife(foxes) than any we used to in just two months. More is surely will destroy the wetlands .</p> <p>Mattheer A. Lieber 15 Hampton Rd. East Haven CT 06522</p> <p>The importance of wetlands has been known for decades. Currently Tweed is in the process of having to dig out debris that the Airport dumped into man-made drainage, with the intention of filtering pollutants before reaching Tuttle Brook The importance of wetlands has been known for decades. Currently Tweed is in the process of having to dig out debris that the Airport dumped into man-made drainage, with the intention of filtering pollutants before reaching Tuttle Brook (Construction Observed starting on 4/2/22)</p> <p>Order11990, Protection of Wetlands, at_ disturbing the water table of an area in of impact on wetlands _11 practicable "those areas that are inundated by which a wetland lies; or indirectly affect measures to minimize harm which will surface or ground water with a a wetland by impacting region_ be implemented. ... Furthermore, the wetlands area and there is a practicable agencies include state and local natural wetlands ecosystem includes those alternative which solves the problem resource and wildlife agencies, the Fish areas which affect or are affected by the and avoids the wetlands impact, this and Wildlife Service, the National https://www.archives.gov/federal-register/codification/executive-order/11990.html</p> <p>We need to protect and increase the acreage of wetlands in these low lying shoreline areas to help mitigate flooding damage. "Functioning ecosystems can buffer communities from many negative impacts of a changing climate. Flooding, in particular, is one of the most damaging natural disasters globally and is projected to increase in many regions...Economic impacts of this magnitude (\$126,000 to 450,000 annually) stress the importance of floodplain and wetland conservation, warrant the consideration of ecosystem services in land use decisions, and make a compelling case for the role of green infrastructure in building resilience to climate change."https://doi.org/10.1016/j.ecolecon.2016.05.015 Quantifying Flood mitigation services: My name is Nancy McDowell. I am a resident of East Haven. I object to the signing of the new, 43-year lease between the City of New Haven and the Tweed Airport Authority. The airport resides in New Haven but it seems all the improvements to the airport are going to effect the Town of East Haven such as a new terminal, main entrance in East Haven, extending the runway, increased noise, increased traffic, wetland changes, and increased health risks to name a few. It is irresponsible to take this step without full consultation with the Mayor of East Haven. East Haven is a state-designated Environmental Justice Community, and will bear the worst of the environmental and social damage from Tweed's expansion. I demand that the finalization of the lease and all other steps in the airport's Master Plan be postponed until after the Town of East Haven has had ample time to negotiate for its interests, and until the NEPA-mandated Environmental Assessment has been received and ruled on by the FAA.</p> <p>Thank you,</p>
278	Mattheer A.	Lieber	aharoc13@gmail.com	Email	
279	Nancy	McDowell	mcdowellnancy@att.net	Email	<p>Sent from my iPad</p> <p>The below is a neighbor's letter that was sent to the wrong address. I am sending it on so their concern can be heard and addressed. Please contact the neighbor at the address below</p> <p>To whom it may concern,</p> <p>I am aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation.</p> <p>1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies"</p> <p>I, Lorna Vergas, live in East Haven, CT with my 2 children. Expansion of Tweed Airport is an unfair burden on my town is environmental justice town? with respect the burden of air pollution, use of pesticides, and filling in wetlands. The new terminal proposed will negatively impact the residential area are now man X5 of more surviving area East Haven has the highest incident in hospitalization that asthma and respiratory illness for residents that live in Morgan point,Victor St, Edgar it smells jet fumes and have sling planes the traffic is planned to flow in Hemingway Avenue, a meats that cemently lord. clearing way Avenue , old mis is the main artery and the only evacuation route to all me residents in Memeogun and the new terminal would be encasement of wetlary and flooding Raising the land with sea level niye injuries would be devastating to the birdlife and wildlife.</p> <p>Lorena Venegas 73 George Street East Haven Ct 06512</p> <p>1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property</p> <p>1050.1F Chapter 1 Sec 1</p> <p>Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM10) and particles with aerodynamic diameters of 2.5</p>
280	Lorena	Venegas	aharoc13@gmail.com	Email	

					<p>The below letter is from a concerned neighbor which was sent to the wrong address. I am sending on so their concern and story can be heard and responded to. Please contact the customer at the address below.</p> <p>To Whom it may concern,</p> <p>Large low flying jets come in multiple times each day. They are a hazard to the neighborhood, especially on the north approach from Holmes Street to Gordon Street and Charter Oak Avenue. Too loud. Dangerous. A lot of pollution, they are in violation of glide path regulations & noise regulation (increasing flights will increase pollution, haze & hazard to the community,) the neighborhood belongs there. These airports do not. They don't follow glide path regulations for decades northern side airport, they all fly too low, John Landeno 6 Holmes Street East Haven, 06512</p> <p>According to FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4B Chapter 9. noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>U.S. Department of Transportation Act – Section 4(f) 49 U.S.C. § 303 23 CFR part 774 et seq. 2 DOT Protects certain properties from use for DOT projects unless the relevant DOT agency (e.g., the FAA) determines there is no feasible and prudent alternative and a project includes all possible planning to minimize harm</p> <p>A Desk Reference to Health and Welfare Effects of Noise EPA Publication: EPA 500-9-82-106</p> <ul style="list-style-type: none"> •Tasks that involve concentration, learning, or analytic processes •Tasks where an integral part of performance is speaking and/or listening. •Tasks requiring fine muscular movements •Simultaneous tasks •Tasks which require continuous performance •Tasks including prolonged vigilance and few signals. <p>Below is a letter from a concerned neighbor that was sent to the improper address. I am sending this so the neighbors' concern can be heard and addressed. Please contact the neighbor at the address listed below.</p> <p>To whom it may concern,</p> <p>We live just north of the North 1 south runway. I find the Boeing 737 jets too large, noisy, old, and heavily noise air pollution causing planes disastrous to the safety and quality of life to the Town of East Haven - Over our home, these jets are required to fly AP 197' above ground, often these jets fly lower so and not higher. I understand this is a serious FAA violation that needs to be addressed - In addition, air pollution and noise contribute to a host health and safety concerns we have. Please address them, Dan and Sanelane Dan Laudana 62 Holmes Street East Haven CT 06512</p> <p>1050.1F Chapter 1 Sec 1</p> <p>Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM10) and particles with aerodynamic diameters of 2.5 micrometers or less (PM2.5). Nitrogen oxides (NOx) are defined as the combination of nitrogen dioxide (NO2) and nitrogen monoxide (NO). Both NOx and volatile organic compounds (VOC) are precursors of O3</p> <p>1050.1F Chapter 1 Sec 1.1.3 Indirect Source Review</p> <p>Each project should assess whether additional investigation of indirect sources is required by state or local regulations. The definition of indirect source may vary from state to state. Indirect sources may include airports and commercial space launch sites as well as highways, parking facilities, sports and entertainment facilities, and office buildings. Any applicable indirect source requirements should be identified as early as possible during the NEPA scoping process and described in the NEPA documentation.</p> <p>Some states require indirect source review (ISR) as part of their SIP when proposed Federal actions are located in nonattainment or maintenance areas. States that require ISR generally</p> <p>This is a disgrace.</p> <p>I would like to request a community meeting.</p> <p>No residents should be lied to this way.</p> <p>You are complicit.</p> <p>Environmental injustice.</p> <p>Tell the mayors to get you the original document.</p> <p>I have it, they can get it and the rest of the attachments.</p>
281	John	Landeno	aharox13@gmail.com	Email	<p>Below is a letter from a concerned neighbor that was sent to the improper address. I am sending this so the neighbors' concern can be heard and addressed. Please contact the neighbor at the address listed below.</p> <p>To whom it may concern,</p> <p>We live just north of the North 1 south runway. I find the Boeing 737 jets too large, noisy, old, and heavily noise air pollution causing planes disastrous to the safety and quality of life to the Town of East Haven - Over our home, these jets are required to fly AP 197' above ground, often these jets fly lower so and not higher. I understand this is a serious FAA violation that needs to be addressed - In addition, air pollution and noise contribute to a host health and safety concerns we have. Please address them, Dan and Sanelane Dan Laudana 62 Holmes Street East Haven CT 06512</p> <p>1050.1F Chapter 1 Sec 1</p> <p>Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM10) and particles with aerodynamic diameters of 2.5 micrometers or less (PM2.5). Nitrogen oxides (NOx) are defined as the combination of nitrogen dioxide (NO2) and nitrogen monoxide (NO). Both NOx and volatile organic compounds (VOC) are precursors of O3</p> <p>1050.1F Chapter 1 Sec 1.1.3 Indirect Source Review</p> <p>Each project should assess whether additional investigation of indirect sources is required by state or local regulations. The definition of indirect source may vary from state to state. Indirect sources may include airports and commercial space launch sites as well as highways, parking facilities, sports and entertainment facilities, and office buildings. Any applicable indirect source requirements should be identified as early as possible during the NEPA scoping process and described in the NEPA documentation.</p> <p>Some states require indirect source review (ISR) as part of their SIP when proposed Federal actions are located in nonattainment or maintenance areas. States that require ISR generally</p> <p>This is a disgrace.</p> <p>I would like to request a community meeting.</p> <p>No residents should be lied to this way.</p> <p>You are complicit.</p> <p>Environmental injustice.</p> <p>Tell the mayors to get you the original document.</p> <p>I have it, they can get it and the rest of the attachments.</p>
282	Dan	Laudana	aharox13@gmail.com	Email	<p>Below is a letter written by a concerned neighbor that was sent to the incorrect address. I am sending their concerns so they can be heard and addressed. Please respond to the neighbor using the address listed below.</p> <p>I live in north Haven but I am at my mom's in East Haven alot 7 have a 3 yr old and a 7yr old that my mom watches on occasion. It is hard for them to go outside in her yard to play or swim when the Planes and idling noise start, Her property is backed up to the airport. Getting hard to have family cookouts there now. And it's no fun inside either Can't enjoy cool days with Windows open. This is not what my mom signed - up for her childhood home was built on Burgess Street since 1954It was nothing like this back then.</p> <p>Rita Mayungas 62 Burgess Street East Haven CT 06512</p> <p>In an article from Children's Educational International " Children's health is linked to every SDG, particularly education SDGA: Ensure inclusive and quality education for all and promote lifelong learning. Poor sanitation, polluted water, and unsafe environments hinder access to quality education for millions of children and inhibit their ability to learn. "</p> <p>"The World Health Organization (WHO) recently published reports showing that children worldwide are exposed to major environmental hazards affecting their health. More than 1 in 4 deaths of children under 5 are the result of unhealthy environments. In 2015, 26% of the deaths of 5.3 million children occurred before reaching their fifth birthday. Environmental risks, such as air pollution, unsafe water, lack of sanitation, second-hand smoke, and inadequate hygiene, kill 1.7 million children under 5 every year."</p> <p>" Children are especially vulnerable in the early stages of development, and environmental hazards can lead to premature births and other complications. Millions of children are being exposed to traditional environmental hazards, including air pollution, chemicals..."</p> <p>https://ceinternational1892.org/article/impact-of-the-environment-on-childrens-health/#:~:text=ink%20long%20term%2C%20air%20pollution%20can%20increase,ah%20profound%20influence%20on%20children%E2%80%99s%20growth%20and%20development</p>
283	Lorena	Venegas	lv333@gmail.com	Email	<p>Below is a letter written by a concerned neighbor that was sent to the incorrect address. I am sending their concerns so they can be heard and addressed. Please respond to the neighbor using the address listed below.</p> <p>I live in north Haven but I am at my mom's in East Haven alot 7 have a 3 yr old and a 7yr old that my mom watches on occasion. It is hard for them to go outside in her yard to play or swim when the Planes and idling noise start, Her property is backed up to the airport. Getting hard to have family cookouts there now. And it's no fun inside either Can't enjoy cool days with Windows open. This is not what my mom signed - up for her childhood home was built on Burgess Street since 1954It was nothing like this back then.</p> <p>Rita Mayungas 62 Burgess Street East Haven CT 06512</p> <p>In an article from Children's Educational International " Children's health is linked to every SDG, particularly education SDGA: Ensure inclusive and quality education for all and promote lifelong learning. Poor sanitation, polluted water, and unsafe environments hinder access to quality education for millions of children and inhibit their ability to learn. "</p> <p>"The World Health Organization (WHO) recently published reports showing that children worldwide are exposed to major environmental hazards affecting their health. More than 1 in 4 deaths of children under 5 are the result of unhealthy environments. In 2015, 26% of the deaths of 5.3 million children occurred before reaching their fifth birthday. Environmental risks, such as air pollution, unsafe water, lack of sanitation, second-hand smoke, and inadequate hygiene, kill 1.7 million children under 5 every year."</p> <p>" Children are especially vulnerable in the early stages of development, and environmental hazards can lead to premature births and other complications. Millions of children are being exposed to traditional environmental hazards, including air pollution, chemicals..."</p> <p>https://ceinternational1892.org/article/impact-of-the-environment-on-childrens-health/#:~:text=ink%20long%20term%2C%20air%20pollution%20can%20increase,ah%20profound%20influence%20on%20children%E2%80%99s%20growth%20and%20development</p>
284	Rita	Mayungas	aharox13@gmail.com	Email	<p>Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks 62 Federal Register 19885, (April 21, 1997) federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children.</p> <p>Below is a letter from a concerned neighbor that was sent to the wrong address. I am sending it so their concerns can be heard and addressed. Please contact the neighbor at the listed address below.</p> <p>To Whom it may concern,</p> <p>I bought all new windows for my house and because of the airport. In not able to open windows because of the fumes from the jets as the sit on the taxiway I live at 40 Waldo St East Haven CT, come and see for yourself you are all welcome, Renée M Davis 60 Waldo East Haven 06512</p> <p>1050.1F Chapter 1 Sec 1.1.3 Indirect Source Review</p> <p>Each project should assess whether additional investigation of indirect sources is required by state or local regulations. The definition of indirect source may vary from state to state. Indirect sources may include airports and commercial space launch sites as well as highways, parking facilities, sports and entertainment facilities, and office buildings. Any applicable indirect source requirements should be identified as early as possible during the NEPA scoping process and described in the NEPA documentation.</p> <p>Some states require indirect source review (ISR) as part of their SIP when proposed Federal actions are located in nonattainment or maintenance areas. States that require ISR generally establish thresholds for property, road, or parking areas that attract motor vehicle traffic and, indirectly, causes pollution. For example, a state may require ISR for all projects that increase total airport passengers at an airport by more than 100,000 passengers per year, add 1,000 new parking spaces, or increase aircraft operations by 1,000 per year. Projects that exceed the thresholds could be required to complete an indirect source analysis and obtain an indirect source permit.</p> <p>1050.1F Chapter 1 Sec 1.2 Affected Environment</p> <p>The study area for air quality should be defined as the entire geographic area that could be either directly or indirectly affected by the proposed project. For example, air quality impacts from construction may be limited to a project site and immediate adjacent areas. However, air quality impacts from operations (e.g., aircraft flight) may extend beyond a project site and immediate adjacent areas, and extend vertically up to the mixing height. Dispersion of air pollutants can be affected by meteorology, topography, the type of pollutant, and other factors. In addition, a Federal action can lead to air pollutant emissions that may occur at some distance from a project site, such as exhaust from project-generated vehicle traffic on the surrounding road network. Therefore, the study area for a project's air quality analysis could encompass many square miles and/or multiple air basins.</p>
285	Renee	Davis	aharox13@gmail.com	Email	<p>From the Environmental Health article: published 2/6/2021</p> <p>A review of health effects associated with exposure to jet engine emissions in and around airports. https://rdcu.be/CWVJ</p> <p>The below is a letter from a concerned neighbor that was sent to the wrong address. I am sending it on so the neighbors' concerns are heard and addressed. Please contact the neighbor at the address listed.</p> <p>To Whom it may concern</p> <p>I live near the airport and have serious Concerns about the noise level, pollution, and traffic General impact on the environment. The noise level is so strong that windows in my home rattle and vibrate badly while the planes go over my home We can already see and I experience the negative impact on the neighborhood church and community, a full environmental impact study will help to evaluate and address the impact and see what can be done to improve the noise levels, and pollution and cost of the expansion in a residential area.</p> <p>Carol Marotti 66 Gordon Street East Haven,CT 06512</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106</p> <p>Studies have shown that at levels of 70 dB (A-weighted) or above, behavioral awakening" will most likely occur.</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106Laboratory subjects appear to be most sensitive to acoustic stimuli during the more shallow stages of sleep. A person typically goes through a cycle of sleep which becomes progressively deeper, and the stages of this cycle may vary in length of time. These stages are reflected in EEG measurements. Heart rate changes, vasoconstriction, respiration changes, electrodermal activity, and motor responses are all sensitive to noise during sleep.</p> <p>Johns Hopkins sleep researcher Patrick H. Finan, Ph.D. "Poor sleep may create difficulties regulating emotions that, in turn, may leave you more vulnerable to depression in the future—months or even years from now.</p> <p>https://www.hopkinsmedicine.org/health/wellness-and-prevention/depression-and-sleep-understanding-the-connection</p> <p>1050.1F Chapter 5, Section 4. states that airport projects ought to take part in "all possible planning to minimize harm". The airport authority has not shown compliance or regard to the close proximity of parks, schools, national historic sites and protected wildlife areas needed by known endangered species.</p> <p>As per NEPA we require evidence "Detailed measures to minimize harm and include evidence of concurrence or efforts to obtain concurrence of appropriate officials having jurisdiction over the affected Section 4(f) property regarding such measures."</p> <p>Including but not limited to</p>
286	Carol	Marotti	aharox13@gmail.com	Email	<p>From the Environmental Health article: published 2/6/2021</p> <p>A review of health effects associated with exposure to jet engine emissions in and around airports. https://rdcu.be/CWVJ</p> <p>The below is a letter from a concerned neighbor that was sent to the wrong address. I am sending it on so the neighbors' concerns are heard and addressed. Please contact the neighbor at the address listed.</p> <p>To Whom it may concern</p> <p>I live near the airport and have serious Concerns about the noise level, pollution, and traffic General impact on the environment. The noise level is so strong that windows in my home rattle and vibrate badly while the planes go over my home We can already see and I experience the negative impact on the neighborhood church and community, a full environmental impact study will help to evaluate and address the impact and see what can be done to improve the noise levels, and pollution and cost of the expansion in a residential area.</p> <p>Carol Marotti 66 Gordon Street East Haven,CT 06512</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106</p> <p>Studies have shown that at levels of 70 dB (A-weighted) or above, behavioral awakening" will most likely occur.</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106Laboratory subjects appear to be most sensitive to acoustic stimuli during the more shallow stages of sleep. A person typically goes through a cycle of sleep which becomes progressively deeper, and the stages of this cycle may vary in length of time. These stages are reflected in EEG measurements. Heart rate changes, vasoconstriction, respiration changes, electrodermal activity, and motor responses are all sensitive to noise during sleep.</p> <p>Johns Hopkins sleep researcher Patrick H. Finan, Ph.D. "Poor sleep may create difficulties regulating emotions that, in turn, may leave you more vulnerable to depression in the future—months or even years from now.</p> <p>https://www.hopkinsmedicine.org/health/wellness-and-prevention/depression-and-sleep-understanding-the-connection</p> <p>1050.1F Chapter 5, Section 4. states that airport projects ought to take part in "all possible planning to minimize harm". The airport authority has not shown compliance or regard to the close proximity of parks, schools, national historic sites and protected wildlife areas needed by known endangered species.</p> <p>As per NEPA we require evidence "Detailed measures to minimize harm and include evidence of concurrence or efforts to obtain concurrence of appropriate officials having jurisdiction over the affected Section 4(f) property regarding such measures."</p> <p>Including but not limited to</p>

					<p>Below is a letter from a concerned neighbor that was sent to the wrong address. I am sending this so their concerns can be heard and addressed. Please contact the neighbor at the address listed below</p> <p>As a resident of E. Haven - purchased our home - Newer thought that Airport - Expansion would be an issue - But when they shout Eminent Domain - and persons saying if you dont like it you can move out! This is a violation and goes beyond acceptable losses - us out so one business gains. 7 pericee 110 Burr St East Haven CT 06512 REF:050.1F Chapter 9 land use</p> <p>Whereas Executive Order 12898 Guidance on Environmental Justice states it's aim is to achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities. "And to attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences";</p>
287	F	Percee	aharox13@gmail.com	Email	<p>Thank you for your time and attention</p> <p>Below is a letter from a concerned neighbor that was sent to the wrong address. I am sending this so the neighbors' concerns can be heard and addressed. Please contact the neighbor at the address listed below. To Whom it may concern,</p> <p>As a 40 year resident of the Town of East Haven, I am writing to express my concerns regarding the various aircraft flying over my home on Laurel street East Haven! The low flying jets are not only a hazard to the neighborhood but detrimental to health of our children, elderly etc! >Please, keep Tweed small !!!</p> <p>Linda Abbott 53 laurel Street East Haven CT 06512</p> <p>Studies from the NIEHS National Institute for Environmental Health Sciences Studies</p> <p>Children's environmental health research is a priority for NIEHS NIEHS research focuses on the following areas: Chemicals and childhood cancer Environmental exposure and vaccine response – NIEHS-supported research found that exposure to common pollutants that persist in the environment, such as DDT and polychlorinated biphenyls (PCBs), may diminish infants' immune response to mount a proper immune response after other vaccinations.3 Other NIEHS-funded researchers have found that higher arsenic exposure in school-aged children in rural Bangladesh also have an altered immune response, and a decreased response to the mumps vaccine.4</p> <p>Autism and children's exposure – NIEHS-supported research linked genetics and air pollution exposure during pregnancy to increased risk of autism spectrum disorder (ASD). 5.6 Other NIEHS-funded researchers discovered pregnant mothers exposed to pesticides or experiencing inflammation from ailments such as infections, diabetes, or obesity also have a higher chance of having a child with ASD. 7.8</p> <p>Childhood exposure to lead – NIEHS-funded research suggests that even low levels of lead in children's blood is associated with increased behavioral effects, delayed puberty, and decreased hearing, cognitive performance, and postnatal growth or height.9 Other NIEHS-funded work found lower IQ scores, decreased academic achievement, and increased behavioral problems and attention-related behaviors correlated with lead exposure.10</p> <p>Air pollution and children's health – One study, funded in part by NIEHS, reports links between prenatal exposure to air pollution and subsequent effects on children's brain structures, as what else is hidden? A lot. How will this impact the 28,792 residents of East Haven, an Environmental justice town, overburdened and underresourced. https://www.scribd.com/document/downloads/direct/587622101?extension=pdf&f=1660796936&f=1660800546&show_pdf=true&user_id=515028678&uuhk=e660M2-9d2q0Wkfg7N5y8jKqE</p>
288	Linda	Abbott	aharox13@gmail.com	Email	
289	Lorena	Venegas	lv333@gmail.com	Email	<p>Below is a letter from a concerned neighbor that was sent to the incorrect address. I am sending this for the neighbor so their concern can be heard and addressed. Please contact the neighbor at the address listed below.</p> <p>To Whom it may concern,</p> <p>I live on the last street off Thompson Ave. I am sooooo tired of the constant noise and fumes, now that warmer weather is here it is worse. Today 6/18/22 was a great cool day. I opened my windows for the cool air. I was watching TV in bed and then the engine noise started. One after another. And then the fumes!!! I have 7 animals in my house and a son with severe asthma in my house which was then full of fumes! Also I have an inground pool of which is hard to enjoy as Since my house is backed up to airport property</p> <p>Gloria de Palma 82 Burgess Street East Haven, CT 06512</p> <p>1050.1F Chapter 1 Sec 1.3 Environmental Consequences</p> <p>The FAA has a responsibility under NEPA to include in its Environmental Assessments (EA), Environmental Impact Statements (EIS), and, when appropriate, Categorical Exclusions (CATEX), sufficient analysis to disclose the extent of a project's impact on the attainment and maintenance of the NAAQS and any applicable state air quality standards. Thus, a project's impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation.</p> <p>The Environmental Consequences section of a NEPA document is where the potential impacts of the Federal action on air quality are disclosed. Very small projects sometimes can be evaluated qualitatively or by comparison to a previous project for which a quantitative air quality analysis is available. However, if a project requires the preparation of an EA or EIS, it is likely that a quantitative, project-specific air quality assessment would be needed. This can be accomplished by first identifying the emissions sources associated with a project, and then estimating the emissions for each reasonable alternative. Knowing the emissions may help to characterize a project's impact for the EA or EIS. Larger or more complex projects may require further modeling analysis to estimate changes in ambient pollutant concentrations that would result from the Federal action emissions. From the pollutant concentrations analysis, compare the emissions</p> <p>3 Note: There are no air quality standards for impacts above the mixing height. (or model output) of a project directly to the NAAQS. Additionally, emissions and air quality impacts may be relevant to other impact categories due to mechanisms such as deposition of emitted pollutants to soil or surface water. The air quality analysis should be coordinated with other impact categories to account for such potential impacts as necessary</p>
290	Gloria	de Palma	aharox13@gmail.com	Email	
291	Lorena	Venegas	lv333@gmail.com	Email	<p>Dear Attorneys Manke and Connor:</p> <p>Mark Skariz has an expired term as of June 30, 2022. He was not supposed to be at the Tweed Airport Authority Board meeting today. He fell asleep on the camera visible to everyone. Rich Jacob also with an expired term, not eligible to vote last night. These are violations of CT Statute Chapter 267a. Be sure to post the Zoom recording to the flyers.com website as soon as possible.</p> <p>Another rule broken was to elect new officers with too many new members selected in less than a 24-hour term. The state statute clearly states that the Board terms are supposed to be staggered, not clumped together within 24-hours of the Board meeting. New Haven Board of Alders is supposed to approve all Mayor appointments. This was not done within the last 48 hours of the new appointments of Carlos Ezraguire (city employee conflicts) and Joe Bertolino.</p> <p>Under CT FOIA, I would like to request the list of considerations, gifts and bequests received by the Tweed Airport Authority and/or its Board of Directors according to the Tweed Airport Authority Bylaws, Article VIII, Section 4. The list should include any Tweed Airport Authority and/or member names, date(s), description and value in US Dollars. This is the second request.</p> <p>Thank You, Lorena Venegas 73 George St East Haven, CT 06512</p>
291	Lorena	Venegas	lv333@gmail.com	Email	
292	Lorena	Venegas	lv333@gmail.com	Email	<p>Dear Ms. Latrell,</p> <p>It was a pleasure to meet you in person at the haphazard and illegal Tweed Airport Authority Special Meeting on 7/13/22. I am aware that you have a history of meeting with community members about airport impacts in the neighborhood from before the year 2000.</p> <p>I would like to encourage open communication, especially in light of City of New Haven legal documents that show that there have been FAA presentations given. Under FOIA, I would like to request all email communication between FAA and Tweed New Haven Airport as well as the FAA and City of New Haven, CT including any and all meeting presentations about the airport. The FAA is mentioned multiple times in this internal communications document. It looks like the FAA is complicit in carrying out environmental injustice in East Haven.</p> <p>Thank you, Lorena Venegas 73 George St East Haven, CT 06512</p>
292	Lorena	Venegas	lv333@gmail.com	Email	
293	William	Barker	aharox13@gmail.com	Email	<p>The below letter is from a concerned neighbor that was sent to the incorrect address. I am sending this along so the neighbors' concern can be heard and addressed. Please contact the neighbor at the address listed below.</p> <p>Working long hours as the rest of my family does the noise at times during 10.30pm awakens the entire house. The early morning flights that are taking off, just as bad. We work in the utility industry and medical fields and a restful sleep is really needed for the safety of others and ourselves</p> <p>Thank you William Barker</p> <p>William Barker 84 Francis Street East Haven CT 06512</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 A person whose sleep has been disturbed severely may feel lethargic and nervous during his waking hours and may be unable to perform at his usual level of efficiency</p> <p>Johns Hopkins sleep researcher Patrick H. Finan, Ph.D. "Poor sleep may create difficulties regulating emotions that, in turn, may leave you more vulnerable to depression in the future—months or even years from now." https://www.hopkinsmedicine.org/health/wellness-and-prevention/depression-and-sleep-understanding-the-connection</p> <p>Sleep disruption is associated with increased activity of the sympathetic nervous system and hypothalamic-pituitary-adrenal axis, metabolic effects, changes in circadian rhythms, and proinflammatory responses. In otherwise healthy adults, short-term consequences of sleep disruption include increased stress reactivity, somatic gain, reduced quality of life, emotional distress and mood disorders, and cognitive, memory, and performance deficits. For adolescents, psychosocial health, school performance, and risk-taking behaviors are impacted by sleep disruption. Behavioral problems and cognitive functioning are associated with sleep disruption in children. Long-term consequences of sleep disruption in otherwise healthy individuals include hypertension, dyslipidemia, cardiovascular disease, weight-related issues, metabolic syndrome, type 2 diabetes mellitus, and colorectal cancer. All-cause mortality is also increased in men with sleep disturbances. For those with underlying medical conditions, sleep disruption may diminish the health-related quality of life of children and adolescents and may worsen the severity of common gastrointestinal disorders. Nat Sci Sleep. 2017; 9: 151–161. Published online 2017 May 19. doi: 10.2147/NSS.S134864</p>
293	William	Barker	aharox13@gmail.com	Email	

					<p>Microsoft Exchange Server,converted from html; The below letter is from a concerned neighbor that was sent to the incorrect addresses. I am sending this so the neighbors' concern can be addressed and heard. Please contact the neighbor at the address provided below.</p> <p>To Whom it may concern,</p> <p>My name is Joan Sayers. I live on Liberty Avenue in East Haven. I have been a resident of East Haven for 69 years. I grew up two blocks from Tweed New Haven Airport and I now live less than a mile away. I have seen airlines come and go and have never understood that the FAA would Approve of amount of planes get over highly populated residential areas, the noise, the pollution to air and water has increased over the years and now since AVELO has started Their non-stop flights and the pollution is off the Charts. This affects children (many schools within blocks), adults, wildlife, the air and water. In my 69 years. I have never seen such disregard for the public that is affected so many.</p> <p>Joan Sayers 6 Liberty Avenue, East Haven CT 06512</p> <p>1050.1F Chapters. 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies" The EPA defines fair treatment to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.</p> <p>American Public Health Agency article, Addressing Environmental Justice to Achieve Health Equity</p>
294	Joan	Sayers	aharos13@gmail.com	Email	<p>Environmental Justice (EJ) communities are composed of marginalized racial/ethnic, low-income/poor, rural, immigrant/refugee, and indigenous populations that live in areas below is a neighbor's letter that was sent to the wrong address. I am sending this so the neighbors' concern and complaint can be heard and addressed. Please contact the neighbor at the address listed below.</p> <p>To Whom it may concern,</p> <p>I think it's a shame the way they turned a residential neighborhood into a commercial neighborhood with no concern for the people. Is inexcusable, the noise is extremely loud and just completely unfair to the people</p> <p>Joseph A Gentile 70 Victor Street East Haven CT 06512</p> <p>According to FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9. n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>U.S. Department of Transportation Act – Section 4(f) 49 U.S.C. § 303 23 CFR part 774 et seq.2 DOT Protects certain properties from use for DOT projects unless the relevant DOT agency (e.g., the FAA) determines there is no feasible and prudent alternative and a project includes all possible planning to minimize harm</p> <p>A Desk Reference to Health and Welfare Effects of Noise EPA Publication: EPA 500-9-82-106</p> <ul style="list-style-type: none"> •Tasks that involve concentration, learning, or analytic processes. •Tasks where an integral part of performance is speaking and/or listening. •Tasks requiring fine muscular movements •Simultaneous tasks •Tasks which require continuous performance •Tasks including prolonged vigilance and few signals •Performance of any task that involves auditory signals •Tasks requiring attention to multiple channels <p>All Sound Mitigation Measures to be fully studied and investigated</p> <p>Below is a neighbor's letter that was sent to the wrong addresses. I am sending this so the neighbors complaint will be heard and addressed. Please contact the neighbor at the address listed below</p>
295	Joseph A	Gentile	aharos13@gmail.com	Email	<p>I'm opposed to Enlarging this airport & displacing so many people I feel it does not fall into eminent domain The Nerore Rosa Deloro is in error Bloom in that should Bloom some where else- Go fix something else were not broken - 0 - Keep Tweed Small - Kathleen Spence 115 High Street East Haven CT 06512</p> <p>Below is a concerned neighbor's letter that was sent to the wrong address. I am sending this along so the neighbors' concern is heard and addressed. Please contact the neighbor at the address listed below.</p> <p>I grew up in East Haven on Burr st. So there was always minimal noise and no jet fuel odors. I now - live on Osmond st since 1978. The airport was always Small and mostly prop aircraft. Now The noise has increased and is noticeable at night. Conversations. and TV can hardly be heard. Now it is summer time and windows are open. The jet fuel smell is intense at times and we have to close our windows. Tweed should be kept small for the sake of all nearby residents. We moved here when it was small not what it claims to want to become now</p> <p>Andrew Serid 31 Osmond Street East Haven CT 06512</p> <p>1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property</p> <p>1050.1F Chapter 1 Sec 1 Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>An article from The ATSDR Agency for Toxic Substance and Disease Registry https://www.cdc.gov/TSDF/PHS.aspx?phid=7658&ox=149 states : " Breathing in high levels of JP-4 has caused harmful effects on the nervous system. Some of the nervous system effects in people include headache, dizziness, nausea, depression, anxiety, memory loss, and irritability. Nervous system effects have occurred in people exposed to vapor from jet fuels like JP-4 for short and long periods in their jobs."</p> <ul style="list-style-type: none"> • Air monitoring devices around the perimeter of the entire airport and the levels cannot be exceed 100 ppm • The restriction of all aircraft from idling for extended periods of time. Max idle time 5 minutes. If aircraft has violated this they will be fined in excess of \$5000.00 per incident. Fines <p>Below is a neighbor's letter that was sent to the wrong address. I am sending it on so the neighbors' concern is heard and addressed. Please contact the neighbor at their address listed below</p>
296	Kathleen	Spence	aharos13@gmail.com	Email	<p>I grew up in East Haven on Burr st. So there was always minimal noise and no jet fuel odors. I now - live on Osmond st since 1978. The airport was always Small and mostly prop aircraft. Now The noise has increased and is noticeable at night. Conversations. and TV can hardly be heard. Now it is summer time and windows are open. The jet fuel smell is intense at times and we have to close our windows. Tweed should be kept small for the sake of all nearby residents. We moved here when it was small not what it claims to want to become now</p> <p>Andrew Serid 31 Osmond Street East Haven CT 06512</p> <p>1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property</p> <p>1050.1F Chapter 1 Sec 1 Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>An article from The ATSDR Agency for Toxic Substance and Disease Registry https://www.cdc.gov/TSDF/PHS.aspx?phid=7658&ox=149 states : " Breathing in high levels of JP-4 has caused harmful effects on the nervous system. Some of the nervous system effects in people include headache, dizziness, nausea, depression, anxiety, memory loss, and irritability. Nervous system effects have occurred in people exposed to vapor from jet fuels like JP-4 for short and long periods in their jobs."</p> <ul style="list-style-type: none"> • Air monitoring devices around the perimeter of the entire airport and the levels cannot be exceed 100 ppm • The restriction of all aircraft from idling for extended periods of time. Max idle time 5 minutes. If aircraft has violated this they will be fined in excess of \$5000.00 per incident. Fines <p>Below is a neighbor's letter that was sent to the wrong address. I am sending it on so the neighbors' concern is heard and addressed. Please contact the neighbor at their address listed below</p>
297	Andrew	Serid	aharos13@gmail.com	Email	<p>To Whom it may concern,</p> <p>I live on South End Road, very very close proximity to the numerous takeoffs and landings of Avelo T jets every day starting in early am , with all windows and doors closed the noise - from the jets wake me up every morning like clock work . Besides the noise impact which has caused many issues with wildlife, the most important is the health issue. It is well studied and documented that living in close proximity to an airport with jets, is now a matter of life or death due to the . constant chemical trails the jets are creating . The avolojets are very old and the engines are not as efficient as the newer jets, and that is impacted our environment fish and horseshoe crabs, shellfish in long island</p> <p>Scott 64 South End Road East Haven CT 06512</p> <p>I am writing today because I am concerned about potential negative impact to Coastal Resources, Stewardship of the Ocean, Our Coasts, and the Great Lakes as outlined in Executive Order 13547, Stewardship of the Ocean, Our Coasts, and the Great Lakes, 75 Federal Register 43023, (July 22, 2010) ensures that the ocean, our coasts, and the Great Lakes are healthy and resilient, safe and productive, and understood and treasured, so as to promote the well-being, prosperity, and security of present and future generations. Living in a shoreline these are of great importance to me...</p> <p>Coastal Resources are defined as all natural resources occurring within coastal waters and their adjacent shorelands. Islands transitional and intertidal areas salt marshes Wetlands</p> <p>The below letter is from a concerned neighbor that was sent to the wrong address. I have sent it so their concern can be heard and addressed. Please contact the neighbor at their address listed below.</p> <p>To Whom it may concern,</p> <p>I have severe asthma. I have to live in my room with windows shut and an air purifier on because the fumes from -planes go right through the whole house I feel like a prisoner. I can't enjoy my back yard and enjoy my family cookouts or going in my pool I am going through too many inhalers. I don't want to end up in the hospital again like last year, I nearly died. I'm just one person writing this. This place 4 other people live here not counting animals, Hard to let dogs out with me Jon DePalma</p> <p>Jon DePalma 82 Burgess Street East Haven CT 06512</p> <p>1050.1F Chapter 1 Sec 1.2 Affected Environment The study area for air quality should be defined as the entire geographic area that could be either directly or indirectly affected by the proposed project. For example, air quality impacts from construction may be limited to a project site and immediate adjacent areas. However, air quality impacts from operations (e.g., aircraft flight) may extend beyond a project site and immediate adjacent areas, and extend vertically up to the mixing height. Dispersion of air pollutants can be affected by meteorology, topography, the type of pollutant, and other factors. In addition, a Federal action can lead to air pollutant emissions that may occur at some distance from a project site, such as exhaust from project-generated vehicle traffic on the surrounding road network. Therefore, the study area for a project's air quality analysis could encompass many square miles and/or multiple air basins</p> <p>An article from The ATSDR Agency for Toxic Substance and Disease Registry https://www.cdc.gov/TSDF/PHS.aspx?phid=7658&ox=149 states : " Breathing in high levels of JP-4 has caused harmful effects on the nervous system. Some of the nervous system effects in people include headache, dizziness, nausea, depression, anxiety, memory loss, and irritability. Nervous system effects have occurred in people exposed to vapor from jet fuels like JP-4 for short and long periods in their jobs."</p>
298	Scott	NA	aharos13@gmail.com	Email	<p>To Whom it may concern: I am a long time resident near Tweed New Haven Airport having bought my home in 1985. The Airport was a good neighbor back then with mostly small planes and the occasional jet using the runway. Things have changed dramatically of late and they are no longer a good neighbor. It is now very loud and smelly with many large jets using it now. I am retired and disabled and can't afford to move or I would. I fear anymore expansion to Tweed for both myself and my neighbors due to added noise and other environmental pollution to the wetlands that surround Tweed. Thank you, Thomas Chapin 91 Hyde St. New Haven, CT 06512</p>
299	Jon	De Palma	aharos13@gmail.com	Email	
300	Thomas D.	Chapin		Letter	

						<p>Hello all. I would like to make the following TWO requests under an FOI request.</p> <p>Under the terms of the 1998 lease, the FAA was required to give written approval of an extension of the Tweed lease to the authority in writing - no greater than 2 years and 3 year before the expiration of the lease (section 3.3) The FAA was required to provide written approval of the extension of the lease between the city and the authority.</p> <p>Please provide me with a copy of that specific notice - complete with acceptance and proof of delivery or mailing.</p> <p>Additionally, The authority was also required to notice the city before June 30, 2022 the exercise of the extension provisions. The mere proposals and discussion of new leases and such is not sufficient under the contractual terms of the prior lease. The terms of the lease require actual notice (not constructive).</p> <p>Please provide me with a copy of that written notice as required by the lease terms from 1998. - complete with acceptance and proof of delivery or mailing.</p> <p>Digital copies are acceptable. Please let me know if you need a deposit for paper copies or delivery of same.</p> <p>Best regards Patrick Rowland</p>
301	Patrick	Rowland	patrick@thetaxstar.com		Email	
302	Darlene	Piscitelli	redsoxds@yahoo.com		Email	<p>My name is Darlene Piscitelli and I live at 48 Waldo Street in East Haven.</p> <p>I'm writing because on Wednesday 8/24 at about 9:30 I was walking my dog and the smell of jet fumes was horrible. I walked down end of my street and on Thompson Ave for about a 15 minutes and the smell was disgusting the whole time. I felt like I was killing myself and my dog by taking a walk in my own neighborhood. It couldn't be possibly been healthy for us to breath in those heavy fumes the whole walk - especially when hot out. This is not the first time this happened and I'm concerned what it's gonna be like with new terminal / more flights closer to my home.</p> <p>1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property</p> <p>1050.1F Chapter 1 Sec 1.3 Environmental Consequences</p> <p>The FAA has a responsibility under NEPA to include in its Environmental Assessments (EAs), Environmental Impact Statements (EISs), and, when appropriate, Categorical Exclusions (CATEXs), sufficient analysis to disclose the extent of a project's impact on the attainment and maintenance of the NAAQS and any applicable state air quality standards. Thus, a project's impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation.</p> <p>The Environmental Consequences section of a NEPA document is where the potential impacts of the Federal action on air quality are disclosed. Very small projects sometimes can be evaluated qualitatively or by comparison to a previous project for which a quantitative air quality analysis is available. However, if a project requires the preparation of an EA or EIS, it is likely that a quantitative, project-specific air quality assessment would be needed. This can be accomplished by first identifying the emissions sources associated with a project, and then estimating the emissions for each reasonable alternative. Knowing the emissions may help to characterize a project's impact for the EA or EIS. Larger or more complex projects may require further modeling analysis to estimate changes in ambient pollutant concentrations that would result from the Federal action emissions. From the pollutant concentrations analysis, compare the emissions</p> <p>3 Note: There are no air quality standards for impacts above the mixing height.</p> <p>(or model output) of a project directly to the NAAQS. Additionally, emissions and air quality impacts may be relevant to other impact categories due to mechanisms such as deposition of emitted pollutants to soil or surface water. The air quality analysis should be coordinated with other impact categories to account for such potential impacts as necessary</p>
303	Lorena	Venegas	lv333@gmail.com		Email	<p>Dear All,</p> <p>This is an environmental injustice. Fuel in the wetlands, traveling down to Tuttle Brook, out thru Morris Creek where people are swimming and eating crabs out of this waterway. Where are the protections to people and the environment? How will this impact the environmental assessment? Obviously, this airport is closed for business today, but the rush to sign lease and agreements without thinking of the impacts to local health is rising to be a collusion between Goldman-Sachs and state and federal government. You can attempt to do a clean up but the damage is done and the fuel stench in the air is harmful to living matter. Where is the Environmental justice meeting for the Town of East Haven that has been promised by CT DEEP multiple times?</p> <p>Thank You, Lorena Venegas 73 George Street East Haven, CT 06512</p> <p>Source: https://www.wtnh.com/top-stories/fuel-tanker-rolls-over-at-tweed-airport/ https://www.newsbreakapp.com/n/0hXqgYU?pd=0DDYFvH&lang=en_US&a=16</p>
304	Alana	Haroskewicz	alana13@att.net		Email	<p>Microsoft Exchange Server:converted from html;</p> <p>Good Afternoon,</p> <p>My name is Alana Haroskewicz I live on Edgar Street in East Haven CT. I am aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation.</p> <p>1050.1F Chapters 12 states that we are deserving of "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."</p> <p>I am writing to you today with great concern over the rolled over fuel truck incident that happened today 8/28/2022. My concern is two fold first for the environmental impact of such an event secondly for the potential danger to the surrounding community. The truck rolled over on the taxiway and flipped approx 100' from wetlands. The news reported that DEEP was on site to handle and spills. The fuel was pumped from the truck and it looks like something was spread to absorb the spilled fuel and or oil. For me this highlights the potential for a much bigger environmental disaster down the line. The land Tweed Airport sits on is Wetlands. It is close to a protected wildlife preserve. The water from the airport drains into Morris Creek and into Long Island Sound. The EPA defines fair treatment to mean that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies"</p> <p>There should be steps taken lessen the traffic at Tweed not increase it. What if the spill was much worse than it appear to be currently? Is the prospect of making money worth sacrificing an entire state's coastline. The environmental impact would go on for decades. Not to mention what would have occurred if there was a fire. With the extremely dry conditions we are under right now what would have happened to the surrounding property, especially with the nice brisk NNE wind we have right now. How many neighbors homes would have been in jeopardy? How many lives potentially could have been lost? Are the first responders trained to handle something on this scale? This airport is doing nothing more than poisoning the air with fumes, the water with chemicals as slowly killing the surrounding communities. For What???</p> <p>The EPA requires that we are given appropriate opportunity to participate in decisions. This has not happened with regard to Tweed. Roundup was sprayed to kill some weeds using a cannon over wetlands. In the wind so the surrounding neighborhood was exposed to the potential dangers of the Roundup as well. With no notice it was being done or what was being used.</p> <p>The EPA states that the public's contribution can influence the regulatory agency's decision, however we are not given any opportunity to provide input. When meetings are held they are mid afternoon during the week when most are working. Why not have the meetings in the evening when more community members can attend and voice their concerns.</p> <p>American Public Health Agency article:</p>
305	Rosemarie	Piscitelli	redsoxds@yahoo.com		Email	<p>My name is Rosemarie Piscitelli and I reside at 48 Waldo Street in East Haven, CT. I'm writing today over the noise issues from Tweed the past few days. I understand there was an incident on Sat, Aug 27th - but all those jets flying all night long was insane. Couldn't get any sleep cause it was nonstop. Then the next 2 nights - Sun & Mon - there's noise all night from construction at airport. You do realize there's there's homes and neighborhoods right around airport? People need sleep. People have to get up and work and be able to function. Kids are starting school and need to concentrate. There is constant noise 24 hours a day at this airport. During the day into late night there's jets and just when that stops the trucks are coming to do construction all night. When and how are people suppose to sleep?</p> <p>According to FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>U.S. Department of Transportation Act - Section 4(f) 49 U.S.C. § 303 23 CFR part 774 et seq.2 DOT Protects certain properties from use for DOT projects unless the relevant DOT agency (e.g., the FAA) determines there is no feasible and prudent alternative and a project includes all possible planning to minimize harm</p> <p>Research -</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106</p> <p>"Noise often results in a disruption of one's attentional processes. Cues that are irrelevant to task performance are dropped out first. If attention is further restricted, then cues that are relevant to performance of the task are eliminated."</p> <p>"When a noise occurs in a random, intermittent or unpredictable fashion, errors tend to increase, and greater effort is required to maintain concentration"</p> <p>"Unpredictable noise may lead to breaks in concentration that are followed by compensating increases in the work rate."</p> <p>What I want -</p> <p>All Sound Mitigation Measures to be fully studied and investigated</p> <p>The Code of Federal Regulations Title 14 Chapter1 SubChapter1 Appendix B Part 150.7 sets forth a number of program alternatives, including:</p> <p>*Construction of barriers acoustical shielding including sound proofing of public buildings.</p> <p>*Modification of flight procedures of any restriction on the use on the airport by any type or class of aircraft based on noise characteristics.</p>
306	Michel	Victor	mickey03@hotmail.com	n/a	MS Comment Form	<p>cell phone 860-593-1517 need 2 round trip taxi to Wilmington, North Carolina - Thu Oct 6 return Thu Oct 13</p> <p>----- Forwarded message -----</p> <p>From: Sophia Muce <sophia.muce@ctexaminer.com> Date: Wed, Aug 31, 2022 at 9:45 AM Subject: CT Examiner: Environmental Justice, Tweed To: Sean Scanlon <scanlon@flytweed.com></p> <p>Good morning,</p> <p>My name is Sophia Muce and I'm a reporter with the CT Examiner. I'd love to chat with you about the Tweed expansion and possible environmental concerns.</p> <p>I have a call at 10:00, but I am free after that. I'll try to ring you later on if you don't give me a call. My phone number is 203-997-2780.</p> <p>Looking forward to speaking with you, Sophia Muce</p> <p>...</p> <p>Sophia Muce Junior Reporter The Connecticut Examiner ctexaminer.com</p> <p>Cell: 203.997.2780 Email: sophia.muce@ctexaminer.com</p>
307	Sophia	Muce	sophia.muce@ctexaminer.com		Email	

					<p>My name is Darlene Pucitelli and I reside at 48 Wadso street in East Haven. I'm writing because of the jet fumes today - Aug 31st. I had day off and spent it in my yard - though there was not many Avelo flights today there was constant jet fumes on and off all day. Had to be a lot of private jets also. My main problem was tonight - about 6:00-6:30. I took my dog for 1/2 hour walk around neighborhood. Whole time I can hear jets running and the smell of jet fumes was so bad I felt sick and had worse headache by time I got home. It didn't matter where I walked in neighborhood - I smelled it. I have a lot of concerns when expansion happens and terminals is just few streets away. How bad are the fumes gonna be then? I shouldn't have to stay locked up in my house like a prisoner. It can't possibly be healthy to breath all that in and I think a lot needs to be looked into before this expansion happens.</p> <p>1050.1F Chapter 1 Sec 1.2 Affected Environment The study area for air quality should be defined as the entire geographic area that could be either directly or indirectly affected by the proposed project. For example, air quality impacts from construction may be limited to a project site and immediate adjacent areas. However, air quality impacts from operations (e.g., aircraft flights) may extend beyond a project site and immediate adjacent areas, and extend vertically up to the mixing height. Dispersion of air pollutants can be affected by meteorology, topography, the type of pollutant, and other factors. In addition, a Federal action can lead to air pollutant emissions that may occur at some distance from a project site, such as exhaust from project-generated vehicle traffic on the surrounding road network. Therefore, the study area for a project's air quality analysis could encompass many square miles and/or multiple air basins</p> <p>1050.1F Chapter 1 Sec 1.3 Environmental Consequences The FAA has a responsibility under NEPA to include in its Environmental Assessments (EAs), Environmental Impact Statements (EISs), and, when appropriate, Categorical Exclusions (CATEXs), sufficient analysis to disclose the extent of a project's impact on the attainment and maintenance of the NAAQS and any applicable state air quality standards. Thus, a project's impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation. The Environmental Consequences section of a NEPA document is where the potential impacts of the Federal action on air quality are disclosed. Very small projects sometimes can be evaluated qualitatively or by comparison to a previous project for which a quantitative air quality analysis is available. However, if a project requires the preparation of an EA or EIS, it is likely that a quantitative, project-specific air quality assessment would be needed. This can be accomplished by first identifying the emissions sources associated with a project, and then estimating the emissions for each reasonable alternative. Knowing the emissions may help to characterize a project's impact for the EA or EIS. Larger or more complex projects may require further modeling analysis to estimate changes in ambient pollutant concentrations that would result from the Federal action emissions. From the pollutant concentrations analysis, compare the emissions 3 Note: There are no air quality standards for impacts above the mixing height.</p>
308	Darlene	Pucitelli	redsoxop@yahoo.com	Email	<p>Hi Sean - I vividly remember you announcing that you had convinced Avelo to halt flights before 6:30 am starting in September at the last "public forum" to which Tweed Airport Authority acknowledged, and that you attended for local residents regarding Tweed proposal for expansion (held at the end of June, at Nathan Hale School). This statement was critical to me, as my entire family has been woken up nearly daily by these early Avelo jet high-thrust departure flights - some as early as 5 a.m. - which has palpably negatively impacted our health and quality of life and family conduct. In your statement, you clearly were trying to appease a group of residents largely opposed to the noise, air and environmental impacts of the current Avelo flight schedule and the proposed expansion. You were thanked for this action and your claim for such change in flight schedule was carefully documented by us, as you had nothing else to offer other than disarming updates (such as new widespread use of herbicides by Tweed Airport Authority in the wetlands, chopping down or old growth trees in the area and continued unwillingness to monitor or ameliorate run-off chemicals reaching the surrounding marsh). It appears that your claim of the 6:30 cut-off for September was entirely false. I, and my family have been woken the last 3 mornings to Avelo flights at 5:58, 6:03 and 6:07 a.m. Of course, none of us can get back to sleep after this prolonged, alarming, explosive sound. As noted above, this continues to be intolerably disruptive to my family's health and quality of life. This email is to both "call your bluff" - for your complete dishonesty in this community meeting - and to note that you have truly lost trust with me and others in my neighborhood because of this. We can only continue to oppose the situation knowing the intolerable early hour noise pollution is impacting so many other families in the same way. I welcome your response, Dana Walker 177 Morgan Ave, East Haven, CT</p>
309	Dana	Walker	wanderlost1@gmail.com	Email	<p>Thank you Sean - very much appreciate your quick response. On this timing, we may have to agree to disagree, as our notes indicate you stated at the meeting this was "starting in September" (without a later date than this as you have in email below).</p> <p>This 30 minute difference is meaningful to my family, but obviously trivial overall in the impact of Tweed increasing to so many 737 jet flights/day on our community's quality of life - and not a solution to the alarming, explosive, thunderous sounds of Avelo jets thrusting engines during take off from Tweed in the early morning hours. However, it is symbolic of the Tweed AA and Avelo airlines acknowledging how disruptive their flights are to the community, and making even a weak attempt to reduce this highly negative impact.</p> <p>Can you please clarify how long is this commitment for flights only after 6:30 am with Avelo? I am assuming it is for the entire life of the time Avelo is at Tweed? Thank you, Dana</p> <p>On Sun, Sep 4, 2022 at 3:08 PM Dana <wanderlost1@gmail.com> wrote: Hi Sean - I vividly remember you announcing that you had convinced Avelo to halt flights before 6:30 am starting in September at the last "public forum" to which Tweed Airport Authority acknowledged, and that you attended for local residents regarding Tweed proposal for expansion (held at the end of June, at Nathan Hale School). This statement was critical to me, as my entire family has been woken up nearly daily by these early Avelo jet high-thrust departure flights - some as early as 5 a.m. - which has palpably negatively impacted our health and quality of life and family conduct. In your statement, you clearly were trying to appease a group of residents largely opposed to the noise, air and environmental impacts of the current Avelo flight schedule and the proposed expansion. You were thanked for this action and your claim for such change in flight schedule was carefully documented by us, as you had nothing else to offer other than disarming updates (such as new widespread use of herbicides by Tweed Airport Authority in the wetlands, chopping down or old growth trees in the area and continued unwillingness to monitor or ameliorate run-off chemicals reaching the surrounding marsh). It appears that your claim of the 6:30 cut-off for September was entirely false. I, and my family have been woken the last 3 mornings to Avelo flights at 5:58, 6:03 and 6:07 a.m. Of course, none of us can get back to sleep after this prolonged, alarming, explosive sound. As noted above, this continues to be intolerably disruptive to my family's health and quality of life. This email is to both "call your bluff" - for your complete dishonesty in this community meeting - and to note that you have truly lost trust with me and others in my neighborhood because of this. We can only continue to oppose the situation knowing the intolerable early hour noise pollution is impacting so many other families in the same way. I welcome your response, Dana Walker 177 Morgan Ave, East Haven, CT</p>
310	Dana	Walker	wanderlost1@gmail.com	Email	<p>Dear All,</p> <p>I would like the Environmental Assessment consultant for Tweed, McFarland Johnson, to get the CIRCA studies that were mentioned at the City of New Haven Board of Alders meeting and examine the impact on airport expansion. Tweed New Haven Airport has the wrong topography for expansion, and now has the wrong size Avelo airplanes using extra engine power to reach incline on takeoffs, increasing air and noise pollution. The FAA must require an Environmental Impact Statement and give the public ample time to ask every question in the Scoping period under NEPA process. It is an Environmental injustice for CT DEEP to be accepting any local mitigation plans from Tweed New Haven Airport, now with a track record of CT DEEP violations, faulty engineering at the Taxiway project off Thompson Ave. You have the pictures, videos and Tweed Airport Authority Board meeting minutes describing the costly and faulty engineering.</p> <p>The FAA has provided PowerPoint presentations to City of New Haven that ignore the main problems of noise pollution continuously violating local ordinances. There is simply too much information that is hidden from the public by all agencies involved. Sean Scanlon is allowed to state that Roundup pesticide is strewn haphazardly in residential areas. East Haven's quality of life is diminished and none of you have stepped up with any resources to help a tree, wildlife, nor an asthmatic child on Boston Avenue.</p> <p>I want a response from every agency and elected officials on this document that describes the destruction of East Haven. You must do more.</p> <p>Thank You, Lorena Venegas 73 George Street East Haven, CT 06512</p> <p>https://www.newhavenindependent.org/article/how_climate_change_will_affect_your_neighborhood</p>
311	Lorena	Venegas	lv333@gmail.com	Email	<p>This is an environmental injustice. Yes, Edith, send me dates and times to meet as soon as possible.</p> <p>Thank You, Lorena Venegas</p> <p>Begin forwarded message: From: Lorena Venegas <lv333@gmail.com> Date: September 6, 2022 at 12:37:41 PM EDT To: hawks@10000hawks.org Subject: Re: [10kHawks] RE: Status Conference Summary</p> <p>Where is the attachment? It didn't come thru</p> <p>On Sep 6, 2022, at 12:32 PM, hawks@10000hawks.org wrote: Dear Ms. Deshais: I am very disappointed that this hearing has been scheduled: (1) via zoom, which is inaccessible to many people (esp. elders in our area) who do not have computers and are not computer savvy, and (2) during the workday, which conflicts with most people's work schedules.</p>
312	Lorena	Venegas	lv333@gmail.com	Email	<p>My name is Christyn Godfrey and I reside at 31 Concord Street in New Haven. I am writing today because around 5:15 the smell of jet fuel in our backyard was intolerable and I just had to take the time to write my concerns.</p> <p>This is not the first time we have smelled fumes from the airplanes at Tweed but the first time I have complained. This is getting to be unbearable. We have a beautiful backyard we once enjoyed as much as the weather would allow, but this past summer we have been forced to go inside on numerous occasions due to the toxic smell of jet fumes (not to mention the NOISE). This cannot be safe for humans or animals and I'm very concerned about this neighborhood (MDRRS CDVE) and the surrounding neighborhoods and all those who live here.</p> <p>1050.1F Chapter 1 Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. Air quality regulations in the United States are based on concerns that high concentrations of air pollutants can harm human health, especially for children, the elderly, and people with compromised health conditions; as well as adversely affect public welfare by damage to crops, vegetation, buildings, and other property</p> <p>1050.1F Chapter 1 Sec 1 Under the Clean Air Act (CAA) the U.S. Environmental Protection Agency (EPA) developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), sulfur dioxide (SO₂), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.</p> <p>EPA regulates particulate matter (PM) in two categories, particles with aerodynamic diameters of 10 micrometers or less (PM₁₀) and particles with aerodynamic diameters of 2.5 micrometers or less (PM_{2.5}). Nitrogen oxides (NO_x) are defined as the combination of nitrogen dioxide (NO₂) and nitrogen monoxide (NO). Both NO_x and volatile organic compounds (VOC) are precursors of O₃</p> <p>1050.1F Chapter 1 Sec 1.1.3 Indirect Source Review Each project should assess whether additional investigation of indirect sources is required by state or local regulations. The definition of indirect source may vary from state to state. Indirect sources may include airports and commercial space launch sites as well as highways, parking facilities, sports and entertainment facilities, and office buildings. Any applicable indirect source requirements should be identified as early as possible during the NEPA scoping process and described in the NEPA documentation. Some states require indirect source review (ISR) as part of their SIP when proposed Federal actions are located in nonattainment or maintenance areas. States that require ISR generally establish thresholds for property, road, or parking areas that attract motor vehicle traffic and, indirectly, causes pollution. For example, a state may require ISR for all projects that</p>
313	Christyn	Godfrey	christygodfrey28@gmail.com	Email	

						<p>My name is Darlene Piscitelli and I live at 48 Waldo St in East Haven. I'm writing because last night 8/18 - at about 11:50 pm an Avolo flight arrived. Another came at about 12:10 am. Both very loud and woke me up. Then the dog was woken and freaked out and took long time to settle him. This happened other times - one was just other night and I see a late flight tonight. People made it sound like at meeting like they cared about people around airport and no flights will be scheduled after 11pm. Well what happens when delays - which Avolo always has? How is someone suppose to get a decent nights sleep when jets flying in at midnight and taking off at 630am? This airport, expansion and everyone involved - Need to realize there's residential neighborhoods and homes right around this airport. This is not area for big airport and it seems things said to make it sound like you are working with people and then just do what you want. Need to do better. Don't schedule later flights since always delayed. Cancel them if too late. Worried about people stranded? Well should worry about all the people who have work and kids who have school that you are waking with these late flights after 11! There needs to be a better plan.</p> <p>As this is a residential area quiet hours are from 10PM to 7AM, that has been the practice and the expectation of every homeowner & resident in this area. This is the minimum the airport should adhere to as a neighbor. East Haven has quiet hours more consistent with the needs of children and the elderly from 8-8.</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4B Chapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>-According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 Studies have shown that at levels of 70 dB (A-weighted) or above, behavioral awakening* will most likely occur.</p> <p>-According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 At levels of 40 to 50 dB (A-weighted), some subjects have reported difficulty in falling asleep, frequently taking over an hour. The number of subjects having difficulty increases as the sound level increases.</p> <p>-According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 A person whose sleep has been disturbed severely may feel lethargic and nervous during his waking hours and may be unable to perform at his usual level of efficiency.</p>
321	Darlene	Piscitelli	redoxdp@yahoo.com		Email	<p>Dear Tweed Airport Authority:</p> <p>The minutes from the Tweed Airport Authority should serve as a public record of the meeting. The August meeting minutes have missing content from the public speakers including names and statements made. Please allow for transcription of the quasi-state Tweed Airport Authority meeting minutes to be transcribed as verbally expressed. These minutes are a legal record that will be reviewed by local, state and federal agencies including CT State Auditor, CT DEEP and the EPA.</p> <p>I urge the Board members to protect public right to know by transcribing the content of the public comment period. To do this, you would have to request that the attachment be amended tomorrow and rewritten by staff. East Haven is an environmental justice town and one factor in the NEPA process is public information and access to the information. This would be considered an injustice by definition. Please do not accept the minutes as attached.</p> <p>Thank You, Lorena Venegas 73 George St East Haven, CT 06512</p> <p>https://flytweed.com/wp-content/uploads/2022/09/Board-Packet-September-2022.pdf</p>
322	Lorena	Venegas	lv333@gmail.com		Email	<p>Regarding the ditch alongside Thompson Ave and the back yards of Victor St. I see that some life has survived the filling and re-digging that occurred this spring. This week I helped a painted turtle cross the Victor St heading toward the ditch. Later that morning I went with my binoculars to see what else I could find and the results were mixed. Along Thompson Ave I saw fish with strong black lateral lines and forked tails. I saw many darters and skimmers. I heard one frog. There were no birds. I saw that the young trees and vegetation that would provide habitat for the birds and that we so desperately need for a sound barrier were cut down even into the sides of the ditch. Even worse, along the back yards of Victor Street, herbicide, right down to the water, was used to wipe out all vegetation, right where that turtle was headed. How are you, DEEP, allowing this? Please insist that the application of herbicides be targeted to individual plants, not sprayed from a distance over a water way, blanketing unsuspecting pollinators and other life in the process.</p> <p>Patricia Ranney, 102 Thompson Ave. I am concerned about the continuation of flights after 10PM and into the wee hours of the morning. I have been coping with the noise by running 2-3 fans at night to make white noise (which has increased my electric bill by ~\$30/ month). This week the evenings were too cool to run the fans and I was jolted awake around 1AM by a jet taking off, followed by the very loud passing of dump trucks headed to the airport an hour later. I went to work sleep deprived for at least the 20th time since spring. That's a whole month of work weeks sleep deprived. However, my main concern today is that the weather and wind is about to change bringing our migratory birds and butterflies down along the Atlantic flyway. Many of these migrate at night and will be in danger of plane strike at times when the skies should belong to them alone. It is environmentally irresponsible to expand airport operations in such a critical area.</p>
323	Patricia	Ranney	p_ranney@yahoo.com	n/a	MS Comment Form	<p>Patricia Ranney, 102 Thompson Ave. 12:33PM on 9/21/22. This is the 5th time this week I have headed out to do some yard work and been at the door by overpowering jet exhaust fumes. Tweed has made no attempt to physically diminish jet fumes or noise. I do not know what the long term health effects for me will be but I do know my advancing age makes me more vulnerable to illness. Please do not allow the Tweed expansion. I am in an environmental justice area. CT already has some of the worst air quality in the nation and asthma rates around this airport are already 13 times higher than greater New Haven. We are already bombarded by the lion's share of noise, pollution, illness and economic hardship. We cannot just move. Nor can the wildlife. I keep a pollinator garden. Bees and wasps were late to arrive this year, and although I don't have a count, I can see that the fennel and asters are not pulsing with as much life as in years past. Whether or not it is due to increased jet activity, I don't know, but it is concurrent.</p>
324	Patricia	Ranney	p_ranney@yahoo.com	n/a	MS Comment Form	<p>Dear All, Sean Scanlon is sending odd emails to residents in East Haven. Looks like he is blaming all of you. There are local, state and federal Environmental Justice responsibilities that have not been started for the Town of East Haven. This is an unfair process to all residents in East Haven, and it will be reported as an injustice to federal agencies involved.</p> <p>Thank You, Lorena Venegas 73 George St, East Haven, CT 06512</p>
325	Patricia	Ranney	p_ranney@yahoo.com	n/a	MS Comment Form	<p>Dear All, Sean Scanlon is sending odd emails to residents in East Haven. Looks like he is blaming all of you. There are local, state and federal Environmental Justice responsibilities that have not been started for the Town of East Haven. This is an unfair process to all residents in East Haven, and it will be reported as an injustice to federal agencies involved.</p> <p>Thank You, Lorena Venegas 73 George St, East Haven, CT 06512</p>
326	Lorena	Venegas	lv333@gmail.com		Email	<p>Dear All, Sean Scanlon is sending odd emails to residents in East Haven. Looks like he is blaming all of you. There are local, state and federal Environmental Justice responsibilities that have not been started for the Town of East Haven. This is an unfair process to all residents in East Haven, and it will be reported as an injustice to federal agencies involved.</p> <p>Thank You, Lorena Venegas 73 George St, East Haven, CT 06512</p>
327	John	Vintimilla	johnvclassrooma21@gmail.com	n/a	MS Comment Form	<p>Apart from Avolo, will there be more Airlines when the new Terminal is developed? At the 11/18/21 Nathan Hale New Haven public forum, Sean Scanlon promised a crowd of residents that he would do local air pollution studies. Those studies have not been done. Was that a lie? McFarland Johnson never held a public forum for East Haven residents to explain anything for over 3 years. The contract between McFarland Johnson and Tweed Airport Authority says there is supposed to be another Project Advisory Committee meeting. Only ONE meeting was held in January 2022, then Robert Doucette (biased) retired from the FAA. Sean Scanlon was supposed to put trusted environmental organizations like Save the Sound in the Stewardship Committee, and he failed to do that. Now, we have Tweed Board members with free Avolo flights not listed in the month to month accounting. That's a violation of state ethics and accounting standards. Sean Scanlon has held two illegal special meetings that were not properly noticed to the Public in violation of FOIA and General Statute Chapter 267a and Bylaws.</p> <p>Dear All, I would like to enter this testimony as Environmental Injustice violation and complaint at the local, state and federal level with improper response by Sean Scanlon, Executive Director, Tweed New Haven Airport. There is a document circulating in the City of New Haven that notes that this airport is in violation of noise laws and regulations.</p> <p>I would like to resist request a proper answer by all the recipients.</p> <p>Thank You, Lorena Venegas 73 George St, East Haven, CT 06512</p> <p>Begin forwarded message: From: hawks@10000hawks.org Date: October 18, 2022 at 9:54:41 AM EDT To: Lorena Venegas <lv333@gmail.com> Subject: FW: Avolo Tweed From: Talia Sutherland <reising@sbglobal.net> Sent: Monday, October 17, 2022 9:45 PM To: hawks@10000hawks.org Subject: Fwd: Avolo Tweed Someone mentioned not getting response on last night's flights. I got response but don't know what they could say to me that would be worth me calling to waste my few free minutes per day because it would not be honest I'm sure.</p> <p>From: Talia Sutherland <reising@sbglobal.net> Date: October 17, 2022 at 9:36:32 PM EDT I am a new haven resident and recent member of 10,000 hawks. The lighthouse point neighborhood and wildlife cannot sustain and expansion of the airport. Please abort the plan. Your disregard for the community is shameful.</p>
328	Lorena	Venegas	lv333@gmail.com	n/a	MS Comment Form	<p>Dear All, I would like to enter this testimony as Environmental Injustice violation and complaint at the local, state and federal level with improper response by Sean Scanlon, Executive Director, Tweed New Haven Airport. There is a document circulating in the City of New Haven that notes that this airport is in violation of noise laws and regulations.</p> <p>I would like to resist request a proper answer by all the recipients.</p> <p>Thank You, Lorena Venegas 73 George St, East Haven, CT 06512</p> <p>Begin forwarded message: From: hawks@10000hawks.org Date: October 18, 2022 at 9:54:41 AM EDT To: Lorena Venegas <lv333@gmail.com> Subject: FW: Avolo Tweed From: Talia Sutherland <reising@sbglobal.net> Sent: Monday, October 17, 2022 9:45 PM To: hawks@10000hawks.org Subject: Fwd: Avolo Tweed Someone mentioned not getting response on last night's flights. I got response but don't know what they could say to me that would be worth me calling to waste my few free minutes per day because it would not be honest I'm sure.</p> <p>From: Talia Sutherland <reising@sbglobal.net> Date: October 17, 2022 at 9:36:32 PM EDT I am a new haven resident and recent member of 10,000 hawks. The lighthouse point neighborhood and wildlife cannot sustain and expansion of the airport. Please abort the plan. Your disregard for the community is shameful.</p>
329	Lorena	Venegas	lv333@gmail.com		Email	<p>Good morning! I have several issues that I would like to bring to the appropriate person's attention and would like your guidance in this matter. I live on Fort Hale Road and the traffic going to and from the airport has gotten unbearable. There are certain times of the day (flights coming/going) where we cannot get out of our driveways. Despite the speed humps, people are still speeding down the street; the most popular antic is speeding in between speed humps. I live on the corner of Fort Hale and Hyde which has a stop sign. Rarely do people stop. Some slow down but most breeze right through. I was in the cross walk yesterday and almost got hit because someone, hell bent to get to the airport, was not stopping! There must be a way where the surrounding streets can share in this traffic. Making fort hale one way to the airport and another street one way from the airport could be a solution. Also, despite the fact that there are "no thru trucks" signs on either end of Fort Hale, we are seeing many trucks come down this street to include tractor trailers! My other issue is parking. People are parking their cars on Hyde Street and walking to the airport! Right now, there are 2 cars parked on the corner of Hyde and Fort Hale which have not moved since Friday. If neither move by tomorrow morning a call will be made to the police. It seems that we should be able to have "No Airport Parking" signs posted along the immediate 2 block radius of the airport. The airport provides parking, and it is not fair that the area residents have to hunt for a parking spot just because someone is too cheap to pay for parking! Your help is appreciated.</p> <p>Regards, Lynn Citarella</p>
330	Sue	Clark	Clarkie@gmail.com		Email	<p>Good morning! I have several issues that I would like to bring to the appropriate person's attention and would like your guidance in this matter. I live on Fort Hale Road and the traffic going to and from the airport has gotten unbearable. There are certain times of the day (flights coming/going) where we cannot get out of our driveways. Despite the speed humps, people are still speeding down the street; the most popular antic is speeding in between speed humps. I live on the corner of Fort Hale and Hyde which has a stop sign. Rarely do people stop. Some slow down but most breeze right through. I was in the cross walk yesterday and almost got hit because someone, hell bent to get to the airport, was not stopping! There must be a way where the surrounding streets can share in this traffic. Making fort hale one way to the airport and another street one way from the airport could be a solution. Also, despite the fact that there are "no thru trucks" signs on either end of Fort Hale, we are seeing many trucks come down this street to include tractor trailers! My other issue is parking. People are parking their cars on Hyde Street and walking to the airport! Right now, there are 2 cars parked on the corner of Hyde and Fort Hale which have not moved since Friday. If neither move by tomorrow morning a call will be made to the police. It seems that we should be able to have "No Airport Parking" signs posted along the immediate 2 block radius of the airport. The airport provides parking, and it is not fair that the area residents have to hunt for a parking spot just because someone is too cheap to pay for parking! Your help is appreciated.</p> <p>Regards, Lynn Citarella</p>
331	Lynn	Citarella	wildgardener5@yahoo.com		Email	<p>Please add the following to the Environmental Assessment documents. Many residents do not know where to enter any comments, where to send them. This resident deserves a proper response. Thank You, Lorena Venegas</p>
332	Lorena	Venegas	lv333@gmail.com		Email	<p>Begin forwarded message: Dear Cheryl, The Project Advisory Committee (PAC) for Tweed-New Haven Airport held a meeting on 10/27/22 at 2pm. There was a PAC public agenda on a public website (flytweed.com) with meeting invitations for web or phone. However, the Public was not allowed to listen. Public participants were not allowed into the virtual meeting and instead were left in the waiting area. I was not allowed to enter despite using both a phone and web link. My colleagues were not allowed to enter. This is another example of an environmental injustice to East Haven residents as defined by lack of access to information, contrary to the NEPA guidelines reportable to federal authorities. The full Environmental Assessment document and data sources should have been reviewed today according to the contract. The public participants should have been allowed to enter the virtual meeting to listen to the full contents instead of a select few. The FAA has a responsibility to include the public as noted in its website.</p> <p>I would like a response.</p> <p>Thank You, Lorena Venegas</p>
333	Lorena	Venegas	lv333@gmail.com		Email	<p>The Project Advisory Committee (PAC) for Tweed-New Haven Airport held a meeting on 10/27/22 at 2pm. There was a PAC public agenda on a public website (flytweed.com) with meeting invitations for web or phone. However, the Public was not allowed to listen. Public participants were not allowed into the virtual meeting and instead were left in the waiting area. I was not allowed to enter despite using both a phone and web link. My colleagues were not allowed to enter. This is another example of an environmental injustice to East Haven residents as defined by lack of access to information, contrary to the NEPA guidelines reportable to federal authorities. The full Environmental Assessment document and data sources should have been reviewed today according to the contract. The public participants should have been allowed to enter the virtual meeting to listen to the full contents instead of a select few. The FAA has a responsibility to include the public as noted in its website.</p> <p>I would like a response.</p> <p>Thank You, Lorena Venegas</p>

					<p>Please see the attached correspondence regarding the proposed Tweed expansion submitted last week to the FAA by the Friends of the Farm River Estuary, Inc.</p> <p>Regards, James Flynn</p> <p>From: Friends of the Farm River Estuary <farmriverfriends@gmail.com> Sent: Friday, October 21, 2022 10:18 PM To: gail.lattrell@faa.gov <gail.lattrell@faa.gov> Cc: Jenny.Dickson@ct.gov <Jenny.Dickson@ct.gov>; brian.thompson@ct.gov <brian.thompson@ct.gov>; rebecca.french@ct.gov <rebecca.french@ct.gov> Subject: Proposed Expansion of Tweed-New Haven Airport Dear Director Lattrell;</p> <p>Please see the attached correspondence from Friends of the Farm River Estuary regarding the proposed expansion of Tweed-New Haven Airport.</p> <p>Sincerely and respectfully,</p> <p>Friends of the Farm River Friends of the Farm River Estuary P.O. Box 2337 Branford, CT 06405 58 Whalers Point Road East Haven, Connecticut 06512 203.804.8625 jamesdflynn@gmail.com</p>
334	James	Flynn	jamesdflynn@gmail.com	Email	
335	Darlene	Piscitelli	redsoxvp@yahoo.com	Email	<p>My name is Darlene Piscitelli and I live on Waldo Street in East Haven CT . Remember this from the meeting back in June? Now I know the secret word scheduled meant that a flight wouldn't be scheduled at the no fly time but if it was delayed they can just fly whenever they want. Everyone knows the later flights in the day with Avelo are always delayed. We are constantly getting late flights landing well past after the 11:00 time- one just landed now at 12:30. So knowing Avelo is always delayed why are there flights scheduled to land so late and close to the 11:00 no fly time? The one that just landed was supposed to land at 10:55- You know this flight will always land past 11:00. These flights need to be changed and scheduled to land earlier to allow for the delays Avelo always has. Everyone made all these promises to the people who live around the airport but this whole no fly time is just being ignored and airport just doing what they want . I lived here for 52 years. I've never had to deal with so much noise and jet fumes since Avelo started to fly out of here. You think it's fair I go to sleep early cause I got to get up early for work and constantly get woken? I can't help I'm a light sleeper and my dog starts barking when a loud jet lands at late times. The jets don't even fly over my house - I don't know how those people deal I is it fair that I'm so aggravated that I'm writing letter at 1:00 in the morning ? Is Avelo or Tweed gonna start paying me for lost time at work cause I'll probably be late ? Should I drive by the peoples houses who lied at meeting & pushing for a expansion and honk my horn in front of your house and wake you in middle of night? Maybe you need to see what it's like to have your sleep interrupted constantly - I shouldn't of been woken and this aggravated at this time - I should be sleeping ! The airport needs to do better. These late flights after 11 have to stop. Either don't schedule later flights and if going to be delayed past the 11:00 no fly time then flight is delayed til it lands after 6:30 am. People on the flight don't like it- well they should be warned ahead of time they are flying on a airline to & from a airport that has a no fly time and if delay occurs they will be delayed to the fly times allowed .</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4B Chapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 At levels of 40 to 50 dB (A-weighted), some subjects have reported difficulty in falling asleep, frequently taking over an hour. The number of subjects having difficulty increases as the sound level increases.</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 A person whose sleep has been disturbed severely may feel</p>
					<p>Please find my letter below in the body of this email, and attached as a PDF.</p> <p>October 23, 2022 Gail Lattrell Director, New England Region Federal Aviation Administration 1200 District Avenue, Burlington, MA 01803-5078 gail.lattrell@faa.gov Dear Director Lattrell:</p> <p>I know something about airplanes—I soloed in a piper cub at age 15, and shortly after achieved rank of Lieutenant in the Civil Air Corps during World War II. I also know something about airports and environmental reporting. (The San Francisco Airport was a client). My architectural firm prepared, in 1974, one of the first-ever Environmental Assessments in the country. I have visited the grounds of the Tweed Airport and can confirm its location in the midst of wetlands with two creeks bisecting the property. It has all the environmental concerns of a soggy wetland plus the additional environmentally destructive emissions from the airplanes.</p> <p>My own property in Branford on Granite Bay is on the flight path for the large, mostly 737, jets currently flying in and out of the airport, providing first-hand experience of the untenable and disruptive noise levels existing, and to come. The airport grounds are surrounded by residential properties. Adjacent to all sides of the airport are hundreds of homes, thousands of residents of all ages—whose health and wellbeing are already severely impacted—cancer, asthma and other respiratory ailments, heart attacks- and sick animals. All causing lower property values, resulting in a lower tax base for the surrounding communities.</p> <p>Consequently, I strongly OPPOSE Tweed Airport's EXPANSION, while I do commend the airport's current service to the region. However, the expansion appears primarily to be a financial opportunity for Goldman Sachs, of which Averts is a subsidiary. Let's not let corporate greed damage the lives of thousands. As we know from medical studies anyone living within 12 miles of an airport is adversely affected with premature death—in the case of Tweed that means Millford to Madison affecting over 360,000 people.</p> <p>Respectfully submitted, Beverly A Willis, FAIA Architect, Urban Planner</p>
336	Beverly	Willis	bewillis@architect.org	Email	
					<p>Dear All,</p> <p>Tweed New Haven Airport had a ROD report in 2013 signed by Mr. Doucette. In it, there were many recommendations for the community and surrounding the airport that were never implemented. The report was posted as a pdf document on the FAA website; however, now that document is not available. Can you send me a copy and let me know what happened ? If it is filed in a different FAA internet link, please send a copy of the link.</p> <p>It is odd since there 2013 ROD recommendations that failed to be reiterated in the FONSI for the EA in 2020 by the same Mr. Doucette. Below is a picture of the broken link where the report used to be. Where is the 2013 ROD paper signed by Mr. Doucette?</p> <p>Thank you for your help.</p> <p>Lorena Venegas 73 George St East Haven, CT 06512</p>
337	Lorena	Venegas	lv333@gmail.com	Email	
					<p>Dear All,</p> <p>Tweed New Haven Airport held a Project Advisory Committee meeting on 10/26/22 at 2pm that had an agenda posted late to flytweed.com, with Microsoft Teams links for phone and web connection; however, neither of the links worked. This is an environmental injustice to access to information for the Public. East Haven residents were not allowed to enter the meeting from the waiting area.</p> <p>I would like a response to this letter.</p> <p>Thank You, Lorena Venegas 73 George St., East Haven, CT 06512</p>
338	Lorena	Venegas	lv333@gmail.com	Email	
					<p>The public residents of East Haven are being left out of basic information. That's an environmental injustice. Where are the state resources? The money offer from the Governor and State bonding committee will hurt our town. The local government is scrambling, and holding another executive session tomorrow with no public forum (item #8 keeps mouths closed). Now, the federal agency is deleting known documents from websites that contained community solutions.</p> <p>Thank You, Lorena Venegas</p> <p>On Oct 31, 2022, at 9:57 AM, Pestana, Edith <edith.pestana@ct.gov> wrote:</p> <p>Good morning Lorena- Maybe they have a different website for the public meetings??</p> <p>Edith Edith Pestana, MS, MPH Environmental Justice Program Administrator Environmental Justice Program Office of Planning, Legal & Regulatory Affairs Commissioner's Office Connecticut Department of Energy and Environmental Protection 79 Elm Street, Hartford, CT 06106-5127</p>
339	Lorena	Venegas	lv333@gmail.com	Email	
					<p>P: 860.424 - 3044 E:edith.pestana@ct.gov "It's not enough to be compassionate. You must act." Tenzin Gyatso 14th Dalai Lama</p> <p>Dear All,</p> <p>If you go to the main website, the documents are missing. Not being able to access public information that was previously available is an environmental injustice. Not one person in East Haven, CT or anywhere is able to read any Master Plan documents on this website. Fix this mess.</p> <p>Thank You, Lorena Venegas 73 George St, East Haven, CT 06512 Source: Tweed+Logo+New+White.png Tweed Master Plan Update tweedmasterplan.com</p>
340	Lorena	Venegas	lv333@gmail.com	Email	

					<p>Where is the ROD from 2013?</p> <p>On Nov 1, 2022, at 1:08 PM, Quaine, Cheryl J (FAA) <Cheryl.J.Quaine@faa.gov> wrote:</p> <p>Good afternoon Lorena –</p> <p>I was able to go to the website and open the files. Due to their large file size, and the speed of your internet provider, you may need to wait for the files to load. I hope this helps.</p> <p>Have a great day,</p> <p>Cheryl Cheryl Quaine Environmental Protection Specialist Federal Aviation Administration New England Region Airports Division 1781 238-7613 Cheryl.J.Quaine@faa.gov</p> <p>Schedule: Mon-Thur</p> <p>From: east.haven.friends@gmail.com <east.haven.friends@gmail.com></p> <p>Sent: Tuesday, November 1, 2022 1:03 PM</p> <p>To: Quaine, Cheryl J (FAA) <Cheryl.J.Quaine@faa.gov>; Sean Scanlon <scanlon@flytweed.com>; Hugh Manke <hmanke@uks.com>; James M. Connor <jmconnor@uks.com>; fn-ceq-nepa@ceq.eop.gov, Edith Pestana <edith.pestana@ct.gov>; Katie Dyles <katie.dyles@ct.gov>; HvH-Ea <hvhea@njmic.com>; Jeff R. Wood <jwood@njmic.com>; Justin Elicker <je@jclcker@newhavenct.gov>; Michael Piscitelli <mpiscitelli@newhavenct.gov></p> <p>Subject: Tweed Master Plan chapters are missing</p>
341	Lorena	Venegas	east_haven_friends@gmail.com	Email	<p>Please add this to EA:</p> <p>Social and Environmental Injustice zpg06.com</p> <p>=====</p> <p>Social and Environmental Injustice By Shirley McCarthy <10/26/2022 08:00 AM EST ></p> <p>The plans to massively expand Tweed New Haven Airport exemplify a disregard for human health and the environment. The surrounding neighborhoods in several towns are densely populated. Air pollution for residents living near the airport is a significant health hazard, and not just for those right next to the airport but also for those in the many surrounding towns. Premature mortality is increased within 12.5 miles of an airport. Branford Town Hall is four miles from Tweed and North Branford's is approximately six miles. There are higher rates of asthma, other respiratory diseases, cardiovascular disease, low birth weight and prematurely born infants, and cancer.</p> <p>Furthermore, airplane noise pollution causes stress; decreases cognitive performance; increases the incidence of hypertension, heart attacks and stroke; decreases children's academic performance by impairing their cognitive skills and decreases their standardized academic test scores. With the extended runway like LaGuardia's, there will be nothing to stop Tweed from flying large jets over us every 15 minutes.</p> <p>Airplane deicing compounds entering the Sound are toxic to marine and shoreline animals, loss of vital wetlands will cause wildlife death and disrupt a major migratory bird pathway. New Haven and Yale leaders and some of our politicians are putting economics and convenience above the urgent need to decrease greenhouse gases. Why push ahead with a soon-to-be outmoded transportation project that will irrevocably damage public health and the environment?</p> <p>Finally, this planned expansion is an example of social and environmental injustice: decreasing the property values, the health and quality of life for those near the airport and damaging the ecosystem.</p> <p>Shirley McCarthy Branford</p>
342	Shirley	McCarthy	east_haven_friends@gmail.com	Email	<p>Dear Ms. Quaine,</p> <p>I listened to the Project Advisory Committee meeting held last Thursday, October 27, 2022 posted on the flytweed.com website (link below). At the 11/18/21 public meeting held in New Haven Nathan Hale School, Sean Scanlon asked Jeff Wood, McFarland Johnson, to include a local granular air quality study. He stated that Criscoe Park air quality days would be used in the Environmental Assessment (EA). The recording of the meeting from 11/18/21 is at TweedMasterplan.com and has been submitted as EA public comments. The EA must include the local air quality studies that were promised to residents. It would be an omission of fact to not include in the Draft EA to the FAA. To date, the public has received no local air quality reports as promised by Sean Scanlon.</p> <p>The January 2022 wetlands report subcontracted by McFarland Johnson shows too few spots were tested, and ignored the cumulative impact of water distribution and filtration analysis with low-lying tidal wetlands. Mr. Doucette of FAA was on this committee when that report was released and he retired the same month. This is important since his ROD report from 2013 continues to be missing from internet searches and the FAA website. Why was this document removed from the FAA website? Have you made any progress in locating the document? It will be very important in legal proceedings.</p> <p>The Master Plan Update ignores water filtration and displacement at Morris Creek including impacts on both inland and tidal wetlands. This is an ecosystem that is interconnected with waterways; it cannot be pricked and prodded without examining cumulative effects. The endangered species in the report was not mentioned.</p> <p>I disagree with the one premature conversation and PowerPoint presentation that Jeff Wood of McFarland Johnson gave to CT DEEP officials including Susan Jacobson. The meeting was held April 20, 2022. There is no way the filling and building on wetlands off Proto Drive can be repaired by disturbing East Haven land outside the airport property including Bradford Preserves and private areas with Farm River tributary access, plus East Haven Land Trust parcels. To date, there was only 1 meeting. The airport should have no say in the matter without Town of East Haven input on any plans outside the existing airport property. According to Susan Jacobson, there were no other meetings except the one with the PowerPoint slides. Sean Scanlon can send you the slides.</p> <p>There is a volume of email traffic between CT DEEP, USACE, and McFarland Johnson that Tweed airport failed to keep any and all maintenance record of the decayed runway that was permanently shut down in 2016. This is important since the records probably do not exist. Jeff Wood cannot find what does not exist.</p>
343	Lorena	Venegas	lv333@gmail.com	Email	<p>Sean Scanlon says that Tweed Airport controls the Morris Creek tidal gates, but that was called into question by CT DEEP at the October 2022 public hearing and the agency is scrambling</p> <p>My name is Darlene Piscitelli and I live at 48 Waldo Street in East Haven. Today - 11/7/22 at about 2:30 in afternoon and still smelling it at 3:10 is horrible jet fumes. Again it's a beautiful day and I have to close windows cause inside my house stinks. I was outside but obviously can't enjoy that either. It's just ridiculous. The past 45 minutes is constant jets/ planes taking off, I hear engines running, construction - just nonstop and the whole neighborhood stinks.</p> <p>1050.1F Chapter 1 Sec 1.2 Affected Environment</p> <p>The study area for air quality should be defined as the entire geographic area that could be either directly or indirectly affected by the proposed project. For example, air quality impacts from construction may be limited to a project site and immediate adjacent areas. However, air quality impacts from operations (e.g., aircraft flight) may extend beyond a project site and immediate adjacent areas, and extend vertically up to the mixing height. Dispersion of air pollutants can be affected by meteorology, topography, the type of pollutant, and other factors. In addition, a Federal action can lead to air pollutant emissions that may occur at some distance from a project site, such as exhaust from project-generated vehicle traffic on the surrounding road network. Therefore, the study area for a project's air quality analysis could encompass many square miles and/or multiple air basins</p> <p>1050.1F Chapter 1 Sec 1.3 Environmental Consequences</p> <p>The FAA has a responsibility under NEPA to include in its Environmental Assessments (EA), Environmental Impact Statements (EIS), and, when appropriate, Categorical Exclusions (CATEX), sufficient analysis to disclose the extent of a project's impact on the attainment and maintenance of the NAAQS and any applicable state air quality standards. Thus, a project's impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation.</p> <p>The Environmental Consequences section of a NEPA document is where the potential impacts of the Federal action on air quality are disclosed. Very small projects sometimes can be evaluated qualitatively or by comparison to a previous project for which a quantitative air quality analysis is available. However, if a project requires the preparation of an EA or EIS, it is likely that a quantitative, project-specific air quality assessment would be needed. This can be accomplished by first identifying the emissions sources associated with a project, and then estimating the emissions for each reasonable alternative. Knowing the emissions may help to characterize a project's impact for the EA or EIS. Larger or more complex projects may require further modeling analysis to estimate changes in ambient pollutant concentrations that would result from the Federal action emissions. From the pollutant concentrations analysis, compare the emissions</p> <p>3 Note: There are no air quality standards for impacts above the mixing height. (or model output) of a project directly to the NAAQS. Additionally, emissions and air quality impacts may be relevant to other impact categories due to mechanisms such as deposition of emitted pollutants to soil or surface water. The air quality analysis should be coordinated with other impact categories to account for such potential impacts as necessary</p>
344	Darlene	Piscitelli	redfoxds@yahoo.com	Email	<p>Thank you Lorena.</p> <p>Tweed Authority Please! Show the citizens some respect!</p> <p>Vivien</p> <p>> On Nov 14, 2022, at 4:19 PM, Lorena Venegas <lv333@gmail.com> wrote:</p> <p>></p> <p>> Dear All,</p> <p>></p> <p>> Let's post the 11/16/22 Tweed Airport Authority agenda and meeting materials on a timely basis to inform residents, especially East Haven residents, that have completely been excluded from the environmental assessment process. There was never a town-wide forum as stated in the McFarland Johnson contract. The lack of access to information is an Environmental Injustice per definition and will be reported to state and federal authorities.</p> <p>></p> <p>> Thank You,</p> <p>> Lorena Venegas</p> <p>> 73 George St</p> <p>> East Haven, CT 06512</p> <p>></p> <p>> --</p> <p>> To send a message to all the active Hawks, email 10000-hawks@googlegroups.com.</p> <p>> --</p> <p>> You received this message because you are subscribed to the Google Groups "10,000 Hawks" group.</p> <p>> To unsubscribe from this group and stop receiving emails from it, send an email to 10000-hawks@unsubscribe@googlegroups.com.</p> <p>> To view this discussion on the web visit https://groups.google.com/!/msgid/10000-hawks/9c6cf44e-837-478f-bcac-62cde055ab0c54@gmail.com.</p>
345	Vivien	Hunnicut	vhwack@gmail.com	Email	

					<p>Dear All,</p> <p>This video and picture were taken by a Burr Street resident capturing Tweed Airport employee using gas-powered blowers to remove debris from the parking lot into the wetlands that are adjacent, inclusive of Tuttle Brook. This area is vulnerable. There is no permit to do work in this area. The permit does not exist. Debris can include construction asphalt, runoff from vehicles, and more.</p> <p>The City Plan Commission did not approve any additional parking in this area, marked as "A" in the October 2022 public hearing. Instead, Avports has applied for a new application for 34 parking spots that is scheduled for December 15th. There is to be no construction or modifications to make additional parking in this area at any time before the next City Plan Commission meeting.</p> <p>If you take a walk today, there is line striping/painting being done without a permit. Per City of New Haven Building Department regulations, this requires immediate action, a site visit by the Building official, a cease and desist order, restitution and any applicable fines. It should not take residents multiple phone calls to report violations to wetlands. In addition, I would request that DEEP send out an enforcement officer to document this transgression.</p> <p>You have all heard of "if you give an inch, they take a mile." Any other resident would be made to remove the newly erected fence, return the former fence and any other regulations. In the absence of parking, Tweed Airport Authority has to resort to its original plan, divert all parking to Union Station with shuttle service.</p> <p>Thank You, Lorena Venegas 73 George St East Haven, CT 06512</p> <p>Picture from 11/7/22 Video from 11/14/22</p>
346	Lorena	Venegas	lv333@gmail.com	Email	
347	Lorena	Venegas	lv333@gmail.com	Email	<p>Dear All,</p> <p>Let's post the 11/16/22 Tweed Airport Authority agenda and meeting materials on a timely basis to inform residents, especially East Haven residents, that have completely been excluded from the environmental assessment process. There was never a town-wide forum as stated in the McFarland Johnson contract. The lack of access to information is an Environmental Injustice per definition and will be reported to state and federal authorities.</p> <p>Thank You, Lorena Venegas 73 George St East Haven, CT 06512</p>
348	Patrick	Rowland	patrick@thetaxstar.com	Email	<p>This is why the airport needs a real independent thorough environmental impact study, because they think they can act with impunity. Same for the illegal water diversion around the illegal non FEMA compliant terminal. They knew it required remediation when they spent more than 50% of the fair market value - building and adding on and EXPANDING the footprint in the wetland buffer and area which feeds into the marsh. ALL of that was illegal because they thought they could just do what they wanted. They can't and shouldn't. They should be stopped.</p> <p>This sort of cheating and disdain for the law and regulations (like the illegal roundup spraying without proper notice and signage) is illegal.</p> <p>Patrick Rowland</p> <p>On Wed, Nov 16, 2022 at 1:20 PM Lorena Venegas <lv333@gmail.com> wrote: Dear All,</p> <p>This video and picture were taken by a Burr Street resident capturing Tweed Airport employee using gas-powered blowers to remove debris from the parking lot into the wetlands that are adjacent, inclusive of Tuttle Brook. This area is vulnerable. There is no permit to do work in this area. The permit does not exist. Debris can include construction asphalt, runoff from vehicles, and more.</p> <p>The City Plan Commission did not approve any additional parking in this area, marked as "A" in the October 2022 public hearing. Instead, Avports has applied for a new application for 34 parking spots that is scheduled for December 15th. There is to be no construction or modifications to make additional parking in this area at any time before the next City Plan Commission meeting.</p> <p>If you take a walk today, there is line striping/painting being done without a permit. Per City of New Haven Building Department regulations, this requires immediate action, a site visit by the Building official, a cease and desist order, restitution and any applicable fines. It should not take residents multiple phone calls to report violations to wetlands. In addition, I would request that DEEP send out an enforcement officer to document this transgression.</p> <p>You have all heard of "if you give an inch, they take a mile." Any other resident would be made to remove the newly erected fence, return the former fence and any other regulations. In</p>
349	Lorena	Venegas	lv333@gmail.com	Email	<p>Thank you to Mark, Ed, Jim, Gabriela, Giovanni, Esther, Joseph and everyone that helped me with this yesterday! Lorena Venegas</p> <p>New Haven to issue Tweed cease-and-desist order for unauthorized parking lot work Mark Zaretsky Nov. 17, 2022 Updated: Nov. 17, 2022 12:50 p.m. Comments Mark Zaretsky Nov. 17, 2022 This is a carousel. Use Next and Previous buttons to navigate</p> <p>1of9Tweed New Haven Regional Airport has proposed expanding on-site parking at the airport in New Haven photographed on October 25, 2022.Arnold Gold/Hearst Connecticut Media</p> <p>NEW HAVEN — The city is in the process of issuing Tweed New Haven Regional Airport a cease-and-desist order for parking lot work at the airport that goes beyond what the City Plan Commission recently approved, Building Official Jim Turcio said Thursday. Turcio said the action resulted from calls from neighbors about the work. "One of them has a video," he said.</p> <p>On Wednesday, Tweed Executive Director Sean Scanlon told the Tweed New Haven Airport Authority that "there was a miscommunication and some work was done in another parking</p>
350	Susan	Bryson	sbryson@gmail.com	Email	<p>On Thu, Nov 17, 2022 at 3:37 PM Lorena Venegas <lv333@gmail.com> wrote: Thank you to Mark, Ed, Jim, Gabriela, Giovanni, Esther, Joseph and everyone that helped me with this yesterday! Lorena Venegas</p> <p>New Haven to issue Tweed cease-and-desist order for unauthorized parking lot work Mark Zaretsky Nov. 17, 2022 Updated: Nov. 17, 2022 12:50 p.m. Comments Mark Zaretsky Nov. 17, 2022 This is a carousel. Use Next and Previous buttons to navigate</p> <p>1of9Tweed New Haven Regional Airport has proposed expanding on-site parking at the airport in New Haven photographed on October 25, 2022.Arnold Gold/Hearst Connecticut Media</p> <p>NEW HAVEN — The city is in the process of issuing Tweed New Haven Regional Airport a cease-and-desist order for parking lot work at the airport that goes beyond what the City Plan Commission recently approved, Building Official Jim Turcio said Thursday.</p>
351	Darlene	Piscitelli	redsoxdp@yahoo.com	Email	<p>My name is Darlene and I live at 48 Waldo street in East Haven. I'm writing because again a Aveo flight landed at Tweed after the 11pm no fly time. The jet landed at at 1:03am on 11/21/22. Said this before - Aveo always has delays and flights landing after 11pm. Why do they even have a flight scheduled to land at 10:55 at night - you know most of the time it's going to be late. Though not sure on the 1:03 flight this morning what time it was suppose to arrive. Now I noticed at the meeting in new haven we were told no flights scheduled before 6am or after 11pm. Sean Scanlon and everyone at that meeting made it sound like they were doing this great thing for the people living around the airport. The reality is yea a flight is not scheduled those times but if delayed they can fly whenever they want - and Aveo has constant delays. This expansion is all about money & politics. The lies told and the fake act of actually caring about residents is sickening. Sean and everyone else at that meeting are all sneaky, lying pieces of crap. No problem saying it. I'm already exhausted and now at 1am the dog freaked out over this jet landing. I was woken up and had hard time falling back to sleep. Exhausted at work -where my job is physical / crazy cause holiday. My sleep schedule all off. I'm over it all.</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>Research-</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 At levels of 40 to 50 dB (A-weighted), some subjects have reported difficulty in falling asleep, frequently taking over an hour. The number of subjects having difficulty increases as the sound level increases.</p> <p>Multiple studies have shown that repeated awakenings during the night, insufficient sleep, excessive sleep, and irregular sleep all promote glucose intolerance. Furthermore, if a person</p>

					<p>Dear All,</p> <p>The 2013 Record of Decision written by Richard Doucette is missing and not catalogued in the FAA ROD webpage. By doing a Google search, the ROD document is only available as a pdf file under the Tweed New Haven Airport website, but it is not present in the FAA official website catalog. I have spoken to a FAA Public Information Officer and was advised to speak to you to make this correction.</p> <p>This is where all FAA ROD decisions are located, but this specific ROD for Tweed Airport is missing: Airport Environmental Documents, Findings, and Decisions faa.gov</p> <p>I am confused that it is no where to be found except at an airport's own website that can be easily deleted. This document is very important to our neighborhoods as it contains alternatives to help minimize environmental impacts with an Environmental Assessment in progress. The website has older documents from other airports, so time limitations is not a factor.</p> <p>I look forward to hearing from you about returning the ROD document from 2013 issued by Richard Doucette to Tweed Airport back to the FAA agency national ROD catalog.</p> <p>Thank You, Lorena Venegas 73 George St, East Haven, CT 06512 Good Afternoon</p>
352	Lorena	Venegas	lv333@gmail.com	Email	
					<p>Hope this finds you well</p> <p>As we are all aware the City of New Haven filed a cease and desist order regarding illegal construction of parking in direct violation of Sec. 53.</p> <p>We also are all aware that Tweed has a parking application before the City, with no report from CT Deep - given that the City limited the application from 507 to 203 spaces because of wetlands this is of great concern... as is the blatant disregard for sticking to what is currently allowed</p> <p>I would like to formally note that in previous conversations Exec Dir Sean Scanlon had stated that people who parked on the grass were to be towed - this was back in April & May as we discussed the nesting plovers in the S25/day lot. People continue to park in that area daily. I have brought this to Exec Dir Scanlon's attention today, last week and prior to that. I am making sure to include airport manager J Nielsen as he would be the one actually responsible to ensure everything is being followed up on, and is likely the one directing staff and vendors.</p> <p>Areas that appear to be wetlands and are in close proximity to wetlands, are continually being used for parking... It is very clear that this is a habitual practice as the grass is well worn, there are tire marks, traffic cones and rope that have been put in place to direct traffic and parking into those areas.</p> <p>Additionally someone said that the truck parked in the fire lane belonged to someone in the Airport Management...this is concerning on multiple levels. Additionally the rows of idling cars along the airport entrance (in front of the cell phone parking area) would make it hard for any emergency vehicle to properly access the airport if and when needed.</p> <p>I was also told that employees have special permission to park on the grass - can someone please explain how this is legal? Can someone also explain why customers are not directed away from the grass and wetland areas especially when there are several empty places that are paved.</p> <p>Shouldn't there be rope cordoning off the grass rather than encouraging people to park there? Isn't this a clear violation of zoning & permitting?</p> <p>Also as I understand it - there is a multi step process for zoning and construction to allow the public the ability to appeal decisions that are of concern. Why then has Tweed already paved, painted and created the additional 200 spots prior to site plan review - am I missing something? Will Tweed have to undo this work? How will CTDeep be able to ascertain wetlands impact? How will the public have an opportunity to have a real impact on the process?</p> <p>Wanted to share some more photos of parking outside permitted area.</p>
353	Gabriela	Campos	gabrygabriela.elia@gmail.com	Email	
					<p>This is a daily occurrence</p> <p>These are the images of the spaces from where we understand that construction was approved - curious as to why this took place without CTDEEP Mitigation plan in place or prior to procedural ability of the residents to participate in an appeal process... am I missing something? That could well be the case. Please advise</p> <p>Please kindly enforce existing rules and regulations</p> <p>Thank you for your time and attention</p> <p>Respectfully Gabriela Campos Stewart St New Haven CT</p>
354	Gabriela	Campos	gabrygabriela.elia@gmail.com	Email	
					<p>My name is Joelle Innocenti and I reside at 717 Silver Sands Road, East Haven, CT 06512. I am writing today because the Tweed New Haven Avelo 737's, operating out of our small neighborhood airport, have become completely intolerable for many reasons, but for me, mostly due to their bone chilling and ear-splitting noise, causing lack of sleep for myself and my family, due to their unreasonable hours of operations and frequency.</p> <p>I am respectfully and fervently asking the EPA to intervene to slow the expansion down, halting any actions of the airport and airline that have not been approved to date, and investigate this project thoroughly for all regulatory compliance, including performing a thorough Environmental Impact Study.</p> <p>The number of flights has now increased to an intolerable level. I was unable to spend any time in my yard this summer, due to the noise and fuel smell pollution. Even leaving my home to go walk by our beautiful East Haven town beach proves impossible as TODAY, 11/28/22, at about 4:30 pm, the stench of fuel was suffocating. This was shortly after Avelo F477 left Tweed, headed North, then circled back around East Haven and Branford, to head south to RDU.</p> <p>Noise Pollution: The effects of noise pollution are countless: They can include increased stress levels, anxiety, depression, sleep disturbance, or hearing issues, all of which I am personally suffering from:</p> <ol style="list-style-type: none"> 1. Noise can have significant impacts on humans and animals: Noise exposure and public health - PMC (nih.gov) 2. Noise can have significant impact on mental health: With continued exposure to noise pollution, a person's sensitivity to stress increases: envhper00468-0281.pdf (nih.gov) 3. People living with noise pollution may feel irritable, on edge, frustrated, or angry. Noise Pollution-Human-Health-A-Review.pdf (researchgate.net) 4. Prevalence of preclampsia was higher for women exposed to elevated environmental noise pollution levels: Environmental noise pollution and risk of preclampsia - ScienceDirect 5. Loud noise at school or home may make it challenging for children to learn. They may experience more difficulty with concentration, communication and speech development, cognitive performance. Also, Children who live in noisy environments have been shown to have elevated blood pressures and elevated levels of stress-induced hormones: Noise-Pollution-Human-Health-A-Review.pdf (researchgate.net) 6. Findings support the hypothesis of an association between traffic noise and more severe anxiety, Transportation noise exposure and anxiety: A systematic review and meta-analysis - ScienceDirect 7. Effects of Environmental Noise on Physical Health: Effects on Physical Health - The Effects of Environmental Noise on Health Gouvernement du Québec (quebec.ca) <ol style="list-style-type: none"> a. Sleep disorders b. Cardiovascular disease c. Hearing problems/Loss d. Tinnitus <p>Particulate Pollution: My name is Darlene and I live in Waldo street in East Haven. I'm writing today because last night -11/28/22- there was flights after 11pm. I heard one take off & one land around times 11:30-11:40pm. Tweed /Avelo has had a lot of flights lately during the no fly times and something needs to be done. I get it wasn't schedule during the no fly times but there is always delays. Why do they even have a flight scheduled to land at 10:55? You know there will be a delay and it will land after 11! There are too many homes nearby this airport and these late flights are constantly happening and disturbing everyone who lives nearby. Many of us are woken up, don't fall back to sleep right away and then gotta get up early for work & school. I think people booking flights with Avelo to/ from tweed need to be aware of the no fly times. If there's delays then they have to wait to fly during the fly times. Yes it's an inconvenience to those on flight but think of the inconvenience to everyone around airport that are constantly disturbed by these late flights. Seems everything is in favor for airport, Avelo, passengers on flights, everyone involved & wants expansion but it's a too bad / who cares attitude for people who live around this airport. I don't want to hear "well you bought house near airport " or "move". Some people have lived here for many years - some over 50. Airport was never suppose to expand & be what they are trying to do. I lived here my whole life. I'm use to planes and some noise but the past year the noise / fumes have gotten so bad. it's not right!</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>Research-</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 Studies have shown that at levels of 70 db (A-weighted) or above, behavioral awakening " will most likely occur.</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 At levels of 40 to 50 db (A-weighted), some subjects have reported difficulty in falling asleep, frequently taking over an hour. The number of subjects having difficulty increases as the sound level increases.</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 A person whose sleep has been disturbed severely may feel lethargic and nervous during his waking hours and may be unable to perform at his usual level of efficiency.</p> <p>Since the expansion, my house has been structurally impacted, as it located very close to the airport. I would greatly appreciate being contacted to discuss my concerns and how to proceed with repairing the incurred damages and possibly preventing more. I can also be reached by phone at 203-494-7409. The property is located on Marie Drive in East Haven. Thank you for your attention to this matter.</p>
355	Joelle	Innocenti	ctjoelle@aol.com	Email	
356	Darlene	Piscitelli	redoxsp@yahoo.com	Email	
					<p>Dear Attorney Williams,</p> <p>A second cease and desist was issued for Tweed New Haven Airport. Can you explain what is the rationale for the pending application for parking? There are wetlands and soil scientists reports involved that were not discussed at the October 2022 public hearing. It would be great if you can come to the next Tweed Board meeting and explain the permitting deficiencies. I am sure that Sean Scanlon can arrange your visit to the next Board meeting.</p> <p>This may set precedent for permitting processes in East Haven, CT DEEP, USACE and beyond. It is essential that quasi-public entities in CT, such as Tweed Airport Authority, follow the rules of zoning and permitting, with integrity in the process and to the members of the Public.</p> <p>Thank You, Lorena Venegas 73 George St East Haven, CT 06512</p>
357	Rosemary	DiPietro	rosemarydipetto@gmail.com		
358	Lorena	Venegas	lv333@gmail.com	Email	

						<p>My name is Rosemarie Piscitelli and I reside at 48 Waldo Street in East Haven, CT. I'm writing today - 12/7/22 - at 3:30pm that a Avelo jet has been circling over the sound for over 1/2 hour. It's too foggy to land and it's not clearing any time soon. Why is it just circling over and over in the same spot polluting the air and ocean? It's obviously not going to clear so why not divert this jet to Bradley? It's been foggy for most of afternoon - why did it ever leave to fly here? It's always something with this airport.</p> <p>1050.1F Chapter 1 Sec 1.2 Affected Environment</p> <p>The study area for air quality should be defined as the entire geographic area that could be either directly or indirectly affected by the proposed project. For example, air quality impacts from construction may be limited to a project site and immediate adjacent areas. However, air quality impacts from operations (e.g., aircraft flight) may extend beyond a project site and immediate adjacent areas, and extend vertically up to the mixing height. Dispersion of air pollutants can be affected by meteorology, topography, the type of pollutant, and other factors. In addition, a Federal action can lead to air pollutant emissions that may occur at some distance from a project site, such as exhaust from project-generated vehicle traffic on the surrounding road network. Therefore, the study area for a project's air quality analysis could encompass many square miles and/or multiple air basins.</p> <p>1050.1F Chapter 1 Sec 1.3.3 Ambient Pollutant Concentrations Analysis</p> <p>There is no single, universal criterion for deciding whether an ambient pollutant concentrations analysis (or "NAAQS analysis") is necessary for Federal actions. However, a review of a project to identify any unusual circumstances, such as intense emission sources in close proximity to areas where the public has access, might indicate a need for further analysis. In addition, reviewing agencies may specifically request a NAAQS analysis if concerns exist regarding sensitive receptors surrounding the Federal action or if measured ambient concentrations of regulated pollutants are very close to violating a NAAQS in the immediate vicinity of the Federal action. Based on the nature of a project and consultation with state and local air quality agencies, additional analysis may be appropriate. If a NAAQS analysis is conducted, calculate the estimated pollutant concentration for a project using the emissions inventory data and an FAA-approved dispersion model. Depending on the project, this step can require extensive data and computation. This should include collection of the latest available input data early in the environmental process. Assistance from AEE is available on a case-by-case basis by request through the respective headquarters program office. After performing dispersion modeling of the project emissions sources, add the modeled pollutant concentrations to the background (existing) pollutant concentrations and compare to the NAAQS. If modeled concentrations combined with background concentrations do not result in projected exceedances of the NAAQS, then the analysis is complete. If modeled concentrations and background concentrations combine to exceed the NAAQS in an attainment area, emissions should be mitigated or offset, or the action redesigned to reduce concentrations below the NAAQS, to the extent possible. The FAA Air Quality Handbook provides further information on air quality dispersion modeling. See Section 1.3.5 for ambient pollutant concentration analysis requirements pertaining to Federal actions located in nonattainment or maintenance areas for General Conformity purposes.</p>
359	Rosemarie	Piscitelli	redsoxdp@yahoo.com		Email	<p>Dear Members and Staff of City Plan Commission,</p> <p>I would like to request that the City Plan Commission take a pause to review the recently issued permit for parking from October 27, 2022, and to schedule a public hearing to discuss the permit and any future parking expansion at Tweed airport. Since the October 2022 approval, Sean Scanlon, Executive Director of Tweed Airport Authority (The New HVN) has received two cease and desist orders by the City of New Haven Building Department for violations to Section 53 of the regulations. The cease and desist were issued via certified letter on November 17, 2022 and December 2, 2022 with site visits completed by Jim Turco.</p> <p>Tweed Airport completed construction of 34 parking spaces that were not approved by City Plan Commission. A vendor came onsite to take off the old fencing, add new fencing, have 3 workers use gas blowers to blow parking lot debris into the adjacent inland wetlands, and another vendor to do line striping/painting to mark the spots. These are not mistakes, or errors. These are infringements of the Authority of City Places. Assistance from AEE is available on a case-by-case basis by request through the respective headquarters program office. After Commission to recall the entire October 2022 permit.</p> <p>Several residents have been able to capture photographs and video of the transgressions in constructing parking lots with no permit. There were several newspaper articles highlighting the cease and desist orders by the City of New Haven Building Department for violations to Section 53 of the regulations. I entered into public comment that Section 12: Wetlands Report of the applicant's project report was removed from the public view materials 24 hours prior to the public hearing.</p> <p>It is odd that Attorney Joseph Williams entered a new application for parking for the 34 spots on the same day that the cease and desist order was issued. The applicant should not be allowed to circumvent any wetlands information that was not presented to the public on October 27, 2022. Any and all wetlands information should have a public hearing.</p> <p>To date, Tweed Airport Authority, the New HVN and applicants have failed to follow the regulations on the existing permit. No one should be using gas blowers to put debris that can contain vehicle contaminants into wetlands and Tuttle Brook as shown in the video attached.</p> <p>In a perfect world, I would like the Applicant to withdraw the 34 parking spot application, complete remedy to the area, and get the existing October parking permit revoked for not following the inland wetlands regulations.</p>
360	Lorena	Venegas	lv333@gmail.com		Email	<p>Thank You, Dear All,</p> <p>Please make sure that you understand the wetlands regulations and how they impact our town. Here is an article from an aviation journalism. Public safety is paramount.</p> <p>Catch up on the "mistakes" at Tweed: Avelo Boeing 737 Gets Stuck in Mud Leaving Tweed New Haven Taxiway simpleflying.com</p>
361	Lorena	Venegas	lv333@gmail.com		Email	<p>Thank You, Lorena Venegas</p> <p>To whom it may concern</p> <p>As you may be well aware an Avelo flight early Friday morning (12/16/22) had a "minor runway excursion" causing the plane to be stuck in the mud. One article stated that 177 passengers had to be deplaned.</p> <p>The number seemed odd to me, since last year when they sought zoning changes from the City Plan Commission (CPC) they stated that the planes would have 145 passengers. They claimed that 30 such flights a day would only net 100 more cars on the roads per day and that they would not need to increase parking - therefore their footprint would not be changing and neither would the character of the neighborhood be impacted.</p> <p>I remember the number well because I vividly remember rounding down and doing calculations based on 140 passengers not counting staff as a way to be generous. Given that flights have to come and go there would be approx 140 people coming and going 60 times a day.... that gave us a number closer to 100 extra cars per hour - not per day. I told everyone that was part of the CPC process that the numbers didn't make sense - not for traffic and not for parking.</p> <p>Since then the character of the neighborhood has indeed changed and so has the character of adjacent neighborhoods given the traffic, noise, jet fumes and increased car pollution.</p> <p>The New Haven Airport Authority/Tweed/Avports has since gone back to CPC and acquired an additional 200+ spots on New Pavement near an adjacent wetland zone. They pushed the vote through despite concerns because they claimed their business would be negatively impacted if the vote was not approved before the November holidays.</p> <p>The entire time the airport had been encouraging patrons to park in non-permitted areas adjacent and in wetland zones. The City of New Haven was then forced to issue two different cease and desist orders to Tweed. More violations have been noted and reported to the Chief Inspector since the last cease and desist on 12/2/22</p> <p>In my estimation Tweed, Avports and their designers did not acquire the permits & changes of 2021 or 2022 granted by the CPC with full disclosure, transparency or with any modicum of accuracy. This in addition to the continued numerous violations is in violation of 1050.1F Chapter 9.1.1. (Permits, and Other Approvals)</p>
362	Gabriela	Campos	gabvygabriela.ella@gmail.com		Email	<p>Furthermore 1050.1F Chapter 9.2 the Affected Environment and 1050.1F Chapter 9.3. Environmental Consequences were not properly considered or respected to date. We certainly have no hope that they will suddenly become forthright and judicious in their actions</p> <p>Dear All,</p> <p>There is a giant snowball of complaints about Avelo, and not one executive in sight. How convenient! Where is everybody? Passengers speak the truth about plane maintenance issues, poor customer service experience, landing gear pins causing emergency landing, Tweed Airport flight status boards not updated, unauthorized charges on credit cards and more. Tell Travis Christ to clean up this mess. Remember, no parking on grassy surfaces.</p> <p>Put this on the Tweed Airport Authority agenda for this week. This affects the residents of New Haven and East Haven too. The wrong plane model is using the wrong runway, proven again.</p> <p>Thank You, Lorena Venegas</p> <p>News Avelo Aircraft Involved In 2 Weekend Incidents, No Injuries Reported patch.com</p>
363	Lorena	Venegas	lv333@gmail.com		Email	<p>Public information forums:</p>
364	kelly ann	may	kmay@sprintpcs.com			<p>hello</p> <p>Dear All,</p> <p>With less than 24 hours left, the agenda for the 12/21/22 Tweed Airport Authority Board meeting has not been posted to the flytweed.com website. How is the public supposed to know what is the content of the meetings, the budget, resolutions? This reminds me of the two illegal meetings held in July 2022 with FAA officials Gail Latrell in the room, and Board members with expired terms making votes to enter and discuss the 43-lease in Executive Sessions. The more you keep people out, the more mistakes that happen. Just look around, read all the headlines, and stop parking in wetlands with no permits.</p> <p>Thank You, Lorena Venegas 73 George St East Haven, CT 06512</p>
365	Lorena	Venegas	lv333@gmail.com		Email	<p>The #17 Environmental Justice town in Connecticut with no deal, no benefits and every burden in sight. Fix this mess.</p> <p>Dear All,</p> <p>Please do a story on East Haven flooding. History repeats and millions of dollars. Today's high tide and corner of Short Beach Rd, Hemingway Ave and Coe Ave have flooded. Cars were stuck. Traffic diverted to do U-turn on Proto Drive, that is a dead end street. It is not planned correctly. You cannot build a terminal if you cannot get to the terminal. The wetlands are the only natural mitigation of flooding that we have in East Haven. When a development wants to fill and build on wetlands, my town's quality of life decreases.</p> <p>If you have a contact at 60 Minutes, NYT, now would be the time. HELPI</p> <p>Here is a link to video and pictures below. East Haven Politics facebook.com</p>
366	Lorena	Venegas	lv333@gmail.com		Email	<p>Thank You, Lorena Venegas</p> <p>Dear Jorge,</p> <p>Our streets in East Haven flooded today. The major road, Hemingway Avenue, flooded at Short Beach and Coe Avenue all the way to Proto Drive. Do you care? Planes were diverted to Bradley Airport today. Do you care? Burr street and idling cars had to watch Avelo attempt to land in 45-60 mph winds multiple times, only to fail every landing. Do you care? The hundreds of idling cars do not know that the flights are diverted. Once they find out, they have to drive 40-45 minutes to pick up passengers at Bradley Airport. We have falling temperatures from 50s to 10s and ice forming on every wet surface. This is wrong. Do you care? I do.</p> <p>For two weeks, I have requested for you to meet with residents, and there has been zero communication. We have major concerns that are visible, documented and need open discussion and solutions. Let's schedule the meeting. I would be glad to meet with Jonathan Hunt and the investors in the West End Infrastructure Partners hedge fund too. Andrew King can work on the logistics. The time is now.</p> <p>Thank You, Lorena Venegas</p>
367	Lorena	Venegas	lv333@gmail.com		Email	<p>Thank You, Lorena Venegas</p>

					<p>My name is Darlene Piscitelli and I live at 48 Waldo street in East Haven. I'm writing today to complain over some things over the past few weeks with Tweed /Avelo. There has been a lot of delayed flights the past 2 weeks- and it wasn't all weather related. There have been so many flights landing after the 11:00 pm no fly time. I've heard Avelo jets landing anywhere from after 11 to almost 4 in morning. Then 6:30am starts the departures, it's impossible to get a decent nights sleep & always exhausted. Something needs to be done with no fly times and sticking with it. Having a flight scheduled to land at 10:55 pm is crazy - Avelo never on time and always delayed. It's feels a flight scheduled to land that close to the 11 no fly time is just someone trying to push it and make trouble.</p> <p>Another issue is all these jets circling over and over for over an hour. I know there's weather issues but it's crazy to fly in circles and to keep trying to land when you know you can't.</p> <p>What's more crazy is more flights leave to come back and land here when others couldn't land. Not sure why not cancelled or just went to Bradley.</p> <p>The jets also sound louder - especially certain ones landing. Are there new - larger jets? Can't even imagine what they are gonna sound like when nicer out & windows open.</p> <p>Another thing I need to add about airport. Need to contact who planted the shrubs on Thompson Ave on Robinson side. Get some wind and least 1/3 of them all tilted. Gonna die.</p> <p>FAA Order 1050.1F, Paragraph 11.5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 Studies have shown that at levels of 70 dB (A-weighted) or above, behavioral awakening* will most likely occur.</p>
368	Darlene	Piscitelli	redsoxd@yahoo.com	Email	<p>Dear Jorge: Lorena Venegas Felic Viperera de Año Nuevo! Lamentablemente no para mucha gente aqui.</p> <p>Bradley Airport is the crutch for Tweed Airport. It is not possible to land a plane in a foggy FEMA Flood Zone. We had foggy conditions all day in East Haven. Understand that this is wetlands topography with a stronger water cycle compared to other airports. There were hundreds of idling cars at Tweed Airport that were clueless on flight status. There is nothing to give passenger families accessible information. This is a management and planning failure. Families separated on New Years Eve because clear expectations were not set from the beginning. Plane cancellations will continue to New Year's Day and so will miscommunication at Tweed Airport. Does anyone care? I do.</p> <p>Thank You, Lorena Venegas</p> <p>Overnight on 1/12/23 into 1/23/23 there were 5 flights after the 11:00 pm no fly time. Look at the times everyone was constantly woken up! This night was the worse but it's been constant over the past few weeks. Plus add the traffic nightmare in area and smell of fumes. Something needs to be done - lives of people around this airport is being ruined. Can't even get decent nights sleep and it's happening constantly.</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>Research</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 At levels of 40 to 50 dB (A-weighted), some subjects have reported difficulty in falling asleep, frequently taking over an hour. The number of subjects having difficulty increases as the sound level increases.</p>
369	Lorena	Venegas	lv333@gmail.com	Email	<p>Thank You, Lorena Venegas</p> <p>Overnight on 1/12/23 into 1/23/23 there were 5 flights after the 11:00 pm no fly time. Look at the times everyone was constantly woken up! This night was the worse but it's been constant over the past few weeks. Plus add the traffic nightmare in area and smell of fumes. Something needs to be done - lives of people around this airport is being ruined. Can't even get decent nights sleep and it's happening constantly.</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>Research</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 At levels of 40 to 50 dB (A-weighted), some subjects have reported difficulty in falling asleep, frequently taking over an hour. The number of subjects having difficulty increases as the sound level increases.</p>
370	Darlene	Piscitelli	redsoxd@yahoo.com	Email	<p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 A person whose sleep has been disturbed severely may feel lethargic and nervous during his waking hours and may be unable to perform at his usual level of efficiency.</p> <p>Dear Sean,</p> <p>Congratulations on new position as State Comptroller! As you know, I am troubled by the volume of Federal Aviation Administration (FAA) emails where community concerns about Tweed Airport expansion were ignored and improperly communicated to the public, media and local stakeholders. The emails include your name and concerns about expired Tweed Airport Authority Board members, noise ordinance definitions, Proto Drive jurisdiction, and environmental justice concerns including asthma, children's health and air quality monitoring. It is extremely unprofessional to have not addressed the issues with an open table, open forum with residents in East Haven. Throughout the Environmental Assessment process from November 2021 to January 2023, the public access to information was blocked. There are pertinent questions about the airport audits, use and reviving of federal funding. These questions are not going to be ignored. We need answers and an Environmental Impact Statement. To forget the most vulnerable does not reflect my hometown, American values. East Haven cannot have no deal with no monies and every pollution burden that has been ignored by state government agencies in terms of public health and welfare. Please use your position to get us environmental justice now.</p> <p>Thank You, Lorena Venegas</p>
371	Lorena	Venegas	lv333@gmail.com	Email	
372	Andrea	Mascaro	amascaro2.am@gmail.com		I'm interested in learning about the master plan now and future plans through 2053. Thanks
373	Debra	Wagenhals	debiewags88@yahoo.com		Do you sell refreshments after going through security? Vending machines or store? Cash and/or card?
					<p>Hello. What is the status of the environmental assessment at Tweed ? Will it be released in the near future? Thank you</p> <p>Regards, Tracy</p> <p>...</p> <p>Tracy Everson Minority Leader 5th District Representative Branford Representative Town Meeting Member, RTM Administrative Services Committee Member, Branford Coastal Vulnerability ad hoc Committee</p>
374	Tracy	Everson	everson5tm@gmail.com	Email	<p>Hi,</p> <p>Will the tweed expansion lead to a large increase in the number of flights per day, compared to , say, the current peak numbers this year?</p> <p>I haven't seen much information about this</p> <p>Thank you, George Moore , East Haven</p>
375	George	Moore	georgem53@gmail.com	Email	<p>Dear All,</p> <p>Please enforce wetlands regulations in East Haven, CT at Tweed-New Haven Airport. The pictures below are from Commerce Drive in East Haven. There is a large hill of soil on the decayed runway at Proto Drive. This area is part of and adjacent to the tidal wetlands according to CT DEEP maps.</p> <p>In September 2021, Senator Chris Murphy told Sean Scanlon in a public forum in Guilford, CT to find East Haven the shoreline conservation and preservation monies that are needed in this area. We still have nothing but land encroachment and destruction of wetlands.</p>
376	Lorena	Venegas	lv333@gmail.com	Email	<p>Thank You, Lorena Venegas</p> <p>Dear Jorge,</p> <p>Happy New Year!</p> <p>Why is there information kept from the public? It's really awful. Can you follow up on this? It is very disappointing to have complete disregard to our town of East Haven. We are an Environmental Justice town #17 in CT, overburdened, overpolluted, with land encroachment and underrepresentation.</p> <p>I would like to request the details of the restoration plan, and let's set up the community meeting with residents.</p>
377	Lorena	Venegas	lv333@gmail.com	Email	<p>Thank You, Lorena Venegas</p>
378	Bud	Euele	budeuere@yahoo.com		Let program begin
					<p>My name is Darlene Piscitelli and I reside at 48 Waldo Street in East Haven. I'm writing because a Avelo jet landed at Tweed at 2:14 this morning - 2/6/23. I know it's just a agreement that Tweed made that there will be a no fly time between 11pm - 6:30am and they really can do what they want. Something needs to be done where there is a no fly time and have to stick with it. There is constant delayed flights landing well after 11pm. It's crazy this one took off after 11 pm and landed in middle of night. Also the no fly time before 6:30- lately there's been a bunch leaving earlier. There is no reason to leave early and be that inconsiderate to people who live nearby. This airport was never suppose to expand and do what they plan to do. Got jets flying at all crazy times - what happens when they expand and more flights? First expansion shouldn't even be happening - this not area for larger airport with residential neighborhoods all around it. Second - if going to expand than there has to be a no fly time and they have to follow. People do live here and can't get a decent night sleep!</p> <p>As this is a residential area quiet hours are from 10PM to 7AM, that has been the practice and the expectation of every homeowner & resident in this area. This is the minimum the airport should adhere to as a neighbor. East Haven has quiet hours more consistent with the needs of children and the elderly from 8-8.</p> <p>FAA Order 1050.1F, Paragraph 11-5.b.(10) and further defined in Order 5050.4BChapter 9 n. Noise sensitive area. This is an area where noise interferes with the area's typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour</p> <p>Research</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 Studies have shown that at levels of 70 dB (A-weighted) or above, behavioral awakening* will most likely occur.</p> <p>According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 At levels of 40 to 50 dB (A-weighted), some subjects have reported difficulty in falling asleep, frequently taking over an hour. The number of subjects having difficulty increases as the sound level increases.</p>
379	Darlene	Piscitelli	redsoxd@yahoo.com	Email	<p>Thank you for your time Darlene Piscitelli</p> <p>Good afternoon,</p> <p>Please find the attached for the Environmental Impact Statement request from Representative Candelora, Senator Cicarella and myself.</p> <p>Best, Joseph Zullo State Representative 99th Assembly District - East Haven</p>
380	Joseph	Zullo	joe.zullo@housegon.ct.gov	Email	