Appendix: D

Public Involvement / Public Comments

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APPENDIX D
AGENCY COORDINATION AND PUBLIC INVOLVEMENT

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APPENDIX D
AGENCY COORDINATION AND PUBLIC INVOLVEMENT

The Council on Environmental Quality (CEQ) gives Federal agencies instructions on NEPA's public involvement process at 40 CFR 1506.6. In addition, FAA Order 5050.4B requires notice and opportunity for public involvement under the NEPA process. To meet the requirements, HVN announced its intent to present an EA pursuant the to the NEPA by issuing a notice of availability (NOA) for the Draft EA. The Draft EA was available at the HVN website (https://www.tweedmasterplan.com/nepa-documents) and Airport Administration Building at 155 Burr Street, New Haven, CT 06512. Throughout the NEPA review process, HVN and the FAA sought input in writing from the public and federal, tribal, state, and local agencies. Agencies Correspondence are included in **Appendix C**.

The NEPA process included a 60-day public comment period for the Draft EA, starting from the publication of the NOA on March 02, 2023, in local newspapers (New Haven Register, East Haven Courier, *LaVoz Hispana* (local Spanish language newspaper) giving time to the public to provide input and comments to the Proposed Action. Copies of the notices and proof of publications are included in **Appendix D-1**.

Overall, the following actions were implemented by the HVN as part of the public participation approach for the Draft EA.

- Established website with project information accessible to the public.
- Established a project specific email (hvn-ea@mjinc.com) for the public to submit written comments.
- One (1) public information meeting held on November 18, 2021, during early stage of Draft EA preparation and NEPA process. See **Appendix D-2**.
    - Since project information meeting, around 380 public comments were received in advance and outside the 60-day public comment period for the Draft EA. These comments were reviewed and considered during the preparation of the Draft EA, as applicable. See **Appendix D-3** for compilation of the public comments.
- Two (2) Project Advisory Committee Meetings conducted during preparation of Draft EA (see **Appendix D-4**):
    - Project Advisory Committee Meeting # 1: January 13, 2021
    - Project Advisory Committee Meeting # 2: October 27, 2022
- Publication of the Draft EA (electronic version and hardcopies) during the public comment period:
    - Electronic copy of the Draft EA are available at the project website and the HVN website (https://www.tweedmasterplan.com/nepa-documents and https://www.flytweed.com)
    - Hardcopy of the Draft EA were made available at the following locations:
        1. Hagaman Memorial Library (227 Main Street, East Haven, CT 06512)
        2. New Haven Free Public Library - Ives Main Library (133 Elm St, New Haven, CT 06510)
        3. New Haven Free Public Library – Fair Haven Branch (182 Grand Avenue, New Haven, CT 06513)
        4. New Haven Free Public Library - Mitchell Branch (37 Harrison St, New Haven, CT 06515)

5. New Haven Free Public Library - Stetson Branch (197 Dixwell Ave., New Haven, CT 06511)
6. New Haven Free Public Library - Wilson Branch (303 Washington Ave., New Haven, CT 06519)
7. James Blackstone Memorial Library (758 Main St., Branford, CT 06405)

- Publication of the Notice of Availability/ Public Hearing.
  - Copies of the NOA and Notice of Public Hearing posted on the project website, HVN Facebook page (https://www.facebook.com/flytweed), and at the following locations:
    1. HVN Airport
    2. Hagaman Memorial Library
    3. New Haven Free Public Library
       - Ives Main Library
       - Fair Haven Branch
       - Mitchell Branch
       - Stetson Branch
       - Wilson Branch
    4. James Blackstone Memorial Library
    5. East Haven Town Hall
    6. New Haven City Hall
    7. U.S. Post Office servicing Town of East Haven and City of New haven
  - Public Notices / Notices of Availability were published in English and Spanish in local newspapers.
  - A separate email (specialrequests@mjinc.com) was established and phone number provided for the Public Hearing in case of special communication or accommodation needed from the public.
  - Spanish interpreters were provided at the public hearings.

D.1 AGENCY, TRIBAL AND LOCAL GOVERNMENT COORDINATION

As part of the agency review and public comment process, this EA is made available to federal, state, and local agencies, and interested Tribal nations, as applicable. With the publication of the NOA, HVN informs about the availability of the Draft EA and requests input in writing. The following governmental entities provided written comments during the 60-day public comment period. No response from Tribal nations was received.

- Branford Conservation and Environment Commission
- City of New Haven
- Connecticut Department of Energy & Environmental Protection (CT DEEP)
- Greater New Haven Chamber of Commerce
- Office from State Representative 97th District (Alphonse Paolillo)

- Office from State Senator 11th District (Martin M. Looney)
- Quinnipiac Chamber of Commerce
- South Central Connecticut Regional Water Authority
- South Central Regional Council of Governments
- Town of East Haven
- U.S. Army Corps of Engineers (USACE)
- U.S. EDA Economic Development District for South Central Connecticut
- U.S. Environmental Protection Agency (EPA)

Table D-1 summarizes agency coordination meetings held during the preparation of the Draft EA.

Table D-1: Summary of Agency Coordination Meetings

Agencies	Date	Subject	Talking Points/ Discussion
CT DEEP	September 29, 2021	HVN Site Visit	General project scope and inspection of project site
CT DEEP	January 10, 2022	Wetland Delineation	Project Background and Overview; General Description of the Project Area; 2013 and 2017 Previous Delineations; 2021 Wetland Delineation; Wetlands within Terminal Area Footprint; Next Steps / Coordination
USACE	February 18, 2022	Pre-Application Meeting (NAE-2022-00290)	Project Background and Overview; General Description of the Project Area; 2013 and 2017 Previous Delineations; 2021 Wetland Delineation; Wetlands within Terminal Area Footprint
CT DEEP	February 28, 2022	Project Status Update / Wetland Coordination Meeting	Wetland Delineation Report; Meeting with Corps of Engineers (02/18/22); Avoidance/Minimization Efforts; Mitigation requirements
CT DEEP	April 20, 2022	Wetland Mitigation Coordination	Mitigation Framework; Potential Mitigation Sites; Mitigation Ratio; Connecticut's In Lieu Fee Program
USACE	May 11, 2022	Wetland Mitigation Coordination	Mitigation Framework; Potential Mitigation Sites; Mitigation Ratio; Connecticut's In Lieu Fee Program
CT DEEP	October 12, 2022	Wetland Coordination Meeting	Update EA Status; Permitting Process
CT DEEP USACE EPA	November 21, 2022	Project Briefing	EA Overview; Wetland Coordination History; Existing Conditions; Purpose and Need; Alternatives; Wetland Impacts; Mitigation Strategies; Permitting Process
CT DEEP	May 31, 2023	Coastal Consistency Review	According to coordination with CT DEEP and communication dated January 17, 2023, the Coastal Consistency Review and Determination would be made during their agency review of the state permit application. Applicable state and federal permits may not be issued until a finding of consistency is achieved. This statement was reconfirmed with CT DEEP during agency coordination meeting held on May 31, 2023, among CT DEEP, FAA, HVN Team.

Furthermore, for around two (2) years the TNHAA, Avports and the Town of East Haven have had numerous discussions regarding the potential effect to emergency service resources (i.e., Fire Rescue and Police). In early 2022, in an ongoing effort to be sensitive to those services TNHAA and Avports also had meetings and phone calls with East Haven Police and Fire Departments and the Town Engineer, some of which were facilitated by the Town Attorney. In response to concerns raised by town officials, TNHAA and Avports agreed to fund and provide additional traffic and predictive crash analysis to better assist the Town in understanding potential effect to these resources and infrastructure. In 2022, TNHAA provided raw traffic analysis data and then performed predictive crash analysis in response to questions from East Haven officials.

Regarding traffic and emergency resource impact, the crash analysis (baseline conditions) demonstrated that the impacted area currently has an average of 146 crashes a year (2016-2020) growing to 170 per year by 2029 with no change to the Airport. The analysis predicted an increase of approximately 32 traffic accidents per year with the proposed changes to the Airport under the 2031 Proposed Action condition. In an effort to offset the costs of potential additional personnel, TNHAA and Avports offered several mechanisms to pre-pay some of those costs while providing separate mechanisms to recover costs attributable to the Airport. The sum was estimated to be $43 million. Those offers were detailed in local media.[1] While the offers were not accepted, TNHAA and Avports continue to seek guidance from The Town of East Haven to better assist the Town to address the offset the costs of potential additional personnel (local resources). Fire and police protection would continue to be coordinated with City of New Haven and Town of East Haven.

During the permitting phase, the Proposed Action would be subject to regulatory review by various agencies such as USACE, CT DEEP, CT DOT and East Haven. The public would have additional opportunity in the permitting phase to provide comments through separate public comment periods as per applicable regulations. Before the initiation of construction activities, applicable environmental permits would be required from federal, state, and local regulatory agencies, such as:

- USACE Section 404 Department of the Army Permit (including consultation with state and federal agencies)
- Federal Coastal Consistency Review Approval
- CT DEEP Inland Wetland Permit / Section 401 Water Quality Certification
- CT DOT - Office of State Traffic Administration
- East Haven Flood Variance
- East Haven Site Plan / Coastal Site Plan Review
- CT DEEP NPDES Construction Stormwater General Permit

D.2 PUBLIC INVOLVEMENT AND PUBLIC COMMENTS

The NOA for this Draft EA was published in local newspapers (New Haven Register, East Haven Courier, and *LaVoz Hispana*) to inform the general public about its availability. The publication of the NOA included a project specific email (HVN-EA@mjinc.com) and postal address (49 Court Street, Suite 240, Binghamton, NY 13901) for stakeholders and public to submit written comments in response to the Draft EA. The 60-

[1] https://www.nhregister.com/news/article/Carfora-rejects-43-million-in-Tweed-17525776.php

days public comment period started on March 02, 2023, and closed on May 01, 2023. A copy of the NOA and affidavit of publication are included in **Appendix D-1**.

D.2.1 Summary of Public Participation

Following is a summary of the public participation efforts in connection to this EA.

A project specific website (https://www.tweedmasterplan.com/nepa-documents) has been maintained throughout the project duration. The website provides information pertinent to the EA and includes the link for the public to submit written comments by a project specific email (HVN-EA@mjinc.com). The project specific e-mail address was established to receive comments through the conclusion of the Draft EA public comment period.

D.2.1.1 Public Information Meeting (November 18, 2021)

For the preparation of the Draft EA, a public information meeting was held on November 18, 2021, to inform the public about the Proposed Action and NEPA process. The meeting was held in person at Nathan Hale School Cafeteria, 480 Townsend Ave, New Haven, CT 06512, from 6:00 pm to approximately 9:00 pm. The meeting included public question and answer sessions with the HVN and consultant team preparing the EA. The copy of the Notice of Public Information Meeting and presentation materials are included in **Appendix D-2.** Written public comments received resulting from the Public Information Meeting are included for reference in **Appendix D-3**. The Public Information Meeting was recorded and can be found at https://www.tweedmasterplan.com/nepa-documents.

D.2.1.2 Project Advisory Committee (PAC) Meetings

Following the Public Information Meeting, two (2) PAC meetings were held during the preparation of the Draft EA. The PAC was established to solicit input on key topics considered in the EA and provide early opportunity for community input and advice to HVN on the EA. The intent of the PAC meetings was also to receive local knowledge of the community, the environment, and provide available information about the project site and EA process. Members of the PAC were selected by HVN based on the knowledge of the community and resources present in the vicinity of the Airport. The PAC meetings were held virtually during the following dates:

- January 13, 2022 (PAC Meeting # 1)
- October 27, 2022 (PAC Meeting # 2)

Copy of the PowerPoint presentations are included in **Appendix D-2**.

D.2.1.3 In-Person and Supplemental Virtual Public Hearings

Once the Draft EA was released for public review and comments, an in-person public information workshop and public hearings were held within the 60-days public comment period. Language translation services for Spanish speakers were made available.

For the publication of Draft EA, a Notice of Public Information Workshop ("open house") and in-person Public Hearing were advertised in English and Spanish. Copies are included in **Appendix D-1**. The public

information workshop and in-person public hearing were held at the East Haven High School[2], on April 01, 2023.

A Supplemental Virtual Hearing was held on April 25, 2023, from 6:00 pm to 8:00 pm via zoon with the intention to give additional opportunity to the public to speak, particularly to those who registered but were unable to speak at the in-person public hearing (April 1, 2023) due to time limitations.

D.2.2 Agencies and Public Comments

Over 900 public comments were received during 60-day public comment period. Several common themes ("Frequent Public Comments") emerged from the public comment period, which are summarized and addressed Section D.2.2.1.

D.2.2.1 Frequent Public Comments

The Federal Aviation Administration (FAA) appreciates and acknowledges receipt of the public responses to its requests to comment on the Draft Environmental Assessment (EA).

Table D-2 includes a compilation of agency comments received during the 60-day public comment period and the respective responses. Copy of the written agency public comments received are included under Agencies Correspondence (Appendix C). Table D-3 includes the compilation of comments (summary) from the general public and the respective responses. Copies of the written comments from the general public and received during the 60-days public comment period are included as Appendix D-5.

Since several common themes emerged from the 60- day public comment period and were repeated in several public comments, below are presented upfront responses to the frequent public comments or common themes. As per 40 CFR 1502.23, agencies are not required to undertake new scientific or technical research to inform their analyses 1502.23

1. Environmental Impact Statement (EIS) in lieu of an Environmental Assessment (EA)

Response: The decision to prepare an EA does not preclude the FAA from preparing an EIS. If the EA identifies potential significant impacts, that cannot be mitigated, an EIS would be required. The EA evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality (CEQ) and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. The EA concluded that the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act (NEPA), and environmental impacts will be less than significant and mitigable per current regulations.

The CEQ regulations at Title 40, CFR, parts 1500-1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (CEQ Regulations), establish procedures for complying with NEPA. In accordance with 40 CFR § 1507.3 of the CEQ Regulations, FAA Order 1050.1F provides the Federal Aviation Administration's policies and procedures to ensure agency compliance with NEPA.

[2] 35 Wheelbarrow Lane, East Haven, CT 06513

§1501.3 of the CEQ Regulations instructs agencies to consider whether the proposed action is categorically excluded. Actions that are not likely to have significant effects, or the significance of the effects is unknown are appropriate for an EA. Actions likely to have significant effects are appropriate for an EIS. Part 1502 of the CEQ Regulations describes the procedures for an EIS.

The Proposed Action is not contained on the FAA's list of actions normally requiring an EIS, which is located at 3-1.3 of FAA Order 1050.1F. Based on the preliminary planning information provided by the sponsor, the FAA agreed to review the Proposed Action in an EA. The results of the EA would then be used by the FAA to determine whether an EIS was necessary.

§1501.3(b) of the CEQ Regulations states that "[I]n considering whether the effects of the proposed action are significant, agencies shall analyze the potentially affected environment and degree of the effects of the action. Agencies should consider connected actions consistent with § 1501.9(e)(1). §1501.3(b)1 further states that "[s]ignificance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend only upon the effects in the local area."

§1502.1 states "[t]he primary purpose of an environmental impact statement prepared pursuant to section 102(2)(C) of NEPA is to ensure agencies consider the environmental impacts of their actions in decision making. It shall provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of reasonable alternatives that would avoid or minimize adverse impacts or enhance the quality of the human environment."

FAA Order 1050.1F Section 4-3.3 states that the FAA uses thresholds that serve as specific indicators of significant impact for some environmental impact categories. The thresholds in the FAA Order are the same for an EA and EIS FAA proposed actions that would result in impacts at or above these thresholds require the preparation of an EIS unless the impacts can be reduced below threshold levels. Other environmental impact categories have factors the FAA must consider in determining whether there would be a significant impact.

Chapter 5 – Environmental Consequences describes the potential effects for each of the required impact categories and compares those effects to the FAA established significance thresholds and factors to consider. Based on this analysis, impacts by the Proposed Action can be mitigated and do not exceed the established FAA's thresholds of significance. Therefore, the impacts would be less than significant. Additionally, agencies with permitting authority over the Project have outlined the permitting and mitigation requirements. Discussions with the CT DEEP and U.S. Army Corps of Engineers regarding compensatory wetland mitigation have occurred through the course of the EA. Additional detail regarding conceptual plans for wetland mitigation is provided in Appendix L. Conceptual mitigation measures for the individual resource categories are described in Chapter 5. The details of most mitigation measures will be finalized during the permitting process and/or final design of the Project. CT DEEP outlined the pertinent mitigation requirements under their purview in their comment letter on the EA.

§1501.6 describes "Findings of no significant impact" (FONSI). According to §1501.6(a), if the agency determines during the preparation of the EA that the action will not have significant environmental impacts, the agency will issue a FONSI; therefore, and EIS will not be required. §1501.6(c) states that "The finding of no significant impact shall state the authority for any mitigation that the agency has adopted and any applicable monitoring or enforcement provisions. If the agency finds no significant impacts based on mitigation, the mitigated finding of no significant impact shall state any enforceable mitigation requirements or commitments that will be undertaken to avoid significant impacts."

In accordance with CEQ regulations, the results of the EA are being submitted to the responsible federal agency to assist in their decision-making process. The FAA will review the contents of the EA and determine based on the level of impacts and the associated mitigation, whether a FONSI can be issued or an EIS will be required for the proposed action.

2. Extension of EA Public Comment Period

Response: For EAs, public comment periods or Public Hearings are not required under CEQ regulations and are at the discretion of the federal agency. FAA guidance states that Draft EAs only need to be made available to the public for comment on a case-by-case basis (though FAA routinely does) and that varies based on the proposed action, potential impacts, and level of controversy. Originally, the FAA contemplated 45 days for the public comment period instead of the typical 30 days from the day of publication of the Draft EA. The public comment period was extended for an additional 15 days, resulting in an overall 60-day public comment period. Additionally, two (2) public hearings were performed during the 60-day public comment period. Public notices were issued in English and Spanish. Further details of the Public Outreach conducted for the EA are provided in **Appendix D**.

3. Definition of the Study Area ("Why the study area did not consider my community?")

Response: The study area was not constrained by any arbitrary boundary. As described in Section 4.1 (General Site Description) of the Draft EA, the study area varies and is subject to the variety of resources considered (e.g., wetlands, environmental justice, noise, cultural resources and traffic, cumulative impacts). As applicable, these were defined in terms of spatial boundaries (area) and in the case of cumulative Impacts, temporal (time) boundaries. The study area is established based on anticipated limits of disturbance with additional buffer factored in, as well as any area that can reasonably be expected to experience a change due to the Project (haul routes, traffic, noise, air quality, etc.). As described in Chapter 5, each environmental resource category identified in Orders 1050.1F and 5050.4B was evaluated to identify potential impacts. The geographic limits of those impacts are defined in the study area. Arbitrarily extending the study area boundary would identify additional resources within the study area but would not identify additional impacts to those resources when applying the FAA established thresholds of significance.

4. Noise Ordinance

Response: The Airport is open 24 hours a day and will continue to be open. The City of New Haven Code of General Ordinances, Chapter 4, Article IV, Section 4-63 describes Maximum A-Weighted Sound Levels for aircraft operations by time of day. The Tweed New Haven Airport Authority (TNHAA) and Avelo Airlines developed a voluntary agreement to restrict scheduled airport departures and arrivals to between the hours of 6:30 am and 11:00 pm.

The FAA, as a federal agency, has no role in enforcing local ordinances. Compliance with the City of New Haven's noise ordinance is a matter between the City and the operators using HVN. Because enforcement of the noise ordinance is not within the FAA's jurisdiction it is beyond the scope of the EA.

5. Baseline and Enplanement Forecast

Response: The baseline condition considered in the EA is 2022 and is described in Section 2.2.1 of the Draft EA. The year 2022 is representative of existing (baseline) conditions in terms of airline fleet mix, schedule, destinations and enplanements. The 2020 and 2021 conditions were not representative due to the severe

impact of the global pandemic on travel at HVN during those years. Additionally, American Airlines ceased, then resumed, then ceased serving HVN during 2020 and 2021. Avelo began service at HVN in late 2021 with flights to 4 destinations. 2019 was the last "normal" year prior to 2022. Conditions in 2019 were not representative of existing conditions. Section 5.15 (Cumulative Impacts) of the EA contains a discussion of changes that have occurred prior to the baseline year in the EA.

The EA assumes that the existing terminal is not constraining passenger growth; therefore, the expected growth in passengers would occur regardless of whether the Proposed Action is advanced. The Airport can accommodate the expected future enplanements under the No Action alternative, but the passenger experience will be unacceptably poor. The future enplanements described in the EA are based on a variety of factors. As described in the Master Plan Update, prior to Avelo, the Southern Connecticut market was underserved in terms of air service. As described in the Section 2.3 of the most recent Airport Master Plan Update, various airlines have provided air carrier service at HVN since the early 1970's, including American Airlines, United Airlines, U.S. Airways Express, and Continental Express. United Airlines operated 737's at HVN from 1991 to 1996 for service to Chicago. Most recently, American Airlines averaged 3 departures per day using regional jet aircraft until the start of the COVID pandemic, but eventually ceased operation at HVN altogether in September 2021. The strong response to Avelo's presence at HVN since beginning operations in November 2021 validates the need to serve this Southern Connecticut market. As described in the Environmental Assessment, there were over 350,000 enplanements (departing passengers) at HVN in 2022. As described in Table 2-1 and Appendix A of the EA, enplanements are expected to grow continuously as new destinations and flights are added. The expected growth is a result of the market demand for air service at HVN.

While the passenger experience in the existing terminal can be difficult during peak times, there are extended periods of time each week when little activity is occurring, providing ample opportunity for additional passenger growth under the no action alternative. Accommodation of the anticipated growth under the no action alternative would require additional operations and management measures, re-configuration of the security checkpoint, and accommodations for additional parking or other measures manage on-site parking demand. These could include expanding the existing parking shuttle to remote locations and converting existing abandoned pavements to parking. However, even with these measures, the no action alternative would not meet the Purpose and Need. The no action alternative does not provide the desired "optimum" level of service, nor does it address the land use compatibility concerns, as described in Chapter 2 of the EA. The proposed terminal would significantly improve the passenger experience, providing adequate space in key functional areas to accommodate the peak hours.

6. Runway Extension and Cargo Operations at HVN

Response: Air cargo facilities are not currently available at HVN, nor are there active plans for air cargo under consideration. Air cargo operations at HVN are not reasonably foreseeable and therefore not considered. The improvements proposed in the Master Plan and those considered in the EA are intended to accommodate the underserved commercial passenger market in southern Connecticut.

Cargo operations are not part of the Purpose and Need. While the Airport cannot restrict who utilizes HVN, no cargo handling facilities are currently available at HVN and are not included in this EA.

7. Concerns about the Current use of 737-800 Aircraft at HVN

Response: Avelo met the requirements to operate in and out of HVN per the determination of the FAA's Certificate Management Office. Based on the results of the assessments, the Certificate Management Team issued Operations Specifications for Avelo to operate in HVN. No waiver was required nor issued.

Operations of specific aircraft types by airlines at airports are authorized by the airlines operations specifications (OpSpec), which are issued by the FAA.

An airline selects an aircraft for use in operations based on a number of factors, such as passenger capacity, operating costs, and performance capabilities and selects the best tool for their mission. The airline proposes the use of that aircraft to the FAA and must demonstrate that they can operate it at the locations and routes they designate, in compliance with all regulations which govern the operation. The FAA verifies that the airline has the training, procedures and ability to execute the proposed operations by careful review of the plans and demonstration by the airline. An aircraft that would not be able to execute the proposed operation in accordance with the applicable regulations will not be approved for operations. Likewise, an airline, and its flight crew, must continuously demonstrate that they have the knowledge, skill and ability to operate the aircraft in accordance with regulations. Note, the FAA does not issue "waivers" as part of the airline operations specifications process.

An airline considers a number of factors, including weather, runway conditions, aircraft performance and more when determining whether an aircraft can depart an airport. These factors are calculated in real time prior to every flight and will determine if an aircraft can depart at its maximum take-off weight (MTOW). More specific to HVN, the 737-800 is usually more weight restricted when determining the MTOW due to the existing runway length. The Pilot in Command (PIC) has final authority over the operation of the airplane. If all the preflight calculations determine it is safe to fly, the pilot would need good cause to justify why they felt it was unsafe to go (e.g., breaking a regulation).

Avelo intentionally operates its flights below the maximum take-off weight because of the limitations imposed by the existing runway length.

8. Concern about Flight Delays, Diversions and Cancellations Due to Safety and Low Visibility Conditions

Response: Implementation of the Project would not alter flight path procedures. Aircraft follow approach and departure procedures that are developed and published by the FAA and are specific to each airport and a given runway. The approach procedures include visibility minimums established by the FAA using a variety of factors. If the pilots cannot see the runway at the specified altitude and distance from the runway, they discontinue the approach. Pilots may 1) attempt the approach again, 2) hold at a designated location in anticipation of improved conditions, or 3) divert to another airport. Pilots may attempt the approach multiple times at their discretion. Runways have specified “missed approach” procedures for these circumstances so that the aircraft can maneuver safely throughout the procedure. According to the published missed approach procedure, aircraft approaching Runway 2 at New Haven and executing a missed approach, turn Northeast roughly 10 statute miles of the Airport. The aircraft will climb to 2,000 feet circling over the Madison (MAD) VOR which is located in Guilford CT. Aircraft approaching runway 20 at New Haven conducting a missed approach will depart straight out over the coast to Long Island Sound. The aircraft will travel roughly 8 statute miles circling at 1,800 feet over the Long Island Sound. In both cases, air traffic control will provide further instructions based on conditions at the time. While flight delays, diversions and cancellations are inconvenient for passengers and crew and can be disconcerting, they are done out of an abundance of concern for safety. Some additional noise is generated by aircraft

executing a second approach. Flight delays, diversions, and cancellations due to low visibility or other reasons are not unique to HVN or any other airport.

9. Noise and Air Quality Field Measurements

Response: **Noise:** In accordance with FAA Part 1050.1F Desk Reference, Section 11.2, *Affected Environment*, the Affected Environment is identified using noise exposure contours developed for the Airport, representing the existing noise exposure generated solely by aircraft (as opposed to including the noise contribution of road traffic and other community activities). Section 11.1.4, *FAA-Approved Models for Detailed Noise Analysis* of the same source addresses noise measurements. It states: *"Noise monitoring data is not required for FAA noise analyses but may optionally be included in a NEPA document as supplemental information. Noise monitoring data should not be used to calibrate the noise model or to make a finding of significance."* The evaluation of the HVN noise environment and land use compatibility was conducted in accordance with FAA Order 1050.1F and FAA Order 5050.4B. The FAA does not use data retrieved from third-party applications as a matter of agency policy. The FAA cannot verify the accuracy or the integrity of third-party data.

Air Quality: In accordance with FAA 1050.1F Desk Reference, Section 1.2, the Affected Environment documentation needs to include "A summary of recent measured air pollutant concentrations, if there are any monitoring sites in the region that are representative of conditions in the study area". In Table 25 of the Noise and Air Quality Technical Report (Appendix I), the Draft EA summarizes nearby air quality monitoring data from the CTDEEP which is representative of the project area. In addition, as described within Section D.2.11 of the *Aviation Emissions and Air Quality Handbook*, Version 3, Update 1, January 2015, ambient air quality concentrations added to modeled pollutant concentrations are obtained from nearby monitoring stations which should be representative of sources **not** associated with the airport, if possible, and located upwind, if available. Nearby monitoring data from Criscuolo Park (located approximately two (2) miles northwest of the Airport, as depicted in Figure 20 of the Noise and Air Quality Technical Report (Appendix I)) was added to CO and $PM_{2.5}$ model concentrations at worst-operating project-affected intersections for comparison to the NAAQS (National Ambient Air Quality Standards) and summarized in Table 5-2 of the Draft EA.

As per 40 CFR 1502.23, agencies are not required to undertake new scientific or technical research to inform their analyses. Further, the United States Environmental Protection Agency (USEPA) and CTDEEP reviewed the air quality analyses and neither provided comments indicating the analyses were inaccurate.

10. Concern about Noise/Vibration Being Experienced and to Increase with the Proposed Action

Response: The EA considers operational increases that are expected to occur in the next several years in its 2026 and 2031 forecasts. As detailed in the Noise and Air Quality Technical Report (Appendix I), fewer housing units and less population (fewer people) would be within the bounds of the Proposed Action 65 DNL noise impact contour, as compared to the corresponding No Action contour for both of the forecast years. Most of the residential housing units that are in the significant noise impact area (1.5 dB increase or more where the Proposed Action noise exposure is 65 DNL or greater) have previously been mitigated for noise by the Airport through its Residential Sound Insulation Program. The remainder of homes in that area would be evaluated for inclusion within the established Residential Sound Insulation Program. Two schools are also in the significant noise impact area: Ms. Shaina's Neighbor School (Site 4 on the DNL contour figures) which appears to be housed on a parcel that has been mitigated for noise under the

sound insulation program, and East Haven Adult Education (Site 5 on the DNL contour figures) which is located in a building that houses other businesses at 290 Dodge Ave, East Haven.

The Tweed New Haven Airport Authority intends to extend its Residential Sound Insulation Program to include any homes that have not yet participated in the Residential Sound Insulation Program and that are within the 65 DNL contour for the chosen alternative. As per letter dated March 29, 2023, submitted to the FAA, the Tweed New Haven Airport Authority would continue to implement measures developed as part of the 2012 Part 150 Study. Additionally, the Tweed New Haven Airport Authority anticipates updating the Part 150 Study after the Proposed Action is completed. See Appendix C (Agencies Correspondence).

Vibration induced by low-frequency noise from commercial aircraft, especially when generated by departing aircraft during the start of takeoff roll can be felt by observers but is not generally of sufficient magnitude to cause structural damage in standard residential construction. Previous studies at other airports (i.e., Minneapolis-St. Paul International Airport) have addressed the issue of low-frequency noise energy associated with operations at an airport, including a field study of noise-induced vibrations from (the much louder) Concorde supersonic transport operations. The Federal Interagency Committee on Aviation Noise (FICAN)[3] agreed with the conclusion in these studies that low-frequency noise from civil aircraft[4] would not pose a public health risk because levels were well below the EPA's thresholds. FICAN also agreed with the conclusion that low-frequency noise does not have a risk of structural damage to nearby infrastructure (i.e., homes). [Federal Interagency Committee on Aviation Noise (FICAN). 2002. FICAN on the Findings of the Minneapolis-St. Paul International Airport Low Frequency Noise Expert Panel. As accessed at https://fican1.files.wordpress.com/2015/10/findings_minneapolis.pdf]

11. Measured noise levels events by nearby residents are higher than the reported DNL levels reported in the Environmental Assessment

Response: The Day Night Average Sound Level (DNL) is a cumulative metric that describes daily aircraft noise exposure averaged over the course of a year by the aircraft types operating at the Airport and aircraft types projected to use the Airport in the future (see https://www.faa.gov/faq/what-dnl- and-why-does-FAA-use-it). When residents measure noise levels with a hand-held noise meter, they typically measure the sound levels of individual noise events (aircraft related and non-aircraft related noise), which are higher than the time-averaged level as described by DNL. The EA reports the predicted future DNL within the noise study area following procedures set forth by the FAA. The reported DNL levels are reflective of aircraft noise, and do not include other sources of noise (e.g., road traffic, insects, industrial sources, etc.). The FAA does

[3] The Federal Interagency Committee on Aviation Noise (FICAN) was formed in 1993 to provide forums for debate over future research needs to better understand, predict and control the effects of aviation noise, and to encourage new technical development efforts in these areas. FICAN members include federal agencies conducting significant research on aviation noise. In addition, other agencies that are not currently conducting research but have broad policy roles with respect to aviation noise issues (such as HUD and EPA) are represented on the committee. (website: About FICAN « fican.org (wordpress.com)

[4] Civil aircraft refers to all nonmilitary planes. This includes private and business planes and commercial airliners. Civil aircraft are domestic or foreign aircraft operated by private individuals or corporations, or foreign government-owned aircraft operated for commercial purposes. The term "civil aircraft" is also used with respect to the certification, ratings, privileges, and limitations of airmen. The term "civil aircraft" excludes aircraft purchased for use by the Department of Defense or the United States Coast Guard.

not use data retrieved from third-party applications as a matter of agency policy. The FAA cannot verify the accuracy or the integrity of third-party data. Single event measurements, like those recorded by nearby residents give the instantaneous noise levels for an event but are not appropriate to evaluate the cumulative representation of annual conditions as required by the FAA for purposes of mitigation eligibility. The FAA requires that only the cumulative DNL metric be used to evaluate noise levels for environmental evaluation. While related, single event levels and DNL levels cannot be compared directly.

12. Concern about air quality impacts as operations increase; including concerns about fumes and odors associated with aircraft exhaust (existing and future)

Response: The air quality assessment was prepared as per FAA Order 1050.1F and based on the forecasted operations described within the EA document and satisfy federal and state air quality regulations and guidelines. The USEPA and CTDEEP reviewed the air quality analyses and neither provided comments indicating the analyses were inaccurate. Future forecast operations show that the replacement of some of the 737-700W with the higher passenger capacity 737-800W can serve the same passenger volume with fewer flights. Therefore, overall net emissions for most pollutants are predicted to decrease for the Proposed Action alternative relative to the No Action alternative, and the changes are shown to be below EPA *de minimis* thresholds as described in Section 5.1.4.1 of the Draft EA. Section 2.2.5 of the Noise and Air Quality Technical Report (Appendix I) provides additional detail on aircraft operation emissions and assumptions. Construction emissions were also evaluated and shown to be below EPA *de minimis* thresholds as summarized in Table 5-2 of the EA. Project-generated traffic impacts on air quality were evaluated and shown to be below the EPA NAAQS as presented in Section 5.1.5.1 of the EA. Fumes and odors are not identified as a criteria pollutant by the U.S. EPA and therefore were not evaluated as part of the Draft EA. In accordance with the NAAQS, the air quality assessment findings show that the proposed action is not expected to have a significant effect on air quality conditions locally, statewide, or regionally.

Regarding concerns about aircraft emissions, aircraft engines emit gases and particles like all other combustion sources including automobiles. Unlike many other sources of air pollution, aircraft engines are very efficient and therefore, 99% of engine emissions consist of Carbon Dioxide (CO2) and Water Vapor (H2O). Pollutants such as Oxides of Nitrogen (NOx), Oxides of Sulfur (SOx), and Particulate Matter (Ultrafine Particles, UFP) make up a very small portion of the engine exhaust. Both the gases and the particles in aircraft engine exhaust are no different from those released by automobile engines at ground level. Recent scientific studies have found that the aircraft emissions contribute less than 1% to the overall emissions in the vicinity of airports.

In addition, aircraft engines are becoming cleaner as new and more efficient technologies become available – partly the result of research conducted by FAA and other federal agencies that reduce gaseous and particle emissions during combustion by improving efficiency. Modern combustors such as the Twin Annular Pre Swirl III (TAPS III) combustors emit

NOx and very few particles due to improved design, an outcome of the research sponsored by the FAA under the Continuous Lower Energy, Emissions and Noise (CLEEN) Program (http://www.faa.gov/about/office_org/headquarters_offices/apl/research/aircraft_technology/cleen/) and other programs. The FAA is looking at using sustainable alternative fuels in large jet engines that further decrease the amount of ultrafine particle (UFP) emissions while providing CO2 neutrality. When these technologies find their way into production of engines, they will burn fuel with even less polluting emissions.

Furthermore, in the FAA's 40-year long continuous initiative to incorporate cleaner technologies into commercial aircraft, the FAA has established many aircraft technology-based regulations that lower emissions and fuel burn. All of these regulations are enforced via the airworthiness certification process for aircraft and engines. Engine NOx standards have been in place since the late 1970s and have been made more stringent as new and improved engine technologies become available. FAA also contributed significantly to the recent International Civil Aviation Organization (ICAO) non-volatile particulate matter standards that set certification limits on UFP mass and number emissions.

Because of the need to better understand and continue to reduce the effects of air pollutants from aircraft, the FAA funds research through many universities to model and study the incremental health effects of aviation emissions. You can find FAA funded on-going research at the following website https://ascent.aero/.

13. Reported emissions in the EA vs Commentor Reported Emissions levels of 737-700 and-800 Aircraft

Response: In accordance with FAA Order 1050.1F, air quality analyses conducted to comply with NEPA require use of an FAA-approved model, which is the Aviation Environmental Design Tool (AEDT). Emission factors listed in Table 28 of the Noise and Air Quality Technical Report (Appendix I) and used in the emissions modeling of criteria pollutants for the 737-700W and 737-800W aircraft were obtained from the latest available version of the AEDT database at the start of the environmental analysis (AEDT version 3d). In turn, the aircraft engine emission factors included in the AEDT are based on the most recent version of the International Civil Aviation Organization (ICAO) Engine Emissions Databank. The air quality analysis presented as part of the Draft EA satisfies federal and state air quality regulations and guidelines. Further, the USEPA and CTDEEP reviewed the air quality analyses and neither provided comments indicating the analyses were inaccurate.

14. The nearest air quality monitoring station is too far from HVN to provide meaningful data to airport neighbors

Response: As described within Section D.2.11 of the *Aviation Emissions and Air Quality Handbook*, Version 3, Update 1, January 2015, ambient air quality concentrations are added to modeled pollutant concentrations and compared to the NAAQS. Nearby monitoring stations should be representative of sources not associated with the Airport, if possible, and located upwind, if available. The nearest CTDEEP air quality monitoring station (https://portal.ct.gov/DEEP/Air/Monitoring/Sites/New-Haven-Criscuolo-Park)to HVN is in Criscuolo Park, approximately two (2) miles to the northwest of the Airport, as depicted in Figure 20 of the Noise and Air Quality Technical Report (Appendix I). The USEPA and CTDEEP reviewed the air quality analyses and neither provided comments indicating the analyses were inaccurate.

15. Greenhouse Gas Emissions from the Proposed Action

Response: The greenhouse gas emissions inventory was prepared in accordance with the *Aviation Emissions and Air Quality Handbook*; FAA Order 1050.1F; and FAA Order 1050.1F Desk Reference. As described in the EA, GHG emissions associated with construction of the Proposed Action including operational emissions (i.e., aircraft operations, ground access vehicles, parking, ground service equipment, auxiliary power units) were estimated and summarized in Tables 5.5 and 5.6 of the Draft EA. In accordance with 1050.1F Desk Reference, the FAA notes, "it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions, as such direct linkage is difficult to isolate and to understand." In the absence of federal significance thresholds for GHG emissions from aviation sources, future project related

operational GHG emissions are simply compared to the No Action Alternative. Furthermore, the EPA and CTDEEP reviewed the air quality analyses and neither provided comments indicating the analyses were inaccurate.

Consistent with the interim guidance on assessing Greenhouse Gas emissions, the EA quantifies the reasonably foreseeable Greenhouse Gas emissions of the No Action and build alternatives (see Table 5-5 and Table 5-6). Additionally, the EA discloses and provides context (see Section 5.3.4) for Greenhouse emission in relation to climate action goals and commitments; and discussed strategies or measures to further promote reduction of Greenhouse gas emissions (see Section 5.3.3).

16. Concern about Sea Level Rise and vulnerability of Proposed Action

Response: As described in the Draft EA (Section 5.14.3), the proposed terminal area facilities will be designed to account for projected sea level rise along the Connecticut coast and will incorporate resiliency measures. The Project includes raising the runway profile at both ends. In other words, the elevation of the runway will be raised compared to existing conditions, making the runway less susceptible to flooding during storms and due to sea level rise. Future maintenance and pavement rehabilitation projects would provide additional protection by incrementally raising the runway elevation by overlaying the existing pavement. This provides the dual benefits of conforming to FAA design standards for runways and making the runway less susceptible to sea level rise. . The final design of the proposed improvements will detail the specific features and attributes that will be incorporated to accommodate sea level rise. HVN would continue addressing potential effects of sea level rise through life cycle management, which would involve periodic maintenance and upgrades to the runway to offset potential effects of sea level rise. Also, as stated in Section 5.3.1 (Climate Change Adaptation) of the Draft EA, the new terminal would be constructed with a finished floor elevation at or above 13 feet above mean sea level, or approximately eight (8) feet above existing grade.

Additionally, the Project would be designed to meet water quality standards; therefore, the Proposed Action would not cause degradation of water of the United States. Stormwater quantity and quality would be managed in accordance with Connecticut's Stormwater Quality Manual. Also, the stormwater management system would be designed to meet CT DEEP's General Permit program pursuant to the National Pollutant Discharge Elimination System (NPDES).

Finally, as described in Section 5.14.3 both East Haven and New Haven have floodplain ordnances that require "zero net fill", or no loss of flood storage volume resulting from the Proposed Action.

17. Concern about existing flooding during storm events. Flooding impact on roadway access during storm events

Response: Abnormal conditions such as flooding and other temporary events, including, but not limited to, roadway closures, and accidents have the potential to occur at virtually any location in a public roadway network. This intersection will continue to be subject to flooding during storm events, with or without the Proposed Action. As stated in the EA, the Proposed Action will create resiliency opportunities for on-airport projects to address potential sea level rise and climate change adaptation to withstand and recover from flooding events.

The current and primary means of vehicular access to the West Side Passenger Terminal is via Townsend Avenue and Fort Hale Road (New Haven). These roads provide airport access through non-commercial (residential) zones with limited traffic capacity, less than optimal for the level of enplanement activity that

HVN currently experiences. The Proposed Action would divert current airport vehicular traffic from Residential Zones (New Haven) to Commercial Zones (East Haven). This diversion of traffic along Proto Drive and Coe Avenue is seen to improve the efficiency of airport access regardless of the scattered flooding events resulting from severe weather and king tides.

Additionally, the proposed east side Terminal has a key safety benefit when compared to the existing west side terminal in that two points of access to the terminal area are available for use during emergency situations. Access to the west side is limited to one access point, forcing all traffic through the entrance. In an emergency, first responders must navigate through this chokepoint to access the congested terminal area. The proposed east side terminal area can be accessed via the proposed Proto Drive access, or via Thompson Avenue (near the FBO). The Proto Drive access would be utilized by all terminal traffic during normal operations. Thompson Avenue provides a secondary access route for first responders without co-mingling with normal terminal area traffic. Also, during extreme flood events when the Coe/Hemingway intersection is closed, traffic could be diverted to Thompson Ave, allowing that traffic to exit the terminal area to the north, avoiding the flooded intersection.

Hemingway and Coe Avenues are State routes and the flooding at the intersections of Hemingway with Coe Avenue and Proto Drive have been the subject of previous and ongoing studies over the past five (5) years[5]. The FAA and HVN encourage the Town of East Haven to continue coordination with CTDOT. The flooding issue is not connected with past or present development on the Airport. Further, the proposed development detailed in the EA would have no impact on the flooding potential at the Hemingway, Coe Avenue and Proto Drive intersections. The need for short term and temporary detours would be further evaluated during the design phase in coordination with the Town of East Haven and the CTDOT, which occurs after the completion of the NEPA process.

18. Concern about impact on birds on the Airport

Response: Flights are projected to increase regardless of whether the Proposed Action moves forward. As shown in Table 2-1, future Air Carrier operations are expected to be less under the Proposed Action when compared to the No Action. Given this, it can reasonably be anticipated that the Proposed Action reduces the permanent and deleterious effect on birds, when compared to the No Action.

As described in Section 4.3 and 5.2 of the EA, the CTDEEP identified five (5) grassland bird species as occurring within Tweed-New Haven Airport, but their locations at the Airport are not provided. The grassland habitat to be impacted by the Project is in an abandoned runway area, which is generally of poor quality and has been continuously mowed and maintained on a regular basis, in accordance with the requirements of the CT DEEP approved Grassland Management Plan.

HVN is evaluating opportunities to permanently remove existing impervious surface that will not be needed upon completion of the Proposed Action and replace these areas with maintained grassland habitat in accordance with the grassland management plan approved by CT DEEP. Once the design is further refined, specific areas will be identified, and the total available area tabulated. It is unlikely the Airport will be able to achieve a 1:1 ratio of maintained grassland habitat replacement to impact, but the goal will be to maximize the amount of maintained grassland created while maintaining operational requirements and safety standards. This would help offset permanent maintained grassland impacts from

[5] Flood Relief Coming to Hemingway and Coe Avenues (zip06.com)

the Project and adhere to previous CTDEEP Permit conditions relative to grasslands. As shown in Table 5-4 (Vegetation Assemblage Distribution and Estimated Footprint Impacts), the footprint impacts by the Proposed Action is approximately 50.33 acres, which only represents around 15% of undeveloped airport property.

The CTDEEP provided a list of recommendations to manage grassland habitat on the Airport and to avoid and minimize impacts to grassland bird species during construction. Some of these recommendations would be implemented by the Airport during construction as applicable; however, some are highly restrictive altering construction sequence and may cause delays in construction activities during the height of the construction season. The recommendation to restrict construction from grassland areas between April to August would be difficult to implement since much of the construction would occur in grassland areas. The Airport proposes to undertake pre-construction breeding bird surveys within airport property during the permitting process so presence / absence of specific species and their nesting areas (if any) can be confirmed, and this information would be used to customize a grassland management plan to be followed during construction phase. The Airport's goal would be to perform land clearing, outside of the April to August time restriction. Ground disturbance activities that cannot feasibly be completed within the time of year restriction would be subject to CTDEEP's recommendations for those activities as outlined in their letter from March 3, 2022.

Through the process of developing a strategy for grassland bird impact mitigation, FAA CertAlert No. 06-07 – *Requests by State Wildlife Agencies to Facilitate and Encourage Habitat for State-Listed Threatened and Endangered Species and Species of Special Concern on Airports* (11/21/2006) will also be considered to ensure that any potential grassland mitigation areas do not pose a potential direct or indirect wildlife hazard to airport operations.

19. Concern about proposed wetland impacts

Response: As described in Section 5. 14.1 of EA and Appendix F, and the attached wetland delineation report, the functions and values of the impacted wetland areas, based USACE Highway Methodology Supplement (1999) guidelines, are low. Principal functions and values for wetlands W04 and W06A consist of only sediment/toxicant retention, while wetland W05 consists of only sediment/toxicant retention and production export. All these wetland areas have formed over time within imported fill materials associated with historic construction of the airport and are not natural in terms of hydrology, wetland vegetation, or soil materials. These wetlands are all very low value when compared to natural wetlands of the same Cowardin classifications (i.e., palustrine emergent wetlands). In addition to routine mowing and maintenance in these wetlands, many characteristics such as a lack of plant diversity, lack of microtopography, lack of hydrologic diversity, and lack of highly organic soils also contribute to the low value of these wetlands.

Although potential permanent wetland impacts are approximately 9.28 acres, the actual functions and value impacted are low. The wetland impacts can be appropriately mitigated to ensure "no-net-loss" of regulated wetlands. Proper permitting would be obtained in accordance with applicable regulations, which occurs after the completion of the NEPA process. As outlined in the EA, multiple meetings with the CTDEEP and the USACE to discuss impacts to wetlands and potential compensatory mitigation strategies to offset these impacts to wetland functions and values have been held. As described in the EA, it is anticipated that the in-lieu fee program will be utilized to mitigate unavoidable wetland impacts under Section 404 of the Clean Water Act, which is administered by the U.S. Army Corps of Engineers (the Corps). This is the preferred mitigation strategy by the Corps. Several potential mitigation sites have been

evaluated and discussed with CT DEEP to meet CT DEEP mitigation requirements. Two sites were favored pending completion of more detailed engineering analysis. A final decision would be made after the detailed engineering analysis which would occur during the permitting phase. Additional and ongoing coordination with CT DEEP on this and other related matters is expected. Also, since there may be state-listed plant species located in these three wetland impact areas, plant mitigation options will also be discussed and evaluated with the CTDEEP to determine viable mitigation. Based on other mitigation projects in Connecticut regarding this specific listed plant species (*Paspalum laeve*), it is expected that mitigation could be undertaken on site via relocation of the plants once impacts are determined. It is expected that a detailed field survey will be undertaken for this species during the permitting process, when more detailed design information is known.

20. Concern that East Haven is an Environmental Justice Community

Response: The methodology used for identifying environmental justice populations and assessing impacts is described in Sections 4.12.3 and 5.10.3 of the Draft EA. As stated in these sections, the analysis was conducted in accordance with Executive Order 12898, USDOT Order 5610.2(b), and FAA Order 1050.1F, in addition to sources recommended by the U.S. Environmental Protection Agency (EPA). The Final EA also makes reference to Executive Order 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All*, which complements Executive Order 12898. The EA identified the Census Block Groups within the study area in East Haven as Environmental Justice communities. As described in the EA, the analysis determined that no disproportionately high and adverse impacts to Environmental Justice communities would occur due to displacement, floodplain impacts, air quality, noise, or traffic. Foreseeable impacts discussed in Chapter 5 (Environmental Consequences) of the Draft EA are expected to be similar across Environmental Justice communities and non-Environmental Justice communities.

Consistent with the Executive Order 12898, USDOT Order 5610.2(b), and FAA Order 1050.1F, in addition to sources recommended by the EPA, the Draft EA integrates EJ considerations and provided results of analysis to determine if a low income or minority population using a resource sustains more of the impact than any other population segment. Guidance used in the analysis does not require that there are no impacts on Environmental Justice communities, but that any impacts cannot be felt predominantly by the Environmental community.

21. Request for Spanish Translation of the EA

Response: The Notices of Availability were published in Spanish in local Spanish language newspaper and Spanish interpreters were made available at the in-person and virtual public hearings. A few public comments were received in Spanish during the 60-day public comment period; however, no request for Spanish translation was made by non-English speakers.

Despite the fact that public notices/notices of availability for the HVN Draft EA were also issued in Spanish seeking input from the public, and provided instructions for requesting Spanish interpreters, no requests were made or received from people who do not speak English, cannot understand or have difficulty to speak or understand English. Despite not receiving requests for interpreters at the hearing, Spanish interpreters were on-site and available for use by the public for the duration of the hearing. Therefore, we understand that the need for the translation of the Draft EA into Spanish is not applicable or required.

22. Comments Regarding Late/Delayed Flights

Response: Commentors provided examples of flight delays. Late and delayed flights are not unique to HVN. Delayed flights can result from a number of factors that are beyond the control of the Airport. Examples include aircraft mechanical issues, air traffic control delays, crew availability, weather, and delays at the origin airport, among many others. The airline currently operating at HVN has an operational model that prioritizes aircraft and crews returning to their base at the end of the operating day. Returning late at night helps to ensure that crews and aircraft are available for morning departures.

23. Concern About Property Values

Response: Property values are influenced by a variety of factors such as land use, zoning, school districts, transportation access, employment opportunities, and many other factors that are outside the scope of this EA.

The determination of whether a proposed action may have a significant environmental impact under the NEPA is made by considering the relevant environmental impact categories and comparing those impacts to the FAA's thresholds of significance, where available, as outlined in FAA Order 1050.1F. The assessment of property values is not an environmental impact category identified in FAA Order 1050.1F. Because the Project will cause no significant aircraft noise impacts affecting the compatibility of land uses, the Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies. A limited number of studies have attempted to measure the impact of aircraft noise on property values. Specific studies of the impact of noise at the Study Airports on real property values have not been conducted for the Proposed Action and are not required.

Studies conducted at other national airports have concluded that airport noise only has a slight impact on property values within the Day Night Average Sound Level 65 decibels or greater noise contour around airports. Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft. (Reference: The Effect of Airport Noise on Housing Values: A Summary Report. 1994. Booz Allen & Hamilton, Inc. https://apps.dtic.mil/sti/citations/ADA300095)

24. Concern about Health Effects

Response: The EA evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the CEQ and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. Health effect is considered by the FAA in their significant threshold limits. The EA concluded that the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA, and environmental impacts will be less than significant and mitigable per current regulations. A Public Health Impact Assessment is not required.

The impacts to the environment are discussed in Chapter 5 (Environmental Consequences). The EPA developed the National Ambient Air Quality Standards (NAAQS) for six (6) principal pollutants ("criteria" air pollutants), which can be harmful to public health and the environment. The NAAQS identifies two standards: 1) Primary Standards provide public health protection, including the health of "sensitive" populations, such as asthmatics, children, and the elderly, and 2) Secondary Standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. The USEPA *de minimis* thresholds represent emission quantities of a NAAQS-regulated pollutant or its applicable precursors over which a proposed action may cause or contribute to a new or continued violation of the NAAQS. Emissions associated with construction and operation of the

Proposed Action are below USEPA *de minimis* thresholds for all criteria pollutants; therefore, in accordance with the FAA Air Quality Handbook, the Proposed Action is determined to "not cause a significant air quality impact, since it is unlikely the pollutant concentrations would exceed the NAAQS," which are protective of public health. Further, the USEPA and CTDEEP reviewed the air quality analyses and neither provided comments indicating the analyses were inaccurate.

The FAA is currently conducting research to quantify the impact of aircraft noise on sleep disturbance and cardiovascular health, in collaboration with the Aviation Sustainability Center (ASCENT), the FAA Center of Excellence for Alternative Jet Fuels and Environment. (www.ascent.aero)

25. Concern about Quality of Life

Response: Quality of life is a subjective measure of an individual's health, comfort, and ability to participate in life events. Quality of life varies by individual and is subject to their personal preferences. Based on the comments received, quality of life is being measured in terms of noise, air quality, traffic, and concerns about health. As described in the EA, the environmental consequences of the Proposed Action were carefully considered. Where off-airport impacts have been identified, mitigation measures are proposed to reduce the impact to less than significant. While NEPA does not require a separate quality of life assessment, the EA process considers the effects a project may have on the quality of life of the surrounding community through the evaluation of community impacts related to noise, land use compatibility and changes in land use patterns, social and socioeconomic conditions, low-income and minority populations, traffic, air quality, water quality, and light emissions as well as historical and natural resources. Refer to Chapter 5, Environmental Consequences, of the EA for the impact analyses for each of these resource categories.

The EA concluded that the effects of the Proposed Action are less than significant or can be mitigated to less than significant. Certain state and local regulatory and permitting requirements will require compensatory mitigation (e.g., wetlands, stormwater). The impacts to the environment are identified in Chapter 5 Environmental Consequences

D.2.2.2 Responses to Agencies and Public Comments

Table D-2 includes a compilation of agency comments and responses. Copy of the written agency public comments received during the 60-days public comment period are included under Agencies Correspondence (Appendix C).

Table D-3 includes a table with the compilation of comments from the general public and responses. Copy of the written comments from the general public and received during the 60-days public comment period are included as Appendix D-5.

TABLE D-2: AGENCY COMMENTS AND RESPONSES

Comment Categories: Federal Agency (FA); State Agency (SA); Local Agency (LA); Government / Elected Official (GO); Local Governmental Organization (LO)				
Date	Comment Category	Entity Name	Summary of Written Comments from Agencies and Government Related Entities Draft EA 60-day Public Comment Period (Refer to Appendix C (Agencies Correspondences) for Copy of the Complete Comments)	Response
03/23/2023	LO	Greater New Haven Chamber of Commerce	Dear McFarland Johnson, On behalf of the Greater New Haven Chamber of Commerce, I would like to express support for Tweed New Haven Airport (HVN) and its Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. The Greater New Haven Chamber of Commerce represents businesses across the region, including within the City of New Haven and the surrounding fourteen municipalities. The Chamber's mission is to be an advocate for business, a valuable resource for our members, a venue for connections, and a promoter of economic growth that is shared and inclusive. The Chamber has a strong relationship with HVN. We continuously engage with HVN through their engaged, dedicated staff from HVN itself, Avports, and Avelo, who all work to support the broader community. Over the past few years especially, HVN has been heavily involved with the Chamber demonstrating consistent participation and dedication to the business community. HVN has been a consistent supporter of businesses small and large, continuously reaching out to us to find ways to engage with businesses. HVN is focused on working with local vendors. Contracts for an onsite café as well as marketing have been awarded to Chamber members that are based in New Haven. They have also reached out in the past for information on Thanksgiving food drives their employees could participate in. HVN has also been supportive in Chamber events often participating in panels and discussion so other businesses can find new partnerships with the airport. Overall, HVN and its staff are promoters of this region and our business community. We have engaged with businesses in the surrounding area of the airport, and by and large the feedback we hear is that business leaders are excited about the opportunities HVN's expansion will bring to their businesses. Some are already seeing the benefits of the growing airport in more customers for their small businesses, ease of transportation for their customers, and increased partnership with the airport. We look forward to the future economic growth and the opportunities that this agreement will bring to our business community. The airport's expansion will also benefit the overall regional economy. We have already seen benefits to our region, and the airport's customer base has grown exponentially. In order to adequately meet the demand of their customers, the airport must expand. HVN has been able to fill a missing gap in the Greater New Haven region. Residents in the region have not had access to reliable, convenient air transportation. We also continue to see HVN's community engagement and partnership with local businesses and stakeholders. Through working with Avelo, HVN has been able to fill the needs of their customer base with a wide variety of destinations, and the list continues to grow. With this expansion, the airport will also be better able to serve the business community. The business community will see the impacts of economic growth on our region, and these impacts will be felt by the community at large. Approving HVN's Environmental Assessment will support the airport's continued growth and in turn, benefit the Greater New Haven Chamber of Commerce and the regional community. We look forward to working together as we strengthen the regional economy and the business community. Thank you for your consideration. Sincerely, Garrett Sheehan President & CEO Greater New Haven Chamber of Commerce	Support comment noted.
03/29/2023	LO	South Central Connecticut Regional Water Authority (RWA)	To Whom It May Concern: On behalf of the South Central Connecticut Regional Water Authority (RWA), I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. The RWA enjoys an extensive history of being headquartered in New Haven since its founding by its predecessor, the New Haven Water Company, more than 170 years ago. We provide approximately 43 million gallons of water per day to 430,000 residents in 15 communities in our region. Proudly serving nearly 23,000 customers in New Haven, our company has carried	Support comment noted.

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03/29/2023	LO	South Central Connecticut Regional Water Authority (RWA)	out a legacy of delivering a life-sustaining product. Today, we take great pride in fulfilling our purpose to make life better for people as well as supporting local economic growth. As part of our long-standing commitment to the Greater New Haven region, we maintain our corporate headquarters at 90 Sargent Drive in New Haven. We support the HVN expansion as it would benefit the RWA and the region by making it more attractive to businesses seeking to relocate to the area while also growing the overall regional economy. The EA has demonstrated that the expansion can be accomplished with minimal environmental disruption and even improves the quality of life for many who live near the airport. The airport must expand to adequately meet the customers' demand and the region's expectations and support economic development. Residents in the Greater New Haven region have not had access to this level of reliable, convenient air transportation. HVN has filled the needs of their customer base with a wide variety of destinations that is constantly growing. Approving the HVN's Environmental Assessment will support the airport's continued growth. This expansion positions HVN to further serve the business community, along with the positive economic growth for the Greater New Haven region. We look forward to working together to strengthen the regional economy and the business community. Thank you for your consideration. Sincerely, Regional Water Authority Sunny Lakshminarayanan, P.E. Vice President Engineering and Environmental Services	
03/31/2023	LO	Quinnipiac Chamber of Commerce	On behalf of the Quinnipiac Chamber of Commerce, I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. The Quinnipiac Chamber of Commerce, established in 1915, is a business association of over 400 members, from sole proprietorships to large international companies, and local non-profit organizations. Through a full calendar of events and programs, the Chamber supports business and community growth, provides legislative, educational, and marketing opportunities to its members. The feedback we have heard from businesses within our footprint, which includes North Haven and Wallingford, is that they are excited about the opportunities HVN's expansion will bring to their businesses. Some are already seeing the benefits of the growing airport. There are more customers for their small businesses, their customers have more transportation options, and businesses have increased partnership with the airport. Through their expansion, we will only see the benefits to this region grow, as they continue to serve more customers, and as we continue to work to bring people from out of state to Connecticut. We look forward to the future economic growth and the opportunities that this agreement will bring to our business community. The Chamber also has a strong relationship with HVN. We continuously engage with HVN through their engaged, dedicated staff from HVN itself, Avports, and Avelo, who all work to support the broader community. Over the past few years especially, HVN has been heavily involved with the Chamber demonstrating consistent participation and dedication to the business community. HVN has been a consistent supporter of businesses small and large, continuously reaching out to us in ways to engage with businesses. HVN has also been supportive in Chamber events often participating in panels and discussion so other businesses can find new partnerships with the	Support comment noted.

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03/31/2023	LO	Quinnipiac Chamber of Commerce	airport. Overall, HVN and its staff are promoters of this region and our business community. This partnership is essential to growing our region and supporting our business community. The airport's expansion will benefit the overall regional economy. We have already seen benefits to our region and the airport's customer base has grown exponentially. In order to adequately meet the demand of their customers, the airport must expand. HVN has been able to fill a missing gap in the Greater New Haven region. Residents in the region have not had access to reliable, convenient air transportation. We also continue to see HVN's community engagement and partnership with local businesses and stakeholders. Through working with Avelo, HVN has been able to fill the needs of their customer base with a wide variety of destinations that is constantly growing. With this expansion, the airport will also be better able to serve the business community. The business community will see the impacts of economic growth on our region, and these impacts will be felt by the community at large. Approving HVN's Environmental Assessment will support the airport's continued growth and in turn, benefit the Quinnipiac Chamber of Commerce and the regional community. We look forward to working together as we strengthen the regional economy and the business community. Thank you for your consideration.	
04/01/2023	LA	City of New Haven **(CNH)**	Dear Administrator Nolen, Thank you for your time and thoughtful consideration of the future of Tweed New Haven Airport ("HVN") in light of our shared goals for safe air travel and best in class service to our customers and our neighbors. The NEPA Draft Environmental Assessment ("EA") put forth by the Tweed New Haven Airport Authority is a significant step towards implementation of the Preferred Alternative as we move ahead with new air service development and the public/private partnership with Avports. HVN is well positioned for the future in light of the launch of Avelo Airlines in 2021. Avelo has established a base of operations at HVN, grown the service to 15 destinations and bolstered employment directly and indirectly through economic activity. However, the existing terminal and recently completed temporary buildings are not suitable to support commercial air service in the immediate future, let alone over the long-term. The Preferred Alternative proposes a contemporary terminal, structured parking and more efficient access by way of state roadways on the east side of HVN as compared to residential streets on the west side. In support of the Preferred Alternative, HVN has committed to a number of environmental initiatives, including a new stormwater management plan, wetland and coastal habitat restoration, upgrades to the Morris Creek tide gates. On an ongoing basis, HVN will develop a sustainable airport development plan consistent with FAA's new initiative. An Environmental Stewardship Advisory Council has been established to ensure a high standard of environmental protection. These steps are being taken to ensure that HVN is a responsible neighbor, going beyond any minimum standards as part of the implementation of the Preferred Alternative. As became clear through the scoping exercise carried out for purposes of the EA, the technical analysis of key impacts is very important to retain the public trust. With that in mind, I ask that you take into consideration the technical comments from my staff as well as comments from residents. Many New Haven residents live in close proximity to a regional infrastructure supported broadly by the US Department of Transportation. Our city is home to an airport, rail yard, port and major highway interchange- all significant impacts to the quality of life. Your timely review, determination and implementation of key mitigation measures is extremely important and I strongly encourage your support of the Preferred Alternative.	Comment acknowledged.

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			Thank you for your timely consideration of this matter, please do not hesitate to contact me with further questions or concerns. Sincerely Justin Elicker Mayor	
04/01/2023	LA	City of New Haven (CNH)	**CNH Comment # 1:** Section 1.1/Page 1-11: Please clarify the finish floor elevation for the new terminal relative to its proposed placement above 100-yr flood and finished floor elevation.	**CNH Comment Response # 1:** As stated in **Section 5.3.1** (Climate Change Adaptation), the new terminal would be constructed with a finished floor elevation at or above 13 feet above mean sea level, or approximately eight (8) feet above existing grade. As described in **Section 4.15.4** (Floodplains and Sea Level Rise), the FEMA base flood elevation is 12 feet.
			CNH Comment # 2: Section 1.1/Page 1-1 to 1-11: Provide supporting technical letter concerning wetland impacts. The report states a 60-foot reduction in proposed runway expansion will avoid construction impacts in wetlands.	**CNH Comment Response # 2:** As described in **Section 1.1**, the recommended extension for Runway 02-22 according to the Master Plan Update is approximately 975 feet, for a total runway length of approximately 6,635 feet. Subsequent to the master plan update further analysis of grading requirements showed that the 975 feet extension would slightly encroach on tidal wetlands. Due to the presence of tidal wetlands near the proposed Runway 02 end (south) extension, the overall proposed runway extension has been limited to approximately 915 feet, for a new total runway length of approximately 6,575 feet. With this 60-foot reduction to the proposed runway extension, tidal wetlands are avoided (i.e., fill and excavation/dredge). **Figure 1-3** (Proposed Action) shows the limits of the proposed runway extension and the tidal wetlands that were field delineated. Before the 60-foot reduction, the proposed extension at Runway 02 end was encroaching tidal wetlands to the south. Additional information is also presented in **Section 3.3.1** (Runway 02-20 Alternatives) in which is discussed that during the internal scoping process of this EA it was determined that the original conceptual design of runway extension would impact approximately 0.44 acre of tidal wetlands near the Runway 02 end. Therefore, various concepts were considered for this alternative. The final concept presented in **Table 3-6** prioritized reducing the length of the proposed runway extension to avoid direct impacts on tidal wetlands. The latest concept of this alternative presented in **Figure 3-3** avoids extending the runway into the wetlands while maintaining the design intent of extending Runway 02-20. Furthermore, **Appendix L** of the Final EA provides additional information regarding the alternatives analysis and avoidance and minimization measures. Summarizing, the initial concepts for the terminal area impacts were estimated at 11.4 acres and have been reduced to 9.28 acres. The proposed runway extension has been modified so that wetland impacts have been eliminated.
			CNH Comment # 3: Section 1.1/Page 1-5: Provide source or more complete backup data concerning market demand. Statement reads, “by early 2022 airlines were struggling to meet demand” but no citation is provided.	**CNH Comment Response # 3:** In Q1 of 2022, most U.S. airlines were reporting demand recovery and were optimistic about returning to profitability. https://www.cnbc.com/2022/04/13/delta-air-lines-dal-q1-2022-earnings.html At the same time, it was widely reported that the U.S. airline industry was struggling with a pilot shortage that limited ability to meet surging demand. Opinion: The pilot shortage is about to get a lot worse | CNN Business Airlines Respond to Pilot Shortage With Higher Pay, Lower Requirements (businessinsider.com) The US. DOT Bureau of Transportation Statistics reports that domestic enplanements in 2022 were just 8% below the all time annual high reached in 2019. https://www.bts.gov/newsroom/full-year-2022-us-airline-traffic-data#:~:text=Annual%3A,(115M)%20reached%20in%202019.
			CNH Comment # 4: Section 2.2: Clarify bullet point #2. The City understands the intent to “reduce incompatible land use immediately surrounding the terminal area” which is currently located in close proximity to residential homes along Dean Street and Burr Street.	**CNH Comment Response # 4:** As described in **Section 2.2.3.4** (New Airport Access and Improvements), access existing West Terminal is predominantly via Townsend Avenue and Fort Hale Road. Fort Hale Road is a narrow residential street that, despite the implementation of traffic calming measures, is no longer compatible with its use as the main airport access road. Additionally, during the preparation of the Master Plan Update, residents often reported that airport traffic often “stages” on Fort Hale Road and the surrounding residential neighborhood, occupying on-street parking that would otherwise be used by the residents, and idling for extended periods of time. The project’s purpose and need include providing a more direct access route with the intent to avoid residential neighborhoods and can support the dynamic traffic to the Airport. New access is needed that favors compatible land use such as existing routes that are primarily

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				bordered by commercial and/or industrial land use, and safe and efficient routes between the terminal and I-95. Additionally, the project seeks to reduce or eliminate residential land use impacted by noise from terminal area operations.
04/01/2023	LA	City of New Haven **(CNH)**	**CNH Comment # 5:** Section 2.6: The City has approved a number of interim certificates of occupancy which allowed the Authority to move forward with the Avelo service using a combination of temporary structures and upgrades the existing terminal. These certificates are interim in nature in part due to the base flood elevation ("BFE") on the west side of HVN. The new terminal will be elevated above the BFE as part of the Proposed Action.	**CNH Comment Response # 5:** Comment acknowledged. Previous projects approved by the City have been incorporated in **Section 5.15** (Cumulative Impacts) of the Final EA.
			CNH Comment # 6: Page 2-1 to 2-8: The City strongly supports bullet 9 regarding coherence with USDOT Climate Action Plan regarding plan design and construction of structures to be resilient to climate change. Table 2-1: Provide reference and source data for FAA approved forecast for HVN that is referenced in text. Is that the 2025 Master Plan update forecast? It is not clear in the existing text.	**CNH Comment Response # 6:** The line in **Table 2-1** referencing 2025 is the Master Plan approved forecast for that year.
			CNH Comment # 7: Page 2-3: The text on 2-3 and 2-4 is not consistent. Clarify the forecast size of aircraft needed by air carriers to meet demand in light of enplanement forecasts and operational constraints of runway 2-20.	**CNH Comment Response # 7:** As stated in **Section 2.2.2**, the current commercial airline servicing HVN prefers to operate the 737-800; however, that aircraft is capacity limited due to the existing Runway length. Although the 737-800 can operate safely at HVN with weight restrictions, the runway extension would reduce the need for weight restrictions.
			CNH Comment # 8: Provide more information on emergency egress circulation from both east and west side.	**CNH Comment Response # 8:** The only terminal area access point for the existing terminal is through the existing intersection of Fort Hale Road and Burr Street. This requires emergency vehicles to co-mingle with residential and airport traffic. The East Side terminal would provide multiple access points via the proposed new access road and via Thompson Ave. Multiple access points allow emergency vehicles to be segregated for normal airport traffic.
			CNH Comment # 9: Page 2-8: Please clarify how use of auxiliary power units changes under the new scenario and role of FAA to mandate use.	**CNH Comment Response # 9:** As described in **Section 2.2.3.1** (Existing Terminal Deficiencies), aircraft power and pre-conditioned air are not available at the existing terminal. Therefore, under the No Action, aircraft are powered, and climate controlled on the ground by running their onboard auxiliary power unit or ground power unit. Although functional, use of auxiliary power units and ground power units is an inefficient method of powering critical aircraft systems during the boarding/de-boarding process, discharging air emissions and noise on nearby residents. With the new terminal the permanent dependency of using auxiliary power units and ground power units is eliminated. Due to the numerous constraints with the existing terminal, the existing building cannot be upgraded effectively and is not practical from a financial standpoint. The proposed terminal would offer alternate methods to power aircraft at the gates.
			CNH Comment # 10: Section 3.3/Page3-23: Please clarify the approximate size of the garage in square feet in the same manner as the new terminal and confirm at time of permitting for consistency with EA. Add more detail concerning the layout of the garage and type of construction, as well as proposed elevation relative to the BFE in same manner.	**CNH Comment Response # 10:** As the Project is at a planning stage, the layout, construction type, and other design details are not known at this time and would be further developed during the design phase. The parking garage is planned to have a footprint of approximately 122,000 square feet with a gross square footage of approximately 732,000. **Figure 1-3** (Proposed Action) shows the intended location for the proposed parking garage. The first elevated level of the garage would exceed the BFE. Ground level would be at grade level below the BFE.
			CNH Comment # 11: Section 4.3.1/Page 4-5: Under Table 4-2 quantify the acreage of wetlands / habitats remaining within airport property that are outside of the project site, as either undisturbed or disturbed with mowing and navigation only.	**CNH Comment Response # 11: Table 4-2** presents a general vegetation assemblage distribution in the project site. Quantification of wetlands and habitats remaining off-project limits is outside the scope of the EA and not required under NEPA. See **Section 4.15** for detailed wetland information and figures. General wetland areas outside the project limits (project site) are shown in **Figure 4-13** (USFWS NWI Wetlands Map) and **Figure 4-14** (Delineated Wetlands Map). Wetland boundaries and habitats outside project limits and shown in these figures are approximate or preliminary as these are based on agencies GIS databases and no field wetland delineation has been performed. Therefore, quantification of the wetlands and habitats acreage outside the project limit are not presented and outside the scope of this EA. **Table 4-12** presents a quantification and characterization of wetlands areas delineated within the project site and immediate vicinity. Additionally, **Section 5.14.1** (Environmental Consequences – Wetlands and Surface Waters) provides details of the

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04/01/2023	LA	City of New Haven (CNH)		reasonable foreseeable impacts on delineated wetlands, including avoided areas. Also, **Table 5-12** in **Section 5.14** of the EA provides both the total acreage of the existing wetlands, and the potential impacts on each as a result of the preferred alternative. Additional information is provided in **Section 4.3** of the Final EA documenting the general percentages of pavement, upland, grassland/maintained areas, maintained wetlands, and non-maintained upland and wetland habitats within the airport property.
			CNH Comment # 12: Section 4.3: Provide more detail on impact to biological resources as Proposed Actions are primarily but not exclusively on disturbed lands with comment on habitat areas which are either non-existent or not impacted by the Proposed Action.	**CNH Comment Response # 12:** See response to previous comment. Details on impacts on biological resources are described in **Section 5.2** (Environmental Consequences – Biological Resources). See **Section 5.14.1** (Environmental Consequences – Wetlands and Surface Waters) provides details of the foreseeable impacts on delineated impacts, including areas to remain. It is outside of the scope of the EA and not required under NEPA to provide more detail on impacts with comment on habitat areas which are either non-existent or not impacted by the Proposed Action.
			CNH Comment # 13: Section 4.4.2/4-16: The greenhouse gas inventory is not New Haven County; it is just the City. Please note as well that CNH GHG inventory does not include airport related emissions outside of electricity use reported by UI. Please incorporate East Haven GHG inventory and provide log of all GHG sources at HVN for comparative purposes.	**CNH Comment Response # 13:** The greenhouse gas inventory was prepared for the project in accordance with FAA requirements as described in Order 1050.1F. **Section 4.4.2** of the EA and **Section 2.3.2** of **Appendix I** (Noise and Air Quality Technical Report) have been updated to remove reference to "New Haven County" and replaced with "City of New Haven" when presenting the localized Greenhouse Gas inventory. There is no requirement to present the Greenhouse Gas emissions inventory for Town of East Haven.
			CNH Comment # 14: Section 4.4.2/Page 4-16: Clarify footnote 37 as it is meant to define non-point source pollution but uses a drainage related definition, not something more general and applicable to air sources.	**CNH Comment Response # 14: Section 4.4.2** of Final EA and footnote 37 have been revised for clarity. The original and revised text is shown below: Original text (Section 4.4.2): "Sources of GHG emissions for the project include emissions from construction operations including construction equipment, motor vehicles, and nonpoint sources[37], as well as operational emissions from aircraft emissions and ground support equipment." Revised Text (Section 4.4.2): "Sources of Greenhouse Gas Emissions for the Project are mainly emissions from construction operations, including construction equipment moving around on-site, on-road construction equipment, passenger/truck delivery vehicles, and fugitive dust emissions[37] related to site preparation, as well as operational emissions from aircraft and ground support equipment. Original Footnote 37: "Nonpoint source pollution generally results from land runoff, precipitation, atmospheric deposition, drainage, seepage or hydrologic modification. (https://www.epa.gov/nps/basic-information-about-nonpoint-source-nps-pollution)." Revised Footnote 37: "Fugitive dust emissions result from site preparation, land clearing, equipment movement on unpaved areas, and material handling. Evaporative emissions from asphalt paving activities are included in fugitive dust emissions. These emissions are calculated using USEPA's AP-42: https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-fifth-edition-volume-i-chapter-13-miscellaneous-0"
			CNH Comment # 15: Page: 5-4: Describe in detail the likely increase in proposed vehicle trips in the narrative by type and time of day.	**CNH Comment Response # 15:** As described in the Traffic Impact Study, **Appendix K** to the Draft EA, the number of trips estimated to be generated by the increased airport service was conducted during a commuter and the highest activity period of the airport. These peak periods were identified as the morning peak hour between 9:15 am and 10:15 am and the midday peak hour between 2:15 pm and 3:15 pm. As discussed in **Section 5.11.1** of the Draft EA, the Proposed Action would generate temporary on-road activity from construction employees and material deliveries during construction phase. It is estimated that there would be up to 655 round trips to and from the Airport per day during the highest volume of construction activity over the three-year construction period. Construction employees would commute in during the morning and return during the midday peak hour. Material deliveries would be made over the course of an 8-hour construction time period. As discussed in **Section 5.11.2** of the Draft EA, future airport operations consider the number of passengers and employees arriving and departing at the Airport during the morning and midday peak hours. It is

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04/01/2023	LA	City of New Haven **(CNH)**		projected that during the morning peak hour, a total of approximately 672 vehicle trips would be generated. This is approximately 48 additional vehicle trips compared to the 2031 No Action condition. Of the total morning peak hour trips, approximately 345 vehicle trips would arrive at the Airport and 327 vehicle trips would leave from the Airport. During the midday peak hour, it is projected that an approximately 948 vehicle trips would travel to/from the Airport. This is approximately 28 additional vehicle trips compared to the 2031 No Action condition. Of the total midday peak hour trips, approximately 363 vehicle trips would arrive at the Airport and 585 vehicle trips would depart from the Airport. **Section 5.11.2** of Final EA include the following details: **Total Site Generated Trips:** Under the Proposed Action alternative, it is estimated that there would be a total of 8,700 daily vehicle trips (passengers and employees). During the morning peak hour (9:15 am –10:15 am), there would be 672 vehicle trips (345 entering, 372 exiting). During the midday peak hour (2:15 p m- 3:15 pm), there would be 948 passenger vehicle trips (363 entering, 585 exiting). Daily profiles and summary tables are provided in the Traffic Impact Study report. **Passenger Trips**: Based on the future flight schedule there would be approximately 7,700 daily passenger vehicle trips. During the morning peak hour, there are 672 passenger vehicle trips (345 entering, 327 exiting) between 9:15 am – 10:15 am. During the midday peak hour, there are 736 passenger vehicle trips (363 entering, 373 exiting) during the midday peak between 2:15 pm- 3:15 pm. **Employee Trips**: Based on the future flight schedule there would be approximately 1,000 daily employee vehicle trips. During the morning peak hour, there are 0 employee vehicle trips between 9:15 am – 10:15 am based on the employee shift schedules. During the midday peak hour, there are 212 employee vehicle trips (0 entering, 212 exiting) during the midday peak between 2:15 p m- 3:15 pm.
			CNH Comment # 16: Page 5-4: Concerning air quality, please provide a discussion of which pollutants are impacted by aircraft emissions. Some of this appears in climate section but the City would like to see this described in the body of the document.	**CNH Comment Response # 16:** This information is discussed in the body of the EA, in **Section 5.1** (Air Quality). **Section 5.3** (Climate) addresses Greenhouse Gas Emissions.
			CNH Comment # 17: Table 5-2: Please provide forecast total emissions from Aircraft Operation against threshold, not just net change, in the table.	**CNH Comment Response # 17: Section 5.1** of the EA and **Appendix I** (Noise and Air Quality Technical Report) provides the reasonably foreseeable emissions in connection with the Proposed Action and the No Action Alternative. In accordance with FAA Order 1050.1F, the ***net*** emissions are presented for a General Conformity analysis in comparison to the de minimis thresholds, which is the difference between emissions under the Proposed Action alternative and the No Action alternative. As per EPA General Conformity Rule, Federal agencies must evaluate the *total direct and indirect emissions* caused by their actions. The total direct and indirect emissions is the net emissions considering all emission increases and decreases and must be *reasonably foreseeable* at the time that the conformity evaluation is conducted and are possibly controllable through agency's *continuing program responsibility* to affect emissions. Therefore, presenting total operational emissions against *de minimis* thresholds would be incorrect and cause confusion.
			CNH Comment # 18: Page 5-11: This section describes disturbance of 50 acres due to civil site work on “mostly” previously disturbed land. Please provide detail on type of existing disturbance and impact to stormwater handling.	**CNH Comment Response # 18:** As described in Section 5.2 and shown on Table 5-4 of the Draft EA, except for the proposed new terminal area access, construction would occur on land that has been graded, continuously mowed, and generally maintained for airport purposes. Chapter 5 describes BMP’s that would be considered. A Site Stormwater Management Plan would be prepared with the final design, in accordance with the Connecticut Stormwater Quality Manual. The stormwater management plan will detail water quality and quantity management practices associated with the project both during and after construction. The intent of the Site Stormwater Management Plan is to maintain, to the maximum extent achievable, pre-development hydrology and pollutant loads. Any stormwater best management practices that are required for mitigation of stormwater impacts from the project would be based on impervious surfaces that exist at the completion of construction of those program

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				elements. The findings in the EA determined the project would not result in significant impacts to water quality since the project would be compliant with all applicable state and federal regulatory standards. Permit level design for the stormwater management system would be developed for the project following FAA's decision on the EA. HVN would develop final engineering design documents for the various elements of the project.
			CNH Comment # 19: Page 5-9: Please summarize the findings on increases in noise levels in the narrative.	**CNH Comment Response # 19:** Noise results and findings on increase in noise are summarized in **Section 5.9** of the EA.
			CNH Comment # 20: Figures 5.3- 5.4: Please review and clarify figures in order to depict forecast impacts more clearly.	**CNH Response Comment # 20: Figures 5-3** and **Figure 5-4** have been revised and included in the Final EA.
			CNH Comment # 21: Page 5-10: Table 5-4 shows 0.1 acres of undisturbed wetlands that would be developed and narrative says Proposed Action would not result in the loss of naturally vegetated habitats. Please note the City's lease requires a minimum 2:1 wetland restoration.	**CNH Comment Response # 21:** Section has been revised and the following sentence deleted: "The Proposed Action would not result in the loss of naturally vegetated habitats."
			CNH Comment # 22: Page 5.10: Please confirm ongoing coordination with the Connecticut Department of Energy and Environmental Protection on the Proposed Action.	**CNH Comment Response # 22:** As presented in **Section 1.3** of the Draft EA and detailed in **Appendix D**, **Table D-1** (Summary of Agency Coordination Meetings) several coordination meetings have been held with CT DEEP and other regulatory agencies. Agencies coordination would continue during the federal and state permitting process.
			CNH Comment # 23: Appendix H: Although a 106 consultation with the State Historic Preservation Office is not needed, provide narrative describing how the history of the existing terminal building(s) which will be document ted following its replacement according to the Proposed Action.	**CNH Comment Response # 23:** See **Appendix C** (Agencies Correspondence) for SHPO coordination and Section 106 consultation. According to SHPO letter dated March 28, 1996, the existing structures at the Tweed New Haven Airport lack historical and architectural importance. Also, as per SHPO letter dated October 27, 2022, and included in Appendix C (Agencies Correspondence) of the Draft EA, the Subject Property, known as Tweed New Haven Airport, does not appear eligible for listing on the National Register of Historic Places (NR). Therefore, no additional documentation is required. At the time of any future changes to the west terminal, Section 106 consultation would occur, as necessary.
			CNH Comment # 24: Page 5-46: Best Management Practices for Natural Resources and Energy appear to be missing. Please add this detail particularly related to airport related best practice.	**CNH Comment Response # 24:** As described at the beginning of **Section 5.12**, the Project would use a relatively small amount of readily available resources for the Proposed Action. The new mechanical, electrical and plumbing systems would be designed to minimize operating costs and energy consumption while providing a higher level of control over the interior environment of the new terminal. Utility savings would be realized by using high efficiency heating and cooling equipment and the latest technology to control the systems. The new and more modern electrical system that would serve the proposed East Terminal Development is expected to have fewer line losses and reduce the voltage drop for the given power flow to the facility.
04/02/2023 04/02/2023	FA FA	U.S. Army Corps of Engineers **(USACE)**	**USACE Comment # 1:** General Activities: When an activity will occur in a special aquatic site and the basic purpose of the activity is non-water dependent (which the proposed activity is not), the EPA Clean Water Act 404(b)(1) Guidelines (40 CFR Part 230) presume that practicable alteratives that do not involve discharge of fill material into aquatic sites are available, and that these alternatives will have less adverse impact on the aquatic ecosystem. As currently presented in the EA, the alternatives for runway extension, terminal development and airport access do not possess enough information to reasonably rebut the presumption that another alternative with less impact on aquatic resource areas is not available or practicable to meet the project purpose. Additionally the EA does not adequately demonstrate that impacts to aquatic resources have sequentially been avoided and minimized. In absence of a more robust discussion of alternatives within the EA the Corps would be unable to issue a permit for the proposed activity that involves a discharge of fill material into aquatic resource areas. The amount and detail of information in an alternatives analysis and the level of scrutiny required by the 404 (b)(1) Guidelines is commensurate with the severity of the environmental impact	**USACE Comment Response # 1:** The EA is intended to fulfill the requirements of the National Environmental Policy Act and was prepared in accordance with FAA Order 1050.1F. The EA is based on available planning information. Additional design details that are not currently available will be provided during the permitting process. **Appendix L** is added to the Final EA which provides additional information to specifically address 404(b)(1) guidelines based on available planning information. Appendix L is intended to provide pertinent background information to support a future LEDPA determination during the permitting process, which would occur after completion of the NEPA process. Additional avoidance and minimization opportunities may be identified during the detailed design and Section 404 permitting process.

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			(as determined by the functions of the aquatic resource and the nature of the proposed activity) and the scope/cost of the project. The analysis of projects with greater adverse environmental effects need to be more detailed and explore a wider range of alternatives than projects proposing lesser effects. The 404 (b)(1) Guidelines may require more substantive effort to demonstrate compliance compared to NEPA, as well as involve limitations relative to how they can be applied to determine practicability.	
			USACE Response Comment # 2: Page 1-12: This section refers to the HVN website www.tweedmasterplan.com. The website appears to be optimized for viewing on mobile devices and is not compatible with web browsers on Corps computer such as Edge, Chrome, and Firefox. Corps staff found it very difficult to view or obtain copies of planning documents from this site. We recommend ensuring full functionality of this website across all web browsers or specify which browser(s) will provide an optimum experience for the user. We acknowledge the possibility this issue may be localized to the Corps computer systems due to potential security restrictions imposed by our network administrators.	**USACE Comment Response # 2:** Comment acknowledged.
			USACE Comment # 3: Page 2-1 to 2-10: Project Need and Project Purpose are interrelated terms critical to the analysis of project alternatives. It would be helpful if the project need was more concisely stated in this section and this section presented quantifiable and measurable components such as minimum runway length, apron and taxilane space etc. with which to compare project objectives to a range of alternatives and resultant impacts in Section 3. Incorporating the quantities identified in Summary Tables 2-1, 2-2, and 2-3 into the need statements in Section 2.2 would better define the range of alternatives that are informed by the analysis in 2.2.2 and 2.2.3.	**USACE Comment Response # 3:** The purpose of the Proposed Action is to provide airfield and terminal area facilities to accommodate existing and reasonably foreseeable aircraft operations and passenger volumes. **Tables 1-2** and **2-2** provide quantifiable descriptions (e.g., dimensions) of the Proposed Action. For clarity purposes, the following has been added (moved) before **Section 2.1** (Purpose): "The Proposed Action is needed to accommodate current and forecasted passenger demand during peak hours, provide sufficient airfield capacity to the extent practicable, to accommodate existing and projected demands including adequate runway length, apron and taxilane space, provide a safe terminal space to comfortably accommodate passenger needs with sufficient gate and apron capacity that can efficiently manage existing and forecasted passenger demand and aircraft movement, ensure sufficient parking facilities, provide appropriate ground access, and ensure the Airport is financially self-sufficient. Collectively, the proposed terminal and runway improvements would provide the necessary upgrades for the purpose of addressing the established needs of HVN as detailed in the conditionally approved Airport Layout Plan and 2021 Master Plan. Moreover, upon completion, this multiphase project would enhance the overall functionality of the Airport by supporting existing airport dependent users as well as providing opportunity to new clients."
			USACE Comment # 4: Page 3-1: Concerning onsite alternatives, it is recommended that the EA possess specific information that provides rationale as to why the proposed site plan is the least environmentally damaging practicable alternative. We recommend a matrix that addresses alternative onsite configurations in terms of costs, logistics, and existing technology (it helps to focus the analysis if the categories are broken down further into the specific design criteria used in site development). For example we suggest that the criteria for evaluation be initially presented in a tabular format and broken out for analysis by project function (runway, parking, apron, terminal, airport access and general aviation) to better allow for comparative analysis of environmental impacts. In this way it will allow a more concise comparison of project need/objectives with comparison to criteria for analysis (e.g., runway function, forecasted future demand, service volume, groundcrew safety/separation, residential roadway interruption, parking, level of service, FAA standards, etc.).	**USACE Comment Response # 4:** See EA **Chapter 3** (Alternatives Analysis). **Appendix L** is added to the Final EA which provides additional information to support a LEDPA determination.
04/02/2023	FA	U.S. Army Corps of Engineers **(USACE)**	**USACE Comment # 5:** Page 3-1: We respectfully request that environmental impact inclusive of wetland impact be added to the Evaluation Criteria for analysis of the project alternatives. The addition of this environmental variable will assist in defining a reasonable and practicable project alternative and the least environmentally damaging practicable alternative.	**USACE Comment Response # 5:** The EA is intended to fulfill the requirements of the National Environmental Policy Act and was prepared in accordance with FAA Order 1050.1F. The EA is based on available planning information. Additional design details that are not currently available will be provided during the permitting process. Additional details of wetland impacts for the terminal area alternatives are provided in **Appendix L**., which is added to the Final EA to provide additional information to specifically address 404(b)(1) guidelines based on

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				available planning information. Appendix L is intended to provide pertinent background information to support a future LEDPA determination during the permitting process, which would occur after completion of the NEPA process.
			USACE Comment # 6: Page 3-17: We recommend amending the list of runway alternatives to include the original Avelo Runway Master Plan proposal of 6,635 ft as Alternative 2 and move the preferred Runway Extension (6,575 ft) to Alternative 3. The consideration of the option is necessary to adequately demonstrate avoidance and minimization of impact to wetlands and waters for runway development while defining a reasonable option that reduces weight penalties, allows use of targeted aircraft and minimizes number of departures.	**USACE Comment Response # 6:** See **Section 3.2** (Master Plan Alternatives Considered and Dismissed). A discussion of the Master Plan recommended runway extension (975 feet) has been included in **Table 3-2**.
			USACE Comment # 7: Page 3-13: Although multiple configuration options were evaluated for the Western terminal location only one option has been presented for the Eastern terminal site. We recommend that the Eastern terminal alternative be subjected to a more robust consideration of on-site configuration options (especially for associated parking facilities and the aircraft apron) so that the EA may reasonably document avoidance and minimization of impacts to aquatic resource areas. We recommend that this section of the alternatives analysis also consider the direct and indirect impact to aquatic resource areas in the evaluation criteria and that the EA present spatial requirements and structural or functional limitations of the terminal and aircraft apron at this location. This section should identify the minimum need for parking at the facility, discuss maximum use of elevated garage parking and explain why a combination of parking at the eastern location and/or an off-site satellite area is not feasible or practicable (especially for long-term parking). This section may also want to evaluate the feasibility of providing a new eastern airport entry and a two-lane perimeter road around the "east ramp" to access/develop parking capacity at the western terminal location. We believe that this information will strengthen the EA's Alternative Analysis presentation of avoidance and minimalization.	**USACE Comment Response # 7:** The EA is intended to fulfill the requirements of the National Environmental Policy Act and was prepared in accordance with FAA Order 1050.1F. The EA is based on available planning information. Additional details of wetland impacts for the terminal area alternatives are provided in **Appendix L.**, which is added to the Final EA to provide additional information to specifically address 404(b)(1) guidelines based on available planning information. Appendix L is intended to provide pertinent background information to support a future LEDPA determination during the permitting process, which would occur after completion of the NEPA process. Note that an on-airport road connecting the east and west sides is not feasible due to the Runway Safety Area. Repeated searches for appropriate developable sites for use as off-site parking within 5 miles of the airport have identified none.
			USACE Comment # 8: Page 4-58: This section of the document characterizes the wetlands at the site into categories of disturbed or undisturbed. It does not provide a summary of their respective function and services. Basic statements are provided on page 5-53, however a description of wetland characteristics, measured by an appropriate wetland functional assessment, could be expanded in Chapter 4 to the better inform the EA.	**USACE Comment Response # 8:** See **Table 4-12** and EA **Appendix F** for Wetland Delineation Report. For additional information, see response to next comment below.
04/02/2023	FA	U.S. Army Corps of Engineers **(USACE)**	**USACE Comment # 9:** Page 5-53: Although this section identifies some wetland function and services that may be affected by the proposed development it does not discuss how the development will directly and/or indirectly effect such wetland functions, especially to wetlands surrounding the proposed project footprint. The EA could benefit from such a discussion.	**USACE Comment Response # 9:** As shown in **Table 5-12**, and discussed on Page 5-53, wetland functions and values would be impacted by the Proposed Action. Functions and values impacted by the Proposed Action would include Sediment/Toxicant Retention and some minor Production Export for the wetlands. Of the potential 13 functions and values identified by the USACE Highway Methodology Supplement (1999), only two (2) occur within the Runway 14-32 infield drainage areas (wetlands) which are potentially impacted. The sediment/toxicant function is the principal function of the wetlands within the infield areas of the proposed terminal site. This is the principal function due to the lack of other functions and values, and because there are potential sources of sediments and toxicants “upslope” from the wetlands. Although this is the principal function, the actual level of this function is still low due to the following factors: 1. The areas that drain to the wetlands in the infield are not active runways, and therefore do not receive typical amounts of toxicants that may be associated with active runways. 2. The areas surrounding the wetlands are generally well vegetated and there is little to no ground disturbance that could contribute to sedimentation. 3. Wetlands within the infield area have developed over many years within fill materials and the organic content of these wetlands are generally lower than naturally-occurring wetlands in similar landscape types. 4. The infield wetlands have formed in fill materials placed when the original runway was constructed in the 1950’s. The infields appear to have been designed and graded to drain water off the infield

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				areas and catch basins were observed in several areas of the infield to facilitate this. As a result, surface waters are minimal in these areas. 5. T Wildlife Hazard Assessment. Production export occurs in Wetland W05 only, since this wetland tends to be quite wet for a good part of the year and mowing is difficult. As a result, some of the plants tend to reach maturity and go to seed, which provides potential export of seed stock. Due to the size of this wetland and the amount and type of vegetation that reaches maturity, this function is still quite low. Based on the factors above, the natural function, value and quality is low for the disturbed wetlands subject to project impacts. As stated in the EA, the sediment/toxicant retention functions would be maintained in this area with the stormwater management improvements and approaches associated with the Proposed Action.
04/25/2023	GO	Martin M. Looney (State Senator 11th District) Alphonse Paolillo (State Representative 97th District)	Thank you for this opportunity to submit written comments in response to the Draft Environmental Assessment Report issued by Tweed Airport. While we appreciate that the airport has finally issued the report, we strongly urge that the allow for a full Environmental Impact Statement (EIS) to be completed before any proposed expansion moves forward. We strongly believe that this more comprehensive examination is necessary to assess the true long-term and short-term effects. We also request that the comment period be extended to a full 90 days. With the complexity of a several hundred-page report and the interest of encouraging as much public participation and comment as possible regarding the potential risks of the project to residential neighborhoods, wildlife and the delicate ecosystems surrounding the airport and to our constituents living in the area, we believe this full (EIS) and extension is warranted. In previous letters that we have addressed to the New England Regional Administrator of the Federal Aviation Administration, we have noted numerous constituent concerns, including pollution and noise resulting from more flights, the changing flight paths, the odor and presence of jet fuel, as well as late-night and early-morning arrivals and departures. The United States Environmental Protection Agency, in a report published in October 2022, reclassified New Haven County as being in severe non-attainment of national ozone standards, and the communities surrounding Tweed suffer from higher levels of fine particulate matter than many others in the state. Both conditions can have serious cumulative effects on health and quality of life, increasing the risk of lung and heart disease and shortening life expectancy. The potential increase in pollutants that would accompany the proposed Tweed expansion raises serious concerns about the health and safety of those living in the environmental justice communities surrounding the airport. Based on the significance of the proposed changes and their suspected effects on the area ecosystem for which Tweed New Haven Airport has designated for expansion, we believe it is not only prudent, but necessary to undertake the most rigorous review possible to determine the appropriate path forward. A full EIS will provide a detailed basis to assess the impact on the surroundings and will clarify and document the safeguards needed for a project of this magnitude. Thank you for this opportunity to submit these written comments and for your thoughtful consideration.	The decision to prepare an EA does not preclude the FAA from preparing an EIS if the results of the EA indicate that a significant impact is expected. The EA evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. Chapter 5 – Environmental Consequences of the EA describes the potential effects for each of the required impact categories and compares those effects to the FAA established significance thresholds and factors to consider. Based on this analysis, no significant impacts were identified from the Proposed Action. The EA concluded that the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA, and environmental impacts following the incorporation of all required mitigation measures from the NEPA process and permitting in accordance with applicable regulations would be less than significant. Regarding public participation and comments, see response to Frequent Public Comment # 2. Additionally, the Air Quality analysis described in **Section 5.1** was completed in accordance with the requirements of FAA Order 1050.1F the Aviation Emissions and Air Quality Handbook, Version 3, Update 1, January 2015, accounted for the referenced reclassification of New Haven County for Ozone. Detailed information was included in **Appendix I** (Noise and Air Quality Technical Report) as part of the EA. The analysis found that potential impacts on air quality from the Project would be less than significant when compared to the No Action or baseline conditions. Construction and operational emissions associated to the Proposed Action are not expected to exceed National Ambient Air Quality Standards, with the implementation of the Proposed Action.
04/25/2023	LO	US EDA Economic Development District for	On behalf of the REX Development (the US EDA Economic Development District for South Central Connecticut), I would like to express support for Tweed-New Haven Airport (HVN) and its Environmental Assessment (EA) to expand the airport through the extension of the runway and the construction of a new terminal. REX Development creates and oversees the South Central Connecticut Comprehensive Economic Development Strategy (CEDS). The CEDS	Support comment noted.

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		South Central Connecticut	identifies the need for robust air service and the importance of an excellent quality of life to attract and retain businesses and residents. One of the issues raised at multiple community outreach meetings regarding the Environment Assessment is the potential increase in noise in the neighborhoods abutting the airport. To minimize the noise impact and sustain the residents' quality of life, the Environmental Assessment directly addresses these concerns by extending the runway and relocating the terminal to shift ground noise away from residences. In conjunction with the expanding Residential Sound Insulation Program, these changes provide appropriate actions to address aircraft noise concerns. Since Avelo Airlines initiated service at HVN, more than one million passengers have enjoyed the convenience of a local airport. Of those passengers, approximately 85% were in-state residents traveling out of the state to leisure or business destinations. Approving HVN's Environmental Assessment will positively impact residents by decreasing ground noise and providing convenient access to flights. Thank you for your consideration on this matter. Sincerely, Ginny Kozlowski Executive Director, REX Development	

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05/30/2023	LA	Branford Conservation and Environment Commission **(BCEC)**	Dear Deputy Administrator D'Alessandro, We are writing on behalf of the members of the Branford Conservation and Environment Commission (the "Conservation Commission") to comment on the Draft EA and to request an EIS to further and appropriately measure the environmental impact of the proposed expansion of facilities at Tweed New Haven Airport ("Tweed" or the "Applicant"). When the Conservation Commission sent a letter to the FAA on June 8, 2022 asking for an EIS {See Attached Exhibit 1), we outlined our concerns about the expansion of an airport that has been the focus of community controversy for many years and which could have disastrous effects on the local environment. Our view has not changed and our comments in the attached letter should be incorporated into our expanded argument below. The Branford Conservation and Environment Commission is pledged to protect the environmental resources in our town and in adjacent areas that could affect our local environment. We believe that the proposed Tweed expansion will result in serious threats to those resources. The Draft EA prepared for Tweed by McFarland Johnson fails to adequately address those threats. **BCEC Comment # 1: An EIS is Required Adequately Measure Tweed's Environmental Impact:** Tweed has proposed an extension of Runway 2-20 by an additional 639 feet at Runway 02 and 336 feet at Runway 20 (subsequently reduced by sixty feet) and the construction of auxiliary systems such as lighting, navigational aids and signage. Draft Environmental Assessment at 1-9. In addition, Tweed proposes to construct a new terminal building, parking and access taxilanes. Id. at 1-10. The expansion sought by Tweed is clearly significant based on its intensity and its context. The extension of the runway at Tweed will enable major growth in air traffic with all of its attendant environmental effects. The airport is located within a populated area which includes low income, environmental justice communities and an elementary school at its edge. The flight paths of the aircraft using Tweed will endanger the air space of one of the most cherished flyways for migrating birds on the East Coast. Tweed's plan would increase the number of passengers served and would greatly increase traffic in the neighborhoods surrounding the airport thereby impacting the health of the residents and diminishing their quality of life. The airport expansion and the air pollution that inevitably will accompany it, is proposed for an area in serious noncompliance with the ozone regulations under the Clean Air Act. For these reasons, the Tweed expansion is just the sort of action that calls for an EIS. Tweed's arguments to the contrary are disingenuous. The Federal Aviation Administration "must prepare an EIS when one or more environmental impacts of a proposed action would be significant and mitigation measures would not reduce the impact(s) below significant levels." U.S. Department of Transportation, Federal Aviation Administration, Order 1050.IF Q' Order 1050") at 3-3. Further, [direct, indirect, and cumulative impacts must be considered when determining significance." Id. Not surprisingly, the extension of an airport runway is, in itself, so potentially destructive that the FAA normally requires an environmental impact statement. Order 1050 at 3-2. Consistent with FAA policy, an EIS should be required here because the lesser review offered by the Draft EA has failed to address the complex issues presented by the project and has neglected the robust public involvement that would be required by for an EIS. Despite its inordinate length, the Draft EA fails to corroborate its remarkable conclusion that somehow the airport expansion with all its negative effects will result in better environmental outcomes than current conditions.	**BCEC Comment Response # 1:** As described in **Chapter 5**, the EA evaluated the environmental, social and economic consequences of the proposed action in accordance with the requirements of FAA Order 1050.1F. These included Environmental Justice, wildlife (including birds) traffic, and air quality. Impacts were found to be less than significant, or could be mitigated to less than significant. The decision to prepare an EA does not preclude the FAA from preparing an EIS if the results of the EA indicate that a significant impact is expected. The EA evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. Chapter 5 – Environmental Consequences of the EA describes the potential effects for each of the required impact categories and compares those effects to the FAA established significance thresholds and factors to consider. Based on this analysis, no significant impacts were identified from the Proposed Action. The EA concluded that the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA, and environmental impacts following the incorporation of all required mitigation measures from the NEPA process and permitting in accordance with applicable regulations would be less than significant. Regarding public involvement see response to Frequent Public Comment # 2, and **Appendix D** of Final EA.
			BCEC Comment # 2: Air Quality: The Draft EA claims that the Tweed expansion will result in a decrease in the number of aircraft using Tweed due to the replacement of 737-700WS with 737-800Ws which will service the same number of passengers as the no-build estimate. Draft EA at 5-7. As a result, emissions are also expected to be reduced. Id. The reduction in the number of aircraft operations is the core assumption at the heart of the Draft EA's conclusion that emissions from the Tweed expansion will not violate the National Ambient Air Quality Standards ("NAAQS) except for Nitrogen Oxides ("NOx") where the increase is declared de minimus? Id. In coming to this dubious conclusion, the Draft EA fails to adequately address the	**BCEC Comment Response # 2:** The referenced article describes Avelo's airline wide growth plans and is not specific to HVN. Reasonably foreseeable growth in operations and enplanements specific to HVN are described in **Table 2-1** of the Draft EA. The EA describes the expected growth at HVN and evaluates the future action and no action alternatives in light of that growth. The analysis provided in the EA assumes foreseeable growth in enplanements, air carriers, and general aviation operations. General Aviation operations were included in the noise and air quality mapping (see **Appendix I**) See response to Frequent Public Comment #5. The growth could be provided entirely by Avelo,

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05/30/2023	LA	Branford Conservation and Environment Commission **(BCEC)**	direct, indirect and cumulative effects of the proposed expansion as mandated by Order 1050 at 4-2.3 First, in light of the very large increase in Avelo flights in the last two years due to much increased demand, why would Avelo ignore yet greater demands in the future and instead retain its commitment to fewer aircraft? The emissions analysis offered by the Draft EA is dependent upon a scenario that makes no business sense.4 This is especially true when contrasted with the actual plans of the CEO of Avelo, Andrew Levy who claims to be "going for 70-80 percent growth in 2023." See" Avelo Bets on Flexible Strategy and Aims for Quick Fleet Growth, Aviation Week, (January 30, 2023) at https://aviationweek.clm/air-transport/airiines-lessors/aveio-bets-flexiblestrateav-airms-guick-fleet-arowth. Indirect effects are "caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable." 40 CFR § 1508.1(g)(2). Because the growth in demand for Avelo flights is reasonably foreseeable, the failure to measure emissions from that demand undercuts the emissions analysis offered by Tweed and indicates that an EIS is now required to correct the underestimates offered by the Draft EA. Second, the Draft EA's estimate of criterial air pollutants does not take into account the addition of flights from competing carriers. The Draft EA notes that other airlines have been prevented from using Tweed because of the current length of the runway and admits that Tweed will be "available to other carriers that may be interested in serving [Tweed] in the future." Draft EA at 1-5. Likewise, the Draft EA makes no mention of the potential increase in business or private jets5 and air cargo. Surely, these additional flights and the additional ground access vehicles that will be required by the additional flights, will produce emissions, particularly for Nitrogen Oxides above the de minimis thresholds set by the Conformity Rule under the Clean Air Act. The Draft EA's failure to address this foreseeable growth as an indirect effect of the proposed expansion artificially lowers the project's impact on air quality. An EIS is required to correct this flawed analysis. Third, the Draft EA does not consider the emissions occurring during the most polluting period of aircraft operations: idling.6 While Table 28 of Appendix I shows the increased carbon monoxide, hydrocarbon and nitrogen oxide emissions from idling, the Air Quality Technical Report estimates emissions only from start up, taxi out, climb below the mixing height, descend below the mixing height, taxi in, ground service equipment and auxiliary power units, apparently excluding idling. Air Quality Technical Report at 66. Because idling airplanes produce volatile organic compounds, nitrogen oxides, particulate matter and sulfur dioxides, all criteria pollutants, the failure to measure the effects of idling undermines the legitimacy of the Draft EA's air quality analysis. Finally, the Draft EA ignores the cumulative effect of Tweed's expansion when added to the emissions generated by other facilities in the area. Cumulative Impacts are "effects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable actions . Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time." 40 CFR §1508(l)(g)(3). Major stationary sources of air pollutants within the Tweed air shed include the New Haven Harbor Station, and Yale University's Central Power Plant and Sterling Power plant. The Draft EA has not analyzed the emissions from these plants in conjunction with the anticipated emissions from Tweed for their cumulative effect on overall emissions that can be expected from the airport expansion now and in the future. In 2019, New Haven produced 1,422,688 metric tons of greenhouse gas emissions. See https://valedailvnews.com/bloq/2022/02/15/community-calls-foremissions- cus-asvale-runs-two-of-three-larae-polluters-in-new-haven. In 2021, Connecticut experienced twenty-one days of unhealthy air due to ozone. https://portal.ct.QQv/DEEP/News-Releases—2022DEEP-Releases-Report-Qn Public-Health-and -Air-Quality. New Haven was ranked fifth among the largest U.S. cities where it is "most challenging" to live with asthma. Id. The addition of	or could include a mix of other airlines with Avelo. Air cargo facilities are not currently available at HVN, nor are there active plans for air cargo under consideration. Air cargo operations at HVN are not reasonably foreseeable and therefore not considered. The improvements proposed in the Airport Master Plan and those considered in the EA are intended to accommodate the underserved commercial passenger market in southern Connecticut. The EA considers reasonably foreseeable growth. Speculative growth is beyond the scope of the EA. As described in the EA, the proposed terminal would include provisions for shore power and pre-conditioned air for parked aircraft. These provisions would provide an air quality benefit compared to the existing condition and no action alternative by eliminating the need for idling while at the gate during normal operating conditions. The Air Quality analysis described in **Section 5.1** was completed in accordance with the requirements of FAA Order 1050.1F, the Aviation Emissions and Air Quality Handbook, Version 2, February 2020. The analysis concluded that the combined construction emissions and the net change in operational emissions would be below the applicable EPA *de minimis* thresholds for ***all*** criteria pollutants. The General Conformity Applicability Analysis does not include a direct comparison to the NAAQS because it is not required when emissions are below the *de minimis* thresholds. The *de minimis* thresholds are established by EPA to preclude federal actions from causing or contributing to existing violations of the NAAQS. Due to the forecasted reduction in flights, all pollutant emissions would decrease except for NOx because NOx emission factors associated with the 737-800W are generally higher than for the 737-700W. However, as noted within the EA, the net change in NOx emissions would still be below the applicable 25 tons per year (tpy) *de minimis* threshold. As noted in the EA, the Proposed Action would incorporate measures to reduce emissions. These include providing pre-conditioned air and shore power to aircraft parked at the gate to eliminate aircraft idling, and enhanced energy efficiency utilizing measures such as energy efficient lighting and HVAC systems. Further opportunities to incorporate energy efficient measures would be considered in the design phase of the Proposed Action. Idling emissions were considered in the air quality analysis. **Appendix I** (Noise and Air Quality Technical Report) has been revised to clarify. The Proposed Action complies with the General Conformity Rule. While the Proposed Action could contribute to the overall cumulative air quality impacts during the construction years, it is not anticipated that the overall impact would be significant since emissions are expected to be below EPA de minimis thresholds. USEPA's de minimis thresholds are set for the purpose of determining potential cumulative air quality effects resulting from individual project emission contributions. If a project's emissions are below the de minimis thresholds, then it is expected that the project would not significantly contribute to the cumulative air quality effects in that region. Therefore, when considered in addition to other development projects, the Proposed Action is not anticipated to have significant cumulative air quality impacts. Furthermore, as discussed in **Section 5.1.4.1**, the Proposed Action is likely to provide a net benefit through the reduction in aircraft and motor vehicle emissions. Table 5-2 in the Draft EA presented the construction and net operational emission changes compared to the EPA *de minimis* thresholds. While NOx emissions may increase from aircraft fleet changes, the expected increase would be below EPA *de minimis* thresholds and therefore not deemed significant. Other criteria pollutant emissions and Greenhouse Gas are expected to decrease compared to the No Action condition. The air quality analysis was performed in accordance with FAA Order 1050.1F and demonstrates that the Proposed Action would not result in a significant air quality impact.

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05/30/2023	LA	Branford Conservation and Environment Commission **(BCEC)**	polluting emissions from Tweed to those from other sources in an area that already struggles to retain any semblance of healthy air quality requires an EIS to make the Applicant's analysis of environmental effects credible.	
			BCEC Comment # 3: Water: Tweed presently acts as a water retention area because of its low elevation and extensive wetlands. This helps to protect surrounding communities from flooding. Even so, the existing terminal flooded in 2019 and again in 2021. Draft EA at 2-6. Tweed proposes to incorporate resiliency measures such as raising the finished floor elevation above the 100 year flood elevation and putting essential mechanical systems on rooftops and mezzanines. Draft EA 1-11. It promises that Tweed will design the site to promote drainage and resist flooding. Id. While that is all very well, recent estimates of rising sea levels undermine any confidence that Tweed's actions will be sufficient to avoid serious water encroachments. The authors of a recent white paper concerning flood plan building elevations point out that federal flood insurance rate maps are the source for the base flood elevations ("BEE") used by the National Flood Insurance Program and the Connecticut State Building Code. Floodplain Building Elevation Standards; Current Requirements& Enhancement Options for Connecticut Shoreline Municipalities, William Roth, Christopher Kelly, Kristie Beahm, May 1, 2018 at 2. These maps are prepared by the Federal Emergency Management Agency and the BFE's identified on the maps are based on historical flood levels. Id. But "[t]his is problematic because the National Oceanic and Atmospheric Administration estimates that global sea levels could rise from one to more than eight feet above the current levels by 2100. Id. More locally, the Connecticut Institute for Resilience and Climate Adaption indicate a sea level rise of 0.5 meters in Long Island Sound by 2050. Id. at 8. The authors of the white paper conclude that "[g]iven the projected sea level rise in Long Island Sound and the increased frequency of flooding to the current 100 year levels, it is reasonable to expect that elevating buildings to the current BFE will not provide adequate protection against likely future conditions." Id. at 9. The proposed expansion of Tweed will result in fewer wetlands, more impermeable surface, more stormwater volume and in the light of rising sea levels, a much greater threat of flooding for the surrounding communities. This foreseeable effect must be considered with great seriousness in an EIS that bases it analysis on current science.	**BCEC Comment Response # 3:** Varying opinions regarding expected sea level rise are noted. The HVN will continue to be subject to the effect of sea level rise, with or without the Proposed Action, as it was originally built in a low-lying area. The Proposed Action would create resiliency opportunities for sea level rise /climate change adaptation to withstand and recover from climate-related risks protecting the vital airport infrastructure. The new terminal would be constructed with a finished floor elevation at or above 13 feet above mean sea level, or approximately eight (8) feet above existing grade. As described in **Section 4.15.4** (Floodplains and Sea Level Rise), the FEMA base flood elevation is 12 feet. The final finished floor elevation would continue to be evaluated and determined during the design phase considering USACE or NOAA forecasts of sea level rise as well as the applicable building codes. As described in Chapter 5, unavoidable wetland impacts would be mitigated. Stormwater quantity and quality would be managed in accordance with CT DEEP requirements. Stormwater quantity and quality would be managed in accordance with Connecticut's Stormwater Quality Manual. Also, the stormwater management system would be designed to meet CT DEEP's General Permit program pursuant to the National Pollutant Discharge Elimination System (NPDES). The project design would be compliant with applicable federal, state and local regulations, and would be constructed in compliance with permit conditions.
			BCEC Comment # 4: Biological Resources: The Draft Environmental Assessment claims that no "designated critical habitats exist in the project site." Draft EA at 4.3.2. This statement is erroneous insofar as it ignores the New Haven Harbor Complex, the Farm River Estuary, and Lighthouse Point. Tweed Airport "lies on the edge of the New Haven Harbor Complex, which is a Significant Coastal Habitat Site identified by the U.S. Fish & Wildlife Service, extending from Merwin Point in Milford to Sachem Head in Guilford. See Attached Exhibit 2, Testimony of the Branford Land Trust dated April 15, 2023. The site contains, among other valuable resources, foraging habitat for shoreline and wading birds. Id. Further, the New Haven Harbor tidal flats are an important wintering area for the American black duck. Id. The effect of any expansion of Tweed should be measured in an EIS as both a direct and an indirect effect on this sensitive resource. In addition, Tweed is within the air corridor for large numbers of migratory birds that pass over Lighthouse Point, a park adjacent to the airport which is a prime viewing site for migratory birds. An indirect effect of the Tweed expansion will be to decrease the habitat for migratory birds. A direct effect of the increased air traffic at Tweed will inevitably be an increase in the bird strikes. These changes will produce a permanent and deleterious effect on the birds and ultimately on Lighthouse Point, the most significant reporting site northeast of Cape May, important to both scientists and vast numbers of amateur birders. Finally, the Draft EA ignores any direct or indirect effect on the Farm River Estuary (the "Estuary"),"a unique and important natural and economic resource for East Haven, Branford	**BCEC Comment Response # 4:** As per letter from USFWS dated March 15, 2022, there are no critical habitat designations within the project site (see **Appendix C**). Critical habitat is a term used in the Endangered Species Act to describe the specific areas within the geographic area, occupied by the species at the time it was listed, that contain the physical or biological features that are essential to the conservation of endangered and threatened species and that may need special management or protection. Designations affect only federal agency actions or federally funded or permitted activities. The EA evaluated the effects of the Proposed Action on Biological Resources in **Section 5.2** and determined that the Significant Impact thresholds identified in FAA Order 1050.1F are not exceeded. The Airport is in the general vicinity (i.e., less than one mile away) of New Haven Harbor, Lighthouse Point and the Farm River Estuary. However, it is important to point out that flights are projected to increase regardless of whether the Proposed Action moves forward. As shown in Table 2-1, future Air Carrier operations are expected to be less under the Proposed Action when compared to the No Action. Given this, it can reasonably be anticipated that the Proposed Action reduces the permanent and deleterious effect on birds, when compared to the No Action. Also, as stated in the EA, the sediment/toxicant retention functions of the impacted wetlands on the site would be maintained through the stormwater management improvements and approaches associated with the Proposed Action. In fact, the Airport drains away from the Farm River Estuary and, therefore, likely has no water quality influence on it. As discussed in **Section 2.2**, HVN currently has commercial and general aviation operations by multiple aircraft types that are weight limited by the existing runway length. Over the long term, the runway extension would allow the use of aircraft with higher seat capacity compared to the No Action alternative. Implementation of

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05/30/2023	LA	Branford Conservation and Environment Commission **(BCEC)**	and the state that lies due east of the existing Tweed property…" See Attached Exhibit 3, Testimony of the Friends of the Farm River Estuary, Inc. The proposed expansion of Tweed will result in many threats to the Estuary including degraded water quality. Id. What is the purpose of identifying biological resources as an impact category and then failing to estimate the project's effect on those resources? The FAA Desk Reference clarifies that the impact area for analysis should be determined by the resource, not the perimeter of the airport: "When discussing the extent of the potential impact, include areas within the vicinity of operations, as well as any land area or open water (such as oceans) that aircraft . . . will fly over." An EIS is required to correct the short shrift with which the EA treats our biological resources that are at foreseeable risk for degradation because of the expansion.	the Proposed Action would reduce the number of aircraft operations and related equipment compared to the No Action alternative due to the expected change in the fleet mix as some of the 737-700W flights would be replaced by 737-800W aircraft with greater passenger capacity. Therefore, the risk of bird strikes is not expected to increase. Additionally, HVN would continue implementing their wildlife hazard management program as per FAA guidelines to manage the risk of bird strikes during landing and departures (see **Section 5.2.3** and **5.2.4**). As stated in **Section 4.1** (General Site Description), the study area varies subject to the different studies performed (e.g., wetlands, environmental justice, noise, cultural resources and traffic).
			BCEC Comment # 5: Environmental Justice: Tweed New Haven Airport is adjacent to long established environmental justice ("EJ") communities that will receive the brunt of increased air pollution from planes both idling and taking off from the airport and from the increased volume of vehicular traffic generated by the airport expansion. See Environmental Injustice in Aviation. Emissions,Georgetown Environmental Law Review Online, February 2, 2023. Despite this, the Draft EA concludes that "[n]o disproportional! and adverse effects on Environmental Justice populations ae expected from the Proposed Action." Draft EA at 5-36. Tweed states that environmental justice communities can be found in Fair Haven and parts of East Haven.8 Id. Apparently, Tweed's rationale is that most of the construction activity and airport operations will take place within the Draft EA's immediate study area and for the rest, mitigation will suffice to counter the negative impacts. Id. at 5-37. First, this position ignores the direct and indirect effects of the air pollution produced by the expansion. Supra text at 2-5. Second, it overlooks the cumulative effects suffered by these communities because of their location within a geographical area that has high ozone levels and close proximity to stationary sources producing a wide range of pollutants. Id. Tweed's bald assertion that it's expansion will have no effect on the underserved communities on its border is wrong because its calculation of the environmental consequences of its action on air quality is wrong. Further, Tweed's Draft EA takes no account of Executive Order No. 14096 which adopts a "government wide approach" to environmental justice and tasks each federal agency, including the FAA, with identifying, analyzing, and addressing "disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative impacts of environmental and other burdens on communities with environmental justice concerns." 88 FR 25251, April 21, 2023. Tweed has failed to adequately engage community members in the EA process. It failed to provide the EJ communities an opportunity to discuss the purpose and need of the proposed action. It failed to consistently solicit input from the EJ communities so as to directly address their unique needs. All of these lapses are in stark contrast to agency recommendations. See Promising Practices for EJ Methodologies in NEPA Reviews. Report of the Federal Interagency Working Group on Environmental Justice, Department of Environmental Protection, March 2016. Nor did Tweed offer a Spanish translator for the public hearing held on April 25, 2023. The hearing was held remotely and required equipment that many citizens of our environmental justice communities could not access. These unacceptable and disrespectful oversights must be corrected by an EIS.	**BCEC Comment Response # 5:** Chapter 5 of the Draft EA discussed the foreseeable environmental impacts from the Proposed Action; however, as described in **Section 5.10.3** of the EA, impacts would not occur disproportionately on Environmental Justice communities. Foreseeable impacts discussed in Chapter 5 (Environmental Consequences) of the Draft EA are expected to be similar across the Environmental Justice communities and the non-Environmental Justice communities. See response to Frequent Public Comment #20 regarding Environmental Justice. The air quality assessment in the EA was prepared as per FAA guidance to determine the expected effect of the Proposed Action alternative relative to the No Action alternative by comparing the net changes to EPA de minimis thresholds. Cumulative assessments do not add project emissions to existing pollution sources, but rather they add project emissions to changes from other planned/programmed projects that aren't already accounted for in existing emissions. The community has had the opportunity to provide input and comments at the public information meeting, two (2) public hearings, and during the 60-day public comment period for the Draft EA. The FAA has considered all comments on the Draft EA and prepared one-to-one responses to comments in the Final EA. Public outreach measures incorporated into the EA process are described in **Appendix D**. Public notices were published in the local Spanish language newspaper and were published with the Notice of Availability and project website. Spanish language interpreters were provided at the April 1, 2023, hearing. The April 25, 2023, Supplemental Virtual Hearing was intended to give an additional opportunity to the public to speak, particularly to those who registered but were unable to speak at the April 1, 2023, hearing due to time limitations.
05/30/2023	LA		**BCEC Comment # 6: Conclusion:** Tweed has released a Draft EA that is remarkable for its length and complexity of detail. Hundreds of charts, tables, and data often based on algorithms that are beyond the comprehension of those most affected by the proposed expansion of Tweed Airport argue that the proposed action is in the best interest of us all since the project will enhance our lives. We will have cleaner air and less noise. No critical habitats will be affected. We will not worry about green house gases because the Desk Reference for Rule 1050 tells us that it is "not useful" to try to measure them because it is too difficult. There will be no	**BCEC Comment Response # 6:** The EA conforms to the 75-page limit imposed by current CEQ regulations. The Draft EA evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. **Chapter 5** – Environmental Consequences of the EA describes the potential effects for each of the required impact categories and compares those effects to the FAA established significance thresholds and factors to consider. Based on this analysis, less than significant impacts were

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		Branford Conservation and Environment Commission **(BCEC)**	harmful cumulative impacts, only positive ones- including a "streamlined access corridor to Tweed". In short, the Draft EA gives every appearance of being an advocacy document for the proposed expansion instead of providing the brief analysis characteristic of an EA. An EA is a "concise public document that briefly provides sufficient evidence and analysis for determining whether to prepare an EIS or a FONSI." Order 1050.IF at 3-1. An environmental assessment "shall [briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. 40 CFR 1501(c)(1) (emphasis added). The Council on Environmental Quality warns that as a concise document, it should not contain long descriptions or detailed data or be more than ten to fifteen pages long. Forty Most Asked Questions Concerning CEQ's National Environmental Mental Policy Act Regulations, 46 FR 18026-01 (1981). A lengthy EA is indicative of the need for an EIS. Id. Flere, Tweed has lost sight of the goals of an EA and instead has focused on its prime concern: justification for the proposed expansion with all its attendant repercussions for the neighborhoods adjacent to it and the surrounding communities. For these reasons, the Branford Conservation and Environment Commission requests that the FAA follow the rules established by NEPA and do the requisite Environmental Impact Statement on Tweed's expansion proposal. The expansion of the airport without rigorous analysis and the expanded public engagement required by an EIS, puts the local environment at risk, an outcome that should not be tolerated by the FAA.	identified from the Proposed Action. The EA concluded that the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA, and environmental impacts following the incorporation of all required mitigation measures from the NEPA process and permitting in accordance with applicable regulations will be less than significant. . The EA evaluated greenhouse gas (GHG) emissions associated with construction and operation of the Proposed Action pursuant to requirements of the recent presidential Executive Order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, as well as FAA Order 1050.1F. There are no federal standards to determine significance of GHG emissions; however, GHG emissions were quantified for both the No Action and Proposed Action conditions, which shows a net decrease in emissions due to a reduction in forecast operations with replacement of the 737-700W with the 737800W aircraft. Consistent with the interim guidance on assessing GHG emissions, the EA quantifies the reasonably foreseeable GHG emissions of the No Action and build alternatives (see **Table 5-5** and **Table 5-6**). Additionally, the EA discloses and provides context (see **Section 5.3.4**) for GHG emission in relation to climate action goals and commitments; and discussed strategies or measures to further promote reduction of GHF emissions (see **Section 5.3.3**). See response to Frequent Public # 15.
05/01/2023	FA	US Environmental Protection Agency **(EPA)**	**EPA Comment # 1: Baseline Conditions:** The baseline condition established in the EA is focused on 2022 conditions at the airport. We question the framing of the 2022 baseline as the use of that reference point misses impacts from the significant increase in airport operations that occurred just prior to 2022 when Avelo began service as the primary commercial carrier at Tweed. It is our understanding that the FAA review associated with the Avelo introduction at the airport was limited to safety considerations rather than the overall impacts of the increased operations. While we do not question the conclusions of the safety assessment, it appears that impacts associated with the recent rapid growth in commercial operations at Tweed were not captured in any environmental analysis at that time. The current environmental review process presents an opportunity to consider the impacts of that growth alongside the impacts of the proposed project. The use of 2022 as the baseline also results in overall conclusions that impacts at the airport will be reduced because of the runway extension and resulting reductions in weight penalties for aircraft.	**EPA Comment Response # 1:** See Frequent Public Comment #5. The baseline condition considered in the EA is the year 2022. The year 2022 is the base year for representative conditions when the EA was prepared. The years 2020 and 2021 conditions were not representative due to the severe impact of the pandemic on travel at HVN during those years. The increase in operations and passengers anticipated between 2022 and 2026 would occur regardless of whether this NEPA process was undertaken. The commencement of service by current service at HVN required an Operations Specifications Amendment, a Federal Action by the FAA that required a separate review under NEPA. Additional information on changes that have occurred at HVN between 2019 and 2022 has been added to the Cumulative Impacts discussion in **Chapter 5** the Final EA.

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05/01/2023	FA	US Environmental Protection Agency **(EPA)**	**EPA Comment # 2: Cumulative Impacts:** The current analysis largely overlooks recent past impacts and would benefit from greater transparency regarding future impacts from airport operations. The analysis also does not adequately support conclusions regarding these impacts. Based on our review, we identified deficiencies in the cumulative impacts analysis that can be addressed through the consideration of operational changes at the airport (and associated impacts) that occurred prior to January 2022. Also, a broader analysis with greater transparency regarding future condition assumptions/inputs would improve the analysis of cumulative impacts. It is our position that the recent past impacts from rapid growth at the airport (associated with the entry of Avelo) are an important part of the cumulative impact equation primarily because they are the catalyst for the proposed runway extension/terminal expansion work. As you know, the impacts from that growth have been highlighted as a primary concern by the host communities prior to and during the EA comment period. Moreover, the cumulative impacts analysis in the EA should be expanded to provide a specific projection of how much growth in future operations can reasonably be expected/supported in association with the proposed runway extension. Specifically, we call on the FAA to clearly identify the upper limits of growth in airport operations that can be expected in association with the project improvements (runway extension and terminal work). It is our understanding that these growth projections are based in part on information provided by the airport and airlines to support the airport business plan. These projections are then reviewed/accepted by the FAA and used to model noise impacts. It would be helpful if the EA more fully explains how the projections were developed and the degree to which previous Master Planning efforts for the airport informed the analysis. The discussion should also explain whether any other meaningful future expansion of the airport can reasonably be expected given physical constraints on and around the airport property (wetlands, floodplains, and private property). Based on the findings of the revised cumulative impacts analysis (one that considers the upper limits of growth and an enhanced evaluation of impacts prior to 2022) the FAA should evaluate whether mitigation commitments offered in the EA remain appropriate.	**EPA Comment Response # 2:** Additional description of changes that occurred at HVN between 2019 and 2022 have been provided in **Section 5.15** of the Final EA. **Section 2.2.1** and **Table 2.1** provide a summary of expected (forecast) aviation activity at HVN. The aviation forecast is developed during the master planning process. As shown in **Table 2-1**, 2022 actual Air Carrier/ Air Taxi Operations and enplanements exceeded the FAA approved forecasts for HVN and are expected to continue to grow through 2031. As shown in Table 2-1, 1,221,551 enplanements and total operations (including General Aviation) are anticipated in 2031. It is anticipated that as an airline becomes established at HVN, load factors would rise to the low-cost carrier average of approximately 85 percent and more frequencies would be added over time. Peak hour passengers, which are dictated by aircraft size and flight schedule, drive terminal sizing needs while aircraft type and stage lengths (flight distances) drive runway length need. Therefore, the Proposed Action addresses the expansion needed to address passenger forecast. The projections were developed through consultation with air carriers, aviation expertise, AVPORTS expertise, and economic probabilities. The projected daily flight schedule provides hour by hour departures and arrivals of planes. In addition, the number of passenger enplanements (annually) are factored into the analysis. IATA provided guidance on architectural programming when evaluating quantities of ticket counters, TSA inspections, hold rooms, and gates, based on peak passenger throughput periods each day. The 2021 Master Plan calculated the "Annual Service Volume" (ASV) for HVN. ASV is a theoretical maximum number of aircraft operations an airport can practically accommodate annually. The Master Plan determined the ASV for HVN was calculated as 134,658 annual operations. ASV is determined primarily by the airfield configuration (intersecting runways, weather conditions, taxiway locations, etc.). The proposed action appreciably change the ASV. As described in the EA and in Appendix L, physical and environmental constraints severely limit the potential for additional development. Additional development or growth if airport facilities would be a separate action subject to a separate NEPA process. **Appendix I** (Noise and Air Quality Technical Report) provides detailed information including the input data and assumptions based on the information provided and available during the preparation of the Draft EA. FAA reviewed and concurred with the noise model inputs. This EA considers the reasonably foreseeable terminal area and airfield improvements.
			EPA Comment # 3: Growth predictions for the airport The EA discloses the impacts of the runway extension and terminal redevelopment project using 2022 airport operations as the baseline for comparative impacts analysis. The EA describes impacts associated with the construction of a runway extension to allow the airport to meet existing and projected demands with runway and safety areas sized to safely accommodate aircraft with 150-200 seats. The proposed runway extension will reduce existing weight penalties and the analysis concludes that the overall number of future average daily flights will be reduced as planes will be able to carry more passengers per trip. The analysis demonstrates how an extended runway will result in operational efficiencies gained, however it largely overlooks the impacts of the ramp up of operations prior to the 2022 baseline year (associated with the introduction of Avelo as the primary commercial carrier). The 2021 Master Plan Update for the airport demonstrated the potential for dramatic growth at the airport and the need for additional facilities to support that growth. The MPU, however, did not include the Avelo flights in those projections. The EA would benefit from additional information to support the overall conclusion that the average number of flights will decrease over time. This is especially important given that recent growth at the airport occurred without the benefit of the airport improvements currently under consideration.	**EPA Comment Response # 3:** As discussed in **Section 2.2**, HVN currently has commercial and general aviation operations by multiple aircraft types that are weight limited by the existing runway length. Over the long term, the runway extension would allow the use of aircraft with higher seat capacity compared to the No Action alternative. Prior to entering the HVN market, Avelo operated only 737-800 aircraft because of their higher seat capacity and better operating economics. Avelo incorporated the 737-700 into it's fleet because of the runway limitations at HVN. It is expected that Avelo would reduce the a percentage of flights by 737-700 aircraft over time. However, the market demand for service will be unaffected by fleet changes. Therefore, it can reasonably be concluded that fewer flights by larger seat capacity aircraft (737-800) would be necessary to accommodate anticipated demand. Implementation of the Proposed Action, specifically the runway extension, would allow for increased use of the 737-800 and reduction of 737-700 flying. The same number of seats would be in the market; however fewer aircraft operations would be required to provide the needed flight capacity Additional description of changes that occurred at HVN between 2019 and 2022 have been provided in **Section 5.15** of the Final EA

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05/01/2023	FA	US Environmental Protection Agency **(EPA)**	**EPA Comment # 4: Baseline and Cumulative Impact Considerations** Recommended Action: To address EPA's concerns regarding the baseline used in the EA (as described in the cover letter) we recommend that the FAA consider a modified baseline that captures the increase in operations following the advent of Avelo service at the airport. For cumulative impacts we encourage a more robust analysis that accounts for "past" impacts from the airport that coincide with the identified increase in flights. Such an approach would acknowledge the increases in operations at the airport that already impacted adjacent communities. Identification and acknowledgement of these impacts is an important part of understanding the environmental condition of the project area. The analysis should contextualize how the mix of past, present and future actions will contribute to cumulative impacts from the airport going forward. We recommend that the analysis specifically describe whether the recent increases in flights combined with existing and future scenarios creates impacts that warrant mitigation beyond what is already identified in the EA. We view this deficiency as correctable and see the revised analysis as a valuable tool to address concerns raised by the public about airport operations.	**EPA Comment Response # 4:** See response to Frequent Public Comment # 5. Additional description of changes that occurred at HVN between 2019 and 2022 have been provided in **Section 5.15** of the Final EA.
			EPA Comment # 5: Environmental Justice As the expanded operations and increased service at Tweed (beginning in November 2021) appear to be primary drivers for the proposed safety and business improvements at the airport we recommend that the EJ analysis be modified to consider the impacts of the growth in operations at that time in a manner consistent with our cumulative impact assessment comments above. Namely, we strongly encourage the FAA to incorporate impacts associated with the commencement of Avelo Airlines' service at HVN in November 2021 as a past action for the analysis of potential disproportionate and adverse impacts to communities with EJ concerns. This expanded comparison would provide a better understanding of the health and environmental impacts of the Proposed Action on communities with EJ concerns.	**EPA Comment Response # 5:** See response to Frequent Public Comment # 5. Additional description of changes that occurred at HVN between 2019 and 2022 have been provided in **Section 5.15 (**Cumulative Impacts) in the Final EA. **Section 5.10.3** of the EA describes the locations of the housing units within the No Action and Proposed Action 65 DNL contour, which includes increases due to growth in operations. Tweed New Haven Airport Authority intends to extend its Residential Sound Insulation Program to include any homes that have not yet participated and that are within the 65 DNL contour for the Proposed Action. Once sound-insulated, properties are considered compatible with aircraft noise. As per letter dated March 29, 2023, submitted to the FAA, the Tweed New Haven Airport Authority would continue to implement measures developed as part of the 2012 Part 150 Study. Additionally, the Tweed New Haven Airport Authority anticipates updating the Part 150 Study after the Proposed Action is completed. See Appendix C (Agencies Correspondence). The EA assumes that the existing terminal is not constraining passenger growth; therefore, the expected growth in passengers would occur regardless of whether the Proposed Action is advanced. The Airport can accommodate the expected future enplanements under the No Action alternative, but the passenger experience will be unacceptably poor. Therefore, overall net emissions for most pollutants are predicted to decrease for the Proposed Action alternative relative to the No Action alternative, and the changes are shown to be below EPA *de minimis* thresholds as described in **Section 5.1.4.1** of the Draft EA. If a project's emissions are below the *de minimis* thresholds, then it is expected that the project would not significantly contribute to the cumulative air quality effects in that region. As described in the EA, the analysis determined that no disproportionately high and adverse impacts on Environmental Justice communities would occur from the Proposed Action due to displacement, floodplain impacts, air quality, noise, or traffic.
			EPA Comment # 6: Community Engagement EPA recognizes the efforts by the FAA to obtain input on the EA including an extended comment period and multiple opportunities for public comment in person. We continue to recommend that the FAA work with the airport to develop a robust stakeholder outreach/EJ public engagement plan for communities impacted by the Proposed Action—one that continues beyond project permitting into the construction and operational phases of the project. Based on information provided in the EA, it appears that the public continues to express frustration that questions about the project have been left unanswered. A critical part of achieving EJ is ensuring appropriate, timely and meaningful stakeholder involvement into	**EPA Comment Response # 6:** Comment acknowledged. Tweed New Haven Airport Authority is contemplating additional outreach measures to be implemented during subsequent permitting and construction phases. In all cases, the additional public comment periods would be in compliance with applicable regulations.

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05/01/2023	FA	US Environmental Protection Agency **(EPA)**	decisions affecting communities with environmental justice concerns. To help ensure meaningful public participation, EPA recommends that the FAA and airport work to: - Create a forward-looking and transparent outreach plan that includes detailed information on planned engagement milestones and commitments to meetings with potentially impacted communities and community organizations. - Provide ample time during all meetings for members of the public to ask questions and receive answers. - Develop a brief community information sheet about the project that is written in plain language and that can be understood by all affected community members. The information sheet should be distributed as widely as possible, through posting on the project specific website and, at a minimum, shared with local government officials and members of the public who have sent messages to the project email box (shown in Appendix L). An example from an FAA project in California can be found here: https://bobhopeairporteis.com/wp-content/uploads/Bob-Hope-Fact-Sheet_2021.pdf. - Develop communications written in plain language that can be understood by all affected community members. Readability should not exceed 7th to 8th grade level, which is considered the lower end of the estimated average reading level of the U.S. population. - Employ screening tools such as EPA's EJ Screen, supplemented with local knowledge, to determine if linguistically isolated populations reside in geographic areas impacted by the proposed project and provide appropriate translation and interpretation services to ensure meaningful engagement. Often the best way to assess translation and interpretation needs is to connect with people who live in impacted communities, including local government officials and community-based non-governmental organizations. - Continue to work to ensure that public meetings or hearing are accessible to all and scheduled at times that accommodate the greatest number of participants.	
			EPA Comment # 7: Wetland Impacts/Alternatives The preferred alternative would construct a new terminal on the east side of the Tweed Airport property in an area that contains an abandoned runway and taxiway. The EA presents several alternatives for siting the new terminal and its associated infrastructure, and it appears the preferred alternative was developed with a focus towards avoiding the less disturbed wetlands outside the maintained airport boundaries. The preferred east terminal alternative as described in the EA would impact infield wetlands W04 and W05. The EA suggests that these two wetland areas may be man-made drainage features based on a review of NWI mapping compared to previous field delineations. However, there is also the likelihood, given the surrounding landscape and elevations, that W04 and W05 are low function remnants of a previous wetland system that has been highly modified by the construction of the airport and subsequent operations and alterations. If W04 and W05 are wetlands under federal jurisdiction, alternative configurations for the east terminal must be assessed for opportunities to avoid and minimize impacts to these wetlands. Recommended Action: We recommend that the EA include a discussion of opportunities to further reduce wetland impacts through alternative configurations/designs for parking and access from Proto Drive, since these elements have large footprints in the preferred alternative and are likely to have more flexibility in siting and design compared to other project elements.	**EPA Comment Response # 7:** Based on field studies associated with the delineation of the wetland resources within the project site, the wetlands located within the infield area of the terminal site have developed over time within historically placed fill materials associated with initial construction of the runway in the 1950's. No native soil pedons were encountered during the field investigations in these areas due to the depth of fill materials, thus these wetlands have been classified as the general taxonomic group of "Aquents". See Wetland Report in **Appendix F**. See Appendix L of the Final EA for additional information regarding alternatives relative to wetland impacts. During final design and permitting, the design of the project will be carefully scrutinized for opportunities to further reduce wetland impacts. These could include use of steepened side slopes or retaining walls, stormwater management strategies, or others.

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05/01/2023	FA	US Environmental Protection Agency **(EPA)**	This information will help support conclusions reached in the EA and will inform Section 404 Clean Water Act (CWA) permitting for the project through the U.S. Army Corps of Engineers.	
			EPA Comment # 8: Section 404 Clean Water Act Permit When the project is submitted to the U.S. Army Corps of Engineers (USACE) for Clean Water Act Section 404 permit authorization, a robust alternatives analysis must be included that adheres to the CWA 404(b)(1) Guidelines (40 CFR 230). The 404(b)(1) Guidelines set forth the environmental standards which must be satisfied to comply with the requirements of the Clean Water Act. Two key provisions of the guidelines are critical when considering a proposed project. First, the Guidelines generally prohibit the discharge of dredged or fill material if a practicable alternative exists which causes less harm to the aquatic ecosystem. A discharge of dredged or fill material is prohibited if there "is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem so long as the alternative does not have other significant adverse environmental consequences." [40 CFR 230.10(a)]. This fundamental requirement of the 404 program is often expressed as the regulatory standard that a permit may only be issued for the "least environmentally damaging practicable alternative" or LEDPA. The term "practicable" means available and capable of being done after taking into consideration cost, existing technology, and logistics, in light of overall project purposes [40 CFR 230.3(q)]. Where, as here, the project is not water dependent and involves fill in wetlands and other special aquatic sites, practicable, less environmentally damaging alternatives are presumed to exist unless clearly demonstrated otherwise by the applicant. Second, the guidelines prohibit issuance of a permit if the discharge would cause or contribute to significant degradation of waters of the United States. The 404(b)(1) analysis may result in the identification of a LEDPA that differs in design from the preferred alternative selected in the NEPA process. Recommended Action: We recommend that the EA contain information to support a LEDPA determination by the USACE.	**EPA Comment Response # 8:** The EA is intended to fulfill the requirements of the National Environmental Policy Act and was prepared in accordance with FAA Order 1050.1F. The EA is based on available planning information. Additional design details that are not currently available will be provided during the permitting process. **Appendix L** is added to the Final EA which provides additional information to specifically address 404(b)(1) guidelines based on available planning information. Appendix L is intended to provide pertinent background information to support a future LEDPA determination during the permitting process, which would occur after completion of the NEPA process. See **Appendix L** for additional information regarding alternatives relative to wetland impacts. As discussed in the EA and supporting documentation, the Proposed Action is the least environmentally damaging alternative. The Project would be designed to meet water quality standards; therefore, the Proposed Action would not cause degradation of water of the United States. Stormwater quantity and quality would be managed in accordance with Connecticut's Stormwater Quality Manual. Also, the stormwater management system would be designed to meet CT DEEP's General Permit program pursuant to the National Pollutant Discharge Elimination System (NPDES). Additionally, as discussed in **Section 5.14.1.2** (Proposed Action-Airport Operations-Wetlands and Surface Waters), the proposed terminal site would include stormwater detention systems to allow for a controlled release of stormwater from the site, on-site improvement of water quality, and elements of infiltration where possible. The site design would allow for some infiltration and filtering of stormwater to recharge groundwater and minimize the amount of stormwater that enters surface waters and adjacent wetlands; Detention and treatment would be provided for stormwater that cannot be infiltrated. The Connecticut Stormwater Quality Manual would guide the design of the terminal site and the stormwater management system would be further developed in the permitting phase of the project, which occurs after the completion of the NEPA process. Stormwater best management practices, controls, and management systems would be approved through the CT DEEP Construction Stormwater General Permit and/or Individual Water Quality Certification that would be obtained for the Project. Based on the functions and values of the existing wetlands in the infield area and the proposed design elements of the new terminal building, the proposed impacts on the infield wetlands are not anticipated to have significant degradation of Waters of the United States. The sediment/toxicant function is the principal function of the wetlands within the infield areas of the proposed terminal site. This is the principal function due to the lack of other functions and values, and because there are potential sources of sediments and toxicants "upslope" from the wetlands. Although this is the principal function, the actual level of this function is still low due to the following factors: 1. The areas that drain to the wetlands in the infield are not active runways, and therefore do not receive typical amounts of toxicants that may be associated with active runways. 2. The areas surrounding the wetlands are generally well vegetated and there is little to no ground disturbance that could contribute to sedimentation. 3. Wetlands within the infield area have developed over many years within fill materials and the organic content of these wetlands are generally lower than naturally-occurring wetlands in similar landscape types. 4. The infield wetlands have formed in fill materials placed when the original runway was constructed in the 1950's. The infields appear to have been designed and graded to drain water off the infield areas and catch basins were observed in several areas of the infield to facilitate this. As a result, surface waters are minimal in these areas. Based on the factors above, the natural function, value and quality is low for the disturbed wetlands subject to project impacts. As stated in the EA, the sediment/toxicant retention functions would be maintained in this area with the stormwater management improvements and approaches associated with the Proposed Action.

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05/01/2023	FA	US Environmental Protection Agency **(EPA)**		In addition, mitigation is currently proposed under the USACE In-Lieu Fee Program to further mitigate these wetland impacts. Detailed design information would be provided during the Section 404 permitting process to support the LEDPA determination. Also, additional avoidance and minimization opportunities may be identified during the detailed design and Section 404 permitting process.
			EPA Comment # 9: Climate Change and GHGs On January 9, 2023, Council on Environmental Quality (CEQ) published interim guidance to assist federal agencies in assessing and disclosing climate change impacts during environmental reviews.[1] CEQ developed this guidance in response to EO 13990, Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis. This interim guidance is effective immediately. CEQ indicated that agencies should use this interim guidance to inform the NEPA review for all new proposed actions and may use it for evaluations in process, as agencies deem appropriate, such as informing the consideration of alternatives or helping address comments raised through the public comment process. Recommended Action: EPA recommends the EA apply the interim guidance as appropriate, to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues. In addition, EPA recommends that the discussion of potential climate change impacts on the project area beyond sea level rise be expanded to describe vulnerabilities of the area more fully to climate hazards. This discussion should include how the project area and surrounding residents may be impacted by climate hazards such as: inland flooding, saltwater intrusion, wave action, extreme storms, loss of wetlands, and increases in impervious surface in Flood Zone AE caused by the construction of the Proposed Action. The EA should describe potential adaptation measures that could be taken to mitigate these vulnerabilities.	**EPA Comment Response # 9:** Greenhouse Gas estimates were prepared using the AEDT model as required by FAA. Input used in the model is included in **Appendix I** (Noise and Air Quality Report). Detailed information is provided in the EA, **Sections 4.4** and **5.3**. Consistent with the interim guidance on assessing Greenhouse Gas emissions, the EA quantifies the reasonably foreseeable Greenhouse Gas emissions of the No Action and build alternatives (see **Table 5-5** and **Table 5-6**). Additionally, the EA discloses and provides context (see **Section 5.3.4**) for Greenhouse emission in relation to climate action goals and commitments; and discussed strategies or measures to further promote reduction of Greenhouse gas emissions (see **Section 5.3.3**). As presented in **Appendix I** (Noise and Air Quality Report), due to the forecasted reduction in flights, all pollutant emissions would decrease, except for NOx because NOx emission factors associated with the 737-800W are generally higher. However, as noted within the EA, NOx emissions would still be below the applicable 25 tons per year (tpy) *de minimis* threshold. As noted in the EA, the Proposed Action would incorporate measures to reduce emissions. These include providing pre-conditioned air and shore power to aircraft parked at the gate to eliminate aircraft idling, and enhanced energy efficiency utilizing measures such as energy efficient lighting and HVAC systems. Further opportunities to incorporate energy efficient measures would be considered in the design phase of the Proposed Action. The EA evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. Chapter 5 – Environmental Consequences of the EA describes the potential effects for each of the required impact categories and compares those effects to the FAA established significance thresholds and factors to consider. Based on this analysis, less than significant impacts were identified from the Proposed Action. The EA concluded that the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA, and environmental impacts following the incorporation of all required mitigation measures from the NEPA process and permitting in accordance with applicable regulations will be less than significant. Therefore, the Proposed Action is not expected to have an effect on the intensity or frequency of climate hazards and its impact on surrounding residents. The project area and surrounding residents will continue to be subject to the effect of climate hazards, with or without the Proposed Action due to low-lying area conditions. The Proposed Action would promote resiliency opportunities for climate change adaptation to withstand and recover from climate-related risks protecting the vital airport infrastructure.
			EPA Comment # 10: Sea Level Rise The EA (Section 4.15.4.1) notes that the airport is susceptible to tidal flooding due to its location and elevation. Information is provided from the Governor's Council on Climate Change Phase 1 Report indicating that mean sea level could be up to 20 inches higher by 2050. The	**EPA Comment Response # 10:** An adequate assessment was performed during the preparation of the Draft EA. As described in the EA, HVN, at current conditions ("No Action"), would continue to be highly vulnerable to the effect of sea level rise as it was originally built in a low-lying area. A further described in the EA, the Proposed Action incorporates resiliency measures to address this concern. The proposed Airport facilities would be more resilient to storm events when compared to existing facilities.

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05/01/2023	FA	US Environmental Protection Agency **(EPA)**	document also references the NOAA Sea Level Rise Viewer and the vulnerability of airport facility in a two-foot sea level rise scenario. Recommended Action: It would be helpful if this section of the EA contained a more detailed assessment of the effects of sea level rise over the operational and functional lifespan of the airport including the runway, the new terminal and associated infrastructure including tide gates installed around the airport property (as the tide gate system is under the control and responsibility of the airport). The analysis should describe the frequency and magnitude of flooding expected to occur due to tidal fluctuations and storm events at future points in time.	During the design phase, the Airport would consider forecasts of sea level rise as well as applicable building codes. As stated in **Section 5.3.1** (Climate Change Adaptation), the Airport would address the potential effects of sea level rise on the center portion of the runway through life cycle management, which would involve periodic maintenance and upgrades to the runway to offset the impact of sea level rise.
			EPA Comment # 11: Air Quality - Page 5-5 of the EA states: "As described in further detail below, because the Project would not exceed any of the Conformity Rule de minimis thresholds, it can be reasonably inferred that the Project also would not exceed any of the NAAQS." Recommended Action: General Conformity cannot be ensured via "reasonable inference." General Conformity contains a legal definition with defined thresholds. EPA recommends changing the above language to resemble the following as appropriate: "Because the airport's projected annual net increase in emissions of NOx and VOC are below the associated de minimis threshold rates for a severe nonattainment area, the project is exempt from General Conformity, conforms to the purpose of the applicable SIP, and meets the requirements under CAA section 176(c)(1)(B)(i) through (iii) and will not cause or contribute to any new violation of the NAAQS in the affected ozone nonattainment area, will not increase the frequency or severity of the existing NAAQS violation in the affected ozone nonattainment area, and will not delay timely attainment or delay any required interim reductions schedules or other milestones." - Page 5-7 of the Draft EA states: "In addition, although the same number of passengers is expected for either alternative, the number of forecast operations decreases for the Proposed Action with the replacement of the 737-700W to the larger 737-800W aircraft. As a result, operational emissions are expected to decrease for the Proposed Action, as compared to the No Action alternative, for all the listed pollutants except NOx, which shows an increase in emissions. The NOx increase is attributed to the higher emission factors associated with the 737-800 engines as compared to the 737-700 engines." Recommended Action: EPA recommends a more detailed description of the aircraft engines to explain whether either of the 737-700 or 737-800 aircraft use Stage 3 or Stage 4 engines. The 737-800 model was launched several years before the 737-700, but an earlier launch date doesn't necessarily mean higher emissions. Further details regarding engine types and associated emissions for each craft should be provided.	**EPA Comment Response # 12:** Language within the body of the Final EA is amended to incorporate the recommended language provided by EPA. Stage 3 and Stage 4 classifications pertain to aircraft noise certification, and do not relate to emissions. The emissions factors used in the aircraft air quality analysis are contained within the FAA's Aviation Environmental Design Tool (AEDT) database for the airframe/engine combination matching the equipment in Avelo Airlines fleet.
05/01/2023	LO	South Central Regional Council of Governments (SCRCOG)	The South Central Regional Council of Government supports the Tweed New Haven Airport Authority's public engagement throughout the development process, and the TNHAA commitment to solicit public input regarding the expansion of Tweed Airport, and the findings of the draft Environmental Assessment controlled by FAA guidelines under the NEPA to implement elements of its Airport Master Plan.	Comment acknowledged.
05/01/2023	LA	Town of East Haven **(TEH)**	**TEH Comment # 1:** The Scope and Size of the Proposed Action is Fundamentally Incompatible with the Community As a threshold matter, it is important to note that the magnitude of change associated with the sheer size of the proposed new facilities, the forecast number of enplanements, and the	**TEH Comment Response # 1:** As described in **Section 2.2.1,** the 2022 actual Air Carrier/ Air Taxi Operations and enplanements exceeded the FAA approved forecasts for HVN and are expected to continue to grow through 2031. Peak hour passengers, which are dictated by aircraft size and flight schedule, drive terminal

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05/01/2023	LA	Town of East Haven **(TEH)**	attendant vehicle traffic is vastly beyond what the Town was initially told to expect. In fact, the Town was presented with developing information regarding the Proposed Action after the fact with no meaningful opportunities for input to date, other than this EA comment process. Importantly the Proposed Action, as presented, changed in material and important ways. For instance: - Original estimates of costs associated with construction of the Proposed Action have ballooned from $60 million to the current $165 million. - Parking facilities were originally proposed to accommodate 1,600 vehicles at peak, but the EA now envisions an additional 4,000 vehicle spaces and a six-story parking garage which is elevated due to its location in a flood plain. - The size of the proposed terminal has increased from a minimum of 30,000-70,000 square feet to approximately 80,000 square feet. The Town also notes that the Tweed-New Haven Airport Master Plan Update Final Report October 2021 (the "MPU"), which was published just 18 months ago, explicitly contemplated a possible expansion of the existing terminal building, a possibility that is not contained in the EA. - The forecasted number of passengers expected to enplane at the airport was originally estimated in the MPU at 82,273 for the year 2025. This was far surpassed in the year 2022 when the actual number of enplaning air passengers was 351,506. The current forecasts are for 665,334 enplanements in 2026 and 1,222,551 in 2031. This means that almost 2.5 million enplaning and deplaning passengers will be coming through the Airport in 2031 if this forecast holds true.	sizing and parking needs. The new terminal building of approximately 80,000 square feet is needed to meet optimum IATA ADRM level of service. The development of the concept was discussed publicly during the Master Plan process that concluded in 2021. Four (4) public meetings were held during the Master Plan. The community has had the opportunity to provide input and comments at the public information meeting, two (2) public hearings, and during the 60-day public comment period for the Draft EA. The FAA has considered all comments on the Draft EA and prepared one-to-one responses to comments in the Final EA. Public outreach measures incorporated into the EA process are described in **Appendix D**. The Master Plan Alternatives are discussed in **Section 3.2** of the Draft EA, including renovate or construct new facilities on the west side (**Table 3-3**). Suitable building area by the existing West Terminal available is very limited. Development on the West side is severely constrained by Runway 02-20 and building restriction line to the east, and residential land use on the west and north. Redevelopment of the west side would also be constrained by Tuttle Brook and adjacent tidal wetlands that bisect the west side. As shown in **Figure 3-1A to Figure 1C** (West Terminal Overlays), the west side redevelopment would require 1) acquisition of numerous residences west of the existing terminal, or 2) relocation of Runway 02-20, or some combination of both. Besides, this alternative would continue promoting airport traffic through residential areas and would result in significantly greater impacts to tidal wetlands and surface waters. The Proposed Action is not expected to impact any tidal wetlands and surface water impacts are expected to be negligible.
			TEH Comment # 2: The EA Contains a Fundamental Inconsistency that Infects the Entire Environmental Analysis In this section of its comments, the Town sets forth the fatal flaws in the EA that render it unreliable for assessing the environmental impacts of the Proposed Action. These flaws are twofold: 1) the ability of the existing Airport facilities to accommodate unconstrained demand as set forth in Section 5 and Appendix I is vastly overstated and totally at odds with earlier statements in Sections 2 and 3 that the existing Airport facilities cannot adequately handle current passenger traffic levels, much less increased levels; and 2) the projected traffic that will be accommodated by the proposed new facilities is almost certainly understated, as it assumes that (a) Avelo will not increase its flights once the supposedly crippling constraints of the current runway length are alleviated, and (b) no additional carriers will serve HVN (despite the fact that American has had a significant presence and still retains gate rights at the Airport, and Allegiant has expressed interest in serving the Airport-- but only if the runway is extended.) The driving force for the massive airport redevelopment Proposed Action is supposedly the need to address glaring inadequacies of the existing Airport runway, terminal, and related facilities to handle current and projected passenger demand. But when it comes time to compare environmental consequences of the No Action and Proposed Action alternatives, magically, those horribly inadequate existing facilities are deemed to be perfectly capable of handling not only existing demand, but also passenger loads that are over three times greater. On the flip side, in assessing the environmental impacts of building larger, brand new facilities that can easily handle vast increases in traffic, the EA ultimately decides that those facilities will not actually handle any more passenger traffic than the cramped, traffic-constraining existing facilities would. This is implausible on its face, and even more so when posited in the context of a private airport operator who is contractually obligated to build the new facilities, and whose financial success depends on running as many flights and passengers through the Airport as	**TEH Comment Response # 2:** The "No Action" refers to continuing with the course of action with the existing West Terminal, and the existing operations would grow consistent with the forecast. As explained in the Draft EA, the No Action does not fulfill the needs for HVN. The Airport can physically accommodate the expected future enplanements under the No Action alternative, but the passenger experience would be unacceptably poor. Despite the existing West Terminal is outdated and severely undersized, it can accommodate the forecasted enplanements, albeit at a level of service that is significantly less than desired and without the amenities desired by the traveling public. With the No Action alternative, the existing terminal would continue exceeding its useful life. The "No Action" refers to continuing with the course of action with the existing West Terminal, and the existing operations would grow consistent with the forecast. The No Action assumes that the existing terminal is not constraining passenger growth; therefore, the expected growth in passengers would continue regardless of whether the Proposed Action is advanced. The existing congestion within the West Terminal area roadways, chronic parking shortages, and long queues for terminal functions such as ticketing, security, baggage claim would worsen considerably as enplanements increase over time. Under this scenario, it is anticipated that the traveling public would continue to be subject to the poor level of service in ways that are difficult to predict and manage. While the passenger experience in the existing terminal can be difficult during peak times, there are extended periods of time each week when little activity is occurring, providing ample opportunity for additional passenger growth under the No Action alternative. Accommodation of the anticipated growth under the No Action alternative would require additional operations and management measures, re-configuration of the security checkpoint, and accommodations for additional parking or other measures to manage on-site traffic circulation and parking demand that could further impact residential neighborhoods. These could include expanding the existing parking shuttle to remote locations and converting existing abandoned pavements to parking. However, even with these measures, the No Action alternative would not meet the Project's Purpose and Need. The No Action alternative does not provide the desired "optimum" level of service, nor does it address the land use compatibility concerns, as described in **Chapter 2** of the EA. The proposed terminal would significantly improve the passenger experience, providing adequate space in key functional areas to accommodate the peak hours. The growth could be provided entirely by Avelo, or could include a mix of other airlines with Avelo. The improvements proposed in the Airport Master Plan and those considered in the EA are intended to

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			possible in order to gain more revenues from landing fees, passenger-driven concessions, and passenger facility charges. The EA contains a fundamental inconsistency that undermines every aspect of the document: The beginning of the EA is filled with references as to how totally inadequate the existing facilities at the Airport are to handle current passenger demand-- much less any expansion. The second half of the document cavalierly assumes that the existing facilities can not only handle existing passenger levels, but could handle almost double the level of passengers in 2026 (665,334 enplanements)7 and 3.5 times the number of passengers enplaning at the airport today in 2031-- or a whopping 1.2 million enplaning passengers, which means almost 2.5 million enplaning and deplaning passengers per the forecasts contained in the EA. These assertions in the EA cannot both be true: either the existing facilities are inadequate to handle projected passenger traffic increases9 – and therefore will constrain the amount of future traffic (and, critically, environmental impacts) – or the existing facilities can handle the projected passenger traffic increases, and the new facilities are not really needed. This fundamental disconnect allows the EA to reach the startling – and implausible – conclusion that there will be greater environmental impacts from the No Action scenario than if the Proposed Action were to proceed as proposed. For instance, with respect to air pollution, the EA claims that "operational emissions are expected to decrease for the Proposed Action, as compared to the No Action alternative, for all of the listed pollutants except NOx, which shows an increase in emissions. The NOx increase is attributed to the higher emission factors associated with the 737-800 engines as compared to the 737-700 engines." With respect to noise, the EA states that "in both the 2026 and the 2031 comparison, fewer housing units and thus lower population would be within the bounds of the Proposed Action 65 DNL contour as compared to the corresponding No Action contour. . . . For the year 2031 analysis, the number of residential units with noise exposure of 65 DNL or greater is 287 under the No Action alternative and 238 under the Proposed Action."	accommodate the underserved commercial passenger market in southern Connecticut. The EA considers reasonably foreseeable growth. Speculative growth is beyond the scope of the EA. The Proposed Action would divert current airport vehicular traffic from Residential Zones (New Haven) to Commercial Zones (East Haven). The study area intersections that would be affected by the diversion of vehicular traffic to the proposed terminal and utilized to access the proposed terminal and parking would not significantly experience a decline in operations with the proposed mitigation. Figure 16 in **Appendix I** illustrates the changes; The No Action Alternative exposes more homes in the area of the existing terminal to 65 DNL or greater, while the Proposed Action alternative extends the 65 DNL contour north and south. No homes are within the depicted noise exposure area surrounding the proposed terminal location.
05/01/2023	LA	Town of East Haven **(TEH)**	**TEH Comment # 3:** The MPU Also Detailed the Inadequacy of the Airport's Existing Facilities to Handle Projected Demand…	**TEH Comment Response # 3:** See response to TEH Comment # 2.
			TEH Comment # 4: The EA Assumes Avelo Will Add Flights as Needed to Accommodate Assumed Passenger Levels in the No Action Scenario, Even to Inconvenient Times, and Passengers Will Just Follow	**TEH Comment Response # 4:** The Airport can accommodate the expected future enplanements under the No Action alternative, but the passenger experience would be unacceptably poor and would not meet design standards. The existing congestion within the West Terminal area roadways, chronic parking shortages, and long queues for terminal functions such as ticketing, security, baggage claim would worsen considerably as enplanements increase over time. Under this scenario, it is anticipated that the traveling public would continue to be subject to the poor level of service in ways that are difficult to predict and manage.
			TEH Comment # 5: The Draft EA Fails to Account for Existing Limits on Use of the Airport Another factor in misstating projected aircraft operations at the Airport under the Proposed Action alternative is the EA's failure to acknowledge existing weight and noise restrictions in effect at the Airport.	**TEH Comment Response # 5:** As discussed in **Section 2.2**, HVN currently has commercial and general aviation operations by multiple aircraft types that are weight limited by the existing runway length. Over the long term, the runway extension would allow the use of aircraft with higher seat capacity compared to the No Action alternative. As per DEEP letter dated May 05, 2023, adopted statewide noise regulations do not apply where an approved local noise ordinance is in effect. Regardless of whether state or local noise ordinances are in effect for a given area, neither may regulate noise from airports. Further, regulations adopted pursuant to CGS section 22a-69 expressly exclude aircraft and exempt airports from state noise standards. The Tweed New Haven Airport Authority and Avelo Airlines developed a voluntary agreement to restrict scheduled airport departures and arrivals to between the hours of 6:30 am and 11:00 pm.

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05/01/2023	LA	Town of East Haven **(TEH)**	**TEH Comment # 6:** Weight The MPU, at Table 2-1, reports the pavement strength of Runway 2/20 to be 160,000 pounds (dual wheel). This is the same information reported on the Airport's 5010 Master Record. The MPU does not recommend any enhancements to the weight-bearing capacity of Runway 2/20 or any other airfield pavements. No such improvements are mentioned in the Draft EA as part of the proposed action. City of New Haven Code of General Ordinances Section 4-70 provides, "Aircraft Weight Restriction – No fixed wing aircraft with a maximum certificated gross takeoff weight greater than one hundred sixty thousand (160,000) pounds shall land at the airport other than a landing necessitated by an inflight emergency." The Airport website includes this same prohibition. https://flytweed.com/wp-content/uploads/2023/01/Tweed-General-Aviation-Noise-Abatement-Guide-2023.pdf Because the restriction is based on the weight-bearing capacity of the pavement, the Town understands it to be consistent with the Airport Authority's AIP Grant Assurance obligations. See FAA Order 5190.6B, Airport Compliance Manual, Sec. 10.5(c) ("A sponsor may impose a restriction based on specified maximum gross weight or wheel loading based on the design load bearing capacity of the pavement.") Although the design critical aircraft is the Boeing 737-700, the Draft EA estimates increased use of the Airport by the Boeing 737-800 in the Proposed Action alternative. The Boeing 737-800 has a manufacturer's specification maximum takeoff weight of 174,200 pounds, which exceeds the reported weight-bearing capacity of Runway 2/20 and the corresponding weight restriction in effect at the Airport. The Draft EA is entirely devoid of any mention or consideration of this issue. To the contrary, the Draft EA simply assumes that, under the Proposed Action, a considerable number of operations will be in 737-800 aircraft, namely 4,964 in 2026 and 11,446 in 2031. This is more than under the No Action Alternative, which assumes that operations by 737-800 aircraft will make up no more than 5% to 9% of Avelo's forecast operations. The Town also notes that the MPU and EA consider use of the Airport by the Airbus 320, which also has a maximum takeoff weight greater than 160,000 pounds. The Town further understands that the FAA, by policy, prefers that airport sponsors seek to accommodate some number of over-weight aircraft. Nevertheless, there is no technical evaluation of whether the projected number of operations by 737-800 aircraft would unduly stress airfield pavements and no mention of whether and how the Airport Authority, AvPorts and Avelo Airlines anticipate addressing the fact that the 737-800 exceeds the reported pavement strength and corresponding weight restriction. This deficiency should be remedied in further environmental consideration of the Proposed Action.	**TEH Comment Response # 6: Weight Restrictions/Pavement Strength**- As described in **Table 1-1** (Proposed Runway Improvement, the Proposed Action includes adjusting runway elevation and profile according to runway design to be compliant with FAA standards. This involves incidental grading, stormwater drainage, runway stripes and markings for runway extension. With the proposed runway extension Runway 02-20 would be rehabilitated. The Boeing 737-700 and-800 and similar aircraft operate at HVN at less than maximum certificated gross takeoff weight due to the operational limitations imposed by the runway length under both the Proposed Action and No Action alternatives. **Code of General Ordinance – Maximum Takeoff Weight:** The Airport is open 24 hours a day and will continue to be open. The City of New Haven Code of General Ordinances, Chapter 4, Article IV, Section 4-63 describes Maximum A-Weighted Sound Levels for aircraft operations by time of day. The Tweed New Haven Airport Authority (TNHAA) and Avelo Airlines developed a voluntary agreement to restrict scheduled airport departures and arrivals to between the hours of 6:30 am and 11:00 pm. The FAA, as a federal agency, has no role in enforcing local ordinances. Compliance with the City Ordinance is a matter between the City and aircraft operator(s) and is outside the scope of the EA. See response to Frequent Public Comment # 7 for additional information regarding concerns about the use of 737-800 aircraft at HVN.
			TEH Comment # 7: Noise Neither the MPU nor the Draft EA make mention of any noise-based restrictions in effect at the Airport. City of New Haven Code of General Ordinances Section 4-63 provides as follows: 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 [number 36-3] in the column entitled "EST DBA," for the following time periods:	**TEH Comment Response # 7: Noise Ordinance – Maximum Takeoff Weight:** Compliance with the local Noise Ordinance is a matter between the Town and aircraft operator(s) and is outside the scope of the EA. **Noise Analysis:** As described in **Appendix I** (Noise and Air Quality Technical Report), the noise analysis conducted for the EA incorporates the referenced 10dB penalty for night operations.

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05/01/2023	LA	Town of East Haven **(TEH)**	---Table--- This restriction also appears on the Airport website (link above). Again, while the document is entitled "General Aviation Noise Abatement Guide", there is no indication in the City Code that this restriction is intended to apply only to General Aviation aircraft. The City Code, at Section 4-64 (Categorically exempt aircraft) and Section 4-65 (Exemptions due to circumstances) provides no exemption for commercial passenger aircraft. The Airport's Noise Abatement Guide speaks directly to the legal status of these noise limits: The Airport Noise Ordinance was approved in 1984 by the City of New Haven. A copy of the Ordinance is available on our website as www.flytweed.com. The Noise Ordinance was grandfathered in when the Federal Aviation Noise and Capacity Act was passed in 1990 ***and remains in full force and effect***. (emphasis added) The Town is not aware of any formal determination by the FAA or a court of competent jurisdiction that the noise limits (or weight limit discussed above) are inconsistent with federal law or the Airport Authority's obligations under the AIP Grant Assurances. The Draft EA is entirely devoid of any consideration of these noise limits. Both the Boeing 737-700 and 737-800 have estimated maximum A-weighted sound levels that would prohibit their use during nighttime hours (10:00 p.m. to 7:00 a.m.). Nevertheless, the Draft EA estimates that nighttime operations by 737-700 and 737-800 aircraft will make up 8.8%-17.6% of departures, and 5.9%- 14.7% of arrivals in the No Action and Proposed Action scenarios. EA Appendix I at 25, Table 8. This problem is particularly important because central to the Airport Authority's theory that environmental impacts under the Proposed Action will be lower than under the No Action Alternative is the fact that, in the No Action alternative, there will be more early morning departures and late-night arrivals in 737-700 aircraft to meet forecast passenger demand. This assumption fails to account for limits on nighttime operations by 737-700 aircraft and it also triggers a 10 db noise penalty under the FAA's DNL metric. **Refer to comment agency letter for full comment.**	
			TEH Comment # 8: The EA Mentions and Then Ignores the Potential for Other Airlines to Serve the Airport Thus Understating Air Traffic Under the Proposed Action The EA acknowledges that "other airlines have historically expressed interest in operating out of HVN including the most recent letter sent by Allegiant Airlines (flying Airbus A319 and A320 aircraft) attached to the 2021 Master Plan." EA Appendix A, Attachment 7 at 7. These other airlines "have expressed interest in serving HVN; however, the existing 5,600-foot runway length has prevented them from doing so." EA at 1-5 (emphasis added). For example, "in a February 2020 letter, Allegiant indicated interest in serving HVN but indicated a runway 'of approximately 6,000 feet' would be required." Notwithstanding this statement of interest by other airlines, the EA assumes that only Avelo will serve the Airport even under the Proposed Action scenario. The forecasts for the Proposed Action vs. the No Action scenarios thus ignore the fact that Allegiant specifically stated that it would not serve the Airport unless the runway is extended. The EA's approach to estimating Proposed Action passenger traffic also ignores the phenomenon, documented by U.S. DOT, known as "The Southwest Effect." DOT has found that	**TEH Comment Response # 8:** The EA addresses reasonably foreseeable conditions based on a realistic assessment of demand. The growth could be provided entirely by Avelo or could include a mix of other airlines with Avelo; therefore, the potential for other airline(s) to serve the Airport is not ignored. As a public airport, HVN is available to other carriers that may be interested in serving HVN in the future; however, Avelo is the only airline currently offering commercial services at HVN. Currently, no specific proposal from another airline has been received during the preparation of the EA. Furthermore, as discussed in **Section 2.2.1**, the Proposed Action takes into consideration that for 2022, actual Air Carrier/ Air Taxi Operations and enplanements exceeded the FAA approved forecasts for HVN and are expected to continue to grow through 2031. Also, the EA assumed that as the airline becomes established at HVN, load factors would rise to the low-cost carrier average of approximately 85 percent and more frequencies would be added over time. The Proposed Action would be designed to meet projected 2031 flight schedule (e.g., 22 daily departures and over 1-million annual enplanements). The size of the terminal and number of gates were determined using a projected 2031 flight schedule, not necessarily based on the number of airlines servicing the Airport. As described in **Chapter 2** of the Draft EA, equivalent growth in enplanements is expected under both the No Action and the Proposed Action scenarios. The Purpose and Need for the terminal describe that the existing

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			when a low-cost carrier (like Southwest used to be, and Allegiant still is) enters a market, it induces new demand by passengers that was not previously manifested by existing carriers. The newly induced demand could reach 100%, 200% or even more of existing demand. While the Southwest Effect has become more subdued for Southwest itself, as it has become more of a mainstream carrier, the same phenomenon has been found in studies involving other airlines that remain low cost, such as Allegiant, JetBlue, and Spirit. This phenomenon has already played out at the Airport, as Avelo's entry into the market has exploded demand far beyond anything the Airport had experienced with prior air carrier service – and far beyond the FAA-approved air traffic projections made in the MPU just 18 months ago. While Avelo is a low-cost airline, and another airline coming in may not induce significantly more demand if it flies only the same routes (unlike a low-cost carrier going head-to-head on a route with a traditional carrier), there is, in fact, no reason to assume that a new low-cost carrier would only fly the same routes as Avelo. Instead there is every reason to assume a new carrier or carriers would fly new routes that match up well within their own networks. If so, there would clearly be new passengers and new flights with the runway extension. This would mean that there would, therefore, be more total passengers and more flights (and with larger aircraft) with the longer runway than there would be without it. Thus, more noise and air pollution would result if the Proposed Action were implemented compared to the "No Action" scenario. The EA's contorted contrary conclusion is all the more perplexing because the runway extension is "Justified based on 49 USC § 47101 (a)(7) 'that airport construction and improvement projects that increase the capacity of the facility to accommodate passenger […] traffic be undertaken to the maximum feasible extent so that safety and efficiency increase and delays decrease.'" EA Appendix A at 12. So simultaneously, the EA claims that increasing capacity to accommodate passenger traffic is a fundamental justification for the Proposed Action but relies on traffic projections that assume no additional passenger traffic in the Proposed Action vs. the No Action alternative. Inconsistencies such as this render the EA arbitrary and capricious. This analysis is clearly unreliable and needs to be corrected to address the relevant issues honestly and consistently.	terminal could physically accommodate the expected volume of enplanements at an unacceptable Level of Service. The Purpose and Need for the proposed terminal are to accommodate those enplanements at an "Ideal" level of services as defined by International Air Transportation.
05/01/2023	LA	Town of East Haven **(TEH)**	**TEH Comment # 9: Environmental Analysis of the Impacts of the Proposed Action Must Begin with a Suitable Point of Reference from Which to Measure Such Impacts** One does not need to be an expert in aviation forecasting to be able to see the internal inconsistencies in the EA and the fundamental flaws that appear to overstate the number of commercial airline flights in the No Action alternative and understate the number of commercial airline flights in the Proposed Action scenario. Therefore, the Town seeks to point out the glaring inconsistencies and deficiencies in the analysis, while recognizing that it is up to the Airport Authority, the FAA, and their consultant to fix them. As noted above, by the Airport Authority's own admission, the existing airfield and landside facilities currently impose significant constraints on passenger traffic. Some sections of the EA readily acknowledge these constraints, although they are ignored later on in the environmental analysis section. An important step in remedying the deficiencies of the EA when further environmental review is undertaken, is to identify the appropriate baseline condition under the No Action Alternative and measure the environmental impacts of the Proposed Action against that baseline.	**TEH Comment Response # 9:** The No Action assumes that the existing terminal is not constraining passenger growth, therefore, the expected growth in passengers would occur regardless of whether the Proposed Action is advanced. The Airport can accommodate the expected future enplanements under the No Action alternative, but the passenger experience would be unacceptably poor and would not meet design standards. The existing congestion within the West Terminal area roadways, chronic parking shortages, and long queues for terminal functions such as ticketing, security, baggage claim would worsen considerably as enplanements increase over time. The baseline condition considered in the EA is the year 2022. The year 2022 is the base year for representative conditions when the EA was prepared. The years 2020 and 2021 conditions were not representative due to the severe impact of the pandemic on travel at HVN during those years. While the passenger experience in the existing terminal can be difficult during peak times, there are extended periods of time each week when little activity is occurring, providing ample opportunity for additional passenger growth under the No Action alternative. Accommodation of the anticipated growth under the No Action alternative would require additional operations and management measures, re-

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05/01/2023	LA	Town of East Haven **(TEH)**	Considering the problem of overcrowding and cars being parked in surrounding neighborhoods, as reported in the news, it appears that the Airport, in its current configuration, is already approaching one of the limits on capacity. Without presupposing the outcome of the work when redone, the Town believes that the noise analysis, in particular, will be quite different and likely reveal that the noise impacts of the Proposed Action would exceed the threshold of significance established by the FAA. The noise analysis as summarized in the Draft EA and detailed in Appendix I identifies that a significant number of residences would be exposed to noise in excess of DNL 65 dB under the No Action Alternative and the Proposed Action, in both 2026 and 2031. But, because of the sophistry detailed above, the Draft EA alleges that housing units and population would *decrease* under the Proposed Action as compared to the No Action Alternative (and, at least for 2026, as compared to existing conditions). EA at 5-30. Assuming, based on the EA's recitation of the inadequacy of the current configuration of the Airport to adequately handle even current operations, that the Airport is at or near its capacity limits, a more appropriate analysis might be to compare the Proposed Action against the Existing Condition (as of 2022). Under this comparison, the number of housing units exposed to noise greater than DNL 65 dB is estimated to almost double, from 126 (in 2022) to 238 (in 2031); population exposed to these noise levels is estimated to almost double, from 303 to 571, and acreage exposed to the noise is estimated to more than double, from 28.6 to 78.2. EA Appendix I at 54, Table 21. This does not even consider possible increases in flights due to the runway expansion as described above. It also does not account for the additional population that would experience a reportable noise increase in areas exposed to noise below DNL 65 dB, which is not well-documented in the EA. Moreover, as Table 22 in Appendix I makes clear, many of the housing units that would be affected by the Proposed Action have not previously received sound insulation or other noise mitigation under the Airport's Noise Compatibility Program. To be clear, the Town contends that these impacts should be characterized and considered as "direct effects", as defined in 40 C.F.R. Section 1508.1(g) to include those effects "which are caused by the action and occur at the same time and place." The Town appreciates that this issue has come up in prior disputes over airport projects and the FAA has argued, successfully in some cases, that increases in forecast traffic are attributable to natural growth rather than a proposed action. Here, the Airport Authority itself has conceded in the past that existing facilities are significantly constrained and that the proposed improvements are a prerequisite for predicted traffic increases.	configuration of the security checkpoint, and accommodations for additional parking or other measures manage on-site parking demand that could further impact residential neighborhoods. HVN currently has commercial and general aviation operations by multiple aircraft types that are weight limited by the existing runway length. Over the long term, the runway extension would allow use of aircraft with higher seat capacity compared to the No Action alternative. Therefore, the implementation of the Proposed Action would reduce the number of aircraft operations when compared to the "No Action" alternative due to the expected change in the fleet mix and use of aircraft with greater passenger capacity. The Proposed Action considers a projected 2031 flight schedule (e.g., 22 daily departures and over 1-million annual enplanements), and the EA acknowledged that as the airline becomes established at HVN, load factors would rise to the low-cost carrier average of approximately 85 percent and more frequencies would be added over time. HVN has an ongoing Residential Sound Insulation Program based on the 2012 Part 150 study. Most residential housing units in the significant noise impact area (1.5 dB increase or more in DNL above 65 due to the Proposed Action) have been previously mitigated by the Airport. Appendix I (Figure 15 and Figure 16) shows the properties (outlined in red) that have not been mitigated but which are within the area identified as having potential significant noise impact. For 2026, there are 25 such properties; for 2031 there are 54. To mitigate foreseeable noise effects, the Airport would expand its ongoing Residential Sound Insulation Program to include residences that have not participated in the program and are within the selected alternative 65 DNL contour. There are 157 potentially eligible homes within the 2031 Proposed Action 65 DNL contour (as indicated by the sum of the residential properties which have not been sound-insulated for that scenario listed in **Appendix I- Table 22**). As per letter dated March 29, 2023, submitted to the FAA, the Tweed New Haven Airport Authority would continue to implement measures developed as part of the 2012 Part 150 Study. Additionally, the Tweed New Haven Airport Authority anticipates updating the Part 150 Study after the Proposed Action is completed. See Appendix C (Agencies Correspondence).
			TEH Comment # 10: There is an Additional Reason to Believe that the EA Understates Passenger Traffic (and thus, Environmental Impacts) Under the Proposed Action Scenario As a final note on the Proposed Action vs. the No Action traffic projections, the Town points out that the proposed terminal is considerably larger than the MPU stated was necessary. In fact, it is sized to accommodate much larger passenger loads than even the current, expanded forecasts assume. The proposed terminal is 80,000 square feet and includes four (4) gates and two (2) additional aircraft parking positions (plus two (2) additional "Remain Overnight" parking positions). Certainly, it seems that the proposed terminal could handle far more than the 44.8 average arrivals + departures predicted for 2031. EA Appendix I at 21, Table 6. Air Carrier Operations. With six (6) aircraft parking positions, 22.4 arrivals and 22.4 departures equates to a fairly modest 3.7 average turns per position per day. This is yet another reason why the environmental impacts of the Proposed Action are likely understated; the proposed terminal could accommodate significantly more than the projected traffic.	**TEH Comment Response # 10:** Master planning through environmental planning through design and permitting is a lengthy and dynamic process that often requires revision and updates based on changing conditions. For example, Avelo, in it's current form as an airline did not exist when the Master Plan forecasts were approved. As discussed in **Section 2.2.1** and **Table 2.1**, the 2022 actual Air Carrier/ Air Taxi Operations and enplanements exceeded the FAA approved forecasts for HVN and are expected to continue to grow through 2031. Peak hour passengers, which are dictated by aircraft size and flight schedule, drive terminal sizing and parking needs. The Proposed Action takes into account that as the airline becomes established at HVN, load factors would rise to the low-cost carrier average of approximately 85 percent and more frequencies would be added over time. The Proposed Action is designed to meet projected 2031 flight schedule (e.g., over 1-million annual enplanements). The size of the terminal and number of gates were determined using a projected 2031 flight schedule.

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05/01/2023	LA	Town of East Haven **(TEH)**	Given that the terminal will be developed and run by a private operator that is investing tens of millions of dollars in the facilities, it is clear that it has a strong financial incentive to maximize the facilities' utilization and generate more revenues in order to recoup its investment and make a profit. Because airport revenues are, to a large extent, passenger-driven, it is reasonable to assume that the private operator will do everything it can to entice, cajole, and incentivize airlines to use the facilities to the greatest extent possible, generating more aircraft turns per gate, and thus maximizing passenger throughput and spending. Those additional aircraft operations will generate increased environmental impacts. In light of the recent history of underestimating projected operations at the Airport, it would be prudent to give serious consideration to possibility that operations under the Proposed Action scenario will far exceed the projected estimates, and the resulting environmental impacts should be analyzed accordingly.	
			TEH Comment # 11: The Noise, Air Quality, Environmental Justice, and Ground Traffic Analyses are Unreliable as They Flow from the Fundamental Flaw in Assuming that There is No Difference in Enplanements Between the Proposed Action and No Action Alternatives The EA makes several jaw-dropping conclusions on purported environmental impacts that stem from the fundamental flaw outlined above. The document makes the dubious claims that noise and air quality impacts would be lower under the Proposed Action scenario than under the No Action scenario. EA at 5-3, 5-7, and 3-30. Regarding noise, the EA asserts that for both comparison years 2026 and 2031, "fewer housing units and thus lower population would be within the bounds of the Proposed Action 65 DNL contour as compared to the corresponding No Action contour." EA at 5-30. For example, the year 2031 analysis predicts 287 residential units would suffer noise exposure of 65 DNL or greater under No Action alternative, but only 238 residential units would do so under the Proposed Action. EA at 5-30. These far-fetched findings do not appear to result from technical errors in calculating the noise contours via the FAA's Aviation Environmental Design Tool ("AEDT").22 Thus, these errors cannot be fixed simply by tweaking the calculations or analyses. Rather, the errors seem to flow directly from the fundamentally flawed assumptions underlying the projections of future flights at the Airport in the No Action vs. the Proposed Action scenarios. Simply put, the data input into the AEDT is implausible and unreliable. Therefore, the resulting noise contours are similarly unreliable. The fundamental flaw in alleging that the Airport could handle the same number of passengers with the grossly inadequate runway and terminal facilities as it could if new facilities are built that are designed to handle such passenger loads-- except with fewer flights in the Proposed Action scenario-- automatically leads to noise contours that are be smaller if the facilities are built. Thus, the only way to correct the problem is by addressing the fundamental flaw in the assumptions and take a reasoned approach to forecasting unconstrained demand for the Proposed Action (designed to handle such demand) and then calculating the constraints that would be imposed by the existing facilities that could only partially meet that demand. Once this is done, the inputs for the AEDT can be adjusted appropriately, and the noise contours can be recalculated for the No Action alternative. Then the impacts between the Proposed Action and No Action can be prepared. When accurate forecasts and resulting calculations are done, the Town anticipates that the environmental impacts of the Proposed Action will exceed recognized thresholds of significance.	**TEH Comment Response # 11:** The term "No Action" refers to continuing airport operations with the existing West Terminal and assumes operations would grow consistent with the forecast. The No Action scenario assumes that the existing terminal is not stopping passenger growth; therefore, the expected growth in passengers would occur regardless of whether the Proposed Action is advanced. The Airport could accommodate the expected future enplanements under the No Action alternative, but the passenger experience would be unacceptably poor and would not meet design standards. The EA addresses reasonably foreseeable conditions based on a realistic assessment of demand. There is no requirement to evaluate unconstrained demand. While the passenger experience in the existing terminal can be difficult during peak times, there are extended periods of time each week when little activity is occurring, providing ample opportunity for additional passenger growth under the No Action alternative. Accommodation of the anticipated growth under the No Action alternative would require additional operations and management measures, re-configuration of the security checkpoint, and accommodations for additional parking or other measures manage on-site parking demand that could further impact residential neighborhoods. As discussed in the EA, particularly in Chapter 5 and in greater detail in **Appendix I**, implementation of the Proposed Action would reduce the number of aircraft operations and related equipment compared to the No Action alternative due to the expected change in the fleet mix: some 737-700W flights would be replaced by 737-800W aircraft with greater passenger capacity. Therefore, a greater number of air carrier operations are modeled under the No Action alternative. Also, as described in **Appendix I** (Section 1.3.1 of the Noise and Air Quality Technical Report), arriving aircraft landing on Runway 20 under the Proposed Action assumptions would use a 336-foot displaced threshold, which would place the touchdown point at the same location as under the No Action assumptions. Aircraft departing northward from Runway 02 would have greater altitude when overflying the area immediately to the north of the airport, due to the extension of the southern end of the runway. See **Appendix I (page 47)** for detailed explanation of contour changes. As discussed in **Section 4.7** the study area for Section 4(f) resources encompasses a 0.5-mile radius around the Airport. See Figure 4-6 (Section 4f/6f Map). The evaluation of Section 4(f) resources takes into consideration both potential physical and constructive uses, including the DNL 65 contours for both the No Action and Proposed Action

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			In addition, at that time, an appropriate analysis of the noise impacts on the Town Beach and other Town parks in the context of consideration of Section 4(f) concerns should be undertaken.	
05/01/2023	LA	Town of East Haven **(TEH)**	**TEH Comment # 12:** The Proposed New Access Road Does Not Meet the Purpose and Need of Providing Suitable and Efficient Access to the Airport The purpose and need for the proposed access road as set forth in the EA does not match up with the analysis and data presented. The EA states that, "Providing a more direct access route that avoids residential neighborhoods and is able to support the traffic to the Airport, is a key goal of the project. New access that favors compatible land use and safe and efficient routes between the terminal and I-95 is needed." EA at 2-10 (emphasis added). The EA finds that the No Action alternative "does not provide suitable and efficient roadway access to the terminal area." EA at 3-22. It also rejects the No Action alternative for the existing terminal as not meeting the purpose and need, in part because it "is prone to flooding during large storm events," and most recently, "experienced flooding in 2019 and 2021 during storm events," noting that "terminal operations are at risk of severe disruption during future storm events." EA at 2-6. Yet the EA finds that the Proposed Action alternative does provide suitable and efficient roadway access to the terminal – notwithstanding the fact that the Town has informed the Airport Authority and the FAA that the access route (which also serves as the Town's "Main Street" and evacuation route) experiences frequent and severe flooding. The Proposed Action would route Airport traffic through the Town, specifically through the key intersection at Hemingway Ave (Route 142) at Coe Ave and Short Beach Road (Route 142), which has flooded many times in the past three years. In fact, this intersection has flooded twice in a recent two-week period. That is far more frequently than the two times in the past three years that the existing terminal has flooded. The intersection of Hemingway Avenue at Coe Avenue and Short Beach Road is a critical juncture. All Airport passenger traffic coming from or going to Route One and I-95, as well as the Town, the City of New Haven, and most surrounding areas will have to approach or leave the Airport through that intersection under the Proposed Action. This is virtually all passenger traffic to and from the Airport. If this intersection is flooded and impassable, the route to and from the Airport is essentially cut off. Without ground vehicle access, Airport operations would be severely disrupted, passengers would be greatly inconvenienced, and emergency response to the Airport could be delayed or impeded to disastrous effect. This flooding problem is often severe enough to require the State and/or the Town to deploy police, fire, and public works personnel to place warning signs and block off lanes – and even, at times, close the intersection down and block off entire roads and turn back traffic.25 These articles, Coe Ave & Short Beach Intersection Flooding | East Haven, CT Patch, Mayor Cautions Motorists In Wake Of Extensive Flooding | East Haven, CT Patch, As flooding in East Haven continues, town officials plan for future remediations (nhregister.com), and the following photos provide a sense of the of the severity of the flooding problem at the intersection of Coe Ave., Hemingway Ave., and Short Beach Rd. (some are facing north, south or east, but all are of the same problematic intersection): --Pictures--	**TEH Comment Response # 12:** Abnormal conditions such as flooding and other temporary events, including, but not limited to, roadway closures, and accidents have the potential to occur at virtually any location in a public roadway network. This intersection will continue to be subject to flooding during storm events, with or without the Proposed Action. As stated in the EA, the Proposed Action will create resiliency opportunities for on-airport projects to address potential sea level rise and climate change adaptation to withstand and recover from flooding events. As discussed in **Section 4.13.1** (Roadways and Traffic), an evaluation of intersections that could potentially be impacted by implementation of the Proposed Action was conducted. These intersections were identified and selected in coordination with the CTDOT based on expected travel route patterns to and from the proposed terminal as part of the Proposed Action. The current and primary means of vehicular access to the West Side Passenger Terminal is via Townsend Avenue and Fort Hale Road (New Haven). These roads provide airport access through non-commercial (residential) zones with limited traffic capacity, less than optimal for the level of enplanement activity that HVN currently experiences. The Proposed Action would divert current airport vehicular traffic from Residential Zones (New Haven) to Commercial Zones (East Haven). This diversion of traffic along Proto Drive and Coe Avenue is seen to improve the efficiency of airport access regardless of the scattered flooding events resulting from severe weather and king tides. Additionally, the proposed east side Terminal has a key safety benefit when compared to the existing west side terminal in that two points of access to the terminal area are available for use during emergency situations. Access to the west side is limited to one access point, forcing all traffic through the entrance. In an emergency, first responders must navigate through this chokepoint to access the congested terminal area. The proposed east side terminal area can be accessed via the proposed Proto Drive access, or via Thompson Avenue (near the FBO). The Proto Drive access would be utilized by all terminal traffic during normal operations. Thompson Avenue provides a secondary access route for first responders without co-mingling with normal terminal area traffic. Also, during extreme flood events when the Coe/Hemingway intersection is closed, traffic could be diverted to Thompson Ave, allowing that traffic to exit the terminal area to the north, avoiding the flooded intersection. Hemingway and Coe Avenues are State routes and the flooding at the intersections of Hemingway with Coe Avenue and Proto Drive have been the subject of previous and ongoing studies over the past five (5) years. The flooding issue is not connected with past or present development on the Airport. Further, the proposed development detailed in the EA would have no impact on the flooding potential at the Hemingway, Coe Avenue and Proto Drive intersections. The need for short term and temporary detours would be further evaluated during the design phase in coordination with the Town of East Haven and the CTDOT. Additionally, as per letter dated April 21, 2023, issued by the CTDOT Office to the Town of East Haven, the Intersection of Coe Avenue (Route 337) and Hemingway Avenue (Route 142) has been identified as a location of potential improvement (Project No. 043-010 (PP_043_010)) to reduce flooding to the greatest extent feasible. The Project Development Unit from the CTDOT is exploring potential improvements to reduce flooding, such as: - Raising the roadway at and surrounding Cove and Hemingway Avenues intersection to the greatest extent possible - A possible road diet (roadway reconfiguration) on Coe Avenue from Hemingway Avenue to Silver Sands Road. - Widening the shoulder through the right-turn lane on the Short Beach Road westbound approach from 1-foot to 4-feet for consistency with current design standards. - Explore the installation of additional sidewalk within project limits as well as closing the gaps in the existing sidewalk network by adding sidewalk to the following locations:

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			The Town's public safety personnel report that at this intersection, severe flooding occurs 10 to 15 times a year. Public safety experts agree that it is unsafe to drive through standing water where you cannot see the roadway, which is often the case at this intersection. If this intersection is impassable, access to and from the Airport would essentially be cut off. GPS systems, which many drivers will rely on, will not be able to "recalculate" to an alternate route to the new access road, because there isn't one. Passengers anxious to avoid missing their planes will become even more agitated drivers, exacerbating an already dangerous situation, and some may recklessly try to go through the intersection, despite safety pleas not to do so. This can lead to further complications as safety personnel and vehicles need to get through to rescue stranded drivers. In the other direction, vehicles attempting to leave the Airport will back up on the airport access roadway and internal airport roads. This flooding is significant during storm events but is experienced regularly at other times as well, for instance when tidal action is especially pronounced due to the confluence of a high tide with a full moon and strong winds. The flooding comes from the nearby marsh land and, thus, is not necessarily related to major storm events. It is also unpredictable. The loss of wetlands at the Airport site from the Proposed Action and the increase in impervious surfaces and the filling and raising in elevation of the new airport facilities is likely to make this flooding worse.	○ On the east side of Coe Avenue from Hemingway Avenue to where the existing sidewalk starts just south of Proto Drive. ○ On the east side of Coe Avenue from Edgemere Road to Silver Sands Road. ○ On the north side of Short Beach Road from Coe Avenue to where the existing sidewalk starts northwest of Vista Drive
05/01/2023	LA	Town of East Haven **(TEH)**	**TEH Comment # 13:** Other Severe Traffic Issues Along the Proposed New Airport Access Route are Also Ignored by the EA The Town has also informed the FAA and the Airport Authority of other events that cause severe traffic issues that will interfere with vehicle access to and from the Airport along the proposed new route. Many recurring, as well as special, Town and community functions are held at and around the Town Green, located along Hemingway Avenue, which will become the primary road for egress and ingress to the new terminal. Regularly held events include weekly summer concerts, senior citizen activities/annual events, scheduled youth recreation programs, movie nights, and family game nights. From May through October there is at least one weekly event that takes place on the Town Green. Because there is no parking at the Town Green, crowds of pedestrians must cross Hemingway Avenue on foot to get to the Town Green. Police officers are deployed to stop traffic frequently to ensure it is safe for pedestrians to cross the road. Running the main Airport access traffic flow on Hemingway Ave. during such times is not conducive to providing "safe and efficient routes between the terminal and I-95,"32 as the purpose and need of the Proposed Action require. Moreover, specific annual festivities in the area, including fireworks, and the annual East Haven Fall Festival, which includes the Town's annual road race, would wreak even more havoc with the proposed Airport access route. For example, in the past, over 7,000 people have attended the annual fireworks display, and they are packed within a very congested area of Town. For two (2) hours following the fireworks, all main and residential roadways in the Town south of Dodge Avenue remain gridlocked. This would block access to and from the Airport, including at the critical intersection of Coe Avenue by Proto Drive, through which virtually all Airport traffic would need to pass.	TEH Comment Response # 13: The traffic analysis (Appendix K-Traffic Study for New Terminal) conducted for the EA considers the projected travel demand and operations for the proposed new airport access roadway (Proto Drive). The EA identifies that signalization and widening of the westbound approach (Proto Drive) to accommodate a two-lane approach is necessary to mitigate anticipated traffic issues. As discussed in **Appendix D** (Agency Coordination and Public Involvement), for around two (2) years the Tweed New Haven Airport Authority (TNHAA), Avports and the Town of East Haven have had numerous discussions regarding the potential effect to emergency service resources (i.e., Fire Rescue and Police). In 2022, in an ongoing effort to be sensitive to those services the TNHAA and Avports also had meetings and phone calls with East Haven Police and Fire Departments and the Town Engineer, some of which were facilitated by the Town Attorney. In response to concerns raised by town officials, the TNHAA and Avports agreed to fund and provide additional traffic and predictive crash analysis to better assist the Town in understanding potential effect to these resources and infrastructure. In 2022, TNHAA provided raw traffic analysis data and then performed predictive crash analysis in response to questions from East Haven officials. Regarding traffic and emergency resource impact, the crash analysis (baseline conditions) demonstrated that the impacted area currently has an average of 146 crashes a year (2016-2020) increasing to 170 per year by 2029 with no change to the Airport. The analysis predicted an increase of approximately 32 crashes per year with the proposed changes to the Airport under the 2031 Proposed Action condition. In an effort to offset the costs of potential additional personnel, TNHAA and Avports offered several mechanisms to pre-pay some of those costs while providing separate mechanisms to recover costs attributable to the Airport. The sum was estimated to be $43 million. Those offers were detailed in local media.1 While the offers were not accepted, TNHAA and Avports continue to seek guidance from The Town of East Haven to better assist the Town to address the offset the costs of potential additional personnel (local resources). Fire and police protection would continue to be coordinated with the City of New Haven and Town of East Haven.

[1] https://www.nhregister.com/news/article/Carfora-rejects-43-million-in-Tweed-17525776.php

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05/01/2023	LA	Town of East Haven **(TEH)**	The annual East Haven Fall Festival, now in its 31st year, is a three-day event that takes place on the Town Green. Due to the high volume of people attending the event and a lack of parking, residents utilize parking at the shopping plaza which is located on Main Street and Hemmingway Extension. Attendees then must cross Main Street and Hemingway Avenue to reach the event. Due to the high volume of people crossing it, Hemingway Avenue between Main Street and Edward Street is closed for much of those three (3) days, so it will be unavailable as an Airport access route. Diverting Airport traffic from Hemingway Avenue onto neighborhood streets during this event may be possible, but it undercuts the purpose and need of "[p]roviding a more direct access route that avoids residential neighborhoods."33 Moreover, it is likely to create numerous new traffic congestion points and create hazardous conditions for motorists and pedestrians alike. Finally, all major roadways and most secondary residential roadways are closed to thru traffic for approximately two (2) hours in peak times during the Town road race that is held in conjunction with the Fall Festival. Local residents know to avoid travel during this time, as traffic must be rerouted into Branford and New Haven during the race. However, Airport patrons, particularly those coming from other towns and cities, are likely to be unfamiliar with the area, Thus, they may not be aware of the widespread closing of roads and the severe impact this would have on trying to reach or leave the Airport through Town roads. This traffic nightmare does not meet the purpose and need of providing safe and reliable access to the Airport. Because of the chronic and severe flooding at a critical intersection near the proposed new access road to the Airport, and other traffic disrupting events along the necessary route through the Town to reach the access road from major arteries such as I-95 and Route 1, the Proposed Action does not provide "suitable and efficient roadway access to the terminal area," as required by the purpose and need for the Proposed Action. At a minimum, in order to provide safe, reliable, and efficient ground access to the Airport, another access route to the Airport must be provided. One promising alternative would be to leave the existing access road open to air travelers and ensure that passengers would have a safe, on-airport means of getting from the old access road to the terminal.	
			TEH Comment # 14: The EA Did Not Adequately Study Traffic Impacts at Critical Intersections and Other Chokepoints The EA notes that the "[a]ffected environment for the traffic evaluation includes intersections that could potentially be impacted by implementation of the proposed project." EA at 4-51. It goes on to note that traffic conditions are measured by level of service and 95th percentile queue lengths. The EA also states that the study (Appendix K to the Draft EA) produced by FHI (the "FHI Study") evaluated certain intersections that "were identified and selected in coordination with the CTDOT." EA at 4-52. The EA concludes that existing traffic operations, in general, flow well based on the FHI Study. EA at 4-53. **Refer to comment agency letter for full comment.**	**TEH Comment Response # 14:** The traffic analysis utilizes best practice approaches and methodologies to assess traffic impacts. Study area intersections were identified in coordination with CTDOT that were most likely to be impacted based on expected travel routes to the proposed terminal with access via Proto Drive. Route patterns of employees and passengers to/from the airport as defined under the Proposed Action were identified and assigned to the transportation roadway network. Anticipated routes were based on previous origin-destination information from previous airport studies and shortest route patterns to/from the airport. Reassigning some of the trips to another route could result in reducing impacts at intersections where impacts would most likely occur. The morning and midday time periods for the traffic analysis were also selected in coordination with CTDOT and Avports. The midday peak hour, rather than the afternoon (PM) peak hour, was selected since the highest volume of traffic would be generated during the midday peak period based on future operations of the airport. Regarding the collection dates of the traffic data, in general, the best practice is to conduct traffic counts while local schools are in session to represent an average day of travel in the study area and avoid holidays and/or school closings. It is not anticipated that seasonal traffic in the Short Beach area represents a typical average day of travel. The overall intersection level of service (LOS) is the performance measure used for the traffic evaluation to assess impacts, rather than travel times along roadway segments. The overall intersection LOS reflects the average vehicle delay from all approaches at the intersection. Thus, the traffic evaluation conducted and presented in the EA is assumed to meet the planning level requirements for the EA. Additional information on intersection operations is included in the Traffic Impact Report which is provided as **Appendix K** to the EA. As part of the traffic permitting process with the Office of the State Traffic Administration (OSTA), discussions would occur regarding the scope of the traffic analysis and whether additional intersections and additional

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				time periods and/or collection during the summer is required for permitting. Additionally, identifying potential mitigation measures for the design of Proto Drive could be discussed with the Local Traffic Authority via the permit application or zoning process to have incorporated into the design or after implementation. The process would also consider the provision of neighborhood traffic calming elements, in coordination with the Town of East Haven, to minimize potential cut through traffic in these neighborhoods. The traffic permitting process will require a narrative for all existing site drives and off-site impacted locations on State highways, identification of crash patterns, and a more detailed analysis beyond the planning level conducted in the EA to further evaluate operational conditions.
05/01/2023	LA	Town of East Haven **(TEH)**	**TEH Comment # 15:** Section 4(F) and Section 6(F) Resources There are a number of such parks and public lands in the Town that warrant examination of potential Section 4(f) impacts, including the Town Beach, the Town Green, Momauguin School, East Haven Little League Park, Memorial Field, Margaret Tucker Park, Tuttle School, Overbrook School, and Massachusetts Ave Park. The EA is Dismissive of the Potential for the Proposed Action to Use Parks Through Noise. This relates to a potential taking of parkland due to noise impacts from flights. However, since the noise contours were developed through flawed analysis of anticipated commercial aircraft operations, as discussed supra, the contours are unreliable and must therefore be redone. Only after appropriate noise contours are developed may a thorough analysis of the impacts of aircraft noise on parks be undertaken. At that time, the FAA should carefully look at the noise impacts on the Town Beach, and other nearby parks, such as Momauguin School, East Haven Little League Park, Memorial Field, Margaret Tucker Park, Massachusetts Ave. Park, and Overbrook School. Moreover, such analysis should go beyond merely the comparison of the 65 DNL contours to the location of the parks, as was apparently done in the EA process. The Town has certainly not agreed that overflight noise constitutes a taking of a Town park only if it is determined to be greater than 65 DNL under the FAA's noise model. Although FAA guidance allows the agency to apply its existing Noise Compatibility Standards in making determinations on whether the severity of aircraft noise impacts constitutes a constructive use of 4(f) properties that are "traditional recreation areas," strict adherence to the FAA's existing standards is not warranted for two reasons. First, the Section 4(f) guidelines require the FAA to consider the views of the local owners/operators of the parks in question in assessing whether there has been a constructive use. Second, the FAA, itself, has undertaken a study to determine whether its current standards are still appropriate. The Neighborhood Environmental Survey and related FAA analysis, has been underway since 2015, and the agency has released preliminary results,42 which show a dramatic change in the annoyance level of persons subjected to aircraft noise. In fact, the FAA a few days ago published a Federal Register Notice soliciting public input on whether its noise standards should be modified. Thus, in assessing whether there has been a constructive use of a park due to aircraft noise, slavish adherence to an outdated-- and clearly inaccurate-- compatibility standard is totally inappropriate. In addition to paying close attention to the views of Town officials, the FAA should put realistic aircraft operating data into its AEDT and run the noise contours out to the 50 DNL contour in order to help determine whether there would be a constructive use of Town parks from aircraft noise under the Proposed Action alternative. The Town points out that the Town Beach is a particularly quiet area whose tranquility is an essential quality of its appeal, that is, the beach is "located in a quiet setting . . . where the setting is a generally recognized feature or attribute of the site's significance." See FAA Desk Reference at 5-7. The Town has taken steps to maintain the Town Beach's quietude, and	**TEH Comment Response # 15:** According to FAA's 1050 1F Desk Reference (v2), the FAA may rely on the Part 150 guidelines in evaluating the constructive use of lands devoted to traditional recreational activities (p. 5-7). The guidelines establish the use of the 65, 70, and 75 DNL noise contours in determining compatibility. Town Beach, Momauguin School, East Haven Little League Park, Memorial Field, Margaret Tucker Park, Massachusetts Ave. Park, and Overbrook School all lie outside these contours under both the No Action and Proposed Action conditions. The analyses determined that no Section 4(f) properties are located within the DNL 65 or greater contours. While the Town of East Haven considers Town Beach to be a quiet area, it lies more than one mile from the end of the runway centerline. In addition, noise levels in that location would be essentially the same under the No Action and Proposed Action alternatives (based on the comparison of the southern ends of the DNL contours). As documented in **Section 5.11.2** of the EA, all intersections within the study area would operate at acceptable levels of service with the Proposed Action, with the exception of Coe Avenue and Proto Drive. To address the potential unacceptable level of service, the intersection would be signalized and the westbound approach (Proto Drive) would require widening to two lanes as determined through the Office of State Traffic Administration (OSTA) permit process. Therefore, intersections would operate at acceptable levels of service. Access to the Town Green would not be compromised nor features or attributes that qualify the property as a Section 4(f) resource. The Town of East Haven would continue to be responsible for addressing safety concerns on the Town Green. The views expressed by the Town of East Haven were considered in the preparation of the Final EA and Section 4(f) analysis. The Town has been provided with an opportunity to comment on the analysis through the 60-day public review period of the Draft EA. The FAA is indeed examining its national noise policy, but no changes have been made as of yet. The public comment period on the noise policy review closed July 31, 2023. https://www.faa.gov/newsroom/faa-opens-public-comment-period-noise-policy-review

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05/01/2023	LA	Town of East Haven **(TEH)**	therefore, per FAA guidance, adherence to the 65 DNL standard in assessing whether the Town Beach would be constructively taken by aircraft noise is inappropriate in any case. *Id.* As the owner and manager of the Town's parks, the Town believes that even noise levels under 65 DNL are incompatible with relaxing recreation areas such as the Town Beach, and this should be taken into account by the FAA, as the agency's own guidance states that: > The responsible FAA official must consult all appropriate Federal, state, and local officials having jurisdiction over the affected Section 4(f) properties when determining whether project-related impacts would substantially impair the resources. The EA is Unduly Dismissive of the Potential for the Proposed Action to Take Parks by Restricting Access. The EA provides a cursory look at a few parks (See EA Figure 4-6), but it does not appear that there was any analysis of the traffic impacts on the Town Green as part of the EA process.46 For instance, the Town Green is not shown on the EA maps, e.g., Figure 4-6, and the EA makes no mention of potential impacts on it. Moreover, there has certainly been no consultation with Town officials47 on potential impacts on the Town Green or any other Town parks as required by FAA guidance. "The FAA is responsible for soliciting and considering the comments of . . . the appropriate official(s) with jurisdiction over the Section 4(f) property. Evaluations and determinations under Section 4(f) must reflect consultation with these . . . officials. However, the ultimate decisionmaker for Section 4(f) determinations is the FAA. For the reasons set forth above, the Town has significant concerns over the likely "constructive use" of the Town Green, the Town Beach and other Town parks, which can result from noise impacts or when "a project results in a restriction in access which substantially diminishes the utility of the property." These potential impacts were required to be studied and evaluated as part of the DOT Act Section 4(f) analysis, but there is no evidence in the EA that these impacts were considered. These impacts should therefore be studied in a new EA or a more rigorous Environmental Impact Statement. **Refer to comment agency letter for full comment.**	
			TEH Comment # 16: The EA Does Not Adequately Identify or Discuss Apparent Significant Environmental Impacts From The Proposed Action On The Affected Environment NEPA and the Council on Environmental Quality regulations implementing NEPA (40 CFR §§ 1500-1508), require a federal agency to prepare an EIS when "major federal actions significantly affecting the quality of the environment" are proposed. 42 USC § 4332(C). NEPA was enacted by Congress in 1969 with the goal of protecting human health and the environment and promoting environmental quality. A federal agency such as the FAA must prepare an EIS if there is a possibility that a Proposed Action may have a significant impact on the human environment. Direct, indirect and cumulative impacts must be considered when determining significance. An environmental assessment is a preliminary document that can be the basis for a Finding of No Significant Impact ("FONSI") or a finding that an EIS, which fully considers the Proposed Action pursuant to federal standards, must be conducted. An environmental assessment must be prepared in strict compliance with applicable laws and regulations to support a FONSI. The FAA has noted that "the determination of a significant impact, as used in NEPA, requires consideration of both context and intensity (see 40 CFR § 1508.27)." The agency has further stated, "For a site-specific action, significance would usually depend upon local impacts. Both	**TEH Comment Response # 16:** See response to frequent comment # 1 regarding request for an EIS. The decision to prepare an EA does not preclude the FAA from preparing an EIS if the results of the EA indicate that a significant impact is expected. The EA evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. Chapter 5 – Environmental Consequences of the EA describes the potential effects for each of the required impact categories and compares those effects to the FAA established significance thresholds and factors to consider. Based on this analysis, less than significant impacts were identified from the Proposed Action. The EA concluded that the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA, and environmental impacts following the incorporation of all required mitigation measures from the NEPA process and permitting in accordance with applicable regulations will be less than significant.

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05/01/2023	LA	Town of East Haven **(TEH)**	short and long-term impacts are relevant." It is of course local impacts that are of great concern to the Town. Given the scope of the Proposed Action, the universe of direct, indirect and cumulative impacts will be intense. In determining whether an EIS is needed, "The FAA uses thresholds that serve as specific indicators of significant impact for some environmental impact categories. FAA proposed actions that would result in impacts at or above these thresholds require the preparation of an EIS, unless impacts can be reduced below threshold levels." For some categories, the FAA has not established quantitative significance thresholds, but "the FAA has identified factors that should be considered in evaluating the context and intensity of potential environmental impacts. If these factors exist, there is not necessarily a significant impact. Some impact categories may have both a significance threshold and significance factors to consider. In these instances, a conclusion of significance can be determined based on the factors to consider even if the impacts do not meet the significance threshold criteria." The basic NEPA standard requires a determination of whether an environmental impact is significant. As noted in the EA, per these FAA requirements the significance determination requires examination of (1) the context, or location and nature of the area in which the impact will be experienced, and (2) the intensity of the impact looking at several factors including the degree to which public health or safety is affected. EA at 5-62. As stated in the EA: "The FAA uses thresholds that serve as specific indicators of significant impact for some environmental impact categories. FAA proposed actions that would result in impacts at or above these thresholds require the preparation of an EIS, unless impacts can be reduced below threshold levels. Quantitative significance thresholds do not exist for all impact categories; however, consistent with the CEQ Regulations, the FAA has identified factors that should be considered in evaluating the context and intensity of potential environmental impacts. If these factors exist, there is not necessarily a significant impact. Some impact categories may have both a significance threshold and significance factors to consider." EA at 5-1, footnote 78. Of course, the FAA may also consider other factors in making its determination of significance. The EA fails to consider several environmental impacts and unilaterally dismisses others without consideration or analysis. Based on this cursory and faulty foundation, the EA concludes there are no significant impacts. This is incorrect, as has been noted in numerous public statements being provided to the FAA, including written comments provided by Town officials and the Independent Expert Reports included as part of this package. **Refer to comment agency letter for full comment.**	
			TEH Comment # 17: Tidal and Inland Wetlands Will be Significantly Impacted by the Proposed Action Tidal Wetlands The EA notes that the recommended runway extension discussed in the MPU was reduced by 60 feet to avoid construction impacts within tidal wetlands. EA at 1-9. This point is made a few more times in the EA though the qualifier that the avoidance relates only to construction impacts is omitted. The Proposed Action will, in fact, impact the tidal wetlands due to the unavoidable consequences of the proposed build out immediately adjacent to them. This involves the loss of a large quantity of inland wetlands, the installation of impervious surfaces with attendant stormwater discharges, the placement of fill, and the volume and nature of the uses proposed (4,000 additional parking spaces, air traffic and shuttle bus services) all leading	**TEH Comment Response # 17:** As discussed in **Section 5.14.1** of the Draft EA, the Proposed Action avoids impacts to tidal wetlands. Additionally, **Appendix L** is added to the Final EA which provides additional information to specifically address 404(b)(1) guidelines based on available planning information. Appendix L is intended to provide pertinent background information to support a future LEDPA determination during the permitting process, which would occur after completion of the NEPA process. See **Appendix L** for additional information regarding alternatives relative to wetland impacts. The Project would be designed to meet water quality standards; therefore, additional impacts are not foreseeable. Stormwater quantity and quality would be managed in accordance with Connecticut's Stormwater Quality Manual. Also, the stormwater management system would be designed to meet CT DEEP's General Permit program pursuant to the National Pollutant Discharge Elimination System (NPDES). HVN currently operates under a stormwater discharge permit from CT DEEP.

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05/01/2023	LA	Town of East Haven **(TEH)**	to atmospheric deposition of pollutants directly onto the tidal wetlands and onto impervious surfaces, where they will be washed into the tidal wetlands. Thus, the EA fails to recognize -- and thus fails to address -- the material detrimental impact the Proposed Action will have on tidal wetlands. As the Davison Report observes: Coastal wetlands (tidal and freshwater) are critically important for the benefits they provide to coastal resiliency, floodwater management including storm surge attenuation, water quality, and wildlife. Davison Report at 2. While the project as proposed would not directly impact tidal wetlands, it would prevent additional tidal wetlands from forming naturally in and around the project area and tidal wetlands may be impacted by stormwater runoff and other aspects of the project. Davison Report at 2. The Trinkaus Report provides additional details: The primary source of metals and hydrocarbons in stormwater runoff is motor vehicles. Construction of approximately 4,000 additional parking spaces consisting of a combination of surface parking and a parking garage is proposed. The existing 1,128 parking spaces will continue to be utilized with a shuttle service proposed to provide transit between the existing spaces on the west side and the new terminal on the east side. In short there is a planned significant increase of motor vehicles using the site that will also generate higher pollutant loads impacting coastal and tidal wetlands. Based upon professional literature, approximately 40% of nitrogen and phosphorous loads are the result of atmospheric deposition onto impervious surfaces during all-weather events. When there are large impervious areas, this material will accumulate on these surfaces and then be washed off with a rainfall event. Nitrogen loads are a significant concern as runoff will be directed toward tidal wetlands where nitrogen in the runoff can kill tidal grasses in the wetland areas, thus exposing tidal wetland soils to wave action which results in erosion and loss of tidal wetland areas. Trinkaus Report at 3 (emphasis added). The EA's apparent reliance on the decision to truncate the planned runway expansion to avoid construction impacts (and certain permitting requirements) in tidal wetlands does not alleviate the FAA's obligation to consider indirect impacts on tidal wetlands associated with the Proposed Action. This failure of the EA is material and significant. The FAA explicitly recognizes "Unique characteristics of the geographic area (e.g., proximity to historic or cultural resources, parks, . . . wetlands, ecologically critical areas)" The Proposed Action will impact the very sensitive and important environmental receptors which surround the Airport, particularly the area of the proposed expansion, given its proximity to Long Island Sound and tidal wetlands. An Environmental Impact Statement is required to fully identify these impacts and their consequences. **Refer to comment agency letter for full comment.**	Additionally, as discussed in **Section 5.14.1.2** (Proposed Action-Airport Operations-Wetlands and Surface Waters), the proposed terminal site would include stormwater detention systems to allow for a controlled release of stormwater from the site, on-site improvement of water quality, and elements of infiltration where possible. The site design would allow for some infiltration and filtering of stormwater to recharge groundwater and minimize the amount of stormwater that enters surface waters and adjacent wetlands; Detention and treatment would be provided for stormwater that cannot be infiltrated. The Connecticut Stormwater Quality Manual would guide the design of the terminal site and the stormwater management system would be further developed in the permitting phase of the project. Stormwater best management practices, controls, and management systems for both during construction and post-construction operations would be approved through the CT DEEP Construction Stormwater General Permit and/or Individual Water Quality Certification that would be obtained for the Project. The proposed terminal area development is approximately 300 feet from the nearest tidal wetland. The proposed runway extension is adjacent to tidal wetlands but separated by grade. Given these two prohibitive conditions, it is very unlikely that additional tidal wetlands would form naturally in the project area. The Proposed Action would be subject to regulatory review by various agencies such as USACE and CT DEEP, which occurs after the completion of the NEPA process. During the permitting phase, impacts would be further evaluated, and mitigation plan continue to be developed to satisfy applicable regulations. As described at length in the EA, the existing 1,128 spaces on the west side would no longer be utilized for passenger parking. In fact, HVN is considering removal of some existing impervious surface, including some parking area (see **Section 5.14.3**) of the EA.
			TEH Comment # 18: Inland Wetlands The EA notes that inland wetlands and watercourses mapping was conducted within the Airport property. Section 4.15.1, Figure 4-13 and Table 4-12 of the EA all contain information	**TEH Comment Response # 18:** The Project would be designed to meet water quality standards; therefore, additional impacts are not anticipated or proposed. Stormwater quantity and quality would be managed in accordance with

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05/01/2023	LA	Town of East Haven **(TEH)**	regarding inland wetlands and watercourses identified on the airport property. The EA in Table 5-12 states that the Proposed Action will have a direct impact on 9.28 acres of inland wetlands. The EA states that the wetlands to be impacted generally are considered relatively low-value and notes that the natural function, value and quality is low for the disturbed wetlands subject to Proposed Action impacts. The Davison report details the errors in this assessment as follows: 2. The Wetland Report assigned only Sediment/Toxicant Retention and Production Export functions to the affected wetlands (Wetlands 04. 05, 06A, 06B). These wetlands also provide Nutrient Removal/Retention and Floodflow Alteration functions at a principal level due to the fact that these wetlands are low-gradient, densely vegetated, and located within a 100-year floodplain. Nutrient/Removal/Retention functions are closely related to Sediment/Toxicant Retention functions which are almost always provided together. The loss of 9.3 acres of wetlands providing these functions will result in a loss of these functions and subsequent adverse impact to remaining freshwater and tidal wetland areas. 3. The proposed expansion will increase the impervious area by at least 941,922 square feet (21.62 acres) for a total of 1,232,415 square feet when one includes the preexisting 240,493 square feet of impervious surfaces. 4. There are significant design challenges associated with proper stormwater management on the site considering almost 22 acres of additional impervious cover are proposed. Section 5.14.1.2 of the EA indicates that "infiltration opportunities are somewhat limited due to the high groundwater levels at the proposed terminal location. Detention and treatment would be provided for stormwater that cannot be infiltrated". Detention must occur below the elevation of the proposed parking garage, surface parking, airfield, terminal, runway and other stormwater generating surfaces (stormwater is gravity fed) and above groundwater which is acknowledged in the EA as "high", or closer to ground, which will limit the depths and volumes of detention basins. Basins will therefore likely need to be large and shallow, occupying large areas. These areas are not depicted on conceptual design plans. Without infiltration, these systems are likely to pond water, potentially attracting waterfowl, which present a safety hazard to aircraft. 5. Trinkaus Engineering's review of proposed stormwater treatment indicates that "The increase of impervious area will result in significant increases of non-point source pollutants, such as Total Suspended Solids (TSS), Total Nitrogen (TN), Total Phosphorous (TP), Metals, Petroleum Hydrocarbons, and chloride based deicing agents" 6. Improperly treated stormwater is the single largest source of water quality degradation in Long Island Sound and surrounding coastal wetlands. Nitrogen is particularly harmful to tidal wetlands. Davison Report at 2-3 (emphasis added). The Davison Report concludes that several statements made in the EA in Section 5.14.1.4 which are the basis for the conclusion that there is no significant impact on wetlands and watercourses are incorrect: 1. The Project [the term used in the Davison Report for the Proposed Action] does not have the potential to "Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers.	Connecticut's Stormwater Quality Manual. Also, the stormwater management system would be designed to meet CT DEEP's General Permit program pursuant to the National Pollutant Discharge Elimination System (NPDES). HVN currently operates under a stormwater discharge permit from CT DEEP. Additionally, as discussed in **Section 5.14.1.2** (Proposed Action-Airport Operations-Wetlands and Surface Waters), the proposed terminal site would include stormwater detention systems to allow for a controlled release of stormwater from the site, on-site improvement of water quality, and elements of infiltration where possible. The site design would allow for a combination of infiltration and filtering of stormwater for Nutrient Removal/Retention and Flood flow, which would protect the local environment. Detention and treatment would be provided for stormwater that cannot be infiltrated. Other techniques or best management practices to be considered during the design phase, for the reduction of impermeability, is the installation of porous pavement in certain areas for infiltration of the runoff and optimize treatment volume as applicable. Relative to the assertion that Wetlands 04, 05, 06 and 06B should have Nutrient Removal/retention and flood flow alteration as principal level functions, that is not what was observed in the field. Based on the Wetland Report (**Appendix F**), these wetlands do not provide a substantial enough number of qualifiers, as laid out in the USACE Highway Methodology Supplement (1999), to meet the principal level of these functions. Relative to "feasible and prudent" alternatives, additional information has been provided in **Appendix L**. The Connecticut Stormwater Quality Manual would guide the design of the terminal site and the stormwater management system would be further developed in the permitting phase of the project, which occurs after the completion of the NEPA process. Stormwater best management practices, controls, and management systems would be approved through the CT DEEP Construction Stormwater General Permit that would be obtained for the Project. In addition, compensatory mitigation would be implemented for all wetland impacts to achieve the overall policy goal of "no net loss" according to their ecological functions and values. As per mitigation coordination meetings with CT DEEP and USACE, the compensatory wetland mitigation would involve off-site permittee responsible mitigation in addition to payment into the Connecticut In-Lieu Fee Program. The wetland impacts can be appropriately mitigated to ensure "no-net-loss" of regulated wetlands. Proper permitting would be obtained in accordance with applicable regulations. Coordination with CT DEEP and USACE would continue, and decisions would be finalized in the subsequent design and permitting phase. See **Section 5.14.1** (Wetlands and Surface Waters) for wetland impacts associated to the proposed bridge. Since the proponent is proposing a bridge for this access way, rather than fill material and a culvert, this is another example of design decisions meant to avoid and minimize wetland impacts as a whole. As the EA is a planning and disclosure document, not a permit application, design and construction details would be provided during the permitting phase so a regulatory review can be made by the pertinent agencies.

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05/01/2023	LA	Town of East Haven **(TEH)**	Response: Site wetlands provide principal functions associated with water quality protection (Sediment/Toxicant Retention and Nutrient Removal/Retention). Filling wetlands that provide these functions represents an adverse effect to these functions. 2. The Project does not have the potential to "Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public). Response: The Project is projected to require approximately 61,300 cubic yards (or over 4,000 truckloads) of fill within a 100-year flood zone. There is a reasonable chance that more fill will actually be required given actual and required elevations and project components. The Project plans do not demonstrate the ability to compensate for this volume of fill with cuts at a similar location and elevation. 3. The project does not have the potential to "Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands". Response: Properly treating stormwater generated from over 20 acres of additional cover on a site lacking infiltration capacity, with high groundwater and surrounded by wetlands presents significant engineering challenges. Acceptable stormwater treatment measures have not been demonstrated to be feasible on the site. Absent a demonstrable design, the information presented indicates a high likelihood of wetland degradation due to improperly treated stormwater discharges from the site. The cumulative impact of foreseeably degraded inland and tidal wetlands with the planned loss of a minimum of 9.3 acres of wetlands should be, but is not, considered. 4. The project does not have the potential to "Be inconsistent with applicable state wetland strategies." Response: There are no state wetland strategies that support over 9-acres of wetland filling. The Trinkaus Report also discusses the impact of the new access road and fill requirements for the Proposed Action on freshwater and tidal wetlands as follows: 18. There is minimal discussion in the EA about the proposed access road from Proto Drive, the required bridge, and impacts to freshwater and tidal wetlands. This is a serious deficiency in the EA as these potential impacts must be discussed in detail so a full evaluation can be made by the regulatory agencies. The construction of the access road will require the placement of fill within the 100-year flood plain. No information is provided on how the construction of the proposed road will be accomplished. 19. The proposal will require the filling of approximately 9.3 acres of freshwater wetlands. This will require review and approval by the East Haven Inland Wetlands and Watercourses Commission. The filling of such a large area is deemed a "significant activity" under the Inland Wetland Regulations and thus "feasible and prudent" alternatives to the proposed filling must be provided. No "feasible and prudent" alternatives have been provided in the EA. As no preliminary grading plan has been provided for the expansion in the EA, the extent of filling of freshwater and potentially tidal wetlands could be greater than the 9.3 acres cited in the EA. If fill is brought to	

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05/01/2023	LA	Town of East Haven **(TEH)**	the site, there must be a slope from the top of the fill back down to original grade which does not appear to have been considered in the EA. Mr. Trinkaus concludes his report by stating: It is my professional opinion that there are significant deficiencies in the EA as stated above including the lack of information regarding site grading and stormwater management that prevent an accurate assessment of the impacts to the site and the adjacent areas in East Haven that would be caused by the proposed project. However, considering the information provided, such as it is, and taking it at face value, there are clearly grave consequences to the physical environment in the project area and immediately and further adjacent, including to inland and coastal wetlands, watercourses, and water resources. Mr. Trinkaus also provided a statement on the record at the April 1, 2023 Public Meeting where he said, "I am concerned that the loss of the wetlands, the increase of impervious surfaces, and the filling and raising of the elevation of new airport facilities will make this flooding worse." Regarding the filling of almost 10 acres of wetlands, he noted that, speaking from 40 years of development experience, under current wetlands regulations, "no private developer would be allowed to fill a fraction of that amount." Per the EA, off-site mitigation and use of a fee program would be used to address the direct loss of 9.3 acres of wetlands. The indirect impacts, including degradation, loss of function and ultimate additional destruction of wetlands are not acknowledged or addressed. These proposed compensatory mechanisms will not in any way address the impact on the local environment that the Proposed Action will have. The EA, without evidence, simply makes a conclusory statement that there are no wetlands impacts. For example, the EA states "Taking into consideration the scope of work, its location, minimization of impacts within wetlands . . . and compensatory mitigation to be negotiated at the permitting phase . . . potential effects would be less than significant." EA at 5-58. The EA completely ignores the issue of flooding experienced in the surrounding communities that will be exacerbated by the direct and indirect loss of tidal and inland wetlands planned as part of the Proposed Action. Offsite mitigation and payment into a fund controlled by the U.S. Army Corps of Engineers, the measures proposed for mitigation, will not ameliorate the adverse effect that the Proposed Action will have on already unacceptable circumstances. **Refer to comment agency letter for full comment.**	
			TEH Comment # 19: Floodplain The EA addresses floodplains and sea level rise. As stated supra, the EA notes that almost the entire Airport property is located in a FEMA designated special flood hazard area, Zone AE, with a base flood elevation of 12 feet. The EA notes that the Airport is susceptible to tidal flooding and sea level rise flooding and that the mean sea level in Long Island Sound is projected to rise up to 20 inches above the National Tidal Datum Epoch by 2050. The EA also notes that if sea level rises a mere two feet or more the majority of the airport south of Runway 02-20 is expected to be more vulnerable and subject to frequent flooding. EA at 4-66. Significant impacts associated with the Proposed Action on the floodplain are several. The direct loss of wetlands and negative and debilitating impact on adjacent wetlands just discussed are directly related to significant negative impacts on the floodplain that the Airport is located on. Additional significant factors that should be considered include: 1. The large and likely underestimated amount of fill required by the Proposed Action;	**TEH Comment Response # 19:** See TEH Comment Response # 18 regarding wetlands. The estimates of fill and impervious surface are based on preliminary planning information available at the time the EA was prepared. These would be updated during the design (including detailed grading plans) and permitting process and applicable permits obtained prior to construction. As noted, applicable stormwater management permits would be obtained. The project would comply with the Connecticut Stormwater Management Manual. As a result, adverse stormwater management impacts are not expected. Floodplain mitigation would occur in upland areas of the Airport. **Section 5.14.3** has been revised as part of the Final EA, by including a figure depicting approximate proposed locations for flood mitigation.

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05/01/2023	LA	Town of East Haven **(TEH)**	2. The large and likely underestimated amount of impervious surfaces required by the Proposed Action; and 3. The impact of stormwater runoff on the floodplain. The EA in Table 5-13 provides an estimate of 61,300 cubic yards as the approximate amount of fill that will need to be placed in the floodplain for the runway profile and safety area improvements, the east terminal and site grading and the parking garage. The Trinkaus Report raises several significant concerns that call into question the adequacy of the EA's discussion of the fill needed for the Proposed Action: 13. No grading plan has been provided in the EA which would allow for the evaluation of the stated amount of fill to be brought in. This is a critical component given the proximity of terminal and runway improvements and the disparity in planned elevations of various critical components. On its face the information given suggests that the estimated amounts of fill required for construction site wide are grossly underestimated. If additional fill is required, then the extent of fill beyond the area of actual construction will also increase. This would result in greater adverse physical impacts to the delineated wetlands. 14. According to topographic maps of Tweed New Haven Airport provided by the town, the average elevation around the proposed terminal is 6.0 MSL thus to raise the terminal building and parking garage above the base flood elevation will require raising the grade by a minimum of 7' for structures which will be used by staff and the public. No detailed information has been provided as to how this will be accomplished. 15. As stated in the EA, the proposed expansion will encompass approximately 31 acres. While it is stated that the runway expansion, terminal building, and parking garage will be located above the 100-year flood elevation, why isn't the large surface parking area being raised above the base flood elevation? It is stated that 61,300 cubic yards of material will be placed for the runoff expansion, parking garage and terminal building to elevate above base flood elevation. Over an area of 31 acres, 61,300 cubic yards will only raise the elevation by 1.2' which is insufficient to raise the features above the base flood elevation. Looking at 61,300 cubic yards of fill another way would mean that only approximately 4.7 acres of the 31 acres could be raised 7' to be above the base flood elevation. Frankly, it does not appear that the stated volume of 61,300 cubic yards will be adequate for this project and the estimate is not supported in the EA. 16. If the 61,300 cubic yards of material is correct this will require over 4,000 dump trucks to bring the structural fill material. There is no discussion in the EA about the importation of this fill volume and the impact on the East Haven road system and neighborhoods surrounding the site. These impacts will be exacerbated if more fill is needed. 17. The filling required for the new terminal and runway expansion will result in a significant loss of flood storage below the limit of the 100-year base flood elevation. It is stated that there is an available area along the existing runway where compensating flood storage can be provided for the proposed filling within the 100-year flood plain, but the EA does not contain adequate information to support this assertion. 18. There is minimal discussion in the EA about the proposed access road from Proto Drive, the required bridge, and impacts to freshwater and tidal wetlands. This is a serious deficiency in the EA as these potential impacts must be discussed in detail so a full evaluation can be made by the regulatory agencies. The construction of the access road will require the placement of fill within the 100-year flood plain. No information is provided on how the construction of the proposed road will be accomplished. 19. The proposal will require the filling of approximately 9.3 acres of freshwater wetlands. This will require review and approval by the East Haven Inland Wetlands and Watercourses Commission. The filling of such a large area is deemed a "significant activity" under the Inland Wetland Regulations and thus "feasible and prudent" alternatives to the proposed filling must be provided. No "feasible and prudent" alternatives have been provided in the EA. As no preliminary grading plan has been provided for the expansion in the EA, the extent of filling off freshwater and potentially tidal wetlands could be greater than the 9.3 acres cited in the EA. If	As described throughout the EA, the proposed terminal would be constructed on columns. Surface parking would be constructed at grade. As described in the EA, net fill associated with the surface parking is expected to be minimal. Construction traffic analysis is described in **Appendix K**. No significant congestion concerns were identified. It is noted that construction traffic would be present prior to opening of the proposed terminal area facilities and would not overlap with public use of the terminal building. Additional details on the proposed bridge and entrance road would be provided to the regulatory agencies during the permitting process. As described in the EA, wetland and floodplain impacts associated with the bridge are expected to be minor. As is typical, the EA was prepared using preliminary planning information and would be refined during the design phase. The EA is intended to fulfill the requirements of the National Environmental Policy Act and was prepared in accordance with FAA Order 1050.1F. The EA is based on available planning information. Additional design details that are not currently available will be provided during the permitting process. The Proposed Action would be constructed in accordance with applicable building codes. Measures to address wave action would be incorporated as applicable based on building code requirements. Geotechnical information and grading plans are not available at this time will be prepared at the time of design and permitting, which will occur after the completion of the NEPA process. The permitting process will occur with the USACE and CTDEEP who have the regulatory authority over the wetlands and surface waters.

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05/01/2023	LA	Town of East Haven **(TEH)**	fill is brought to the site, there must be a slope from the top of the fill back down to original grade which does not appear to have been considered in the EA. 20. AE flood zones can also experience wave heights of three (3) feet or less. This is not considered in the EA and given the stated intent to construct much of the site at ground level--including apparently the surface parking area-- this is a major problem and deficiency. Trinkaus Report at 5-6, emphasis added. The Davison Report also raises significant concerns regarding the proposed amount of fill necessary to implement the Proposed Action: 1. The EA states that construction of the runway profile and safety area improvements, the east terminal and site grading, and the parking garage will require approximately 61,300 cubic yards (or over 4,000 truckloads) of fill within a 100-year flood zone. As discussed by Mr. Trinkaus, it is likely that more fill will be required to achieve required FEMA elevations in these areas and in the area of the proposed roadway and bridge, and the surface parking area[.] 2. To compensate for floodplain loss, an equal volume of cut is required in the same general location and elevation as the fill. It is unclear where those cuts can occur at the Terminal Expansion location which is low-lying and surrounded by wetlands. Cuts in areas remote from the Terminal Expansion fill and at elevations higher than the fill will not mitigate for the anticipated loss of flood storage capacity. The Proposed Action plans do not reference locations of cuts and fills. 3. Any loss of flood storage capacity that is not adequately compensated for will result in increased flooding in the areas surrounding the Proposed Action which are reportedly already experiencing flooding at unacceptable levels. Davison Report at 3-4, emphasis added. The EA notes that under Town Ordinance any floodplain fill must be offset by a corresponding amount of cut and concludes that the estimated 61,300 cubic yards of fill to be placed in the floodplain will be mitigated by a corresponding cut within the floodplain in undeveloped upland areas. EA at 5-61. There is an unsupported estimate that up to 90,000 cubic yards of volume surface cut is available. Both the Davison and Trinkaus Reports question several aspects of this "analysis" as reproduced above. The failure of the EA to include basic geotechnical information and a grading plan, the very general statements regarding site grading that cannot be vetted or understood in any meaningful way, the significant negative environmental impacts and failure to articulate a defensible mitigation strategy based on fact all mandate that an Environmental Impact Statement be undertaken. The Proposed Action will not occur in a vacuum. The Town is compelled once again to note that the area surrounding the Airport is already subject to constant flooding that is expected to worsen as sea levels rise. This will be exacerbated by the addition of fill in the floodplain and there is a realistic potential that the actual quantity of fill needed may be significantly higher than estimated in the EA. See Trinkaus Report at 5. Moreover, the issues associated with mitigating or otherwise addressing this amount of fill are terribly complex and challenging. **Refer to comment agency letter for full comment.**	
			TEH Comment # 20: Coastal Resources The EA notes that the entire Airport property (minus a small area at the far north) is subject to the Connecticut Coastal Management Act ("CCMA") which is administered by the CT Department of Energy and Environmental Protection ("DEEP'). EA at 4-17. The land adjacent to the Airport property which is designated for the Airport access road is also subject to the CCMA per Figure 4.4 of the EA. Specific coastal resources protected under the CCMA that are located on and adjacent to the Airport include: • General Coastal Resources • Coastal Hazard Areas • Freshwater Wetlands and Watercourses • Tidal Wetlands • Shoreland	**TEH Comment Response # 20:** As discussed in **Section 5.14.1**, the Proposed Action avoids direct impacts on tidal wetlands. As part of the EA, detailed assessments were completed, including a detailed field delineation of wetlands which supported the EA environmental consequences (impact assessment) and will also support the permitting phase of the project. The Project would be designed to meet water quality standards; therefore, additional impacts are not anticipated or proposed. Stormwater quantity and quality would be managed in accordance with Connecticut's Stormwater Quality Manual. Also, the stormwater management system would be designed to meet CT DEEP's General Permit program pursuant to the National Pollutant Discharge Elimination System (NPDES). HVN currently operates under a stormwater discharge permit from CT DEEP. The project will be submitted to CCMA federal consistency at design and permitting, which occurs after the completion of the NEPA process. Additionally, as discussed in **Section 5.14.1.2** (Proposed Action-Airport

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05/01/2023	LA	Town of East Haven **(TEH)**	Because tidal wetlands are sensitive and can suffer adverse impacts from adjacent land development and stormwater runoff, they are strictly protected. Section 22a-92(b)(2)(E) of the CCMA requires that activities in coastal areas be undertaken in a manner that prevents the despoliation and destruction of tidal wetlands in order to maintain their vital natural functions. The EA states that "The Proposed Action is not anticipated to result in adverse impacts to tidal wetlands…wildlife/finfish/shellfish habitat" EA at 5-16, but the Davison Report notes "However no data or analysis is provided to support this supposition or address the reasonably foreseeable impacts from stormwater." Davison Report at 5. The EA does not address in any meaningful or fact based way the impacts that the Proposed Action will have on Coastal Resources. Noting that there is a permitting process and flatly stating there will be no adverse impact, without including any material to support this assertion, fails to meet the FAA's stated requirements for compliance with NEPA There is a fundamental failure here: The EA does not mention, never mind address, the plain fact that the Proposed Action, even though truncated for the sole reason to avoid construction in tidal wetlands, will still have an impact-- and likely a significant impact-- on tidal wetlands and other coastal resources for many reasons, including the planned increase in impervious surfaces, the loss of inland wetlands, the increase in volume and toxicity of stormwater runoff and the aerial deposition of air pollutants (associated with air and motor vehicle traffic) that will be washed into sensitive areas by rainfall. The EA does not identify and consider the impact on coastal resources that the Proposed Action would have. It reaches the conclusion that the significant impact threshold is not exceeded. EA at 5-16. This conclusion is made absent any substantive fact-based analysis in apparent reliance on the fact that the Proposed Action, as currently described, will not have a physical footprint in the tidal wetlands and relying on permitting requirements. This requires willfully ignoring the plain fact that the Proposed Action will inevitably impact the tidal wetlands and other coastal resources. **Refer to comment agency letter for full comment.**	Operations-Wetlands and Surface Waters), the proposed terminal site would include stormwater detention systems to allow for a controlled release of stormwater from the site, on-site improvement of water quality, and elements of infiltration where possible. The site design would allow for some infiltration and filtering of stormwater to recharge groundwater and minimize the amount of stormwater that enters surface waters and adjacent wetlands; Detention and treatment would be provided for stormwater that cannot be infiltrated. The Connecticut Stormwater Quality Manual would guide the design of the terminal site and the stormwater management system would be further developed in the permitting phase of the project, which occurs after completion of the NEPA process. Stormwater best management practices, controls, and management systems for both during construction and post-construction operations would be approved through the CT DEEP Construction Stormwater General Permit and/or Individual Water Quality Certification that would be obtained for the Project. Relative to potential deposition of air pollutants on impervious surface areas, see response to **BCEC Comment #2** for information on air quality. Stormwater from impervious surface will be collected and treated prior to discharge off the site as discussed above. Therefore, there would be no adverse impact to local adjacent wetlands from potential air deposition on impervious surfaces. In addition, compensatory mitigation would be implemented for all wetland impacts to achieve the overall policy goal of "no net loss" according to their ecological functions and values. Using avoidance and minimization techniques is the first basic step in project development to preventing impacts on wetlands and other resources, and HVN and FAA have made the decision to re-design the runway to avoid direct tidal wetland impacts in accordance with best management practices. As per mitigation coordination meetings with CT DEEP and USACE, the compensatory wetland mitigation would involve off-site permittee responsible mitigation in addition to payment into the Connecticut In-Lieu Fee Program. The wetland impacts can be appropriately mitigated to ensure "no-net-loss" of regulated wetlands. Proper permitting would be obtained in accordance with applicable regulations. Coordination with CT DEEP and USACE would continue, and decisions would be finalized in the subsequent design and permitting phase.
			TEH Comment # 21: Hazardous Materials The EA discusses efforts to identify hazardous materials that may be present at the airport. EA at 4-29. The potential presence of per- and polyfluoroalkyl substances or PFAS is noted due to historic use of PFAS-containing fire suppressing foams at the Airport. PFAS is an emerging contaminant that is the subject of current efforts by state and federal authorities to determine the appropriate approach for identification of historic release areas and remedial requirements. Airports are considered prime locations for PFAS releases due to the historic use of firefighting foam and the periodic equipment testing and drills held at airports. In his statement during the April 1, 2023 public meeting, Assistant Fire Chief Rosa noted that PFAS "which are found in firefighting foam, have been used for years by the Airport Authority during training exercises and any incidents, and used by crash fire rescue crews in the New Haven fire department. These chemicals are likely still found in the soil surrounding the runways. The disruption of the soil could cause the PFAS to leach out and contaminate groundwater, or run off into tidal wetlands." The environmental impact "needs to be very carefully considered." The EA in Section 5.7 does not take into account the potential impact of construction activities including earth moving and the potential release into the environment of historic PFAS contamination associated with the Proposed Action. This is a material omission in the EA and needs to be corrected.	**TEH Comment Response # 21:** As described in **Section 4.9**, there are no regulatory records of ongoing remediation projects. As also described, PFAS has been identified on airport property. As described in **Section 4.9** and **5.7**, the project would be constructed in accordance with applicable regulations, including Connecticut's Remediation Standards Regulation. The construction of the Project would result in direct and indirect benefits by implemented new environmental controls, creating opportunity to remediate regulated contaminants (if on-site) and address recognized environmental conditions (RECs) resulting from site investigations (e.g., Phase I / Phase II Environmental Site Assessments). Additionally, the Airport would conduct soil remediation investigations and remediation actions in advance or concurrent with construction activities. This would likely involve removal and disposal of the contaminated materials in accordance with the CT DEEP regulations. However, remediation methods are subject to individual site conditions and may be adjusted based on conditions encountered in the field.

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05/01/2023	LA	Town of East Haven **(TEH)**	**TEH Comment # 22:** Socioeconomics The EA states that that the Proposed Action will not result in a negative or adverse impact or adversely affect public services or businesses. EA at 5-35. Further the EA states without basis that the Proposed Action is not anticipated to negatively affect property owners or business and therefore is not expected to produce a decrease in the community tax base. EA at 5-35. The Town has identified several major concerns over the impact on its community tax base that the EA does not address. Increased vehicular traffic on Proto Drive will adversely affect local businesses including a number of the Town's largest taxpayers-- manufacturers and distribution centers-- that are located in the industrial park on Proto Drive (one of whom is currently considering expanding operations and acquiring additional property in the industrial park). These businesses only have access to Proto Drive. They will be harmed by experiencing inevitable delays in shipping and receiving due to the nature of their business operations which are dependent on heavy commercial trucks. Proto Drive was simply not designed to handle the increased volume of traffic that is proposed. For instance, the vehicle turning radius for the large commercial vehicles that now enter and exit the businesses located on Proto Drove is necessarily large, but manageable, under current roadway conditions. The Town has seen no analysis of how the existing commercial traffic will be managed with the large increase in number of passenger vehicles associated with the Proposed Action. The lack of analysis or factual underpinnings for the conclusions drawn on this subject in the EA render those conclusions mere speculation that is contradicted by the above examples provided by the Town. **Refer to comment agency letter for full comment.**	**TEH Comment Response # 22:** As documented in **Section 5.11.2** of the EA, all intersections within the study area would operate at acceptable levels of service with the Proposed Action, with the exception of Coe Avenue and Proto Drive. To address the potential unacceptable level of service, the intersection would be signalized, and the westbound approach (Proto Drive) would require widening to two lanes. Access to commercial properties along Proto Drive would continue and no property acquisition is anticipated at the moment.
			TEH Comment # 23: Environmental Justice Further on, the EA notes that the area surrounding the Airport is generally residential in both communities and in the Town includes single family, two family, and multi-family residential, commercial, industrial, and land for recreation and entertainment. EA at 4-30. Figure 4-11 graphically shows the study area. It also shows that the section of New Haven that is the current point of access to the airport does not have any Environmental Justice block groups. The sections of the Town that will be directly impacted by the Proposed Action, which explicitly seeks to move the traffic out of the more affluent New Haven block groups, are all Environmental Justice block groups and thus entitled to additional consideration. Put simply, the Proposed Action seeks to satisfy the "key goal" of moving the traffic out of the more affluent New Haven residential neighborhood, where it is deemed unsuitable, into an East Haven Environmental Justice residential neighborhood where it is somehow deemed suitable. Environmental Justice concerns are manifold. The entire Town is considered a distressed municipality by the State of Connecticut due to high unemployment and poverty, aging housing stock and low or declining rates of growth in job creation, population and per capita income; it is therefore considered a protected State Environmental Justice community. The State's Environmental Justice program seeks to address the historic placement or expansion of polluting facilities in communities that have historically been exposed to higher than average amounts of environmental pollution. The federal government has recently reaffirmed its commitment to careful consideration of Environmental Justice issues in its funding and approval decisions under the federal Environmental Justice program.68 Therefore, one would expect the FAA and the Airport Authority to pay diligent attention to the many Environmental Justice issues relating to the	**TEH Comment Response # 23:** The EA identified environmental justice populations and assessed impacts as described in Frequent Public Comment #20 regarding environmental justice populations. The Study Area (i.e., intersections) for the Traffic Study was identified and selected in coordination with the CTDOT based on expected travel route patterns to and from the proposed terminal as part of the Proposed Action. The Proposed Action would divert current airport vehicular traffic from residential zones and streets (New Haven) to commercial/industrial zones and state roadways (East Haven). See comment response CNH #4. The study area intersections that would be affected by the diversion of vehicular traffic to the proposed terminal and utilized to access the proposed terminal and parking would not significantly experience a decline in operations with the proposed mitigation. **Section 5.3** of the Traffic Impact Report (Appendix K) describes the methodology for the construction period evaluation, including material delivery via truck. As noted in Section 5.3 of Appendix K and Section 5.11 of the EA, construction impacts would be considered short-term and less than significant compared to background traffic levels. The project would implement a Maintenance of Traffic (MOT) Plan and a Traffic Control Plan (TCP) during construction. The traffic analysis best practice approaches, including identifying anticipated routes, are discussed in TEH comment #14. Comments related to impacts associated with the following resources have been addressed in responses to these comments: air quality (BCEC Comment #2), noise (Frequent Public Comments #10 and #11), coastal resources (TEH Comment #20, CT DEEP Comment #3), wetlands (TEH Comment #18), and floodplains (TEH Comment #14 regarding existing flooding. See response to TEH Comment #19 regarding floodplains, and response to CTDEEP Comment #4 regarding flood displacement).

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05/01/2023	LA	Town of East Haven **(TEH)**	Proposed Action, as well as providing multiple and meaningful opportunities for the community to be informed and participate in the NEPA process. This has not occurred. The EA concludes that "No disproportional and adverse effects on Environmental Justice populations are expected from the Proposed Action." EA at 5-36. This conclusion relies on: The faulty conclusions regarding air pollution, noise and other impacts based on the illusory "net benefit" to the Proposed Action theory already discussed herein. The failure to identify the impact of-- at the very least-- 4,000 dump trucks carrying fill required to build on a protected floodplain through this community. The dismissal of construction traffic as temporary and "almost identical to existing conditions". EA at 5-37 The dismissal of the increase in vehicle traffic that the residents in the East Haven Environmental Justice neighborhood will experience-- that was unacceptable in New Haven-- even though the volume of traffic will be much higher in the Town due to the increase in enplanements, 4,000 additional parking spaces, and running of shuttles through the neighborhood as discussed earlier in these comments. Further, as noted in the VN Report, "Traffic generated to and from airport may be routed on local roads by GPS software to avoid delays. The report [the Draft EA] does not evaluate the traffic impact on local roads." VN Report at 2 of 4. The simple fact is that as was stated in the EA: "the volume of traffic corresponding to the increase in enplanement activity is not compatible with the surrounding residential neighborhood. Addressing the access to HVN is critically important to the community." EA at 2-8. This is equally as true for the Town residential neighborhood, that is entitled to special consideration as an Environmental Justice community, as it is for the New Haven neighborhood currently experiencing this traffic. **Refer to comment agency letter for full comment.**	
			TEH Comment # 24: Air Quality The significance threshold for air quality is that the action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the Environmental Protection Agency under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations. The EA in Section 5.1 erroneously relies on the fundamental inconsistency discussed previously in this document to utilize a "net change" analysis that results in a conclusion that is on its face wrong. The EA relies on a critical assumption that is not supported by the appendices or any factual study; specifically, that the assumed number of aircraft flying into the Airport would increase at exactly the same pace over the future year scenarios regardless of whether the Proposed Action was implemented. Therefore the EA uses identical numbers for enplanement estimates for the "No Action" alternative and the "Proposed Action" alternative. There is no evidence whatsoever to support the idea that the Airport as it exists now would be able to support this level of enplanements as discussed supra. Table 5-2 of the EA reflects this error by showing a reduction in air emissions associated with the Proposed Action when compared with the "No Action" baseline. Because this conclusion is based on the erroneous and unacceptable fundamental inconsistency previously discussed it does not withstand scrutiny. As there are no materials provided to support this startling assumption it fails on its face.	**TEH Comment Response # 24**: See response to TEH Comments #9 and # 11. For additional information, also see response to CNH Comment # 17. The air quality analysis described in **Section 5.1,** and included as Appendix I, was completed in accordance with the requirements of FAA Order 1050.1F the Aviation Emissions and Air Quality Handbook, Version 3, Update 1, January 2015.

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05/01/2023	LA	Town of East Haven **(TEH)**	The EA does not achieve NEPA mandated standards by virtue of its failure to meaningfully analyze air quality emissions associated with the Proposed Action. Testimony was provided at the April 1, 2023 FAA hearing that if air impacts were analyzed in a transparent and factual manner, air quality emissions will demonstrate significant impact on air quality utilizing FAA standards and that implementing the Proposed Action would have a significant effect on the environment. This problematic and faulty analysis which does not use a true No Action baseline for comparison of air impacts and relies on a spurious belief that fewer larger airplanes will be used under the Proposed Action is then referenced in other sections of the EA including socioeconomic, environmental justice and children's health and safety risks. Thus the conclusions drawn in these areas are all based on faulty and incomplete information. **Refer to comment agency letter for full comment.**	
			TEH Comment # 25: Biological Resources (including fish, wildlife, and plants) The FAA articulates a basic significance threshold that must be considered when evaluating the environmental impact category for federally listed threatened or endangered species. The FAA has not established a significance threshold for non-listed species but has provided several factors to consider including the following (emphasis added): · Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats; or · Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations;71 Indirect impacts must be considered as part of the consideration of significance thresholds. **Refer to comment agency letter for full comment.**	**TEH Comment Response # 25:** The foreseeable impacts from the Proposed Action are discussed in **Chapter 5** (Environmental Consequences) and quantified to the maximum extent possible as per FAA requirements. In areas where quantitative measures cannot be provided, qualitative assessments are provided.
			TEH Comment # 26: Essential Fish Habitat The EA concludes that there is no essential fish habitat identified within the Proposed Action site as there is no work now proposed in the tidal creeks or tidal wetlands that are immediately adjacent and down gradient72 to the Proposed Action work area. EA at 4-7. Indeed the Proposed Action described in the EA was explicitly modified from that initially contemplated in the MPU to avoid work in tidal wetlands and thus avoid additional regulatory scrutiny. This is problematic for several reasons. As noted in the Trinkaus and Davison Reports, the Proposed Action will have a significant detrimental effect on the immediately adjacent tidal wetlands and tidal creeks (Morris Creek and Tuttle Brook), due to the destruction of a large area of inland wetlands and due to the release of pollutants associated with stormwater runoff into the tidal wetlands and tidal creeks which are, as noted in the EA itself and in the Davison Report, essential fish habitat for several fish and shellfish species. Morris Creek is an active oyster restoration site as part of an effort spearheaded by University of Connecticut researchers. Additionally, given the immediately adjacent location of the tidal creeks and tidal wetlands, the many material changes the Proposed Action has already gone through, and the incomplete and extremely preliminary nature of the described Proposed Action components, it is highly likely that the Proposed Action as constructed will in fact be located in the tidal wetlands and will have an even more significant impact on the essential fish habitats located in the tidal creeks. Contrary to the assertion in the EA, essential fish habitats are present where the Proposed Action will occur. Per FAA guidance, the impact of the Proposed Action on essential fish habitat should have been evaluated as part of the EA analysis. Using the significant impact thresholds for biological resources per FAA Order 1050.1F, it is clear that due to the demonstrated substantial loss, reduction, degradation, disturbance, or fragmentation of native species'	**TEH Comment Response # 26:** The proposed project would have no direct impact to tidal wetlands. Using avoidance and minimization techniques is the first basic step in project development to preventing impacts on wetlands and other resources, and HVN and FAA have made the decision to re-design the runway to avoid direct tidal wetland impacts in accordance with best practices. The Project would be designed to meet water quality standards; therefore, additional impacts are not anticipated or proposed. Stormwater quantity and quality would be managed in accordance with Connecticut's Stormwater Quality Manual. Also, the stormwater management system would be designed to meet CT DEEP's General Permit program pursuant to the National Pollutant Discharge Elimination System (NPDES). HVN currently operates under a stormwater discharge permit from CT DEEP. Additionally, as discussed in **Section 5.14.1.2** (Proposed Action-Airport Operations-Wetlands and Surface Waters), the proposed terminal site would include stormwater detention systems to allow for a controlled release of stormwater from the site, on-site improvement of water quality, and elements of infiltration where possible. The site design would allow for some infiltration and filtering of stormwater to recharge groundwater and minimize the amount of stormwater that enters surface waters and adjacent wetlands; Detention and treatment would be provided for stormwater that cannot be infiltrated. The Connecticut Stormwater Quality Manual would guide the design of the terminal site and the stormwater management system would be further developed in the permitting phase of the project, which occurs after completion of the NEPA process. Stormwater best management practices, controls, and management systems for both during construction and post-construction operations would be approved through the CT DEEP Construction Stormwater General Permit and/or Individual Water Quality Certification that would be obtained for the Project.

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			habitats and subsequent adverse effects on the habitats, the impact thresholds would be met by the Proposed Action. The EA is inadequate and does not provide even a minimum of required information on this point. Nonetheless, it is clear that per FAA requirements, an Environmental Impact Statement is mandated due to the indirect impacts on essential fish habitats as a result of construction in the floodplain and loss of wetlands discussed supra. **Refer to comment agency letter for full comment.**	Since the project improvements will be designed for stormwater management as discussed above, there are no negative impacts anticipated to water quality of Morris Creek or Tuttle Brook, and therefore, no negative impacts to EFH. Additionally, there are no proposed impacts on tidal wetlands or tidal waters and the comment regarding the Proposed Action being constructed in tidal wetlands is unfounded.
05/01/2023	LA	Town of East Haven **(TEH)**	**TEH Comment # 27:** Threatened and Endangered Species The EA in Section 5.2.1.1 fails to identify or discuss the potential for indirect impacts of the Proposed Action on wildlife. The Davison Report contains a list of the many indirect impacts that will occur in habitats located adjacent to the Proposed Action including noise and light pollution, pollutants contained in stormwater discharges, and impacts associated with the volume of stormwater and increased water temperature. Any such impact on habitat would negatively impact wildlife, including threatened and endangered species and should have been considered carefully. The EA also fails to account for the indirect impacts of the Proposed Action on fish and shellfish. This is addressed in the Davison Report as follows: 3. The potential for secondary impacts from stormwater on fish and shellfish is not discussed. The only mention of shellfish includes Section 4.15.2, "Morris Creek has a Surface Water Quality Classification "SA" designated for: habitat for marine fish, other aquatic life and wildlife; shellfish harvesting for human consumption.." They go on to mention in section 5.4 Coastal Resources, "The Proposed Action is not anticipated to result in adverse impacts to tidal wetlands...wildlife/finfish/shellfish habitat." However no data or analysis is provided to support this supposition or address the reasonably foreseeable impacts from stormwater. Morris Creek is an active oyster restoration site being led by UCONN Marine Science Researcher Zofia Baumann (an article highlighting the oyster restoration efforts was posted as recently as November 7, 2022; link:https://marinesciences.uconn.edu/tag/morris-creek/). The EA mentions nothing of any ongoing research in the adjacent areas to the project Davison Report at 4-5. The EA does not achieve mandated standards by virtue of its failure to identify the threatened and endangered species and their habitats that will be indirectly impacted by the Proposed Action or examine these impacts to determine if, as is likely, they are significant using FAA mandated criteria.	**TEH Comment Response # 27:** As per letter from USFWS dated March 15, 2022, there are no critical habitat designations within the project suite (see **Appendix C**). The EA evaluated the effects of the Proposed Action on Biological Resources in **Section 5.2** and determined that the Significant Impact thresholds identified in FAA Order 1050.1F are not exceeded. As discussed in **Section 5.2**, the Project would adhere applicable conservation recommendations from CT DEEP as per their NDDB Preliminary Determination letter dated March 3, 2022. Pre-construction surveys would be conducted during the permitting phase, which occurs after the completion of the NEPA process. These additional surveys of the project area would be conducted to determine the presence and extent (if any) of state listed endangered, threatened, and special concern species in the project area. Specific mitigation measures would be determined based on the survey results. We note specific mitigation measure of a time of year restriction in the referenced NDDB letter. We note FAA Cert Alert 06-07 recommendation: "Adhere to the turf, landscaping, and habitat management practices described in the airport's WHMP, AC 150/5200-33A, and the joint FAA/WS manual. Do not change these practices specifically to encourage the presence of, or to attract hazardous wildlife species *even if the species are state-listed or of special concern*." Furthermore, we note that HVN maintains compliance with the CT DEEP approved grassland management plan. Specific requirements for lighting relative to wildlife will be identified in detail through coordination with CTDEEP NDDB during the permitting phase of the project. It is important to point out that the number of aircraft flights is expected to increase under both scenarios, the No Action and Proposed Action. The proposed improvements are important to improve safety and operations efficiency.. HVN would continue implementing their Hazard Wildlife Management Plan and maintain compliance with the approved grassland management plan; therefore, it is not anticipated that there would be any impacts to avian migration or foraging individuals. As discussed in **Section 5.2** of the Draft EA, listed plant species were identified within some of the inland wetland areas proposed to be impacted. However, this potential impact will be mitigated by relocating the plants to a suitable area on HVN prior to commencement of construction activities. No listed fish or shellfish were identified on the site by either USFWS or the CTDEEP NDDB. The stormwater management techniques identified below will protect water quality in adjacent wetlands and in downstream systems. The Project would be designed to meet water quality standards; therefore, additional impacts are not anticipated or proposed. Stormwater quantity and quality would be managed in accordance with Connecticut's Stormwater Quality Manual. Also, the stormwater management system would be designed to meet CT DEEP's General Permit program pursuant to the National Pollutant Discharge Elimination System (NPDES). HVN currently operates under a stormwater discharge permit from CT DEEP. Additionally, as discussed in **Section 5.14.1.2** (Proposed Action-Airport Operations-Wetlands and Surface Waters), the proposed terminal site would include stormwater detention systems to allow for a controlled release of stormwater from the site, on-site improvement of water quality, and elements of infiltration where possible. The site design would allow for some infiltration and filtering of stormwater to recharge

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				groundwater and minimize the amount of stormwater that enters surface waters and adjacent wetlands; Detention and treatment would be provided for stormwater that cannot be infiltrated. The Connecticut Stormwater Quality Manual would guide the design of the terminal site and the stormwater management system would be further developed in the permitting phase of the project. Stormwater best management practices, controls, and management systems for both during construction and post-construction operations would be approved through the CT DEEP Construction Stormwater General Permit and/or Individual Water Quality Certification that would be obtained for the Project.
05/01/2023	LA	Town of East Haven **(TEH)**	**TEH Comment # 28:** Climate Change Adaptation The FAA has not established a significance threshold for climate or published factors to consider. Rather, Order 1050.1F directs one to the desk reference on this point. The 1050.1F Desk Reference (v2) contains the following information regarding impact category Climate Change Adaptation. The environmental consequences section should include a discussion of the extent to which the proposed action or alternatives(s) could be affected by future climate conditions, based on published sources applicable to the study area. For example, a project area's ability to sustain impacts caused by climate changes should be described (e.g., identify current robustness and height of seawalls for coastal airports). This discussion should include any considerations to adapt to forecasted climate change conditions. FAA 1050.1F Desk Reference at 3-7. The EA notes that the entire Airport property is located in a FEMA designated special flood hazard area, Zone AE, with a base flood elevation of 12 feet. The EA notes that the Airport is susceptible to tidal flooding and sea level rise flooding and that the mean sea level in Long Island Sound is projected to rise up to 20 inches above the National Tidal Datum Epoch by 2050. The EA also notes if sea level rises a *mere* two feet or more the majority of the Airport south of Runway 02-20 is expected to be more vulnerable and subject to frequent flooding. EA at 4-66. The EA considers Climate Change Adaptation noting that the Airport is susceptible to tidal flooding and sea level rise flooding. EA at 5-13. Per the EA the Proposed Action will address the potential effects of sea level rise on the runway through "life cycle management, which would involve periodic maintenance and upgrades to the runway to offset the impact of sea level rise." EA at 5-14. Additionally, the proposed new terminal would be constructed with a finished floor elevation at or above 13 feet above mean sea level base flood elevation which the EA asserts would help to assure it remains functional during major storm events. Roads and surface parking would be constructed at current grade and thus subject to forecast increases in flooding due to climate change. The EA's dismissal of climate change adaptation concerns based on "periodic maintenance and upgrades" with no details or explanations as to how this will address climate change adaptation and its failure to discuss the adequacy of a one foot elevation above flood elevation for the terminal is deeply problematic. The Davison Report addresses this noting: The airport property and many of the surrounding neighborhoods lie within FEMA Flood Zones with mandatory flood insurance purchase requirements and floodplain management standards (VE and AE). Neighborhoods surrounding the airport are currently affected by flooding, absent further adverse impacts from anticipated sea level rise, storm intensity and frequency increases from climate change. The Sea Level Affecting Marshes Model ("SLAMM") is a widely adopted and effective model to predict wetland response to long-term sea-level rise and has been applied in every coastal state. Figures 1 & 2 depict SLAMM generated projected sea level rise on marshes proximate to the project area in 2025 and 2085. These figures demonstrate that 1. Areas within and immediately surrounding the project area would be affected by sea	**TEH Comment Response # 28:** See response to BCEC Comment # 3 and EPA Comment #10 regarding sea level rise and climate change adaptation. See response to TEH Comment # 19 regarding floodplains. As stated within **Section 2.3.1** Regulatory Framework of Appendix I, GHG emissions resulting from construction and operation of the Proposed Action were quantified and documented pursuant to the presidential Executive Order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis. The GHG analysis was also performed in accordance with 2016 CEQ guidance on the consideration of GHG emissions in NEPA documents. Consistent with the interim guidance on assessing Greenhouse Gas emissions, the EA quantifies the reasonably foreseeable Greenhouse Gas emissions of the No Action and build alternatives (see **Table 5-5** and Table 5-6). Additionally, the EA discloses and provides context (see **Section 5.3.4**) for Greenhouse emission in relation to climate action goals and commitments; and discussed strategies or measures to further promote reduction of Greenhouse gas emissions (see **Section 5.3.3**). Regarding the Sea Level Affecting Marshes Model (SLAMM) referenced by the commentor, the data source was reviewed and did not provide any new insight based on the data sources cited in the EA. During the preparation of the Draft EA sea level rise projections from the NOAA Office for Coastal management were reviewed. As stated in **Section 5.3.1** (Climate Change Adaptation), the new terminal would be constructed with a finished floor elevation at or above 13 feet above mean sea level, or approximately eight (8) feet above existing grade. As described in **Section 4.15.4** (Floodplains and Sea Level Rise), the FEMA base flood elevation is 12 feet.

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05/01/2023	LA	Town of East Haven **(TEH)**	level rise; and 2. While the project area as proposed would not directly impact tidal wetlands, it would prevent additional tidal wetlands from forming naturally in and around the project area and tidal wetlands may be impacted by stormwater runoff and other aspects of the project. Davison Report at 2 (emphasis added.) measures for sea level rise and development of a drainage study is made in the MPU.73 The Town in prior correspondence attached here74 to the FAA has asked that a resiliency plan that includes mitigation measures for sea level rise and a drainage study that includes the low-lying areas surrounding the Airport be prepared as part of this effort. This has not happened. There is no mention in the EA of the flooding associated with even very minor rain events or just high tides that coincide with a full moon and windy conditions. Flooding is occurring with increasing frequency due to climate change and is already having a significant negative effect on the community in their homes and on roadways near the airport. Vastly increased traffic levels relating to the Proposed Action will run through roads, including the Town's primary evacuation route, that are already subject to this dangerous flooding, which all-too-frequently renders roads impassable. Shoreline communities like the Town are already experiencing the effects of climate change. The Proposed Action will undoubtedly exacerbate these effects on the community. The failure to recognize this in the EA is unacceptable. Notwithstanding the inadequacies of the EA, there is adequate information available to conclude that the Proposed Action would have a significant impact on the physical environment due to climate change. An Environmental Impact Statement to further identify and quantify this is required. The FAA Desk Reference requires the following elements be considered: "the extent to which the proposed action or alternatives(s) could be affected by future climate conditions, based on published sources applicable to the study area." FAA 1050.1F Desk Reference at 3-7. This discussion is not provided in the EA and thus the EA does not meet FAA standards.	
			TEH Comment # 29: The EA Engages in Improper Segmentation by Not Including All Elements Necessary to Make the Runway Extension Fully Functional for Aircraft Operations in Compliance with FAA Safety Standards, and Therefore Not Describing or Analyzing the Environmental Impacts of Those Necessary Elements **Refer to comment agency letter for full comment.**	**TEH Comment Response # 29:** The Proposed Action is a single and complete action with independent utility and not dependent on other actions or projects. All elements of the Proposed Action were considered in the EA without breaking them down into small projects. The Proposed Action was evaluated in accordance and consistent with CEQ guidelines and the process of determining overall environmental consequences, direct and cumulative impacts. Past, present, and reasonably foreseeable actions have been considered in the cumulative impacts analysis in Section 5.15 of the EA. The analysis was conducted in accordance with 40CFR Title 40, CFR, parts 1500-1508, Regulations for Implementing the Procedural Provisions of the NEPA and FAA Order 1050.1F, and evaluated projects completed within the past 3 years (at the time of the analysis) and projects expected in the next 5 years. The past years projects and forceable future projects (i.e., next five (5) years) were discussed in Draft EA, **Section 5.15**, **Table 5-14** and **Table 5-15**. Past projects were subject to NEPA review as applicable. The projects listed in **Tables 5-14** and **5-15** have independent utility from the Proposed Action. The proposed runway extension would comply with FAA design standards and is functional as presented in the EA. The referenced taxiway extension is not required for aircraft to utilize the full length of the runway. As the commentor describes, aircraft can back taxi and turn around, as is done under existing conditions. As is clearly stated in the EA, land acquisition is not proposed and therefore not considered in the EA. The commentor references a number of conditions or proposals from the Master Plan Update. Proposed Action is as described in detail in the EA in **Chapter 1**. The project would meet RSA standards through implementation of Declared Distances and construction of the Engineered Materials Arresting System. No Modification of Standards for RSA conditions is needed.

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05/05/2023	SA	Connecticut Department of Energy & Environmental Protection **(CT DEEP)**	**CT DEEP Comment # 1: DEEP's Regulatory Authority:** Documents prepared pursuant to the National Environmental Policy Act (NEPA) typically contain a section listing and discussing the necessary federal, state, and municipal regulatory permits and approvals required by the proposed action. The Draft EA does not contain such a discussion or listing. Determining the nature and extent of DEEP's jurisdiction over the proposed actions is complicated by the multi-faceted nature of the actions; some actions relate directly to airline operations and safety, whereas others relate to traveler amenities and convenience. In light of the complex interface between federal, state, and local jurisdiction, and without a specific listing of required permits to consider, these comments take a more inclusive approach to DEEP's regulatory jurisdiction so as not to omit discussion of any potentially relevant programs and issues.	**CT DEEP Comment Response # 1:** This information is included in **Appendix D** (Agency Coordination and Public Involvement).
			CT DEEP Comment # 2: No Action Alternative: The No Action Alternative, as set forth in the Draft EA (Section 3-3), is the point of comparison against which the proposed alternatives are evaluated. The Preferred Alternative is the selected alternative, and therefore, its associated impacts are assessed against the No Action Alternative. For the purposes of an EA, a No Action Alternative looks to the effects of not approving the proposed actions under consideration. The No Action Alternative does not assume the status quo will remain unchanged, but rather considers the effects of not taking the proposed actions on the status quo. Here, the Preferred Alternative includes a new passenger terminal, greatly expanded parking capacity, and a new access road. The No Action Alternative is described as serving the same number of passengers (1,200,000 in 2031) as the Preferred Alternative but requiring 68 flights per peak day to do so instead of the 54 flights per peak day postulated for the Preferred Alternative. Given the spatial and logistical issues at the existing facilities, the Final EA should clarify the assumption that the same projected number of passengers could be accommodated with the existing facilities in the Draft EA.	**CT DEEP Comment Response # 2:** The "No Action" refers to continuing with the course of action with the existing West Terminal, and the existing operations would grow consistent with the forecast. The No Action assumes that the existing terminal is not stopping passenger growth; therefore, the expected growth in passengers would occur regardless of whether the Proposed Action is advanced. In addition, the airfield has capacity to accommodate the aircraft operations under both scenarios. The terminal experiences significant times of day with little activity and two days/week with few operations. Therefore, the Airport can accommodate the expected future enplanements under the No Action alternative, but the passenger experience would be unacceptably poor and would not meet design standards. The existing congestion within the West Terminal area roadways, chronic parking shortages, and long queues for terminal functions such as ticketing, security, baggage claim would worsen considerably as enplanements increase over time. Additional enplanements can be accommodated with operational changes, improved wayfinding and staffing. Interior modifications to the existing terminal and additional modular units could be added if necessary. The passenger experience with these changes would be poor, would not meet IATA design standards and would not meet the purpose and need of the proposed action. Parking would be challenging under the No Action scenario. The existing pavement on the east side could be converted to vehicle parking. The existing shuttle system to downtown parking garages could be expanded Demand management measures could be implemented.
			CT DEEP Comment # 3: Water Resources Regulatory Issues: Connecticut Coastal Management Act (CCMA) Summary: The Draft EA does not assess the adverse impacts of the freshwater wetlands (which are an identified coastal resource) relative to the policy in the CCMA and with respect to permits that have already been issued. Additionally, a comprehensive mitigation package that addresses impacts to all on-site coastal resources should have been included. This additional detail is expected in the Final EA. As background, the Connecticut General Assembly has found that the waters of Long Island Sound and its coastal resources are a unique ecosystem that is fragile and is of state interest, which must be protected through effective management of uses of its resources. The CCMA,	**CT DEEP Comment Response # 3:** CT DEEP provided written communication via email (dated January 17, 2023) an email indicating that the CCMA process is to be addressed during the review of the state permit applications. This statement was reconfirmed with CT DEEP during the last agency coordination meeting held on May 31, 2023, among CT DEEP, FAA, HVN and MJ team. Mitigation measures are described in each impact category throughout EA **Chapter 5**. The Coastal discussion is revised in the Final EA to reference described mitigation measures. Additional available detail pertaining to wetland mitigation is provided in the Final EA in a technical appendix, including the following information:

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05/05/2023	SA	Connecticut Department of Energy & Environmental Protection **(CT DEEP)**	Connecticut General Statutes (CGS) 22a-90 et seq., addresses the expansion of existing airports within the coastal boundary. CGS Section 22a-92(c)(1)(H) asserts, as among the "[p]olicies concerning development, facilities and uses within the coastal boundary," a policy "to disallow the construction of major new airports and to discourage the substantial expansion of existing airports within the coastal boundary" and "to require that any expansion or improvement of existing airports minimize adverse impacts on coastal resources, recreation or access." Pursuant to CGS Section 22a-36, as referenced by Sec. 22a-92(a)(2), freshwater inland wetlands and watercourses ae a defined coastal resource. The Draft EA (Section 5-4 "Coastal Resources") concludes that the extension of Runway 02-20 and the replacement of the existing West Terminal with a new Terminal on the east side of the Tweed New Haven Airport is not expected to have impacts on coastal resources, noting that no adverse impacts are anticipated to tidal wetlands, freshwater wetlands, coastal flooding, circulation patterns, drainage patterns, shore erosion, accretion, visual or water quality, among other resources. The Preferred Alternative identifies nearly 9.28 acres of impacts to freshwater wetlands associated with the construction of the new Terminal Building and apron paving, which the Draft EA notes will be mitigated and compensated for without discussing how the impacts will actually be mitigated, in accordance with the CCMA and with respect to permit conditions that are already in place. DEEP expects that the final EA will include an additional analysis of alternatives to prevent, avoid, or minimize impacts to inland wetlands and watercourses, including consideration of alternatives to onsite surface parking. Of the 9.28 acres of direct impacts to inland wetlands and watercourses identified in the Preferred Alternative, 7.39 acres of impact (Wetlands 05, 06A, and 06B) are from a proposed surface parking lot to be located at the East Terminal. The current plan calls for nearly 4,000 parking spaces in order to accommodate both current needs and projected forecasts. The Draft EA (Section 3) included several masterplan alternatives: Extension of Runway 20 (Shift the Runway further north); Runway Extension with no Engineered Material Arresting System; Renovate or Construct new facilities on the West Side; and Construction of a New Airport. The alternatives identified are insufficient for determining whether the proposed action has prevented, avoided, or minimized impacts to inland wetlands and watercourses and for demonstrating that the impacts of the Preferred Alternative have been minimized to the greatest extent practical. Further analysis should be conducted to assess the potential for minimizing the number of parking spaces, and additional alternatives to the surface parking lot should be explored, such as offsite parking or adding onto the parking structure that is already part of the proposed action. Structures, Dredging and Fill Act and Tidal Wetlands Act Summary: The Draft EA does not discuss mitigation for the alteration of the created grassland habitat that is required by permit. DEEP recommends inclusion of mitigation strategies as part of the Final EA. The Department issued a Structures, Dredging and Fill and Tidal Wetland permit (SDFTW 2000-3049-KZ) in May 2007 to Tweed New Haven Airport for the construction of runway safety areas off Runway 2-20 and the extension of Taxiway B. The permit authorized 0.63 acres of fill of coastal waters and 9.10 acres of fill of tidal wetlands. The Department required, as a condition of that permit, that the airport restore significant tidal wetland acreage, that the airport not undertake any future modifications (including paving) of Runway Safety Areas without the Commissioner's authorization, and that the airport maintain grassed areas in accordance with an approved plan in order to provide bird habitat benefit. The Draft EA (Section 5.14.3.1) states that mowed areas are disturbed areas that do not provide notable habitat for fish and wildlife. This conclusion conflicts with the grassland maintenance objective of the May 2007 permit and with the NDDB Determination #202201593, dated March 3, 2022 (Appendix C), which directs the applicant to comply with	• Preliminary site screening results • Identification of the two (2) potential mitigation sites currently favored by CT DEEP (pending additional engineering analysis during the design and permitting phase, which occurs after completion of the NEPA process) Appendix L added which provides additional detail on the parking need, avoidance and minimization measures, etc. as well as working alternatives for the terminal area. Repeated searches have found no available and suitable properties for construction of off-site parking. The EA notes the requirement for a permit to undertake modifications to the Safety Area. The airport maintains grassed areas in accordance with the grassland management plan, as amended on April 13, 2011. Portions of the proposed terminal facility are located within the "Airfield Safety Area & Glideslope Critical Area" and portions are within the "Airfield Non-safety/Non-critical Area" identified in the plan. The text in **Section 5.2** of Final EA has been updated to discuss the Grassland Management Plan and potential impacts on grassland habitat on the airport grounds. Based on field investigations, some areas of the maintained infield at the proposed terminal facility are wetlands. As such, these wet infield areas are less suitable for grassland species, especially where standing water occurs. Also, large portions of the maintained infield area are dominated by cool season grasses, rather than warm season grasses, and the "clumpy" grassland habitat with bare soil patches preferred by some of these grassland bird species is less common. Additional information on stormwater management would be provided during the permitting phase. Pavement removal from existing developed areas would be considered to partially offset the increased impervious on the east side. Removal of impervious also provides an opportunity to mitigate grassland/state threatened species impacts. **Appendix L**, providing additional detail on the alternatives analysis and avoidance and minimization measures incorporated into the project at this early planning stage has been added to the EA. Appendix L addresses the proposed Runway extension, parking, access, and the terminal area. We note FAA Cert Alert 06-07 recommendation: "Adhere to the turf, landscaping, and habitat management practices described in the airport's WHMP, AC 150/5200-33A, and the joint FAA/WS manual. Do not change these practices specifically to encourage the presence of, or to attract hazardous wildlife species *even if the species are state-listed or of special concern*." Furthermore, we note that HVN maintains compliance with the CT DEEP approved grassland management plan.

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			any pre-existing mitigation plans prepared to protect grassland birds. The Final EA must provide for grassland maintenance in accordance with the permit.	
05/05/2023	SA	Connecticut Department of Energy & Environmental Protection **(CT DEEP)**	**CT DEEP Comment # 4: Flood Management Summary:** DEEP recommends that the Final EA include additional analysis of floodplain compensation volume versus floodplain displacement volume. In addition, the use of infiltration and stormwater detention requires further analysis in consideration of localized flooding and site conditions. Tweed New Haven Airport is located within a FEMA established coastal floodplain, Zone AE 12. The Preferred Alternative includes a significant amount of grading within the 1% floodplain, including placing 61,300 cubic yards of fill material to develop runway profile and safety area improvements, the East Terminal, and the parking garage. FEMA's National Flood Insurance Program, Section 44 Subpart 60.3 of the Code of Federal Regulations, requires that a proposed development be constructed with methods and practices that minimize flood damage. To offset the loss of flood storage and minimize damage from flooding, the proposed action calls for compensating for the fill by excavating 61,300 cubic yards of material along the runway and undeveloped areas. However, given the high groundwater table and low-lying airport property, a corresponding cut may not provide sufficient water holding capacity. Effective flood storage compensation should be done incrementally, by elevation, by providing an equal or greater volume of flood storage than the amount being displaced for the entire elevation range of the floodplain. Therefore, analysis of floodplain compensation volume versus floodplain displacement volume needs to be performed on an incremental elevation range of the site's floodplain and located outside of any wetland or watercourse. Careful consideration should be put into the design of the proposed infrastructure at the airport since the facility is located in areas of the floodplain where wave heights are anticipated to be between 0 to 3 feet during a significant coastal flood event. Studies have shown that wave heights as little as 1.5 feet can damage a structure. The state building code recognizes these risks and requires that any new construction within a FEMA Coastal AE flood hazard area be built to Zone VE standards. In summary, the new terminal building may require mitigation to address potential impacts associated with significant coastal flood events. The Preferred Alternative proposes to create 30.99 acres of new impervious surface, with 18.75 acres for vehicle parking. The Draft EA briefly discusses providing infiltration and detention in order to mitigate potential impacts from flooding. The document acknowledges that infiltration may be difficult to achieve due to the presence of a high groundwater table. Alternate methods for providing adequate water quality treatment should be investigated and must meet the design, construction, and maintenance requirements detailed in Connecticut's Stormwater Quality Manual. Detaining stormwater in this location of a watershed may have potential adverse impacts to downstream properties. If detention is pursued, Tweed New Haven Airport should conduct a detailed routing analysis to ensure that discharging stormwater runoff from the airport does not coincide with peak flows from the watershed.	**CT DEEP Comment Response # 4:** The estimated flood displacement volume and offsetting flood compensation is based on planning information available at the time the EA was prepared. The EA is intended to fulfill the requirements of the National Environmental Policy Act (NEPA) and was prepared in accordance with FAA Order 1050.1F. The EA is based on available planning information. Since design details are not currently available, these will be provided during the permitting process. The engineering analysis would be updated during the design and permitting phase when more precise information is available after the completion of the NEPA process. We note the request for incremental elevation range. As noted above, a more detailed analysis would be performed during the design and permitting phases. As noted above, the Proposed Action would be designed and constructed in accordance with applicable building codes. Stormwater Management for the site would comply with Connecticut's Stormwater Quality Manual. Specific stormwater management measures would be determined during the design phase. Infiltration strategies have been successfully utilized on previous airport project. If required, a detailed routing analysis would be performed during the design and permitting phase after the completion of the NEPA process.
			CT DEEP Comment # 5: Climate Change and Sea Level Rise Summary: DEEP recommends that the Final EA further analyze and address how sea level rise, coastal flooding, and fluvial flooding will impact the airport under a changing climate, as well as greenhouse gas (GHG) emissions calculations and assumptions for the Proposed Action. The Draft EA states that the proposed action takes into consideration the location of the airport in the 1% floodplain and has incorporated certain resiliency measures, such as the layout of the new terminal and elevation of the runway. The new terminal will be placed on piles with a finished first floor elevation of 13 feet and mechanical equipment set on a mezzanine or rooftop level. The Final EA should include the analysis that determined that the elevation to 13 feet would be sufficient, given the state's adopted sea level rise projections of	**CT DEEP Comment Response # 5:** Connecticut Sea Level Rise and Storm Surge Viewer has been utilized. As described in the EA, the Airport does flood under existing conditions. Resilience measures incorporated into the terminal and corrections to the runway profile would improve the resiliency when compared to existing conditions. The finished floor elevation identified in the EA is a preliminary estimate based upon early planning documents. According to Connecticut Sea Level Rise and Storm Surge Viewer, the Base Flood Elevation (BFE) in the location of the proposed terminal area is approximately 12 feet. The projected sea level rise of 20 inches is noted. The final determination of the finished floor elevation would be made during final design and would consider the issues raised, current building code, and other pertinent factors or applicable data.

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05/05/2023	SA	Connecticut Department of Energy & Environmental Protection **(CT DEEP)**	20 inches by 2050 pursuant to Public Act 18-82. The Draft EA states the runway ends will be elevated by approximately 3-6 feet to accommodate sea level rise. The Final EA should assess how the 3-6 feet elevation addresses sea level rise on top of storm surge. The Connecticut Institute for Resilience and Climate Adaptation (CIRCA) provides a Connecticut Sea Level Rise and Storm Surge Viewer that can assist in this analysis. It should be assessed whether there is a tradeoff between greater elevation of the runway and impacts to surrounding wetlands and overall flood storage. The airport and the surrounding wetlands are a low point in the area and may serve as flood storage for the surrounding neighborhood during storm events. The Final EA would be improved by a review of past storm impacts to the airport, including flooding from Sandy (2012), Elsa (2021) and Ida (2021). Such storm events reveal the vulnerability of the airport's infrastructure to both coastal and fluvial flooding. In general, Connecticut can expect to experience more flood events like these storms going forward. DEEP anticipates that changes in mean sea level will significantly impact the frequency of flooding along the Connecticut coast, but the flood zone will not expand much in most areas. With 20 inches of sea-level rise, coastal flood risk could increase by a factor of 5 to 10 with no change in storm conditions. High water levels, like occurred during Superstorm Sandy, would then be expected every 5 to 10 years. In addition, sea level rise will continue after 2050. Recent simulations indicate that the mean sea level could be up to 80 inches higher by 2100 if CO2 emissions are not reduced soon. The Draft EA states that the Proposed Action is anticipated to result in less fuel burn and thus less GHG emissions when compared to the No Action alternative for both 2026 and 2031. The Draft EA explains that the No Action would limit the flexibility to use higher seat capacity aircraft (737-800W) resulting in higher number of operations under the No Action compared to the Proposed Action. As a result, CO2 emissions and fuel usage are expected to be higher under the No Action when compared to the Proposed Action. The Final EA emissions estimates should include example calculations, sources of data, and the basis for any assumptions and uncertainties in the data or projections, similar to the discussion on emissions that impact Air Quality. As further described below, use of low/zero emissions vehicles can decrease GHG emissions and improve air quality.	The runway profile changes are required to meet FAA design standards. Based on preliminary grading plans no wetland impacts are anticipated for the Runway improvements. We note wetland 04 and Wetland 05 are infield drainage areas constructed between Runway 14-32 and taxiway to manage airfield runoff. These infield drainage areas (wetlands) do not serve as flood storage for the surrounding neighborhood during storm events. Estimates were prepared using AEDT model as required by FAA. Input used in the model is included in **Appendix I** (Noise and Air Quality Report). HVN is committed to more environmentally efficient operations and is open to pursuing funding for alternatively fueled ground support equipment (GSE). Charging infrastructure would be considered in the final design. It is important to note that ground handling equipment is the responsibility of the airline who supplies the tugs, baggage carts, and other equipment. Selection of the equipment is not a Tweed New Haven Airport Authority decision.
			CT DEEP Comment # 6: Water Quality Summary: DEEP recommends that further consideration be given to reducing the total area of impervious surface proposed in order to mitigate water quality impacts, and a discussion of this assessment be included in the Final EA. The significant increase in impervious surface from constructing the proposed terminal at the east side of the property causes a majority of the wetland impacts. Although the wetland system is considered disturbed, it does provide several functions, including the removal of sediment and filtering of pollutants from stormwater runoff and resulting improvements in water quality. The Draft EA (Section 5.14.1.2) discusses using the 2004 Stormwater Quality Manual, as amended, as a design guide for the new terminal site. Consideration should be given to mitigating the increase in impervious surface by removing some existing facilities located on the west side of the airport if such facilities are no longer needed. Further, the proposed action is not eligible for a 401 Water Quality Certification under the Army Corps of Engineers (ACOE) Regional General Permit – and would instead require an ACOE individual permit – because the proposed activity involves detention or retention of stormwater in non-tidal waters, wetlands, or watercourses.	**CT DEEP Comment Response # 6:** Opportunities for removal of impervious to partially offset are being evaluated. Stormwater quantity and quality would be managed in accordance with CT DEEP requirements. Further information demonstrating ability to comply with water quality requirements would be provided during the design and permitting phase, which would occurs after completion of the NEPA process. A Site Stormwater Management Plan will be prepared in accordance with the Connecticut Stormwater Quality Manual during the design phase. The stormwater management plan would detail water quality and quantity management practices associated with the project both during and after construction. The intent of the Site Stormwater Management Plan is to maintain, to the maximum extent achievable, pre-development hydrology and pollutant loads. Requirement for Individual Water Quality Certification is noted. The project would continue to be coordinated with the USACE during the permitting process.
			CT DEEP Comment # 7: Air Quality and Tweed New Haven Airport Emissions: Tweed New Haven Airport is located in an area designated as severe nonattainment for the 2008 ozone NAAQS and moderate nonattainment for the 2015 ozone NAAQS. Ozone is a secondary air	**CT DEEP Comment Response # 7:** . The Air Quality analysis described in **Section 5.1** was completed in accordance with the requirements of FAA Order 1050.1F the Aviation Emissions and Air Quality Handbook. **Section 5.1** of the EA and **Appendix I** (Noise

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05/05/2023	SA	Connecticut Department of Energy & Environmental Protection **(CT DEEP)**	pollutant, which is formed when its precursor pollutants, NOx and VOCs, combine and oxidize in the presence of sunshine and higher temperatures. Significant emissions increase in VOCs and NOx occur under both the Action (the Preferred Alternative) and No Action scenarios out to 2031. Increased emissions in the nonattainment area will make compliance more challenging, and the net impact of these emissions will be important to consider in the context of State and federal investments and regulations that are designed to achieve emission reductions from both in-state and from upwind sources. Prior to 2021, total airport emissions from New Haven County were approximately 11 tons per year (tpy) each for VOCs and NOx, with Tweed New Haven Airport accounting for approximately half of the County's total airport emissions. As Table 29 in Appendix I shows, recent changes in operation at Tweed, including the introduction of 737s in 2021, have resulted in the airport producing increased emissions of NOx and VOCs. In terms of reducing emissions from aircraft engines and fuels, only the U.S. Environmental Protection Agency (EPA) has jurisdiction to regulate emissions from aircraft engines; additional emissions reductions measures are noted below. Aircraft emissions are the largest source of air pollution associated with airport operations. There has been considerable focus by state organizations, including DEEP, the Office of the Attorney General, and national environmental groups to prompt EPA to act to address community concerns around emissions of lead, fine particulate matter, and greenhouse gas emissions. To date, EPA has failed to enact standards that will result in meaningful emissions reductions. DEEP continues to urge EPA to act to address emissions from these sources under federal jurisdiction especially considering the disproportionate impact on environmental justice communities that are located within ten miles of international airports. It is important that DEEP estimates of future year emissions inventories be as accurate as possible because attainment projections and emission reduction requirements are determined from these inventories. Current and future year estimates of emissions provided in the Draft EA are unclear. The Final EA should clarify the apparent discrepancies and show how fleet composition and underlying assumptions affect passenger throughput and related emissions calculations. The Draft EA (Table 29, Appendix I) indicates nearly the same emissions growth from the Action and No Action alternative. Similarly, with respect to growth in use, page 2-7 of the document states that "Current projections indicate an average of 22 daily departures and over 1- million annual enplanements in 2031 under both the No Action and Action scenarios." The Final EA should explain how the Preferred Alternative, which includes a four-fold increase in parking spaces, a larger terminal, the potential for more and distant destinations, more planes, and larger, heavier aircraft afforded by a longer runway, only leads to a 5.1 tpy increase in emissions of Nitrogen Oxides (NOx) in 2026 and a 19.2 tpy increase in NOx in 2031. Further explanation of the offset in emissions growth resulting from the increased efficiencies gained utilizing larger aircraft and lower thrust required from a longer runway is needed under both the Action and No Action scenarios. The Final EA should also explain the current regulatory, physical, and operational constraints on facility and aircraft emissions and how they differ compared to the Action (the Preferred Alternative) and No Action scenarios. Emissions estimates should include example calculations, sources of data, and the basis for any assumptions and uncertainties in the data or projections.	and Air Quality Technical Report) provides the reasonably foreseeable emissions in connection with the Proposed Action and the No Action Alternative. In accordance with FAA Order 1050.1F, the *net* emissions are presented for a General Conformity analysis in comparison to the de minimis thresholds, which is the difference between emissions under the Proposed Action alternative and the No Action alternative. Appendix I – Noise and Air Quality Technical Report details the assumptions included in current and future-year emissions estimates. ACEIT and MOVES3 calculations and modeling inputs/assumptions are provided in Appendix E of the Noise and Air Quality Technical Report (Appendix I) for construction and demolition. Emissions calculations for ground access vehicles and new parking areas are also provided in Appendix E of the Noise and Air Quality Technical Report (Appendix I). AEDT modeling input is detailed in the noise section of Appendix I, as the same inputs are used for both noise and emissions calculations from aircraft operations. AEDT output for aircraft emissions is summarized in Table 29 of Appendix I. Additional clarification will be included in the EA and Appendix I – Noise and Air Quality Technical Report to explain the net emissions of NOx in 2026 and 2031. Increased parking capacity and ground access vehicle trips are accounted for in the Proposed Action. Emissions increases from additional parking capacity and ground access vehicles are reflected in net CO emissions, as expected, between the No Action and Proposed Action alternatives. The decrease in NOx emissions between the No Action and Proposed Action alternatives can be explained by the fact that, under the No Action Alternative, 240 daily shuttle trips would be necessary from proposed satellite parking at Long Wharf Drive. As detailed within Appendix I, there would be no new emissions from the larger terminal due to the proposed electric heating and cooling pumps, which would not use natural gas or diesel fuel. Therefore, there are no NOx emissions expected from the larger terminal. As detailed within Appendix I, Table 28, NOx emission factors from AEDT version 3d are higher for the 737800, which would be flown under the Proposed Action, during takeoff and climb out. The higher emissions factors account for the greater increase in NOx emissions under the Proposed Action, relative to the No Action. However, the magnitude of the NOx emission increase is offset by the forecasted decrease in flight operations under the Proposed Action.
05/05/2023	SA		**CT DEEP Comment # 8: Opportunities to reduce airport emissions through greater use of low/zero emissions vehicles:** Increased vehicle electrification across all sectors, including light, medium and heavy duty, is needed for Connecticut to meet its air quality and GHG reduction targets. As new vehicle sales will approach 100% within the next decade, the City of New Haven and the Tweed New Haven Airport Authority can ensure that airport operations consider the significant increase in electric vehicle use by ensuring at least 10% of the new parking spaces are equipped with electric vehicle charging infrastructure and that another 10% are made ready to accept such infrastructure at a later date.	**CT DEEP Comment Response # 8:** HVN is committed to more environmentally efficient operations and is open to pursuing funding for alternatively fueled ground support equipment (GSE). Comment noted. Charging infrastructure would be considered in the final design. It is important to note that ground handling equipment is the responsibility of the airline who supplies the tugs, baggage carts, and other equipment. Selection of the equipment is not a Tweed New Haven Airport Authority decision.

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		Connecticut Department of Energy & Environmental Protection **(CT DEEP)**		
			CT DEEP Comment # 9: Further opportunities to reduce emissions from airport operations: The Federal Aviation Administration (FAA) has a variety of grant programs that award funds to public-use airports included in the National Plan for Integrated Airport Systems (NPIAS). Airports can apply for grants to purchase a variety of airport-owned zero emission vehicles and corresponding infrastructure, as well as electric ground service equipment (GSE) and other measures to reduce the emissions from conventionally fueled airport operations. These programs include the Airport Zero Emission Vehicle (ZEV) and Infrastructure Pilot Program, as well as the Voluntary Airport Low Emissions (VALE) Program. Tweed New Haven Airport is included in the current NPIAS for 2023, and these programs favor airports located in nonattainment areas such as New Haven County. The airport should consider utilizing these grant programs to reduce overall emissions from the airport during and after completion of the project through the replacement of conventionally fueled vehicles and equipment. In the past, grants awarded through the Airport ZEV and Infrastructure Pilot Program have funded electric shuttle buses and electric flatbed vehicles, in addition to corresponding charging stations. Funds from the VALE program have gone towards projects such as the purchase of alternative fuel vehicles and chargers; gate electrification and corresponding infrastructure; replacing conventionally-fueled GSE with electric (in addition to the associated refueling/recharging stations); and replacing heating/cooling systems with solar or geothermal units.	**CT DEEP Comment Response # 9:** See Comment Response # 8. Other environmental benefits of the Proposed Action include providing pre-conditioned air and shore power when aircraft are parked at the gate, which would have considerable air quality benefits compared to the existing terminal and the No Action alternative. The proposed terminal would be more energy efficient compared to the existing terminal due to the use of modern materials, mechanical equipment, insulation, and lighting.
			CT DEEP Comment # 10: Limitations on vehicle idling: In no event should idling be allowed beyond regulatory restrictions. The Draft EA (Section 5.1.5) lists control measures to mitigate particulate emissions during construction. Listed among the measures is, "Limiting construction vehicle engine idling by turning off engines after three (3) to five (5) minutes of inactivity." With few exemptions, the Regulations of Connecticut State Agencies (RCSA) section 22a-174-18(b)(3) restricts engine idling to three minutes. If the intent is to impose a strict five-minute limit on idling in alignment with a regulatory exemption, this goal should be clarified. Further, after construction, signs indicating Connecticut's three-minute idling law should be placed near pick-up and drop-off locations, in parking garages, in satellite lots, and any other place where idling vehicular traffic is expected to increase.	**CT DEEP Comment Response # 10:** Narrative has been revised and is incorporated in the Final EA to reflect the three-minute limitation on idling.
			CT DEEP Comment # 11: Construction Equipment: The Draft EA suggests the use of Tier IV off-road construction equipment during construction. Given the attainment status and air quality challenges of the area, Tier IV equipment should be required unless not reasonably practical, and electrified construction equipment should be used when available. To the extent construction activities are contracted services, the ultimate construction firm should be advised of ongoing efforts within Connecticut to reduce diesel related construction emissions. These efforts include several grant programs, such as the state and federal Diesel Emissions Reduction Act (DERA) program as well as the Volkswagen NOx Mitigation trust, which are available to offset the cost of replacing old diesel construction equipment with lower emitting or zero emission alternatives.	**CT DEEP Comment Response # 11:** Comment acknowledged. Requirements for construction equipment would be determined during the design or procurement phases.
05/05/2023	SA	Connecticut Department of	**CT DEEP Comment # 12: FAA Jurisdiction over Airport Noise:** While DEEP has adopted statewide noise regulations, these regulations do not apply where an approved local noise ordinance is in effect. Regardless of whether state or local noise ordinances are in effect for a given area, neither may regulate noise from airports. Any such standards would be expressly preempted, as only the Federal Aviation Administration (FAA) may regulate airport noise. Further, regulations4 adopted pursuant to CGS section 22a-69 expressly exclude aircraft and exempt airports from state noise standards. FAA as a website dedicated to noise complaints from airports to address any issues that may arise due to airport operations. The Tweed New Haven Airport Authority and Avelo Airlines developed a voluntary agreement to restrict scheduled airport departures and arrivals to between the hours of 6:30 am and 11:00 pm. If acceptable to all parties, this agreement could be formalized and, further, FAA	**CT DEEP Comment Response # 12:** Comment acknowledged. The voluntary agreement is a matter between the aircraft operators and the city. It is outside the FAA's jurisdiction.

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		Energy & Environmental Protection (CT DEEP)	could be asked to oversee implementation. We encourage Tweed to continue to work with homeowners and communities to reduce the impacts from noise on its neighbors.	
			CT DEEP Comment # 13: Aqueous Film Forming Foam: Aqueous film forming foam (AFFF) is used to fight high-hazard Class B petroleum and flammable liquid fires. AFFF contains the contaminant PFAS, otherwise known as perfluoroalkyl or polyfluoroalkyl substances. Pursuant to 14 CFR Part 139 Certified Airport, Tweed has been required by FAA to have AFFF available in rescue firefighting vehicles to respond to emergency incidents and, as such, has been required historically to conduct training with AFFF on-site. It is expected that there will be past AFFF (PFAS) release areas on-site. It is recommended that, at a minimum, Phase 1 and 2 environmental investigations be completed for the airport, with testing of soil and groundwater for PFAS completed in the proposed construction areas. CGS section 22a-903a(b)(4) specifies that, "[n]o person required by federal law to use a class B firefighting foam that contains an intentionally added perfluoroalkyl or polyfluoroalkyl substance in any amount shall use such foam upon the earlier of the following: (A) A change in federal law prohibiting the use of such foam, or (B) one year after a change in federal law to no longer require the use of such foam." In 2018, Congress directed the FAA to no longer require the use of firefighting foams that contain PFAS or similar fluorinated chemicals. This 2018 Congressional requirement was included in the FAA Reauthorization Act of 2018. Accordingly, training with AFFF might not have occurred at Tweed New Haven after 2018. However, Tweed is still allowed to use AFFF for emergency response. Given the long use of the site as an airport, contaminants other than PFAS may be present in soil or groundwater due to aircraft deicing and maintenance, use and storage of aircraft fuel and other petroleum products, and use and storage of other hazardous materials associated with maintenance of aircraft, vehicles, equipment, and buildings. A soil management plan should be put in place to ensure that any contamination present in soil is identified, and that contaminated soil is handled, stored, and disposed of in accordance with applicable regulations and statutes. If dewatering is needed as part of construction, a plan should be put in place to ensure that any contamination present in groundwater is identified, and that the wastewater is handled in accordance with the General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities and any other applicable permits. These plans should be described in the Final EA.	**CT DEEP Comment Response # 13:** Site investigation would be completed in the proposed construction areas during the design and permitting phase, which occur after the completion of the NEPA process. Subject to the results of the site investigations, a Soil Management Plan would be put in place for the development phases of the Project. As described in the EA the Project would comply with applicable regulations for addressing contaminated soil. HVN utilizes inline foam testing equipment so that AFFF is not discharged to the environment for testing and certification purposes; however, foam may has been discharged in an emergency response in the past. The construction of the Project would result in direct and indirect benefits by implemented new environmental controls, creating opportunity to remediate regulated contaminants (if any) and address recognized environmental conditions (RECs) resulting from site investigations (e.g., Phase I / Phase II Environmental Site Assessments). Additionally, the Airport would conduct soil remediation investigations and remediation actions in advance or concurrent with construction activities. This would likely involve removal and disposal of the contaminated materials in accordance with the CT DEEP regulations. However, remediation methods are subject to individual site conditions and may be adjusted based on conditions encountered in the field.
05/05/2023	SA	Connecticut Department of Energy &	**CT DEEP Comment # 14: Natural Diversity Data Base:** The Draft EA (Appendix C) contains a March 3, 2022 letter from DEEP's Natural Diversity Data Base regarding State-listed endangered, threatened, and special concern species found or potentially occurring at Tweed New Haven Airport. That letter includes measures both to improve the habitat potential of grassland areas that do not interfere with airport operations and measures to discourage bird visitation and nesting in inappropriate areas. An NDDB Determination Letter dated August 16, 2022, was sent to Kimberly Peace of Hoyle, Tanner and Associates regarding safety and drainage improvements at Tweed. That determination letter concurred with protection measures developed to protect a listed plant species *Leptochloa fusca ssp fascicularis* and contained protection measures for five grassland bird species occurring at the airport: State endangered species horned lark (*Eremophila alpestris*) and grasshopper sparrow (*Ammodramus savannarum*), and State Species of Special Concern Savannah sparrow (*Passerculus sandwichensis*), bobolink (*Dolichonyx oryzivorus*), and eastern meadowlark (*Sturnella magna*).	**CT DEEP Comment Response # 14:** As discussed in **Section 5.2**, the Project would adhere applicable conservation recommendations from CT DEEP as per their NDDB Preliminary Determination letter dated March 3, 2022. In addition, the NDDB letter dated August 16, 2022, referenced in comment #14, will be considered during planning of potential surveys during the permitting phase of the project, which occurs after the completion of the NEPA process. Pre-construction surveys would be conducted during the permitting phase. These additional surveys of the project area would be conducted to determine the presence and extent (if any) of state listed endangered, threatened, and special concern species in the project area. Specific mitigation measures would be determined based on the survey results. We note specific mitigation measure of a time of year restriction in the referenced NDDB letter. We note FAA Cert Alert 06-07 recommendation: "Adhere to the turf, landscaping, and habitat management practices described in the airport's WHMP, AC 150/5200-33A, and the joint FAA/WS manual. Do not change these practices specifically to encourage the presence of, or to attract hazardous wildlife species *even if the species are state-listed or of special concern*." Furthermore, we note that HVN maintains compliance with the CT DEEP approved grassland management plan.

Comment Categories: Federal Agency (FA); State Agency (SA); Local Agency (LA); Government / Elected Official (GO); Local Governmental Organization (LO)				
Date	Comment Category	Entity Name	Summary of Written Comments from Agencies and Government Related Entities Draft EA 60-day Public Comment Period (Refer to Appendix C (Agencies Correspondences) for Copy of the Complete Comments)	Response
		Environmental Protection (CT DEEP)	**CT DEEP Comment # 15: Project Public Outreach:** DEEP recommends that Tweed New Haven Airport/FAA develop a public participation plan to keep the residents living in proximity to the airport aware of the project as it progresses, such as a webpage with a schedule of activities and project updates, with contact information. Please see the following guidance developed by the Governor's Council on Climate Change Equity and Environmental Justice Working Group, which provides best practices for engaging environmental justice communities: https://portal.ct.gov/-/media/DEEP/climatechange/GC3/GC3-2022-agendas-and-minutes-andother-docs/EEJ-Public-Guidance-Excerpt.pdf	**CT DEEP Comment Response # 15:** Comment acknowledged.

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Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/2/2023	PC	Edith Pestana	1-3	RE: Natural Resources, Net Zero not possible	Dear Gabriela, Thank you for your email. Best Edith From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Sent: Thursday, February 23, 2023 5:30 PM To: hvn-ea@mjinc.com; tweedcommunityletterrecords@gmail.com; fn-ceq-nepa@ceq.eop.gov; Aresta, Paul <Paul.Aresta@ct.gov>; auusersupport@hq.doe.gov; Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>; Doucette, Richard (FAA) <Richard.doucette@faa.gov>; Secretaryscheduler@dot.gov; senator_murphy@murphy.senate.gov; jahana.hayes@mail.house.gov; rosa.delauro@mail.house.gov; jim.himes@mail.house.gov; richard_blumenthal@blumenthal.senate.gov; looney@senatedems.ct.gov; lopes@senatedems.ct.gov; joseph.gresko@cga.ct.gov; alphonse.paolillo@cga.ct.gov; Attorney General <Attorney.General@ct.gov>; gail.lattrell@faa.gov; Seltsam, Julie A (FAA) <julie.a.seltsam@faa.gov>; ocpostoffice@niaid.nih.gov; Pestana, Edith <Edith.Pestana@ct.gov>; skuang@newhavenct.gov; mayorsoffice@townofeasthavenct.org; ward18@newhavenct.gov Subject: Natural Resources, Net Zero not possible You don't often get email from gaby.gabriela.ella@gmail.com. Learn why this is important EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe. My name is Gabriela Campos I reside on Stewart St in New Haven, CT. I am writing today because I am concerned about the impact of the use of natural resources in the expanding use and construction of Tweed New Haven Airport. Given the housing crisis, global warming, sea level rise, and proximity to a densely populated area I am very concerned about the activity at Tweed New Haven in the past 18 months, and have become increasingly concerned about their plans. NET ZERO AIRPORTS do not and CANNOT EXIST It is hard to determine what could make an airport truly sustainable given the amount of resources used, the many types of pollution caused and the lack of sufficient data https://iopscience.iop.org/article/10.1088/1748-9326/abb42a AIRPORTS CONTRIBUTE TO GLOBAL WARMING “The consequences of released emissions and by-products in the environment range from human health hazards, low air quality and global warming. This study is aimed to investigate the role of aviation emissions in global warming.” An aircraft engine can emit about 3.16 kg of CO2 and around 1.23 kg of H2O for 1 kg of fuel burned [11]. These emissions can further potentially interact with one another, resulting in a higher load on the circumambient atmosphere and on its naturally occurring constituents like carbon dioxide (CO2), methane and ozone that can be the indirect impact of warming [12]. Moreover, air pollution caused by aviation resulted in various trace elements such as Pb, Cu, Cd, Cr and Ni is among the most abundant from aircraft emissions [13]. Carbon dioxide (CO2) is known as the most abundant carbon-based effluent coming from engines of aircraft and accounts for 72% of total combustion products [14]. Due to the long residing time of CO2 in the atmosphere, it plays a major role in climate change from the impact of the aviation sector [15]. The contribution of aviation to	For fumes/odors, see response to Frequent Public Comment #12. For greenhouse gas emissions, see response to Frequent Public Comment #15. For Sea Level Rise, see Frequent Public Comment # 16. Commentor opinion regarding "net zero airports" is noted. For concern about Health Effects, see response to Frequent Public Comment #24. The EA does not assert that the airport will be "net zero" Chapter 2 describes the reasonably foreseabble growth anticipated at HVN through 2031.	no
3/2/2023	PC	John Oster	4	Comment on EA	Hello, I live in New Haven with 3 young children, and I also grew up here. I am strongly in support of the new airport. New Haven has long needed a more convenient airport option. Tweed’s expansion will hopefully allow my children to see their cousins in Washington DC more frequently, and generally allow us to travel more easily. I know that a small number of neighbors of the airport have spoken out loudly against the expansion; however, I know from conversations with many New Haven residents that the vast majority share my enthusiasm for the airport and its expansion. Thank you. John Oster Sent from my iPhone	Supportive comment is noted and is included in the project record.	no
3/2/2023	PC	Ray Fair	5	New Haven airport	I strongly support the proposed expansion of the New Haven airport. I have lived in New Haven since 1974. The town has made major improvements since I have been here. It the growth is to be continued, however, New Haven needs a bigger airport. Ray Fair 233 Everit Street New Haven, CT 06511	Support comment noted. The proposed action sized to meet reasonably foreseeable growth and operational changes at HVN.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/2/2023	PC	Gabriela Campos	6-12	Re: Tweed New Haven Airport Environmental Assessment Notice of Availability/ Aviso Público y Notificación de Disponibilidad del Borrador de Evaluación Ambiental para el Aeropuerto Tweed New Haven	These documents need to be available in Spanish And perhaps other languages - like Mandarin and Arabic? As there are immigrants from other parts of the world that have not had any access to what is taking place here. There are over a dozen languages spoken in the communities that are impacted - how you will ensure that the information gets to everyone equitably? Thank you in advance Respetuosamente -gabriela campos On Thu, Mar 2, 2023 at 8:23 AM HVN-EA <HVN-EA@mjinc.com> wrote: NOTICE OF AVAILABILITY NOTICE OF PUBLIC COMMENT PERIOD REQUEST FOR COMMENTS AND PUBLIC WORKSHOP DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR TWEED NEW HAVEN AIRPORT	Requests for Spanish language translation of EA documents are addressed in Frequent Public Comment #21. Census data shows that Spanish is the 2nd most prevalent language. Other languages are significantly less prevalent than Spanish.	no
3/2/2023	PC	Theresa Vasso	13	Engine fuel	Good afternoon, I reside on 230 Dodge Ave ,and the corner of Washington Ave. I have no issues other the engine fuel, I smell it in my home. I live in a two family house and my upstairs tenant has a small child which is a concern considering the fumes! Also I would like to be considered for the program for my house for noise reduction and windows or what ever you have to offer.The planes on take are loud but I've resigned myself to the fact that it's not going away. Thank you for taking the time to read my concerns. Sincerely, Theresa Vasso 230 Dodge Ave. East Haven, Ct. 203-415-1376 Sent from my iPad	For fumes/odors, see response to Frequent Public Comment #12. Frequent Public Comment #10 addresses the Residential Sound Insulation Program.	no
3/2/2023	PC	Amber Zaniewski	14	Support Tweed airport expansion	Good afternoon, I strongly encourage the FAA to support the proposed expansion of the Tweed airport. As the recent environmental assessment report shows, the planned changes will reduce noise, improve air quality and will not significantly impact traffic. A longer runway enhances safety and makes Tweed a more attractive airport for passengers and airlines alike. A high functioning local airport keeps travel dollars within the state of CT. Thank you, Amber Zaniewski	Support comment noted.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/2/2023	PC	Rachel Winston	15	Tweed HVN-EA Public Comments	To whom it may concern, I have lived in my home since 1996 with my husband and now two kids and our dog. My husband grew up down the street and his mother grew up in the house my husband grew up in, and that house was built by my husband's grandparents. Tweed was never an issue before now, according to my family and myself. Now, I am concerned for my health and my family's health, and the health of my neighbors and those who live near Tweed. I like to open my windows when the weather is nice and many times I have to close my windows because of the airplane exhaust. I like to walk my dog 4-5 times per week and many times, I can't get away from the smell and my dog also try's to blow air out of his nose, as if the smell is bad. The exhaust has very small particles that can get into people's lungs. That is terrifying. I am very worried and upset that I am surrounded by unhealthy air more often than not. Not to mention, the environmental issues. Our neighborhood and the airport location, is not meant for a big airport. Thank you for your time, Rachel Winston Sent from Yahoo Mail for iPhone	Chapter 2 of the EA describes the Purpose and Need for the Proposed Action. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24	no
3/3/2023	PC	Robert Kurfehs	16	Tweed report	As a Milford residents, I fully support the expansion. The report makes it clear that it's the right thing to do. This will be great for the city. Sent from my iPhone	Support comment noted.	no
3/3/2023	PC	Mark Donovan	17	Tweed Airport expansion plan comment	I am writing to offer my strong support for moving forward with the Tweed Airport expansion plans. The environmental assessment demonstrates what southern CT residents know intuitively to be true--that by modernizing airport facilities, we can decrease Tweed's environmental impact. I urge the FAA to accept the report and enable the process to move forward without delay. Mark Donovan	Support comment noted.	no

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/3/2023	PC	Andrea Mascaro	18	Tweed expansion	I have questions. Answers appreciated in plain English. For public discussion and confirmation 1. Will the new terminal be in addition to the old terminal with entrances on both New Haven (current access) and new access with the new terminal in East Haven (proto access)? Or will the old terminal spot be repurposed later? 2. Once built, will the new terminal be structurally sound and never flood, due to being build on marshland prone to flood. Will the waterway be rerouted or backwashed into other areas causing flood waters in an already over saturated flood area in East Haven? 3. During and after construction during the runway expansion and terminal will the flight plan continue over my home which you claimed is not effected by flight, yet your plans were not to scale and my home has low flight planes on take off and landing within the area near and passing my home. 4. My home is located on the take of an landing area of South End/Morgan point, am I eligible for federal funding for sound proofing/insulation and window replacement for stricter stability cause by low flight plan and vibrations? 5. Will there be added security policing the grounds of the new terminal and parking areas? Such as, state police, local police, etc? Since there will be more traffic than there is now, as that is an unsafe area with poor lighting. Will East haven need to provide traffic control better than burr street, currently and will there be federal funding to support that necessity? Lorena Venegas is not my neighbor nor my friend and she doesn't speak for me. With that being said…. I am pro-Tweed expansion. Just looking for confirmation that our needs are met. As they are equally as important, the renovation itself. Thanks Sent from my iPhone	Support comment noted. As described in Chapter 3, the future use of the west side terminal is unknown, but it will not be available for public use. Regarding flooding, see response to TEH Comment # 9 and CT DEEP Comment #9. Regarding flight paths, see Appendix I for description of flight paths. For Residential Sound Insulation Program, see Frequent Public Comment #10. Regarding lighting and security, operational and design details will be addressed during the design process, subsequent to completion of the NEPA process. Regardign traffic, Regarding traffic, see response to TEH comments #12-14.	
3/3/2023	PC	Matt Reyna	19	Comments on Draft Proposal for the Tweed Expansion Project	The draft proposal mentions raising the ends of the runway up to six feet to prevent runway flooding. This will reduce the potential volume of water displacement within the flood basin, exacerbating neighborhood flooding. In combination with sea level rise, the potential for stronger hurricanes, and the increased likelihood of flood events, the local hydrology will be impacted in ways that have not been meaningfully studied. Any potential impacts will be born by the surrounding neighborhoods in both New Haven and East Haven. Tweed needs to do a hydrology study to understand how the basin will preform during flooding events and major hurricanes within the context of rising sea levels when the capacity for water displacement is reduced by proposed modifications to the runway, surface streets, parking lots, and the terminal. Anything less is gambling with safety and well-being of neighborhood.	For sea level rise, see response to Frequent Public Comment #16. For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19. CT DEEP will require hydraulic studies to establish that the project complies with relelvant floodplain and stormwater regulations.	no
3/4/2023		Joelle Innocenti	20	Fw: Air pollution complaint - 2:45 pm Saturday 3/4/23 - Avelo Fl 433	----- Forwarded Message ----- From: "ctjoelle@aol.com" <ctjoelle@aol.com> To: "deep.aircomplaints@ct.gov" <deep.aircomplaints@ct.gov> Cc: "mayorsoffice@townofeasthavenct.org" <mayorsoffice@townofeasthavenct.org>, "dthompson@townofeasthavenct.org" <dthompson@townofeasthavenct.org> Sent: Sat, Mar 4, 2023 at 3:01 PM Subject: Air pollution complaint - 2:45 pm Saturday 3/4/23 - Avelo Fl 433 Good day - While outside in my yead with my dog, Avelo flight 433 to Nashville fired up for departure. It went North. I live South. The fumes and exhaust literally choked me into running back inside my house to be physically sick. This is absolutely insane that we cannot be outside for 5 minutes before an Avelo flight causes physical distress and illness. Please initiate the implementation of air pollution monitors around the airport and community. Thank you Joelle Innocenti 717 Silver Sands Road East Haven, CT 06512	For fumes and odors, see response to Frequent Public Comment #12. Regarding air pollution monitors, Appendix I described the methodology and rationale of the air quality study.	

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3/5/2023	PC	Lorena Venegas	21-24	Fwd: 737-800 at HVN: Wrong plane, wrong runway	Please include the entirety of this email including pictures and link to primary resources. Avelo is in violation of Boeing manufacturer specifications on the use of the current runway. This cannot be ignored by FAA, US DOT. This is a public safety risk in an airport that currently does not have the emergency preparedness for this plane model. In December 2022, all the 737-800 planes were diverted to Bradley Airport instead because Tweed is ill-equipped. This is reason to get an Environmental Impact Statement under NEPA guidelines. This 800 model is out of compliance currently at HVN Tweed New Haven Airport. Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: east.haven.friends@gmail.com Date: March 5, 2023 at 10:47:48 AM EST To: alotter@aveloair.com, senator_murphy@murphy.senate.gov, Liam McEnroe <Liam_McEnroe@murphy.senate.gov>, richard_blumenthal@blumenthal.senate.gov, gail.lattrell@faa.gov, colleen.delassandro@faa.gov, ClimateChange Deep <deep.climatechange@ct.gov>, DEEP.aircomplaints@ct.gov, rosa.schedule@mail.house.gov, Lou Mangini <louis.mangini@mail.house.gov>, alevy@aveloair.com, tchrist@aveloair.com, jolsen@aveloair.com, jroberts@avports.com, fn-ceq-nepa@ceq.eop.gov Subject: 737-800 at HVN: Wrong plane, wrong runway Dear Mr. Lotter, Why is Avelo allowing the 737-800s to be at Tweed Airport against your own memo from December 2021? It is the wrong plane on the wrong runway. The runway will remain as is for years to come, and the 800 planes should stay far away too. HVN is in violation of landing requirements for the 800 model, as confirmed with manufacturer specifications and FAA guidance. There should be no larger plane than the 737-700. Sean Scanlon knew this information and it was never shared with the public at any public meeting, a violation of CEQ standards under NEPA. Thank You,	For EIS, see response to Frequent Public Comment #1. For use of 737-800, see response to Frequent Public Comment #7.	no
3/5/2023	PC	William Barker	25	Tweed EA	Whom it may concern, Not only is this wrong for outside environment , it is wrong as far as noise pollution goes. This touches on mental health due to lack of sleep being woken by the loud sound of these aircraft taking off. Everyone doesn't work normal hours, some of us work swing shifts in hospitals and utilities in the area. The disturbed sleep works on your mental state and ability to do work and others safety, health. Thank you for your time. William Barker 84 Francis st East Haven,Ct. 203-989-8602 Sent from my iPhone	For noise/vibration, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24	no
3/5/2023	PC	Jose Torres	26	Tweed expansion	Me and my family are pro tweed! For years we have not have reliable air service in southern Connecticut.. I've had to travel to Bdl and jfk to visit family and friends.. me and my family have spent hours and gas traveling to these further away airports.. having avelo at tweed has benefit us so much.. we are able to visit family in Florida at an affordable price with out the headache and traffic of traveling to further airports.. my grandmother is 92 years old between 2022-2023 I've been able to visit her 6 times already flying out of tweed New Haven airport.. I live 2 miles away from tweed it is so convenient to use for us here in southern New England.. we need the bigger runway and new terminal to better serve Connecticut.. I bigger runway means more flying destinations and safer landing/takeoffs.. I'm sure more people will benefit from tweed expansion than people that don't benefit.. please make this expansion happen!! Thank you Jose Torres-- Jose S Torres	Support comment noted.	no

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3/5/2023	PC	Rob Schonberger	27	Tweed Airport Comment	I strongly support the proposed expansion of HVN as described. It's environmentally responsible and good for the entire Southern Connecticut region. Sincerely, Robert Schonberger New Haven, CT sent by iPhone.	Support comment noted. The proposed action sized to meet reasonably foreseeable growth and operational changes at HVN.	no
3/6/2023	PC	Alice Blossom	28	Airport comments	I have been a resident in East Shore my entire life. My parents purchased my current home and moved in on the same day I was born. I have been here for over 3 decades now and have inherited my childhood home to raise my own children, ages 3 and 4. This residential neighborhood is our home, not some bustling metro area for travel. I am VERY concerned about the environmental impacts the expansion of the airport imposes on us all. I am concerned about the encroachment on wetlands and displacement of wildlife. Already, since Avelo arrived, we have seen more wild animals in our yards that we do not usually see, as they have been displaced by construction, trees being cut down, wetlands being filled in, etc, the list goes on. We have been bombarded by noise, fumes, and I can even feel the rumbling and vibrations in my house, half a mile away from the airport, when the planes take off or land. My house shakes. I have plaster walls and ceilings, which now have cracks spread throughout. When it is cloudy, it's even worse as the noise bounces off the clouds and reverberates back to us. I am concerned for my children and the air quality they are now being forced to live with. Our alderman Sal Decola has told people to just move if they don't like the airport, but what a privileged statement to make. I am a single mother of two young children, working part time, taking an online course, and opening/running my own online business, and I have multiple sclerosis to top it all off. I do not make enough to just sell my house and move. I was very lucky to inherit the house I currently live in, in this beautiful neighborhood I've called home my entire life. But it is just not feasible to pack up and move because of our new, inconsiderate neighbor, Avelo. The increase in flights has already caused more traffic in our neighborhood, where infrastructure concerns are regularly ignored and rarely ever fixed when an issue does arise. The increase in traffic is an increased risk in accidents and also increases emissions polluting our air, increasing our carbon footprint of this neighborhood. Aside from the environmental concerns, our quality of life has also gone down since Avelo arrived. Have you ever sat on your porch and seen a massive 737 jet miss a landing? The noise alone is enough to give heart palpitations and panic attacks. Panic sets in as you think you're about to see a massive jet wipe out entire neighborhoods. I literally have nightmares about these jets crashing. I have panic attacks about planes crashing. This is something I've never experienced in my 30 years of living here, until Avelo arrived. It is not right, and it is not fair that we now have to live in panic and fear every day. The airport expansion is damaging to the environment, our childrens' health, and our quality of life. It is not sustainable long term being that the airport is in a flood zone with sea levels rising. The residents and neighbors of the airport are not benefitting from an airport expansion, rather, it is detrimental to us. Thank you for your time. Alice Blossom, 101 Kneeland Road, New Haven, CT, 06512. Resident since 1992.	For use of 737-800, see response to Frequent Public Comment #7. For Sea Level Rise, see response to Frequent Public Comment #16. For flood zone see response to frequent Public Comment #16. For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For birds, see response to Frequent Public Comment #18. For wetlands, see response to Frequent Public Comment #19. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. For Biological resources, see Sections 4.3 and 5.2 of the Environmental Assessment document.	no
3/5/2023	PC	Leah Posey	29	Microsoft Comment Form Comment	I live in Morris Cover on Meadow View Road..directly across from the Morris Cove preserve marsh. It is a beautiful area full of egrets, blue herons, ducks, and other wildlife. The Tweed expansion is impacting us with noise and jet fuel pollution. When the tide is high water comes across the street, but so far the marsh has protected us from more flooding. We walk every day and enjoy living in this area. If the Tweed expansion goes through it will impact our property values and we are already considering moving if this plan goes into effect. whi wants to go to a beach (Lighthouse Park) and listen to jets roaring overhead, breathing in jet fuel, exposing kids to the noise and air pollution. No one will want to live here. Don't sacrifice our neighborhood to people who are only concerned with not driving to Bradley and cheap flights! How about parking downtown and luxury buses to drive express to Bradley? Save our beautiful neighborhood!	For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For flooding, see response to Frequent Public Comment #17. Regarding property values, see Frequent Public Response # 23. Biological Resources (including wildlife) are described in Section 5.2.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/7/2023	PC	Wendy Hamilton	30	I am shocked by the EPA report	allowing TWEED expansion. As a science reader and a (retired) nurse I dont understand how any intelligent human could suggest expansion of any airport is a good thing. I suggest you read LEARNING TO DIE IN THE ANTHROPOCENE by Scranton or just any good book on global health and climate change. And aside from air pollution and climate changes already well in progress, this airport expansion will ruin a lovely family style neighborhood of hard working, overtaxed citizens. It is obvious the EPA here has been corrupted by greed. God damn you. 35% or more of New Haven has asthma. Wendy Hamilton, registered Dem, 267 Greene St. New Haven. CT	For fumes/odors, see response to Frequent Public Comment #12. See Section 5.10 of the EA for a describes the Socio-economic affects of the project. For concern about Health Effects, see response to Frequent Public Comment #24. The FAA's role in this EA is described in Section 1.2 of the Draft EA and in response to Frequent Public Comment #1.	no
3/9/2023	PC	Leatrice Morico	31	Comments regarding the airport	I live by Tweed New Haven Airport and have lived here for 56 years. The airplanes are noisy and the quality of life has been impacted on by this expansion. This is a neighborhood and it is not designed to have a major airport. Who is going to benefit from this expansion? We have a school close by and this is not healthy for the students. Where do the promoters of this airport live? I am sure they do not reside in the area. The value of the houses will decline. Who would want to live in this area! It is a shame because it is a beautiful area along the shoreline that will be impacted by this expansion.Please think carefully of what the affect will have on the East Shore. I am 81 and don't look forward to my remaining years of constant noise and pollution. Best Regards, Leatrice Morico	For noise/vibration, see response to Frequent Public Comment #10. Children's Health and Safety is addressed in Section 5.10.4 For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. The proposed action sized to meet reasonably foreseeable growth and operational changes at HVN.	no
3/9/2023	PC	Lorena Venegas	32-37	3/9/23: 15 passengers left high and dry	Dear Mr. Rafter, There were 15 passengers that were left stranded at Tweed New Haven Airport off the Avelo Airlines Ft. Lauderdale flight this morning. There were too many planes that tried to leave in a short time frame and it could not be done. Out of those passengers, some had plans to celebrate birthdays, connect with a cruise, or concert tickets. Why is Avelo making money off passengers that were unable to get on the plane even though they were at the airport well ahead of time? Were tickets oversold for the flight? Were there weight restrictions that made passengers get bumped off this flight? There is a memo from Avelo Airlines that passengers can be removed from a flight because of weight restrictions. How many Avelo flights from November 2021 to present have had passengers that were left stranded at Tweed New Haven Airport? What are the reasons that the passengers were left stranded? The enplanements data is unlikely since passengers are left behind at the airport, and need to seek alternative transportation. One couple has to divert to Bradley airport and take Jet Blue airlines instead. Tweed New Haven Airport has been aloof at answering any questions on takeoff/ landing requirements for the 737-800. It is the wrong plane type on the wrong runway. The history of the airport is not to use planes bigger than a 737-700. Airports across the United States have written landing and takeoff requirements for the 737-800 with runway lengths that are over 7000 feet. Tweed New Haven Airport will not be this length since there are too many residential areas within 100 feet. Thank You, Lorena Venegas 73 George St East Haven, CT 06512	Airline operating decisions such as those described are beyond the scope of the EA and are the responsibility of the airline. For use of 737-800 and weight restrictions, see response to Frequent Public Comment #7. As described in Section 2 of the EA, the proposed runway extension would allow aircraft to operate at higher weights, reducing the need to "bump" passengers due to weight restrictions.	no

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3/9/2023	PC	Patricia Ranney	38-43	HVN-EA Public Comment	Please find attached my public comment to the HVN-EA. I am a real person and a real resident of the neighborhoods surrounding Tweed New Haven Airport who is adversely affected by the change at HVN from General Aviation to Commercial Air Transport surrounding Tweed New Haven Airport. I found the Environmental Assessment to be flawed in a number of ways and am calling for a full EIS. Sincerely, Patricia Ranney 102 Thompson Ave East Haven, CT 06512 To whom it may concern regarding HVN-EA Public Comments: My name is Patricia Ranney and I live in East Haven, CT, at 102 Thompson Avenue. Environmental, health and financial concerns regarding the expansion of Tweed New Haven Airport expressed leading up to the Environmental Assessment continue after its submission. The current operations have increased their assault on neighbors and the environment. Larger jets, 727s and 737 have been added causing more noise, increased vibration, fumes, PM2.5s and soot even though the number of flights were reduced for the winter. TV interference is annoying, but loss of quiet places to hike and regroup will negatively impact all residents in our area. This will be especially relevant as the winter season ends. The number of flights will increase, more people will seek outdoor activities and will want to open the windows of their homes. Birds, insects and other wildlife will struggle to complete their life cycles, and may find it impossible.. Very loud jets are especially noticeable in the approximate times of 7-8 AM and PM, when I totally miss news stories due to the disruption. Flights in and out continue to violate our (East Haven, CT) noise ordinance of 9PM, with regular flights taking off around 10:30PM and midnight. Their noise and vibration wake me up and make it very difficult to fall back to sleep. They also disrupt the sleep of the children in the neighborhood, leaving them sleep deprived and mentally disadvantaged at school. Jet Engine run ups or long-term idling have had my ears ringing. The promised noise containment wall has not materialized. The airport has not gotten further away (it can't) and the proximity to residential neighborhoods still make the noise from Commercial Air Transport operations unsuitable for this area. Jet fumes continue to blanket the area making breathing difficult. The fumes, even more than the noise, make my property unusable for traditional family gatherings.The assumption that everyone lives in a climate controlled home year round is wrong. From mid -April to mid-October I have my windows open for temperature control by taking advantage of the sea breeze. More and more I have to run around shutting the windows to keep the fumes out. I do not want to have to use air conditioning as it comes with its own environmental concerns and will raise my monthly electric bill by $300-$400 per month. As of late I have noticed the accumulation of very small particles of soot clinging to my home and blackening my deck. A yearly power washing to maintain	For EIS, see response to Frequent Public Comment # 1. Air quality, including PM 2.5 - see response to Frequent Public Comment # 12. Noise - see response to Frequent Public Comment # 10. Note that 727's are not operating at HVN. For concern about Health Effects, see response to Frequent Public Comment #24. See Frequent public Comment #19 for wetland information. See Frequent Public Comment #18 for birds. Regarding potential shading of wetlands to the northeast of the proposed parking garage, it is likely there would be additional shade generated by the parking garage on the adjacent wetlands. However, since the existing wetlands are primarily forested, any potential change in vegetation composition would be deminimus and the functions and values of these wetlands would be unchanged. As described in Chapter 2, the proposed action is sized to meet reasonably foreseeable growth and operational changes at HVN. Chapter 2 provides a summary of expected growth in aircraft operations. As described, the Proposed Action would result in fewer aircraft operations when compared to the No Action alternative. Connecticut is located in highly traveled national air space where jet noise is a common experience. It is beyond the scope of the EA to address individual spending habits or changes to those habits that are speculated by the commentor. For concern about the noise ordinance see response to Frequent Public Comment #4. As a public use airport, HVN is required to be available to users 24/7. Landscaping decisions will be addressed during final design, subsequent to an FAA decision. As described in Section 5.2, the Proposed Action is not expected to have a significant effect on reptiles and amphibians. Use of herbicides and pesticides is an operations and maintenance decision	yes
3/10/2023	PC	Sandra Reiners	44-45	Public Comment, Tweed New Haven Airport	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Federal Aviation Authority David Cash Regional Administrator, Region 1 Environmental Protection Agency Dear Ms. Latrell, Dear Mr. Cash, I represented the 4th District of Branford for many years on the Town's Legislative Body, the Representative Town Meeting. I recently learned that a good portion of this District falls within "Environmental Justice" blocks as described by the EPA. I asked myself as I now ask you: What involvement was there of these under-served communities in Beacon Hill, Rose Hill and Branford Hills in a conversation about alternatives to the flight paths directly over their neighborhoods? Hasn't the enormous increase in flight activity since Avelo began operations in late 2021 had disproportionately significant adverse effects on these low-income and minority constituents living there? These EJ blocks are on the immediate flight path when planes take off or land from the north. Those planes are required to depart at altitudes lower than 2,000' and even an experienced pilot friend of mine concurs: "that's loud." I shudder to think what impact the proposed airport expansion will have on their lives. While certain impacts such as air pollution may not be tangibly evident to many who live here, the noise pollution is immediately an issue.This area may fall outside of computer-modeled 65 DNL lines, but tell a Mom who's just put her baby down for a nap that the frequent and cumulative disturbances to her and her child's sleep isn't significant. Also, ask someone who is trying to sleep in on a Saturday morning if a 5:02 AM flight overhead has no significant impact. I would ask the EPA to intervene in this process and lead the Environmental Impact Statement that must be required to measure, not model, the impact of any proposed expansion at Tweed Airport. Modeling is wonderful in determining scientific hypotheses but models must be tested to validate those hypotheses. I ask the EPA to ensure that an EIS is undertaken and that real, on the ground testing is done and that these Environmental Justice communities are involved in the process. I ask further that an	For EIS, see response to Frequent Public Comment #1. See Frequent Public Comment response #20 regarding Environmental Justice.	no
3/10/2023	PC	Loretta Kane	46	Stop the Proposed Tweed Airport Expansion	I live about a mile and a half from Tweed Airport in New Haven, Connecticut. I am writing to ask that the plans to pave over wetlands to expand the airport be scrapped. Expanding the airport will increase flooding in the area and expedite climate change. For the Earth's sake, the expansion should be stopped. The airport and the surrounding streets already flood when there are heavy rains. Science proves that paving over more wetlands in the area will exacerbate flooding. What's more, we need the wetlands to support the coastal flora and fauna — and to preserve the health of the Long Island Sound. Greed is driving the call to expand Tweed Airport. Whatever profits are reaped in the short term will be paid many times over in the future. I probably won't live long enough to see the Earth die under the weight of human abuses. Nonetheless, I care more about the future of the planet than I do about the perceived benefits of expansion. Please help save the Earth by blocking the destruction of our wetlands. Please stop the expansion of Tweed Airport. Thank you for your consideration! Loretta A. Kane 256 Lighthouse Road New Haven, CT 06512	For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19. For birds, see response to Frequent Public Comment #18. For flora and fauna, see Section 4.3 and 5.2 of the Environmental Assessment document.	no

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3/10/2023	PC	Adrian Rodriguez	47	Support of HVN Expansion	I am in full support of the expansion of Tweed, as I view this as an essential tool for the transformation of New Haven and the region's economy. All thriving/growing cities across the US arguably have one thing in common - a fully functional airport. New Haven's growing potential will remain stunted as long as it remains inconvenient to get to. Adrian Rodriguez-Targa - Hamden, CT	Support comment noted.	no
3/10/2023	PC	Kim Hoffman	48	In favor of HVN expansion	I am writing to voice my support for the expansion of the HVN airport. Having a more significant airport here in New Haven will enhance the livability for those already here and potentially draw new residents. thank you, Kim Hoffman Milford CT	Support comment noted.	no
3/11/2023	PC	Mary R. Yttre	49	Tweed Airport	Sent from Mail for Windows To whom it may concern, I write to comment on the expansion of Tweed Airport. I realize this is a project many years in the making that can't be stopped and my concerns are that if there is no oversight, it will steamroll the neighborhoods and leave them in poor condition. To this end I feel the process must be methodical and not rushed. My complaint about the airport is the fact that I the enjoyment of sitting in my yard is overcome by the fumes that make it smell like a bus depot. This also affects my ability to have my windows open. I would also like to know what is in the scum that is accumulating on my house from the outfall of the jet fuel. However, my biggest concern by far is the environmental impact on the wetlands and the future flooding problems in the neighborhoods caused by the massive building yet to come. I know the airport will be elevated against the flooding with no concern for the residents who have this thrust upon us. FOR THESE REASONS, I BELIEVE THE FULL ENVIRONMENTAL IMPACT STATEMENT IS ABSOLUTELY NECESSARY! Thank you for your time, Mary R. Yttre	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19. The FAA's role in this EA is described in Section 1.2 of the Draft EA and in response to Frequent Public Comment #1.	no

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3/12/2023	PC	Jean Edwards-Chieppo	50	Environmental Justice! EA	East Haven was one of the last shoreline towns that was affordable to everyone. We have million dollar homes and section 8 housing. The beautiful pristine beach was available to families and singles. The opportunity to buy a home was an option for young people. My son bought a home which is now in Tweeds expansion sights. We have beautiful wooded trails and wetlands filled with wildlife. It is an Environmental Justice town and the residents need protection. If Tweed New Haven Airport expands into this town that will all be destroyed. For those who don't know the plan is to enter off Coe Avenue onto Proto Drive. We are already being subjected to air and noise pollution but if a 72,000 sf terminal is built on precious land everything will change. Traffic, flooding, air and noise pollution, depreciation of homes, irreparable damage to protected wetlands, wildlife and habitat loss are just a few of the historic transformations of a once lovely town. As I sat at the beach yesterday for a few moments of solitude, a jet roared overhead. The little jewel is on the precipice of being destroyed. There are NO financial benefits only burden. So for a handful of rich investors and self serving politicians our private sanctuary will be gone. This is the heartbreaking prospect of our town. -- Jean Edwards Chieppo	For EIS, see response to Frequent Public Comment #1. For Environmental Justice, see Frequent Public Response #20. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Regarding traffic, see response to TEH comments #12-14.	no
3/12/2023	PC	Jean Edwards-Chieppo	51-53	Re: EIS Required	On Thu, Aug 4, 2022 at 7:57 AM Jean Edwards-Chieppo <jeany427@gmail.com> wrote: 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 EIS 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. They need to be monitoring everything from the toxic fumes from aircraft sitting at at the gates and taxiing in and out of the crowded tarmac and the non stop noise from the increased traffic of commercial and private aircraft at all hours. They are also taking off and landing with questionable visibility limits. The last time I knew you cannot land or take off in less that 1 mile visibility instrument or not. Who is monitoring this? Are our complaints going to the local management or the FAA? Watch the weather (visibility) and arrival times and document and report to the FAA. Four flights a day is enough for this small airport! Now it is 28 Avelo jets plus the private planes! This is insanity! Please everyone get in touch with Save the Sound we need this Environmental Impact Study! Press Release: Save the Sound urges FAA to prepare Environmental Impact Statement on proposed Tweed-New Haven Airport expansion April 19, 2022 Raises concerns about wetland loss and impacts of flooding, sea-level rise, and pollution on environment and neighborhoods. NEW HAVEN—Save the Sound yesterday sent a letter to the New England Region's Federal Aviation Administration (FAA) office, warning of a flawed environmental review process and urging the FAA to prepare an Environmental Impact Statement (EIS) on the proposed expansion of Tweed-New Haven Airport, as required by the National Environmental Policy Act (NEPA). Currently, the airport authority is undertaking a less rigorous Environmental Assessment (EA). Among the concerns Save the Sound raised are the failure to include taxiway impacts, as well as significant effects on inland and tidal wetlands; stormwater flooding, sea-level rise, and other floodplain and resilience issues; disruption of local and migratory wildlife habitat; compromised water quality due to increased traffic and discharges; increased greenhouse gas emissions; and the effects of emissions, traffic, and noise on nearby state-designated environmental justice communities in East Haven and New Haven. "The FAA must undertake a thorough environmental review to assess these impacts on the natural and human environments at and around Tweed," said Chris Kelly, Save the Sound's Peter B. Cooper Legal Fellow. "Residents deserve to understand the consequences of this long-term and highly controversial project. Under NEPA, projects with foreseeable, potentially severe impacts require a full Environmental Impact Statement. In fact, an EIS was required for a smaller expansion of the airport in 2002. Not only is an EIS the right thing to do— IT'S THE LAW! Of concern is the segmentation of the expansion plan, which currently includes an extension of the runway but not the parallel taxiway. A full-length parallel taxiway is a safety requirement that will accompany the runway extension, but the current environmental review does not consider the taxiway's impact. Such segmentation is prohibited under NEPA.	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. For air quality monitoring station, see response to Frequent Public Comment #14. For wetlands, see response to Frequent Public Comment #19. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about Flooding, see response to Frequent Public Comment # 17. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. Biological Resources (including wildlife) are described in Section 5.2 of the Environmental Assessment document. For wetlands, additional information can be found in Sections 4.15 and 5.14 of the Environmental Assessment document. For concern about Health Effects, see response to Frequent Public Comment #24. For concern regarding 737-800 operation see reponse to Frequent Public Comment #7 The Proposed Action has independent utility from other projects considered in the Master Plan. Aircraft can access the proposed runway end by back taxiing, much as they do now under existing conditions.	no
3/12/2023	PC	Lisa Cestaro	54-55	Tweed New Haven Airport	Lisa S. Cestaro 175 South End Road Unit C-17 East Haven, CT 06512 lsc4255@yahoo.com March 12,2023 To Whom it May Concern, I am writing this letter regarding Tweed New Haven Expansion and want it included in the EA. I have lived all my life in East Haven, last 25 years in close proximity to Tweel New Haven Airport. The airport has been a very small community airport including an aviation training school, private single and twin engine airplanes as well as a few lear jets that come and go but nothing noticeable to local neighbors. There were a few airlines that attempted to provide transportation to various sites but were basically unsuccessful. Then Avelo came on the scene and has been labeled "so convenient" for those travelers who do not live in the area but a nightmare for those of us live with this catastrophe every day. The noise is unbearable, beginning at 6:30am on the nose until all hours of the night time with takeoffs and landings. I have to keep all my windows and doors closed to help block the noise but that has been unsuccessful. My house shakes with the larger jets that Avelo has added, and there are cracks in my walls and separation of ceilings from walls that didn't exist until this airline started flying out of Tweed. What once was a beautiful shore area has now become undesirable, not only the noise but health impacts on the young and older population. I have asthma and have had an increase in pulmonary infections as well trouble with breathing requiring an increase in use of my inhalers.I know that East Haven has a very high rate of asthma and have been told that children and adults in this area have also had to seek medical attention and increase use of inhalers due to the emissions, fuel and particulates coming from these very low flying jets. All in the name of financial gains for investors and politicians, so unfair and alarming that human beings are not as important as the almighty dollar. This shoreline area is filled with wildlife, so many beautiful species of birds once lived here. I was sent a photograph (below) by my neighbor of a bald eagle perched in a tree down the street from my house. What a spectacular site to see. Unfortunately this environment will not be sustainable with all the pollution and noise for these species. I have noticed the bird population is no longer what it used to be prior to these jets flying in this area. How unfortunate for the environment. Aren't Eagles a protected specie? I see nothing but negative impacts caused by these jets and the potential airport expansion on peoples health as well as the environment not only in the surrounding streets but for miles around the airport. It is proven and published facts impacts of airports on people and environment. I am asking the FAA to have an environmental impact study with actual data as opposed to the computer generated reports they are using to push their agenda through.	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For birds, see response to Frequent Public Comment #18. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. Biological Resources (including wildlife) are described in Sections 4.3 and 5.2 of the EA.	no

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3/13/2023	PC	Mike Sbabo	56	HVN-EA Public Comments McFarland Johnson	To Whom It May Concern We have lived on Morgan Avenue in East Haven CT for over 30 years. We experienced an increase in deafening noise pollution caused by the increase in large jets landing and departing from Tweed airport. Main cause of deafening noise currently is from the Avelo jets. Every hour another large Avelo jet lands or takes off. Horrible! We don't believe the Environmental Assessment does not seriously consider the important questions about the foreseeable environmental impacts of expanding Tweed airport raised by hundreds of community members, officials and advocates. We need a full Environmental Impact Statement. We are surrounded by green belts and wet belts with wildlife. We need to reduce the level of air pollution to keep our quiet neighborhood livable and sane. This is not progress! Sincerely Mike Sbabo 208 Morgan Ave East Haven CT 06512	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	no
3/13/2023	PC	Mike Sbabo	57	Resending - HVN-EA Public Comments McFarland Johnson	To Whom It May Concern We have lived on Morgan Avenue in East Haven CT for over 30 years. We experienced an increase in deafening noise pollution caused by the increase in large jets landing and departing from Tweed airport. Main cause of deafening noise currently is from the Avelo jets. Every hour another large Avelo jet lands or takes off. Horrible! We believe the Environmental Assessment does not seriously consider the important questions about the foreseeable environmental impacts of expanding Tweed airport raised by hundreds of community members, officials and advocates. We need a full Environmental Impact Statement. We are surrounded by green belts and wet belts with wildlife. We need to reduce the level of air pollution to keep our quiet neighborhood livable and sane. This is not progress! Sincerely Mike Sbabo 208 Morgan Ave East Haven CT 06512	See response to comment 40	no
3/13/2023	PC	Richard Esposito	58	EIS	To whom this may concern, I'll keep this short, please give us the full EIS report. The madness has to stop!!! The neighborhood surrounding Tweed has gone through enough tragedy. This size of an airline will eventually cause more. Thank you, Richard Esposito 58 minor rd East Haven	For EIS, see response to Frequent Public Comment #1.	no

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3/13/2023	PC	William	59	The influx of airplanes at Tweed has caused a major disruption to our lives in East Haven. The noise, smell and air quality make it impossible to use our yard for any length of time. We fear bringing any of our young relatives over to our house for mul...	The influx of airplanes at Tweed has caused a major disruption to our lives in East Haven. The noise, smell and air quality make it impossible to use our yard for any length of time. We fear bringing any of our young relatives over to our house for mul... Sent from my iPhone	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	no
3/13/2023	PC	Dotty Cerrone	60	Keep us safe	I am writing this letter because of my concern for all my neighbors and myself. Every morning I wake up to the sound of planes going over. I am retired and would like to sleep in sometimes, but that doesn't seem possible anymore. I enjoy feeding my birds in the yard, and I go out to the smell of jet fuel. And the most important thing is our safety. God forbid if their is a problem with one of these jets in landing or taking off with such a populated area. I don't even want to think about it. I have lived on the East Haven side of the airport for 65 years. We were always told that it would be an airport for small aircrafts, and the army reserve did their thing back than. There were some accidents and deaths with the small aircrafts. Terrible! When I first retired, before my husband took ill, I would visit the manager of the airport with my complaints. They did not like seeing me. I have called our mayor many times and stopped in the town hall, but he never spoke to me. Yale University and the city of New Haven are pushing for the expansion without considering our safety and quality of our lives and properties. Dotty Cerrone 328 Thompson Avenue East Haven	For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For concern regarding 737-800 operation see reponse to Frequent Public Comment #7	no
3/13/2023	PC	Destiny Cordero	61	Tweed! 🏛	Good morning: My name is Destiny Cordero I live at 9 Maturo Drive, East Haven 06512 I am writing this letter regarding Tweed New Haven Expansion and want it included in the EA. I moved here 4 years ago with my three children who are 12, 10 and 7. The airport has always been a very small community airport including an aviation training school, private single and twin engine airplanes as well as a few lear jets that come and go but nothing noticeable to us. Then Avelo came which has changed our lives completely. It has been labeled “so convenient” for those travelers who do not live in the area but a nightmare for those of us live with this noise every day. My children are woken up by the loud rumble of planes and we have no peace in our backyard as we are in the southern flight path. The noise is unbearable, beginning at 6:30am until all hours of the night time with takeoffs and landings, at times planes can not land due to the weather! I have to keep all my windows and doors closed to help block the noise but that has been unsuccessful. My house shakes with the larger jets that Avelo has added. What once was a beautiful shore area has now become undesirable, not only the noise but health impacts on the young and older population. I worry about the effects on my children. They hate the noise. We live 2 minutes from a beautiful beach and the environmental impact is horrifying. Wetlands are being filled in and this is causing flooding with tides, rain and the moon. Our home value will plummet if this airport is allowed to expand! It is in the middle of a residential neighborhood, it is not the place for this type of airport. I ask for an EIS. Respectfully, Destiny Cordero	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For wetlands, see response to Frequent Public Comment #19. As described in the Master Plan, jets have long operated at HVN. For concern about Property Values, see response to Frequent Public Comment # 23. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about impact to wetlands, see response to Frequent Public Comment # 19. For concern about Flooding, see response to Frequent Public Comment # 17.	no

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3/13/2023	PC	Allen Esposito	62	Fwd: Tweed	Sent from my iPhone Begin forwarded message: From: Allen Esposito <espooo66@me.com> Date: March 13, 2023 at 12:08:43 PM EDT To: jeany427@gmail.com Subject: Tweed I live at 66 Minor RdEasthaven I would have never bought my house back In 2012 if I new this is what I have to go through EVERDAY WITH THESE PLANES!!!Unacceptable!!Cant take it anymore! AllenEsposito Sent from my iPhone	Commentor describes existing conditions. For noise/vibration, see response to Frequent Public Comment #10. As described in Chapter 2, the Proposed Action is expected to result in fewer aircraft operations when compared to the future No Action scenario.	no
3/13/2023	PC	Jean Edwards-Chieppo	63	EA	Good Morning: My name is Jean Edwards Chieppo 173 Henry Street East Haven CT 06512 I am writing this letter regarding the terrible noise in my home from the jets which are taking off at Tweed. I have seen your noise mitigation plan and I am too far away for any type of help. The way the airport is situated creates a “bowl” effect and creates tremendous noise in the Momauguin residential area. My sleep and peace of mind has been destroyed. What are your intentions for all the residents who are being affected by noise pollution but do not fall into your plans for expansion? If this happens it will be much closer to our neighborhood but we still won’t qualify for noise reduction. Have you considered that you are trying to squeeze “LaGuardia” into a densely populated town? Do you care or is it purely about financial gain? We need an EIS with actual noise monitoring! Not computer generated data! Sincerely, Jean Edwards-Chieppo -- Jean Edwards Chieppo	For EIS, see response to Frequent Public Comment #1. For field measurements not taken, see response to Frequent Public Comment #9. For noise/vibration, see response to Frequent Public Comment #10.	no
3/13/2023	PC	Jean Edwards-Chieppo	64	EA	My name is Jean Edwards-Chieppo 173 Henry St, East Haven, CT 06512 I am writing this letter regarding the air pollution going on in our town, which is an Environmental Justice Town. Have you made any plans for mitigating the impact from these large jets flying over our homes, land, water ways and ocean? I find that the EA report has completely overlooked real impacts on people, wildlife and habitats. I believe the only fair way is to have an EIS with air monitors and testing. This is unfair to several densely populated areas of East Haven and Morris Cove. What are your intentions for not putting people at risk for lung disease? We are already a high risk area with above average rates and exposure. Can you guarantee that children will not become sick? Do you have actual data on future deaths and illness from air pollution? Have you considered that there are at least 4 schools near the airport? The only fair and decent option is to have an EIS. Sincerely, Jean Edwards-Chieppo -- Jean Edwards Chieppo	For EIS, see response to Frequent Public Comment #1. Mitigation measures are described within the individual resource categories in Chapter 5. See Frequent Public Comment #9 and #12 regarding Air Quality and Air Quality measurements. For concern about Health Effects, see response to Frequent Public Comment #24. School locations are described in Section 4.10.3. Children's Health and Safety is described in Section 5.10.4. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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3/13/2023	PC	Jean Edwards-Chieppo	65	EA	My name is Jean Edwards-Chieppo 173 Henry Street East Haven 06512 I am writing this to have included in the EA comments. I am extremely concerned about the dangers to our residents and the passengers on large jets landing or attempting to land in very bad weather conditions. It was decided in 1946 to have Bradley become the main airport due to the fog and wind conditions at Tweed. Since that time we have had several calamities including the worst aviation accident in CT history. On the 7th of June 1971, a commuter flight on approach to New Haven, Connecticut descended too low in fog and struck a row of beach houses, sending the Convair CV-580 careening into a field, surrounded by flames. As the passengers and crew fought to escape, fire overwhelmed the cabin, killing 28 people and leaving just three survivors: two passengers and the flight's First Officer, who related a harrowing story of an overconfident Captain, a dangerous approach, and his own internal struggle over whether to intervene. The story of the crash would also feature a mounting series of poor decisions, taken under pressure to complete a flight in bad weather, along with a series of detrimental company policies which contributed to both the accident and the unnecessary deaths of 27 of the passengers and crew, who survived the initial impact only to perish in the inferno. Nothing has changed. When it is foggy planes attempt to land several times before diverting. Can you guarantee that this will never happen again? Can you stop fog? Do you care that people may die? Please have an EIS with a full study. Respectfully, Jean Edwards Chieppo Sent from my iPhone	See response to Frequent Public Comment #8 regarding safety concerns during low visibility conditions. Comment on the 1971 incident is noted. See Frequent Public Comment #1 regarding the request for an EIS.	no
3/13/2023	PC	Jean Edwards-Chieppo	66-67	EA comments	This Bald Eagle was in a tree a few hundred feet from the runway. It is a fact Both bald eagles and golden eagles are protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act! If there is a Birdstrike and Bald Eagles are incinerated in the jet's engines is this protection??? This is a migratory path for many hawks and birds. What do you intend to do to protect them???? We need an EIS ! Respectfully, Jean Edwards Chieppo	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19. Biological Resources (including wildlife) are described in Sections 4.3 and 5.2 in the EA. It is unclear from the comment were the Bald Eagle was sighted however, many bird species may transit the area at any given time. As described in Sections 4.3 and 5.2, Bald and Golden Eagles were not identified as a concern by the USFWS. Nor were Bald Eagle nest(s) observed in the project area.	no
3/13/2023	PC	Jean Edwards-Chieppo	68-70	Fwd: EA comments	I am writing this to be included in the EA comments. My name is Jean Edwards Chieppo 173 Henry St, East Haven, CT 06512 --------- Forwarded message --------- From: Jean Edwards-Chieppo <jeany427@gmail.com> Date: Mon, Mar 13, 2023 at 3:22 PM Subject: EA comments To: Tweed <hvn-ea@mjinc.com> This Bald Eagle was in a tree a few hundred feet from the runway. It is a fact Both bald eagles and golden eagles are protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act! If there is a Birdstrike and Bald Eagles are incinerated in the jet's engines is this protection??? This is a migratory path for many hawks and birds. What do you intend to do to protect them???? We need an EIS ! Respectfully, Jean Edwards Chieppo	Forwarded comment that is duplicate of comment 50. See response to comment 50.	no

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3/13/2023	PC	Jean Edwards-Chieppo	71	EA	I am writing this to be included in the EA comments. My name is Jean Edwards Chieppo 173 Henry St, East Haven, CT 06512 I am extremely concerned about the 750,000 to over a million cars that will be driving on our roads if the expansion is approved. According to the EA 32 accidents/ deaths are acceptable! In my opinion that is an absolute CRIME! In 43 years that will be 1,376 possible deaths caused by the expansion! Have you done any traffic studies in East Haven. Particularly on Hemingway and Coe Avenues? Are people less important than financial gain? We demand an EIS !! Sincerely, Jean Edwards Chieppo	For EIS, see response to Frequent Public Comment #1. See Frequent Public Comment response #20 regarding Environmental Justice. Regarding traffic, see response to TEH comments #12-14. It is expected that the Connecticut Department of Transportation Office of State Traffic Administration (OSTA) would consider the Proposed Action a Major Traffic Generator and would require a permit application. During the permitting process, OSTA would require a narrative identifying any crash patterns for all existing site drives and off-site impacted locations on State highways. A table of data or collision diagram may be used to show the crash history. If OSTA determines that additional mitigation or traffic safety measures are necessary, OSTA would require further coordination with the Connecticut Department of Transportation and the Town of East Haven and implementation of those measures.	no
3/13/2023	PC	Katherine Bennett	72	Tweed EA Comment	My name is Katherine Bennett. I live at 463 Thompson Ave. East Haven, CT 06512 I would like to voice my concern about the fuel farm located at Robinson Aviation at Tweed Airport. It presently contains three 20,000 gallon fuel tanks and is requesting a variance to add another 20,000 gallon tank. The storage of huge amounts of jet fuel in an already nonconforming site in a residential neighborhood is a hazard- in addition to the other hazards this airport expansion is bringing to our community. Ours is an environmental justice town that should not be exposed to an increased risk of a catastrophic accident, air and water pollution, and giant fuel tankers in our community. My questions are- was this fuel farm expansion taken into consideration when the current Environmental Assessment was done? Was the additional traffic involved with jet fuel delivery included in the traffic study- particularly at the corner of Thompson Ave and Dodge- identified as intersection 11 in the EA as a potentially affected intersection? There have been devastating fires at these fuel farms; for example Miami International in 2012- caused by mechanical failure, one in Cuba in 2022- caused by a lightning strike, Dallas-Fort Worth Airport November 2022- caused by a broken valve. A tanker full of jet fuel exploded in March 2022 in Euless, Texas, at the fuel farm near Fort Worth. These are just examples; there have been many others. We had a tanker truck rollover here at Tweed in August 2022, apparently caused by the driver speeding, that thankfully did not result in a catastrophe. To extinguish these fires requires large amounts of highly toxic chemical foams called Aqueous film forming foam (AFFF), which has been linked to many types of cancers. Not only will this foam end up in our wetlands, it will expose firefighters and employees to these dangerous chemicals. These are examples of accidents at fuel farms. There are also risks associated with jet fuel tankers on our town roads. Ever since the arrival of Avelo at Tweed, there have been enormous jet fuel trucks almost daily driving up and down our street, Thompson Ave. Not only are they loud, shake our house, and give off exhaust, the prospect of an accident involving one of these is horrifying. Our street has seven crosswalks in the short distance from Main St. to Dodge Ave. Pedestrians, bicyclists, and children heading to Tuttle Elementary School cross Thompson every day. How many feet does it take for a tanker carrying between 5,000 and 10,000 gallons to come to a stop if someone is in the crosswalk or a car that runs the stop sign? Is this kind of accident one of the extra accidents caused by the airport expansion that are “OK” in the Environmental Assessment? These fuel tankers also travel on Rte. 95 which goes through East Haven. We understand that there are already many tankers carrying hazardous materials traveling through our town but expanding this fuel farm will increase the risk of a horrific accident like the recent one in Frederick, Maryland that killed the driver and damaged nearby homes. Any of these accidents cause toxic smoke that can linger for days. There are legal questions that need to be addressed in addition to the health and safety risks associated with this variance request. Who actually owns the land the tank will be placed on? It is my understanding it is not Robinson Aviation. Who would be responsible for the response? Are there regulations in place that refer to the amount of hazardous, flammable fuel that can be stored near residential neighborhoods, wetlands, and even an airport terminal? I believe these are just a few of the unanswered questions in this Environmental Assessment. The residents of the communities deserve a full Environmental Impact Study. Thank you so much for your time and attention to this important issue. Sincerely, Katherine Bennett	For EIS, see response to Frequent Public Comment #1. Expansion of the fuel farm is not part of the proposed action. Independent of the EA, the airport's Fixed Base Operator (an independent privately owned company) submitted an application to construct a 20,000 gallon fuel tank on the airport. Based on press reports, the application for the tank construction has since been withdrawn. https://www.nhregister.com/news/article/tweed-airport-fuel-tank-application-east-haven-18101676.php The traffic study prepared for the EA is described in Appendix I. Also refer to CNH Comment Response #15 and TEH Comment Response #13.	no
3/13/2023	PC	William	73	The proliferation of air traffic over our house has been hard to contend with. The noise pollution daily is very difficult to live with. Isn’t there supposed to be a noise ordinance? A limit on decible level? It has disrupted our lives immensely. We ...	The proliferation of air traffic over our house has been hard to contend with. The noise pollution daily is very difficult to live with. Isn’t there supposed to be a noise ordinance? A limit on decible level? It has disrupted our lives immensely. We ... Sent from my iPhone	See Frequent Public Comment Response #10 regarding noise. See Frequent Comment Response # 4 regarding the City of New Haven noise ordinance.	no

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3/14/2023	PC	Susan Whetstone	74	Comments Tweed New Haven EA	The EA does not include a noise assessment along the flight path of the Quinnipiac River in the vicinity north of the Grand Avenue bridge. Incoming flights pass directly over my patio and measure 65-70 db DNL or more. Why is mitigation limited to the vicinity of the airport and not along the flight path where noise levels are also at or above 65 db DNL. Nor does the environmental justice assessment address the impact on property values in this same vicinity as a direct consequence of flight path noise. Lastly, what is projected to be the future impact on noise levels and property values in this vicinity due to runway expansion if larger aircraft and increased flights result? Susan Whetstone 243 Front St New Haven, CT	Regarding use of field measurements for noise, see response to Frequent Public Comment #9. For increased noise levels, see response to Frequent Public Comment #11. Property values are influenced by a variety of factors such as land use, zoning, school districts, transportation access, employment opportunities, and many other factors that are outside of the scope of this EA. For concern about the study area, see response to Frequent Public Comment #3.	no
3/14/2023	PC	Katherine Bennett	75	EA comment	March 14, 2023 My name is Katherine Bennett and I live at 463 Thompson Ave. in East Haven, CT 06512. I am writing to express my concern about the Environmental Assessment that was completed by McFarland Johnson. In particular I have questions about the wildlife study that was done. Appendix G, which includes a table of wildlife spotted on airport property includes many birds and mammals seen at the airport. Some are classified as "other"- I assume they were not identified. My first question is- Who is logging these sightings? Are they trained wildlife observers who can correctly identify these species? Are the wetlands and Morris Creek and Tuttle Brook regularly surveyed to identify reptiles and amphibians that may be in the grass or the water? Many of these are protected species. Sightings of insects, including aquatic insects are not listed. Have they been identified? Connecticut DEEP lists 174 Endangered, Threatened, and Special Concern Insects as well as 20 other species of invertebrates, many of which live in wetlands such as those on Tweed Airport land and in adjacent areas. Aquatic invertebrates,amphibians,and reptiles are not only sensitive to chemical pollution, they are sensitive to low oxygen environments which are caused by deicing fluid and temperature fluctuations caused by deicing fluid and runoff. Sediment runoff also negatively affects aquatic animals. Is there a plan to monitor these issues when there is a significant increase in jet and car traffic at Tweed? The chart used for Appendix G, the HVN Wildlife Assessment is from 2009. This chart already lists eight protected birds, including the state endangered Horned Lark. There also has been very successful conservation efforts by the Federal Government, The State of Connecticut, and many conservation groups. The population of many Endangered, Threatened, and Special Concern species have increased and could very well be in this area. Bald Eagles have been spotted right outside of Tweed. A thorough survey of Tweed Airport and the adjacent areas is necessary to determine if there presently are protected species living there. These issues warrant a full Environmental Impact Statement. Thank you for your time and consideration. Katherine Bennett	For EIS, see response to Frequent Public Comment #1 . Appendix G contains source data references. Wildlife observations were primarily made by trained biologists performing the field studies - summaries of their qualifications are provided in Table 6-1. Other observations were made by trained airport staff and others as part of the HVN Wildlife Management Plan. Morris Creek and Tuttle Brook are not regularly surveyed for reptiles and amphibians. No listed invertebrates were identified by the CTDEEP NDDB. Coordination with CTDEEP NDDB is on-going and listed species surveys will be conducted during the permitting phase of the project as needed. The cited Wildlife Hazard Assessment is the most recent available and provides valuable baseline information regarding wildlife that was identified in and around the airport during the performance of that study. The conclusions of the EA regarding threatened and endagered species are based on e Field observations, and courdination with DEEP and USFWS, As described in Sections 4.3 and 5.2.	no
3/15/2023	PC	Lorena Venegas	76-83	Wetlands in Tweed Environmental Assessment	Dear Susan, Who is the contact to get the data on the rare plant survey that DEEP told Tweed Airport Authority to do for ~$25k about two months ago? I think it is the CT DEEP Fish and Wildlife division. Why is that data excluded from the Environmental Assessment? The Tweed Environmental Assessment says that they want to fill the wetlands with existing fill and then bring in the rest. The total amount of fill to be moved would be 4,378 trucks, over 61,300 cy fill! Is that what DEEP staff would permit? Sounds way too high. Can you explain the drainage solutions? There are no engineered drawings included in the EA and we know there are tidal marshes adjacent to the permanently closed runway. What would the State of CT allow or not allow? Morris Creek is not even mentioned in the narrative and there is a standing MOU with the City of New Haven without any monitoring nor documentation. Their Memorandum of Understanding says that for 20 years, both entities are supposed to increase marshlands, not destroy and fill it in. This action is against the legal MOU. The airport has a grasslands plan with no monitoring since 2010. Why is this allowed to happen in CT? For every soil dump truck that is removed from airport property, and has to be tested for contamination, where do I go to see the soil testing reports from Tweed Airport for the last 2 years, inclusive of the taxiway project and ditch engineered on Thompson Avenue? None of the soil and water testing had been made public in any public forum since 2019. Where is there other construction in CT that has been completed by filling in wetlands and building "on stilts" in the last 25 years? Who approved this at DEEP in the pre-meetings listed? None of these details were ever presented to the public in any forum that are recorded since 2019. There are major wetlands considerations missing from the Environmental Assessment, and not a mention of flooding that actively occurs in East Haven with casual rain fall and a tide change. Tweed New Haven Airport failed to maintain proper documentation, monitoring plans and adhere to legal maintenance of marshlands. The consultant, Jeff Wood of McFarland Johnson, has multiple emails that show the lack of finding and maintenance documentation for the east side of the airport property throughout the year 2022. It is imperative that the FAA require an Environmental Impact Statement, and have CT DEEP take a more active role in decisions, scientific studies and access to do adequate testing. For East Haven being an Environmental Justice town means that the CT DEEP role of being a "coordinating" agency has left us with less facts, less answers, and little information at the public meetings that failed to contain these details. I am attaching the primary document, Memorandum of Understanding between City of New Haven and Tweed Airport Authority, that the consultant has omitted to fit a slim narrative of the damage that will occur here. The cumulative impacts of environmental consequences have been ignored. It is up to an EIS, scientists, and agencies to remedy the myopic trend that is encroaching land in East Haven. Thank You.	For EIS, see response to Frequent Public Comment #1. Commentor copied the EA comment repository on a letter to CT DEEP and covers a range of topics related and unrelated to the Proposed Action. Regarding floodplain and wetlands, see CT DEEP responses #3 and 4. Also see Comment 59 for a response from CTDEEP regarding the rare plant survey.	yes

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3/15/2023	PC	Susan Jacobson	84-93	RE: Wetlands in Tweed Environmental Assessment	Hello Lorena, A contact in our Wildlife Division that may be able to help with the rare plant survey is Bill Moorhead, copied on this email. I apologize that I have not yet reviewed the Environmental Assessment. Fred Riese will be compiling DEEP's responses to the EA and I will be coordinating with him. Regarding wetland impacts, I have seen only a few 'high-level' (no details) presentations by Tweed. We have no application before us and there have not been any approvals (I'm not sure to which meetings you are referring when you ask "Who approved this at DEEP in the pre-meetings listed"). Regarding the grassland monitoring plan – based on Special Condition paragraph 1 of the attached license, Tweed appears to be in compliance. The condition requires only that they submit a plan which was accepted by DEEP staff. I can only offer that the language in our permit conditions today are very specific with monitoring requirements and documentation. I realize that I have not addressed many of your questions – they are good questions and should be part of the public comments submitted to the FAA. Thank you, Sue Susan Jacobson, Supervising Environmental Analyst Land and Water Resources, Regulatory - West Connecticut Department of Energy and Environmental Protection 79 Elm Street, Hartford, CT 06106-5127 P: 860-424-3693 (Tuesday and Wednesdays are best days to reach me in the office) From: Lorena Venegas <ljv333@gmail.com> Sent: Wednesday, March 15, 2023 12:44 PM To: Jacobson, Susan <Susan.Jacobson@ct.gov>; Hvn-Ea <hvn-ea@mjinc.com> Cc: Lorena Venegas <east.haven.friends@gmail.com>; Jean Edwards-Chieppo <Jeany427@gmail.com> Subject: Wetlands in Tweed Environmental Assessment EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe. Dear Susan, Who is the contact to get the data on the rare plant survey that DEEP told Tweed Airport Authority to do for ~$25k about two months ago? I think it is the CT DEEP Fish and Wildlife division. Why is that data excluded from the Environmental Assessment?	CT DEEP response to Comment #58, which was copied to the EA comment repository. No response needed.	yes
3/15/2023	PC	Josh Drazen	94-96	Tweed Expansion requires and EIS from the Federal Government, FAA, EPA, etc.	To my elected officials, the FAA, and the EPA: I have written many of you about what you are permitting from Tweed New Haven Airport (through its operator Avports), and Avelo Airlines. The nuisance becomes more untenable by the day. The times the airline is being permitted to operate aircraft that are too large and loud for this area have become more frequent and lawless. Their abusive practices have impacted the sleep and health of tens of thousands of residents in the densely populated towns of East Haven, New Haven, Branford, Guilford, Hamden, North Haven, West Haven, and even Woodbridge and Orange. For example, just two nights ago on March 13th, Avelo Flight 721, a 737-800, was allowed to depart from Tweed at 1:27 AM! On the same date, Avelo Flight 306, a 737-800 from Sarasota thundered through the area, awakening all the residents of my condo as it arrived at Tweed at 1:57 AM. On March 10th, Avelo Flight 370, a 737-800 from Tampa rumbled through the neighborhood on approach to Tweed at 1:54 AM. On March 3rd, Avelo Flight 346, a 737-700 from West Palm Beach interrupted our sleep as it landed at Tweed at the ridiculous hour of 4:16 AM. On March 1st, Avelo Flight 721, a 737-800 from Tweed to Orlando took off at 11:16 PM after being delayed from an initial 7:45 PM departure time, as Avelo and Tweed push the envelope of noise upon the area beyond any reasonable standard. I am lucky I don't have children who need to get up for school as the noise allowed at such late times is unconscionable and is unhealthy for them to deal with. On February 26th, Avelo Flight 358, a 737-800 from Fort Myers, awoke residents, including me, as it roared through the neighborhood at 1:55 AM. On February 6th Avelo Flight 358, a 737-800 from Fort Myers to New Haven awoke residents, including me and my family at 2:10 AM. On the same date a private jet scheduled to take off at the unreasonable hour of 5:00 AM left at 5:09 AM, which means Tweed's expanded operations caused me and my family to wake up twice unnecessarily on February 6th. On January 19th another private jet took off from Tweed at midnight, after being scheduled for the still late departure time of 11:45 PM. This was not a normal takeoff time for any jets prior to the expansion of operations at Tweed. On Jan. 2 and Jan. 3 Avelo operated five more flights from midnight through 1:22 a.m. They also reposition jets here at all hours without a care in the world about the cacophony tens of thousands of surrounding residents now endure. One example of this was on January 22nd when an Avelo 737-800 arrived from Farmingdale, NY to Tweed at 12:08 AM. Homeowners also awoke to Tweed's inconsiderate noise and operation times on Oct. 3, 2022, as a private jet took off at 4:50 a.m. Many studies show intermittent awakenings are the cause of hypertension, cancer, and other deadly diseases. Avelo and Tweed are the cause of increasing disruptions in sleep for the residents here, including me, my girlfriend, and even my dog. No one has come to check the noise levels, or the shaking caused by the large 737s and their powerful engines being thrust into an airport and area that was never meant for them.	For EIS, see response to Frequent Public Comment #1. For use of 737-800, see response to Frequent Public Comment #7. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. Airline scheduling decisions are the responsibility of the airline and not controlled by HVN. For noise/vibration, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about the noise ordinance see response to Frequent Public Comment #4. The FAA's role in this EA is described in Section 1.2 of the Draft EA and in response to Frequent Public Comment #1.	no
3/16/2023	PC	Lorena Venegas	97-100	East Haven- Obviously, we need an EIS	Please include the following letter in the final EA document. Lorena Venegas 73 George St East Haven, CT 06512 An Open Letter to US Senators Chris Murphy and Richard Blumenthal, Congresswoman Rosa DeLauro: Last week, I submitted testimony for the CT Legislative Environment Committee that held a public hearing. There are two bills, SB 1145 and SB 1147, that would update the environmental justice (EJ) laws to give CT DEEP further consideration of community input in permitting procedures for facilities. Today, I am looking for your federal support in local air quality monitoring. We need to establish that equipment be placed in our neighborhoods since East Haven residents do get the brunt of cumulative air pollution from Tweed New Haven Airport, Port Authority, industry and crosswinds leading to the highest incidence of asthma hospitalizations in the entire state of Connecticut, and recognized cumulative pollution impacts. Westchester Airport has air quality monitors, noise monitors, health accounts for recognized carcinogens in the water supply, and community reporting requirements. This was made possible because elected officials got the funding to put it all in place. Currently, East Haven has no deal, no community benefits plan, no taxation from Tweed Airport. Why do Westchester Airport residents get more than East Haven residents even though both airports are operated by the same private corporation, Avports, a subsidiary of Goldman-Sachs? Avports has a Board of Directors that includes the West End Infrastructure Partners hedge fund staffer, Jonathan Hunt, of Goldman-Sachs, who has never held a public meeting in East Haven. Avports is dependent on federal funding and shares to pay high executive salaries for the CEO, Jorge Roberts, and CFO, Arturo Garcia, but neither has ever given a charitable donation to our local food pantry. Where are the protections for residential homes and residents? Where are the good corporate citizens skills from Avports, operating Tweed for the last 24 years? I do not see how adding carcinogens near four (4) elementary schools, childcare centers, and waterways so that a Texas/Virginia corporation can make tax-free money helps out the State of Connecticut. Even small aircraft are using leaded fuel that is known to cause neurological and breathing complications in this environmental justice census blocked population. There are no 11,000 jobs at this airport as was publicly announced on May 6, 2021. Instead, there are low wage, high turnover, toxic jobs such as de-icing that pay $16.00/hour, and part-time jobs paying minimum wage for part-time hours. That does not make a CT livable wage, nor does it make East Haven better. Since Tweed New Haven released the draft Environmental Assessment documents, I would like to request that you write a letter to ask for an Environmental Impact Statement (EIS) letters under the 45 day public comment period that ends April 16, 2023. This	Most of this open letter is not pertinent to the EA. For EIS subject reference, see response to Frequent Public Comment #1. See Frequent Public Comment response # 9 regarding field noise measurements in the context of an EA. For concern about use of field measurements for Noise and/or Air Quality, see reponse to Frequent Public Comment #9.	yes

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/16/2023	PC	Cathy Piscitelli	101	Tweed Expansion	To whom this may concern As a resident of New Haven I along with many collaborative citizens from neighboring towns have expressed heightened concerns of the proposed expansion of Tweed New Haven Airport. I have enclosed a detailed account of pertinent questions regarding potential environmental consequences if the expansion succeeds. It is my hope that officials at the FAA will launch an in-depth environmental impact study as required by the National Environmental Policy Act and commit to an unbiased investigation regarding the environmental consequences to both sea and land as well as health related concerns to the general public. The foreseeable environmental impact with this massive airport expansion at Tweed and the consequences therein should be addressed regarding the future Environmental preservation of our city and towns and not take a back seat for private investors of Tweed and Wall Street as well. Will the threat and impact by the expansion of Tweed New Haven airport affect our wetlands and storm water runoffs by causing irreputable damage to our Shoreline. What consequences will our wildlife suffer indeed due to excessive noise pollution that negatively changes the physiological behavior of our wildlife especially migrating bird species resulting in their navigational skills as well as their ability to communicate and hunt. Is it not possible to consider the critical health concerns to individuals who cope with excessive noise pollution by creating stress sweep disturbances and cardiovascular issues. I urge the FAA to conduct a critical and thorough examination of the potential consequences of this expansion. Is it not fair to ask or conclude that air quality is subject to continued incidents of pollution from excessive jet fuel exhaust along with ultra-fine particles that inevitably permeate within the air as well as the continued stench of diesel fuel. Chemicals involved in de-icing these planes during our wintery season. In closing, I again urge the FAA to conduct an unbiased Environmental impact review and stand firm with the environmental justice statement: "That all people should be protected from the impacts of environmental pollution regardless of race national origin or income". It is my hope that your commitment to ensuring this environmental protection to the citizens throughout these towns and city along with the decisions you make will rest in your hands and ultimately decide the future preservation of our environment. Sincerely, Catherine M. Piscitelli	For EIS, see response to Frequent Public Comment #1. For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	no
3/16/2023	PC	Cathy Piscitelli	102	Re: Tweed Expansion	On Thu, Mar 16, 2023, 2:36 PM Cathy Piscitelll <wmp2611@gmail.com> wrote: To whom this may concern As a re hope that officials at the FAA will launch an in-depth environmental impact study as required by the National Environmental Policy Act and commit to an unbiased investigation regarding the environmental consequences to both sea and land as well as health related concerns to the general public. The foreseeable environmental impact with this massive airport expansion at Tweed and the consequences therein should be addressed regarding the future Environmental preservation of our city and towns and not take a back seat for private investors of Tweed and Wall Street as well. Will the threat and impact by the expansion of Tweed New Haven airport affect our wetlands and storm water runoffs by causing irreputable damage to our Shoreline. What consequences will our wildlife suffer indeed due to excessive noise pollution that negatively changes the physiological behavior of our wildlife especially migrating bird species resulting in their navigational skills as well as their ability to communicate and hunt. Is it not possible to consider the critical health concerns to individuals who cope with excessive noise pollution by creating stress sweep disturbances and cardiovascular issues. I urge the FAA to conduct a critical and thorough examination of the potential consequences of this expansion. Is it not fair to ask or conclude that air quality is subject to continued incidents of pollution from excessive jet fuel exhaust along with ultra-fine particles that inevitably permeate within the air as well as the continued stench of diesel fuel. Chemicals involved in de-icing these planes during our wintery season. In closing, I again urge the FAA to conduct an unbiased Environmental impact review and stand firm with the environmental justice statement: "That all people should be protected from the impacts of environmental pollution regardless of race national origin or income". It is my hope that your commitment to ensuring this environmental protection to the citizens throughout these towns and city along with the decisions you make will rest in your hands and ultimately decide the future preservation of our environment. Sincerely, Catherine M. Piscitelli	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Biological Resources (including wildlife) are described in Sections 4.3 and 5.2 in the EA. Also see Frequent Public Comment #18 for birds. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. Spent deicing fluid is captured and discharged to the sewer system per applicable permits. The Proposed Action will include measures to continue capturing and discharging to the sewer system.	no
3/16/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	103-105	Request for Extension Tweed New Haven Airport EA	Mr. Rafter, I have attached a request for extension of the comment period for the Tweed New Haven Airport EA. Cheryl Quaine from the FAA directed that any such requests should be sent to your attention with copies to FAA. Please don't hesitate to call or email me with any questions or follow-up. Sincerely, Roger Reynolds, Esq. Senior Legal Counsel Save the Sound 127 Church Street, 2d Floor New Haven, CT 06510 Office: 203-787-0646 x105 Cell: 860-997-3223 rreynolds@savethesound.org *** CONFIDENTIALITY NOTICE *** This e-mail may contain information that is confidential or privileged. If you are not the intended recipient, do not read, copy or distribute the e-mail or any attachments. Instead, please notify the sender and delete the e-mail and any attachments. Thank you. March 16, 2023 Tweed Airport Authority Via email C/o Tom Rafter trafter@flytweed.com Re: Request for Extension of Time to Review and Comment on Draft Environmental Assessment for Tweed New Haven Airport	For requests for extension of the comment period, see response to Frequent Public Comment #2	yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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3/16/2023	PC	Katherine Bennett	106-107	EA - Deicing issues	March 14, 2023 My name is Katherine Bennett and I live at 463 Thompson Ave. in East Haven, CT 06512. I am writing to express my concern about the Environmental Assessment that was completed by McFarland Johnson. In particular I have questions about the airport deicing procedure and its effects on the wetlands and Morris Creek and Tuttle Brook. Tweed – New Haven Airport Authority currently discharges a maximum of 36,000 gallons per day of aircraft deicing wastewaters to the Greater New Haven Water Pollution Control Authority from airport deicing operations at Tweed – New Haven Airport.2020 The water ends up in Long Island Sound. https://portal.ct.gov/-/media/DEEP/Public_Notice_Attachments/draft_permits/Tweed---Fact-Sheet-Draft-5.pdf. The wastewater runs through a recirculation loop to confirm average pH levels. The system adds Sodium Bicarbonate, as necessary, until the pH is within permitted limits. Airports are required to collect only 60% of deicing fluid. https://www.epa.gov/sites/default/files/2015-06/documents/airport-deicing-fact-sheet_final-rule_april-2012.pdf Along with the arrival of Avelo airlines and the increase in flights there has been an increase in deicing. With the proposed almost doubling of flights you can assume the amount of deicing fluid used will double. Even with the required pH adjustment, glycol based deicing fluid in large amounts results in low oxygen levels in streams and waterways, and can be deadly to the organisms living there. Even though the deicing fluids are glycol based, they contain chemical additives which are basically salts and sand which cause major harmful effects on the environment. If only 60% of the deicing fluid is recovered it stands to reason that the other untreated 40% ends up in the air, down storm drains, soaks into the ground eventually reaching groundwater, and in Tweed's case, ends up in Tuttle Brook, Morris Creek, and surrounding wetlands. Although glycol is considered to be nontoxic, recent research has confirmed that the chemical causes harmful deposits in the body that can lead to serious health problems. In 2019 Tweed was cited for being out of compliance for their handling of deicing fluid. How much damage was done during that time? https://portal.ct.gov/-/media/DEEP/Public_Notice_Attachments/draft_permits/Tweed---Fact-Sheet-Draft-5.pdf Airports around the world have been addressing the issue of deicing fluid in a variety of environmentally friendly ways- using Computer Gantry systems to ensure the least amount of fluid necessary is used, Infrared heating systems, forced hot air, glycol vacuum systems, and even hot water. Other airports are collecting, recycling, and reusing the fluid. "Albany International Airport, located in upstate New York, has developed a method to use, recycle, and reuse ADFs. The system works by filtering out propylene glycol from rain runoff and converting it to methane gas, carbon dioxide, and biomass.' In addition, concrete pads are used to hold snow containing glycols until it melts in order to collect and recycle the chemicals. The methane gas then generates free heat for one of the airport structures. ' According to Davis and Clarke, '[t]he end product of the cycle is clean water and harmless gases'" Welcome Aboard: Aircraft Deicing Fluid and the Environmental Epidemic It Is Causing Journal of Air Law and Commerce https://scholar.smu.edu/jalc/vol72/iss4/2/	For EIS, see response to Frequent Public Comment #1. For Environmental Justice, see response to Frequent Public Comment #20. Spent deicing fluid is captured and discharged to the sewer system per applicable permits. The Proposed Action will include measures to continue capturing and discharging to the sewer system. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6.	no
3/16/2023	PC	Stacy Gravino	108-109	Environmental Studies and Tweed New Haven Airport	To Whom It May Concern: I have lived in East Haven that borders the Tweed New Haven Airport for over 50 years. In that time it has remained a small regional airport with a steady but not continuous stream of innocuous flights. That isn't to say some flights were noisier than others, but these are few and far between. Unfortunately, this all changed when Avelo came to Town in 2021. Now those living next to the airport and in the flight pattern are caught in the crosshairs of the sound of a perpetual thunderstorm from 6:30 am to well past 11:00 pm. I can only imagine what this heavy noise pollution is doing to resident's hearing. There have been mornings my house has been shaken by the jet taking off and I live 1.5 miles away from the airport. What is this noise pollution doing to the waterfowl and animals which inhabit the surrounding woods and wetlands? Has there been an environmental study concerning the disruption of migratory birds due to the noise pollution? If not, then why not? Has there been an environment study performed concerning what the added air pollution from the increased flights as well as vehicles is doing to the fragile wetlands, the waterfowl, animals as well as the nearby residents? We are all aware of the correlation of pollution with the increase in respiratory illness such as asthma, allergies, bronchitis. While we are facing health issues, we must also contend with impending construction which includes the possibility of filling in wetlands and tidal marshes for parking and a new terminal. This area has always been flood prone but has steadily worsened as construction in the area has increased causing displacement of rainwater. This displacement causes damaging flooding of homes and roads in the area. Also, filling in the wetlands and tidal marshes will have a devastating effect on the ecosystem. The area will lose native plants and wildlife and allow for invasive plants to take over which will further devastate the ecosystem. For these reasons alone the FAA needs to mandate an Environmental Study complete with actual information, not a computer simulation.	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For birds, see response to Frequent Public Comment #18. For wetlands, see response to Frequent Public Comment #19. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	no
3/16/2023	PC	Roger Arsenault	110		Noise over our housemost flights go over our south end road house or our neighbors.take off and landing.dbs are 86.6 or higher this week our windows rattled.you can't hear tv when this happens.we are at 146.why haven't you done a noise study?these noise dbs are way to high.	For field measurements not taken, see response to Frequent Public Comment #9. For noise/vibration, For noise/vibration, see response to Frequent Public Comment #10. For high resident-measured noise levels, see response to Frequent Public Comment #11.	no

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3/17/2023	PC	Dan McCann	111-112	TWEED NEW HAVEN AIRPORT EXPANSION	Dan McCann 137 Mansfield Grove Road East Haven, CT 06512 Danmccann467@gmail.com March 17, 2023 To whom it may concern: For full disclosure, I am a member of the East Haven Inland Wetlands Commission, however I do not represent myself in this letter as speaking on behalf of the East Haven Inland Wetlands Commission. I welcome the opportunity to address this forum to state my concerns about the proposed expansion of Tweed New Haven Airport on the East Haven side of the airport. In strictly my opinion, I am torn by this proposed expansion. In one light as a person who uses this airport for personal and business I am excited about the opportunity to reach many parts of the United States right from my backyard. It's convenient, economical and I believe will be a boost to local businesses here in East Haven. I applaud Avelo Airlines for putting in the time, effort and belief in the communities of the Greater New Haven Area when others like United, Delta and American Airlines walked away. With that said, there are many challenges that some are clearly ignoring that will have an environmental impact on our community. Just because I may benefit personally, I am one of 27,000 residents here in the Town of East Haven and must speak out about the serious impacts of the airport expansion on the East Haven side of the airport. 1) Traffic. No matter how you propose the entrance to the new terminal on the East Haven side of the airport you have to acknowledge two serious concerns with traffic. First, traffic southbound on Interstate 95, exit 52 is not designed to handle common airport traffic. As it is now, between 7am to 9am and 3pm to 4pm, there isn't enough containment space for exiting vehicles from I-95 to flow on to North High Street north or south bound due to the existing two lane road (RT.100) north and south. There are	For concerns of traffic analysis findings included in the EA, see response to TEH Comment #12, #13, and #14. For concerns on locations with existing traffic issues, see response to TEH Comment #14. For flooding, see response to Frequent Public Comment #17. For concerns regarding potential cargo operations, see Frequent Public Comment Response # 6	no
3/17/2023	PC	Lorena Venegas	113-119	Spooking birds off the runway / Dumping at Airport fence line	Dear Mr. Rafter: I took a walk on Proto Drive this morning, and was startled by the device used to scare the birds off the runway. What is the device used? How many times a day is it used? It sounded odd and the birds immediately headed east, my way. It's all about survival. This area is the largest migration path for bird life in all of New England. There are established bird associations that collect data for the past 40 years in the Morris Cove neighborhood. Birds are part of the ecosystem, here before the airport, when this entire area was an active water basin. Please be careful with the plovers and the killdeer that are on the CT EPA endangered and threatened species list along with mallard ducks and several species of turtles, all were not included in the Draft EA. That is a problem of omission of facts. Tell McFarland Johnson that this omission is documented. The best thing is to recommend an extension of an Draft EA and talk with the FAA about requiring the necessary Environmental Impact Statement for the environmental justice communities. Along the entire fence line of the airport property at Proto Drive, there is active dumping of mounds of oil-tar pavement that needs to be cleaned up. These piles of pavement and gravel were not here a month ago. The integrity of the land cannot be disparaged and must be maintained. Just before the fence line is an active waterway feeding south and connecting to Morris Creek. I would like to request that this area be cleaned up, whether the Regional Water Authority (RWA) or Water Pollution (GNHWP) or a subcontractor is involved. There should be zero (0) dumping of any kind at this property site. Attached are picture evidence. Please take a drive down and clean up the area. Thank you for your attention to these matters. Lorena Venegas 73 George St East Haven, CT 06512 Pictures	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19. It is believed that the commentor is referring to a commonly used safety device to scare off birds in the airfield environment as part of the HVN Wildlife Management Plan approved by the FAA, which requires immediate action be taken to alleviate wildlife hazards whenever detected. The approved Wildlife Management Plan and adopted by HVN establishes procedures for minimizing wildlife hazards and addresses the requirements of FAR Part 139.337. As part of the HVN Wildlife Management Plan the following permits were obtained: Federal Fish and Wildlife Depredation Permit (MB670603-0; and Airport Depredation State Permit 26-7. See response to Frequent Public Comment # 18 regarding potential impacts on birds in connection to the proposed project. Also see Sections 4.3 and 5.2 of the EA for additional information on birds and other wildlife. The comment regarding issues along the fenceline is unrelated to the EA.	no
3/17/2023	PC	Lisa Ventura McHugh	120	Tweed noise and pollution	Hello, I would like to know what Tweed is going to do for those who Live across from the airport runway. I live directly across from Tweed (210 Burr St) where the planes sit and idle sometimes for ten or more minutes. My windows are closed and the fumes are in my home! I don't think this is healthy for us at all. This happens more and more. Also we were told that these planes were suppose to be quieter than the old planes that used to come into Tweed. The so called soundproof windows are doing nothing for the sound we are still listening to our TV on the volume number 50 or better. I'd like to know what Tweed is going to do for these toxic smells and ear piercing sounds from these plane engines. It is the quality of our lives that are being destroyed. Very concerned neighbor Lisa Ventura McHugh	For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12.	no

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3/17/2023	PC	Liene Virse	121-122	Air pollution complaint - HVN Tweed Airport	To whom it may concern, We are East Haven residents and have been living nearby Tweed Airport for past 17 years and all the years past it has never bothered us at all, but since Tweed Airport has brought in big Avelo airplanes (Boeing 737) it has been unbearable to go outside because of strong smell of jet fuel fumes. We have small kids and my child has asthma which has been getting now more severe in past year due to air quality in our area. We cannot enjoy our backyard or park and playground nearby without a plane taking off, landing, or just running and passing the smell of fumes in this close neighborhood with many families living nearby. This airport is too close proximity to both sides of East Haven and New Haven neighborhoods with thousands of homes affected with loud noise waking us up and most importantly jet fumes you cannot avoid! How can we go outside and enjoy our backyard, or even be able to open the windows at our house for what we pay taxes to Town of East Haven? There is so much research on how harmful jet fumes are to people so why are you allowing to expand this small airport so close to peoples homes in such a condensed population when there are larger airports available that are miles away from any homes. Even households living 10 miles away can be affected then what will happen to families living within a mile or less? Please come out and experience it for yourself - the air outside smells as if you have put your head in the chimney with smoke coming out and directly blowing in your face and lungs. My husband is walking dog every morning and our dog has even started to sneeze! Are we supposed to lock our children in house and not let them go outside? Who will be paying our health bills for doctor visits to asthma specialists? Or later for much more harmful health effects? I am concerned for my families wellbeing due to airplane jet fuel toxins in the air. State of Connecticut authorities need to do full air pollution research before allowing this airport expansion to happen. If it is this bad now, how it will be when bigger terminal will open, more and bigger planes will come in? DEEP, come in and do full investigation before severe medical issues happen to our kids and families! The airplane fumes can give people flu-like symptoms, including vomiting and chills, and they have been linked in some cases to more serious neurological problems. Airlines aren't required to report fume events, the article notes, and the Federal Aviation Administration "has no plans" to require air filters or air sensors in planes. Jet engine emissions contain large amounts of nano-sized particles, which are particularly prone to reach the lower airways upon inhalation. Size of particles and emission levels depend on type of aircraft, engine conditions, and fuel type, as well as on operation modes. Exposure to jet engine emissions is reported to be associated with biomarkers of exposure as well as biomarkers of effect among airport personnel, especially in ground-support functions. 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 and self-reported lung symptoms and been linked to several adverse health effects including cancer. Please let us know how this air pollution issue will be resolved ? And how will you help us and our neighborhood with home values? Will taxes will be lowered?	For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24	no
3/17/2023	PC	Petrina Yoxall	123-124	Veoci complaint involving Tweed Airport	I recently filed a complaint on Veoci regarding the planes running up near the terminal building, this was the response I recieved: Hi, Talia. Thank you for your 81 inquiries over the last 289 days. Much like a gasoline powered car that uses a smaller electrical motor (the starter) to jump start the main engine, an airplane needs a starter too. The difference is that compressed air is used to jump start jet engines, and compressing air can be very loud. There are two ways to manufacture enough compressed air to jump start the main jet engines. 1. Commercial aircraft have what's called an auxiliary power unit (APU), which is a mini-jet engine located in the tail of the aircraft. The mini-jet engine can be used to create the necessary compressed air to jump start the main engines when it's time to go. It also provides electricity and air-conditioning to the aircraft while it's parked. The upside is that the APU is not as loud as the other option (see below). The downside is that it uses jet fuel and produces jet fuel odor that leaks into the neighborhood. A significant benefit of moving the terminal to the east side is that those odors will dissipate on the airport before reaching the neighborhood. 1. The other option is to use an air start unit (ASU), which is a giant external air-compressor, to jump start the main jet engines. The upside is that it doesn't produce jet fuel odor. The downside is that an ASU is very loud, higher pitched and disrupts the neighbors. It's the loudest airport operation other than running the main jet engines during takeoff. A significant benefit of moving the terminal to the east side is that the noise from the ASU won't disrupt neighbors. This past weekend, two aircraft required the use of option two, the louder and higher pitched ASU. Normally, the on-board mini-jet engine is used to start the aircraft, but both were out of service for maintenance. We apologize for the understandable annoyance and we hope that in the future we will be able to move these operations away from the neighborhood. Andrew King Avports Communications and Stakeholder Strategy My reply: Mr. King, First, I do not understand the significance of the number of inquiries I have made during the time period noted, please explain. I do have a rudimentary understanding of airplane operations and your simplistic explanation does not address the question I posed. I asked why the airplanes are running up on the apron near the terminal building. This question was not intended as a soapbox for the need to move the terminal building to the other side of the field nor does it address the problem. A larger concentration of homes are exposed to more noise and higher emissions with the current practice. Moving the terminal does not eliminate the toxins we are exposed to, it may simply decrease the smell. In my research it appears that the GPUs are more environmentally sound than the APUs, they use less fuel thereby producing fewer emissions and there is significantly less noise pollution. I have seen no evidence of an ASU and do not understand how it would be used during routine maintenance or preparation. It is my understanding these units are used for air conditioning or starting the engine just prior to departure. How are they used in lieu of the alternate or ground power units at Tweed?	Veoci is a system utilized by Tweed New Haven Airport to manage public comments. Commentor forwarded response to the EA comment repository.	no
3/17/2023	PC	Steven Pappas	125	Tweed EA	I am hoping the FAA will approve the EA for the Tweed New Haven airport. The airport has shown itself to be an important part of the local area's transportation system and the ridership has reached new highs. Opposition from a few have promoted false and misleading comments in an effort to halt needed improvements that will increase safety and allow the airport to meet the needs of the shoreline area. I have used Tweed for decades and it is nearby and hassle free. Looking forward to the FAA to approve the EA and let Tweed to become the regional airport it should be for New Haven and beyond. Thank you, steven Pappas.	Support comment noted.	no

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3/19/2023	PC	Patricia Ranney	126-129	Further questions in regard to the EA for HVN	Please find attached further questions regarding the EA for HVN Thank you, Patricia Ranney Attachment: 3/19/23 Questions addressing deficiencies in the Tweed Environmental Assessment 2023 I am Patricia Ranney, 102 Thompson Ave, East Haven and I have a few more questions regarding the recent Draft EA for NHV expansion. The sound contours only address take off and landing. Although those are very loud in short bursts, the continuous noise of idling, run ups and run downs, and long periods in taxiways starting and stopping as jets inch forward to take off are even more painful to my ears because of the long duration. The maddening ways the higher frequencies of these operations penetrate the walls of my home (and presumably all nearby residences), and have my ears aching has not been addressed. What data have you collected on the effects jet engine whine on residential structures? Is my brick house more or less susceptible to these frequencies than wood frame? I was told by Mr. Scanlon that noise barrier walls would be erected but do not see them depicted in the masterplan. Where will they be? The World Health Organization states that decibel limits outside of a bedroom be less than 40. When will you achieve this limit? Why are you using 65db as your baseline? I continue to be woken up in the middle of the night by jets taking off or landing, and continue to have difficulty falling asleep at 9PM due to the same. The World Wildlife Fund states “Aviation is one of the fastest-growing sources of the greenhouse gas emissions driving global climate change. In fact, if the entire aviation sector were a country, it would be one of the top 10 carbon-polluting nations on the planet. Air travel is also currently the most carbon intensive activity an individual can make. A passenger taking flight from New York to London and back emits more emissions than an average person in Paraguay over the course of an entire year. The global aviation sector needs to get on a sustainable flightpath now, because the climate crisis is not going away.“(https://www.worldwildlife.org/initiatives/cutting-aviation-pollution). What is HVN doing to help make our neighborhood and the world a cleaner, greener place for future generations? I was told by Mr. Scanlon last year that Robinson Airways and all the private jets and planes would be moving either to other airports or to the New Haven side of the airport. This was the only good news about the expansion.The current masterplan has all of that staying in place. Where is the data on existing noise and pollution from these aircraft? These ongoing operations have been sickening many in our Environmental Justice neighborhood for decades. Now , with the new terminal plans, the commercial jets will be on our doorsteps as well. What are you doing to collect relevant air quality data from sites in adjacent neighborhoods ? What distance from the airport is needed for proper aircraft exhaust dilution? How do these distances vary by class of aircraft? How are you including data about soot and PM2.5s generated by the commercial jets? With the combination of commercial and private sections of the airport now all being squeezed onto the East Haven side of the airport, how can it be legal for one municipality (New Haven) to place all of the burden of a high polluting business on another municipality (East Haven)? How can East Haven legally not oppose such a move in an effort to protect the health of its population, to save its wetlands and property values? Just because something is not technically illegal, doesn’t make it the moral choice in the best interests of the people, especially if those people are already part of an Environmental Justice community. East Haven will endure all of the traffic, wetlands destruction, tax base decline due to adjacent property value losses, and the brunt of the	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. For Environmental Justice, see response to Frequent Public Comment #20. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Note that some idling was included in the noise contour calculation; final edits to Appendix I will add some text to clarify this. Proposed mitigation measures are described in Chapter 5 where appropriate. For concern about wetland see response to Frequent Public Comment # 19. For wetland mitigation, also see CTDEEP Comment Response #3 and TEH Comment Response #20 in regulatory agency comments. Appendix D describes the Public Outreach process used in the EA. Biological Resources (including wildlife) are described in Sections 4.3 and 5.2 of the Environmental Assessment. Existing operational issues are beyond the scope of the EA. Commentor speculates about future changes and health effects that may occur subsequent to implementation of the proposed action (e.g. hiring youth for shoveling snow). It is beyond the scope of the EA to evaluate these speculations. The referenced drainage ditch work is part of a separate action unrelated to the EA. For concern about the study area, see response to Frequent Public Comment #3. The referenced underground storage tank is not a part of the EA	yes already pasted here
3/19/2023	PC	Patricia Ranney	130-133		Please find attached further questions regarding the EA for HVN Thank you, Patricia Ranney Attachement: 3/19/23 Questions addressing deficiencies in the Tweed Environmental Assessment 2023 I am Patricia Ranney, 102 Thompson Ave, East Haven and I have a few more questions regarding the recent Draft EA for NHV expansion. The sound contours only address take off and landing. Although those are very loud in short bursts, the continuous noise of idling, run ups and run downs, and long periods in taxiways starting and stopping as jets inch forward to take off are even more painful to my ears because of the long duration. The maddening ways the higher frequencies of these operations penetrate the walls of my home (and presumably all nearby residences), and have my ears aching has not been addressed. What data have you collected on the effects jet engine whine on residential structures? Is my brick house more or less susceptible to these frequencies than wood frame? I was told by Mr. Scanlon that noise barrier walls would be erected but do not see them depicted in the masterplan. Where will they be? The World Health Organization states that decibel limits outside of a bedroom be less than 40. When will you achieve this limit? Why are you using 65db as your baseline? I continue to be woken up in the middle of the night by jets taking off or landing, and continue to have difficulty falling asleep at 9PM due to the same. The World Wildlife Fund states “Aviation is one of the fastest-growing sources of the greenhouse gas emissions driving global climate change. In fact, if the entire aviation sector were a country, it would be one of the top 10 carbon-polluting nations on the planet. Air travel is also currently the most carbon intensive activity an individual can make. A passenger taking flight from New York to London and back emits more emissions than an average person in Paraguay over the course of an entire year. The global aviation sector needs to get on a sustainable flightpath now, because the climate crisis is not going away.“(https://www.worldwildlife.org/initiatives/cutting-aviation-pollution). What is HVN doing to help make our neighborhood and the world a cleaner, greener place for future generations? I was told by Mr. Scanlon last year that Robinson Airways and all the private jets and planes would be moving either to other airports or to the New Haven side of the airport. This was the only good news about the expansion.The current masterplan has all of that staying in place. Where is the data on existing noise and pollution from these aircraft? These ongoing operations have been sickening many in our Environmental Justice neighborhood for decades. Now , with the new terminal plans, the commercial jets will be on our doorsteps as well. What are you doing to collect relevant air quality data from sites in adjacent neighborhoods ? What distance from the airport is needed for proper aircraft exhaust dilution? How do these distances vary by class of aircraft? How are you including data about soot and PM2.5s generated by the commercial jets? With the combination of commercial and private sections of the airport now all being squeezed onto the East Haven side of the airport, how can it be legal for one municipality (New Haven) to place all of the burden of a high polluting business on another municipality (East Haven)? How can East Haven legally not oppose such a move in an effort to protect the health of its population, to save its wetlands and property values? Just because something is not technically illegal, doesn’t make it the moral choice in the best interests of the people, especially if those people are already part of an Environmental Justice community. East Haven will endure all of the traffic, wetlands destruction, tax base decline due to adjacent property value losses, and the brunt of the	Duplicate comment. See responses t o Comment # 75.	yes
3/19/2023	PC	Lorena Venegas	134-143	Control your Employee	"Dear Jorge y Arturo Qué pasa? Porque no tienes una reunión con la comunidad en East Haven? Sabes qué hay un montón de quejas por mal servicio de Avelo. Aún más entronamos contaminación en el terreno. Ese avión 737-800 no tiene porque estar volando en este espacio, está contra las recomendaciones de Boeing. Tu empleado, Andrew King, está escribiendo cosas no apropiadas a residentes locales que vive al lado del aeropuerto Tweed New Haven. Gasta tiempo en vez de hacer lo que pedí más de 6 meses atrás - - tener reuniones con los ejecutivos de Avports, City of New Haven, Town of East Haven y organizaciones locales de ingenieros, abogados y más. Es lo justo y necesario. Que tontera haberle dado una vuelta en avión a Ray y los demás! Es tiempo de tomar un nuevo actitud y no ignorar la comunidad que está al frente de la calle. Muchas Gracias, Lorena Venegas Please do not allow nor endorse the minimization of the voice of US taxpayers that pay for your salaries and hedge fund shares. This is unacceptable, unprofessional behavior from an Avports employee to 28,792 residents of East Haven, CT. For over 6 months, I have requested a meeting with the CEO, Jorge Roberts, since East Haven has no deal, no community benefits plan, no taxation and every environmental impact and burden. The time to do the right decision-making and call for an Environmental Impact Statement is stronger than ever.	Como parte de este proyecto se han llevado a cabo multiples reuniones con la comunidad, incluyendo 2 vistas públicas (ver Apéndice D de la EA). *(As part of this project, multiple community meetings have been held, including 2 public hearings (see Appendix D of the EA).)* En relación al avión 737-800, las operaciones de tipos de aeronaves específicas por parte de las aerolíneas en los aeropuertos se rigen por las especificaciones operacionales emitidas por la FAA para garantizar operaciones seguras. Las especificaciones operacionales confirman si es seguro que la aeronave propuesta opere en dicho aeropuerto al revisar el largo/ancho de la pista, las fuentes de combustible disponibles y el personal que permite que una aeronave opere en un aeropuerto. Luego, la aerolínea considerará una serie de factores, incluyendo condiciones climáticas, condiciones de la pista y el rendimiento de la aeronave al determinar los parámetros para operaciones seguras en un aeropuerto en particular. Por ejemplo, Avelo opera intencionalmente sus vuelos por debajo del peso máximo de despegue debido a las limitaciones impuestas por la longitud de la pista existente en HVN. Además, los pilotos tienen discreción para determinar si una operación no es segura y no lo harían si una operación no es segura (e.g., mal tiempo, poca visibilidad). *(Operations of 737-800 aircraft by airlines at airports are governed by the airline’s Operations Specifications, which are issued by the FAA, to*	no

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/19/2023	PC	Lorena Venegas	144-153	Control your Employee	"Dear Jorge y Arturo Qué pasa? Porque no tienes una reunión con la comunidad en East Haven? Sabes qué hay un montón de quejas por mal servicio de Avelo. Aún más entronamos contaminación en el terreno. Ese avión 737-800 no tiene porque estar volando en este espacio, está contra las recomendaciones de Boeing. Tu empleado, Andrew King, está escribiendo cosas no apropiadas a residentes locales que vive al lado del aeropuerto Tweed New Haven. Gasta tiempo en vez de hacer lo que pedí más de 6 meses atrás - - tener reuniones con los ejecutivos de Avports, City of New Haven, Town of East Haven y organizaciones locales de ingenieros, abogados y más. Es lo justo y necesario. Que tontera haberle dado una vuelta en avión a Ray y los demás! Es tiempo de tomar un nuevo actitud y no ignorar la comunidad que está al frente de la calle. Muchas Gracias, Lorena Venegas Please do not allow nor endorse the minimization of the voice of US taxpayers that pay for your salaries and hedge fund shares. This is unacceptable, unprofessional behavior from an Avports employee to 28,792 residents of East Haven, CT. For over 6 months, I have requested a meeting with the CEO, Jorge Roberts, since East Haven has no deal, no community benefits plan, no taxation and every environmental impact and burden. The time to do the right decision-making and call for an Environmental Impact Statement is stronger than ever.	Comentario repetido. *(Duplicate comment.)* Ver respuesta a Comentario # 77. *(See response to Comment # 77.)*	no
3/19/2023	PC	Moira Cassell	154-155	Public Comment for Tweed's EA	Good afternoon. I'm writing to share concerns about the Environmental Assessment completed for Tweed New Haven Airport that suggest the airport's proposed expansion would be of benefit to the overall environment and quality of life in the area. I live a mile west of Tweed, where I have owned a house for 15 years. Prior to this, I was born and raised within walking distance to Tweed, so I'm used to the general noise and occasional smells of our small, regional airport. However, since Avelo has operated out of Tweed, the fumes, noise, and traffic have been unmatched. Every day, while jets idle prior to take off, the fumes are overpowering even a mile from the airport. The smell is noxious -- like kerosene -- and burns the back of our throats. While it comes and goes in between different jets taking off, the smell is enough to force us indoors with our windows closed. The overwhelming fumes happen at all times of day and night, and rain or humidity causes the odors from the fumes to linger in the air long after a jet has departed. These fumes impact our quality of life, including our ability to garden, play, or exercise outside. This will not decrease if the airport is expanded and increases its number of flights per day. Please note that this impact is not limited to the residents of the area. Nathan Hale School, which educates about 800 New Haven students in Grades preK through 8, is just a few steps from my house. The noise from departing jets is often short-lived but incredibly disruptive, at times causing our dog to bark and seek shelter in the basement -- something he usually only does for fireworks and bad thunderstorms. Yet, while the take off and landing noise can be a deafening rumble, the high-pitched whirring of idling jets at night also cuts across the entire community, keeping us awake. This will not decrease if the airport is expanded and increases its number of flights per day. As to be expected, automobile traffic to and from the airport has increased, often with little regard for the people living on the surrounding blocks. As a regular dog-walker and jogger, I often encounter airport-bound vehicles barreling through stop-signs, speeding down narrow streets, idling on side streets, parked illegally throughout the neighborhood, and backing up traffic for at least a quarter of a mile at area traffic lights. Finally, the airport's proposed expansion over wetlands will decimate our area wildlife. Our neighborhood is home to Morris Creek Preserve, Lighthouse Point Park, Nathan Hale Park, East Shore Park, Fort Wooster Park, and Black Rock Fort. Our parks are home to an array of wonderful birds, including great blue herons, belted kingfishers, egrets, woodcocks, thrushes, osprey, barred owls, red-tailed hawks and other hawks, bald eagles, and countless foxes, coyotes, deer, rabbits and other wildlife. What's more, Lighthouse Point Park features "exceptional concentrations of migratory land birds," according to the National Audubon Society. "Counts of fall migrating raptors are, on average, higher [at Lighthouse] than at any reporting site northeast of Cape May. Merlin counts are exceeded only by Fire Island. The count has been continuous since 1974. Thousands of Bobolinks, Cedar Waxwings, Blue Jays, American Robins, Tree Swallows, and icterids, and large numbers of many other species pass Lighthouse Point each fall. Great numbers stop for rest, protection, and foraging." (Source: https://ct.audubon.org/conservation/lighthouse-point-park) The proposed expansion of Tweed New Haven Airport will have devastating impacts on the more than 5,000 migrating raptors that pass through our area each year. I appreciate the opportunity to share my concerns regarding the airport's impact on the quality of life in our neighborhood. An Environmental Impact Statement is necessary to investigate the potential harm the proposed expansion will cause the people and	For fumes/odors, see response to Frequent Public Comment #12. For concern about Quality of Life, see response to Frequent Public Comment #25. For traffic access changes, see response to TEH Comment #4. For concerns of traffic through neighborhoods, see response to TEH Comment #14. For concern about impact to wetlands, see response to Frequent Public Comment # 19. For concern about birds, see response to Frequent Public Comment #18 and also BCEC Comment Response #4 in the regulatory agency comments. For wildlife, see Sections 4.3 and 5.2 of the Environmental Assessment document. For EIS, see response to Frequent Public Comment #1.	no
3/19/2023	PC	Jean Visel	156	Comments on Expansion Plans at Tweed as a Branford Resident	I have noticed since Avelo has taken over that the planes are much more frequent and noisy than ever in the past by 100 fold. It is truly unacceptable. The sound is piercingly loud. In the past, I used to see a plane only when I was in the Sound near Branford Point and now I see them daily with the unforgettable loud sound which disturbs the quaintness of the area and the town of Branford and East Haven. We have a jewel to take care of—the town and town's people. I can't imagine what the residents in East Haven have to contend with. I feel so sorry for them as well as we all commiserate as neighbors. I believe that there should not be any further expansion to Tweed or to the size of planes, length of take off runways, etc. The environment is suffering enough, and to think of peoples' lives in harms way is even worse. The carbon footprint has been multiplied with the now what appears to be three planes on the field at any given time. If they want to expand, they should move to a town in CT that has a large span in a non-shoreline town of open acreage for not only the airport and runways, but a margin of empty space where no one lives as well as a written commitment on Tweed as well as Avelo's part, to not further expand. I'm sure it would pay off handsomely for them to do so and be able to compete with Bradley. We have Bradley for flights. Keep it simple and stop making noise and air pollution. It's not fair for property value to decrease either. Sincerely, Jean Visel 81 Main Street Branford, CT 06405 Sent from my iPad	For noise/vibration, see response to Frequent Public Comment #10. For concern about Property Values, see response to Frequent Public Comment # 23. As described in Chapter 2, directing passengers to other airports would not address the Purpose and Need of the Proposed Action.	no

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3/20/2023	PC	Georgia Lieber	157-158	Fwd: Extension request for EA review	To whom it may concern, Mr. Rafter asked me to submit the request I submitted regarding an extension of the public comment period to this email address. Please see the request below. Sincerely, Georgia Lieber --------- Forwarded message --------- From: Georgia Lieber <georgialieber@gmail.com> Date: Sat, Mar 18, 2023 at 11:19 AM Subject: Extension request for EA review To: <trafter@flytweed.com> Cc: <gail.lattrell@faa.gov>, <Cheryl.J.Quaine@faa.gov>, Save Our Shoreline <saveourshorelinect@gmail.com> Dear Mr. Rafter, I shared my request during the public comment period during the Tweed New Haven Airport Authority meeting on Wednesday, March 15, 2023 and wanted to reiterate my request in writing. As I noted, the current Draft Environmental Assessment (including appendices) has a total of 1,444 pages. This does not include the Master Plan, which is an additional 251 pages, making the EA read a total of 1,695. Moreover, this total number of pages does not include additional resources cited in the EA.	For extension of comment period, see response to Frequent Public Comment #2. For concern regarding availability of Spanish language documents, see response to Frequent Public Comment # 21.	no
3/20/2023	PC	Margaret Wheeler	159	Tweed CEQ injustice	To all who care about public and environmental justice, There was one public hearing about Tweed Airport's Master Plan during COVID at Nathan Hale in New Haven CT November 2022 with a very low turn out. Public citizens especially in Environmental Justice areas from East Haven, Fair Haven and Branford area are directly affected and uninformed about Tweed airport expansion. This information has not been translated into Spanish, which is a major community in our area. This is a Civil Rights Violation. Recently the FAA released the draft EA on Tweed New Haven Airport expansion project and gives the public 45 days or until April 16th to be educated about the details in the EA. A public hearing by the FAA will occur on April 1st in East Haven during which most people will first learn about this project and then have 15 days to comment. The public needs time to be informed and educated about information in these extensive documents. Since then the EA shows several changes and new information has NOT been shared. The public needs more time to review and conduct more public hearings in other directly affected communities. This is a CEQ INJUSTICE. CEQ works to ensure that environmental reviews for infrastructure projects and federal actions are thorough, efficient, and reflect the input of the public and local communities This email is also shared with the Federal CEQ administration. https://www.whitehouse.gov/contact/ The EA and Master Plan took several years to develop. The FAA recently granted Westchester Airport a 90 day extension on their current EA draft. Please grant the same equal Civil Rights to our Environmental Justice Community here. Thank you. Margaret Wheeler	Appendix D describes the Public Outreach process used in the EA. For concern regarding availability of Spanish language documents, see response to Frequent Public Comment # 21. For requests for extension of the comment period, see response to Frequent Public Comment #2	no
3/21/2023	PC	Lorena Venegas	160-162	Late planes	Dear Mr. Rafter, I have questions, can you please answer: 1. Why are these planes coming in so late? 2. How does it meet a need to arrive this late the next day? 3. Are these planes getting maintenance at other states? 4. What are the steps to request a FAA curfew like in other US airports so there are no flights between 11pm to 7am? 5. Why is there no curfew contained in the draft Environmental Assessment? That would be a reasonable alternative that is excluded from the document. These planes are so loud and registering over 90 decibels outside the airport property. Thank You, Lorena Venegas 73 George St East Haven, CT	For fumes/odors, see response to Frequent Public Comment #12. Regarding delays, see Frequent Public Comment # 22. Aircraft maintenance is performed in accordance with FAA requirements. The location of the maintenance is at the discretion of the operator, within the confines of FAA requirements. 14 CFR Part 161 describes pertinent regulations for airport noise and access restrictions. A noise curfew would not address the Purpose and Need of the proposed action. Airline scheduling, weather delays, and other operational matters are not controlled by HVN or the FAA and are beyond the scope of the EA.	no

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3/21/2023	PC	Maureen Moore	163	Fwd: Tweed Public hearing	--------- Forwarded message --------- From: Maureen Moore <shelookslikeadingo@gmail.com> Date: Mon, Mar 20, 2023, 10:08 AM Subject: Tweed Public hearing To: <trafter@flytweed.com>, <gail.lattrell@faa.com> Goodmorning, I hope this email finds you and yours well. As many of us prepare for the spring religious holidays, having children and grandchildren home for Spring break, hosting family holiday gatherings, and some traveling to be with family and friends for these special occasions, we've become painfully aware how unfortunate the timing of Tweed's public hearing is. I recently read that the Westchester Airport EA public hearing had a 90 period and am told it was the same for the San Diego Airport. Please respectfully allow the public, who wants to be present for the public hearing the additional 45 days so we can enjoy this precious time with our loved ones and prepare for our religious holidays. Thank you for your understanding. Maureen Moore Vener	Regarding the request for a comment period extension, wee response to Frequent Public Comment # 2 and Appendix D.	no
3/21/2023	PC	Maureen Moore	164	Fwd: Tweed Public hearing	--------- Forwarded message --------- From: Maureen Moore <shelookslikeadingo@gmail.com> Date: Mon, Mar 20, 2023, 10:08 AM Subject: Tweed Public hearing To: <trafter@flytweed.com>, <gail.lattrell@faa.com> Goodmorning, I hope this email finds you and yours well. As many of us prepare for the spring religious holidays, having children and grandchildren home for Spring break, hosting family holiday gatherings, and some traveling to be with family and friends for these special occasions, we've become painfully aware how unfortunate the timing of Tweed's public hearing is. I recently read that the Westchester Airport EA public hearing had a 90 period and am told it was the same for the San Diego Airport. Please respectfully allow the public, who wants to be present for the public hearing the additional 45 days so we can enjoy this precious time with our loved ones and prepare for our religious holidays. Thank you for your understanding. Maureen Moore Vener	Duplicate comment	no
3/21/2023	PC	Lorena Venegas	165-167	Re: Late planes	Why? Isn't that the online tool that you are using to make fun of residents? Your inadequate response to residents are all over social media. It is absolutely an Environmental Injustice to set up an online complaint form (Veoci) and then use it against residents. The Draft Environmental Assessment contains information never presented to anyone in the town of East Haven. The correct action is to do an Environmental Impact Statement. Thank You, Lorena Venegas address at the bottom of email On Mar 21, 2023, at 11:11 AM, Andrew King <AKing@avports.com> wrote: Hi, Lorena. Thank you for your inquiry. For noise complaints and inquiries, please use the following link because it's impossible to track complaints and inquiries when they are not in the system: https://veoci.com/veoci/p/w/y84yhxrwpkss Thank you for your informal comment on the EA. Because the EA is a formal process, I must refer you to the formal process by which to comment so that we can track and respond accordingly. To make a comment on the EA, please follow the instructions located here: https://www.tweedmasterplan.com/contact-us <http://www.avports.com/> Andrew King Avports Communications and Stakeholder Strategy	For EIS, see response to Frequent Public Comment #1. Veoci is a system utilized by Tweed New Haven Airport to manage public comments. Commentor forwarded response to the EA comment repository.	no

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3/21/2023	PC	Lorena Venegas	168-170	Re: Late planes	Why? Isn't that the online tool that you are using to make fun of residents? Your inadequate response to residents are all over social media. It is absolutely an Environmental Injustice to set up an online complaint form (Veoci) and then use it against residents. The Draft Environmental Assessment contains information never presented to anyone in the town of East Haven. The correct action is to do an Environmental Impact Statement. Thank You, Lorena Venegas address at the bottom of email On Mar 21, 2023, at 11:11 AM, Andrew King <AKing@avports.com> wrote: Hi, Lorena. Thank you for your inquiry. For noise complaints and inquiries, please use the following link because it's impossible to track complaints and inquiries when they are not in the system: https://veoci.com/veoci/p/w/y84yhxrwpkss Thank you for your informal comment on the EA. Because the EA is a formal process, I must refer you to the formal process by which to comment so that we can track and respond accordingly. To make a comment on the EA, please follow the instructions located here: https://www.tweedmasterplan.com/contact-us <http://www.avports.com/> Andrew King Avports Communications and Stakeholder Strategy C +18326239051 aking@avports.com	Duplicate comment. See response to Comment # 86.	no
3/21/2023	PC	Derek Albert	171	null	Paving over the wetlands is the worst thing you could do for the environment we do not need a bigger airport in New Haven Sent from Yahoo Mail on Android	For wetlands, see response to Frequent Public Comment #19.	no
3/22/2023	PC	T. Lorenti	172-177	HVN EA Public Comment	Gail Latrell, Director. FAA New England Region 1200 District Avenue Burlington, MA 01803-5078 My perspective in urging FAA to support the HVN Environmental Assessment (as submitted by the Tweed New Haven Airport Authority) is as a tax payer , air travel customer and professional pilot (Airline Transport Pilot). Additional signatories to my own are attached to this submission as well. These signatories include a local resident, an air traffic controller and former HVN airport board commissioner. Need and Purpose The Tweed-New Haven 2021 Master Plan calls for various Airside and Landside Projects. The potential impacts, potential need for impact mitigation and alternatives were submitted by the HVN Airport Authority under an Environmental Assessment (EA). This EA is currently under review by your office (FAA New England Region). The collective comments that follow will speak to the two projects that potentially involve the greatest scope of work and potential for impact (negative or positive): *Passenger Terminal relocation from West Side to East Side. The current Passenger Terminal complex (West Side) has reached and exceeded its design limits. While the current Air Carrier is a welcome and highly successful addition to HVN, its success has led to the daily illustration of this exceedance of building and facility design limits. Such illustrations include: 1. The need for additional, temporary terminal "Modular" type structures. These offer the air traveler a "disjointed" and complicated ground experience. This includes time spent outside going from one building to another. Such exposure to the elements creates pedestrian customer safety risks and general dissatisfaction. 2. The Airport and tenant airline have instituted numerous West Ramp aircraft parking configurations to maximize ground operations. This current situation can create a backlog of aircraft spilling out onto active movement areas which lead to delays for other aircraft and inefficient use of airport surfaces. 3. Passenger loading is done without the use of traditional Jetways or Jet Bridges. The lack of this airport infrastructure detracts from the passenger experience by exposing them to heat, cold, wind and rain. This exposure can create airport pedestrian safety and health risks. This can be a dangerous health situation for one to experience prior to boarding a flight. 4. The current set of passenger facilities do not function in a way commensurate with "Green Technology". This makes the current terminal complex a detriment to the environment.	Support comment noted.	no

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3/22/2023	PC	Darlene Piscitelli	178	Need EIS	Hi, my name is Darlene Piscitelli and I live at 48 Waldo Street in East Haven. My neighborhood is on the Robinson aviation side of Tweed airport. The new terminal will be few streets away - just on other side of small patch of woods. I have many concerns over everything being moved to practically my backyard. First the jet fumes. I lived here my whole life - 52 years - and the fumes since Avelo arrived have been horrible . Times you can't be outside without feeling sick. Nice days you open windows and inside the house stinks. What will happen when terminal closer and more flights? Breathing in all these fumes cannot be healthy . Has proper testing been done - besides computer testing ? Our health at risk- better and proper testing needs to be done. What is going to be done about the horrible fumes we shouldn't be breathing in? Second - the noise. We are constantly being woken up by flights landing in middle of the night. Some nights can't get decent night sleep and have to get up to work next morning. Anyone doing anything about the noise and these flights in middle of the night? What about no fly times ? Our neighborhood will be effected most with pollution , noise and then the terminal /garage / lights we will see over the trees. Are there any studies done for this neighborhood that will be strongly effected by all this? What is the plan for our health and quality of life? Please - A EIS has to be done before any expansion happens. Thank you for your time Darlene Piscitelli Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25.	no
3/22/2023	PC	Kim Zolvik	179	45-day additional public comment period request for Tweed Draft EA	Good afternoon Mr. Rafter, hvn-ea, I hope this email finds you all well. I'm writing to request an extension to the Environemtal Assessment Public Comment Period. This is a ton of new information to go through and 45 days isn't a lot of time considering most have jobs and family. Spare time is difficult to find for such large volumes of material. Would you please consider adding an additional 45 days? In good-neighbor faith? It's my understanding Westchester Airport is currently in the EA process and has been afforded 90 days. This would be immensely appreciated! Sincerely, Kim Zolvik Branford	For EIS, see response to Frequent Public Comment #1. For extension of comment period, see response to Frequent Public Comment #2.	no
3/22/2023	PC	Anthony Pannone	180	Tweed New Haven Airport	To Whom it May Concern: I'm writing to voice my support for the expansion of Tweed New Haven Airport. I fully support the proposed Airport expansion, as does my family living in my house (my parents). Thank You, Anthony Pannone 33 Bradley Ave. East Haven, CT 06512 203-619-2478 Sent from my Verizon, Samsung Galaxy smartphone	Support comment noted.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/22/2023	PC	Darlene Piscitelli	181	EA	My name is Darlene Piscitelli and I live at 48 Waldo street in East Haven. I'm writing today in concern over the traffic report in the EA. It is known that some areas are already horrible with traffic during peak times. High street bridge is one of the worse areas. I've seen traffic backed up onto the highway trying to get off that exit. Traffic backed up north high street and also other direction up to Main Street. Hemingway and Coe Aves other traffic messes. Other areas mentioned are bad too. How is this town gonna handle all the extra traffic with the terminal on the East Haven side? Mention all the extra cars at peak times - how is this town going to be able to handle it? Was any proper traffic studies been done? This is a residential area - people who live here have to battle nightmare traffic everyday ? Does anyone care about the people who live here or is this all about politics and financial gain for someone ? East haven demands and deserves a EIS ! Thank you for your time Darlene Piscitelli Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. See Appendix K for the Traffic Study included in the EA. See also response to TEH Comment #13.	no
3/23/2023	PC	Lorena Venegas	182-192	3/23/23 Draft EA extension - wetlands and foggy conditions	Dear Tweed Airport Authority Board members and Elected officials: Best advice: ask the FAA for a full 45 day extension to the Draft Environmental Assessment, and request an Environmental Impact Statement in your individual comment letters that will be tracked in the Final EA document. That would give Michael Luzzi time to get better comments from the environmental expert and aviation attorney. Locally, check in with Jonathan Bodwell and Joseph Budrow on local zoning and wetlands areas. It would give you time to read the 1,276 pages. Did you know that Westchester Airport was given a full 90-day comment period from the start for an EA that is smaller than Tweed Airport's? Why? Because the Westchester County elected officials guide the EA process and hire community consultants to educate the public. Plus, they have active reporting of air and noise pollution and health accounts for potable water pollution. The process is done backwards here, that is why East Haven has drawn the short stick for decades. Have you seen Commerce Street? A complete storm drainage nightmare. How to fix this? You have to change the way the Tweed Airport Authority functions thru legislation. You can tell from the monthly financials that being a pass-thru quasi-public entity is encroaching East Haven and drawing money out of the State of Connecticut to Texas, Virginia and NY West End Infrastructure Hedge Fund shareholders that pay partial Avports' CEOs salaries. It is imperative that everyone understand the cyclical process of an EA: this slim narrative only covers a 5 year projection, and in 2028, the process starts all over again. I was disappointed at the 3/15/22 Tweed Board meeting that there were no relevant questions on traffic, Proto Drive and public services for East Haven. The consultant, McFarland Johnson, had a slideshow with missing details from the environmental justice perspective for our town. When information is not communicated to the public or it is kept hidden from FOIA and other public meetings, it can be a CEQ violation under NEPA standards, including a civil rights violation. Please let me know if you will or will not be attending the April 1st meeting at EHHS. Keep reading and be firm because the larger narrative is eminent domain from existing airport property to the beaches, clubs, parks, daycares, businesses, and family and retiree homes. Thank You, Lorena Venegas Commerce St: Tweed and Town of EH have a CT DEEP Notice of Violation issued in November 2022 with GNHWPCA. Fogginess is number one reason for plane diversions to Bradley Airport, and the cause of the worst airplane accident in the history of Connecticut that occurred in 1971. A longer runway has no impact on the water cycle in a FEMA flood zone. Fog will continue to increase in this topography. Water displacement is a major issue to flooding the area. The Thompson Avenue neighborhood is the most vulnerable residential area and has been eliminated from most if the Draft EA pictures and conclusions on air/noise pollution impacts. Source: Town of EH GIS property maps. This area is not commercial, and	For extension of comment period, see response to Frequent Public Comment #2. Regarding the referenced Tweed board meeting, we assume the date in the comment is incorrect and the commentor is actually referring to the 3/15/23 meeting. A summary of the key findings of the EA, including Environmental Justice, was presented at that meeting. As described in Chapter 2, Purpose and Need, Land Acquisition is specifically excluded from the Proposed Action. Commentor provided figures depicting Asthma rates in East Haven. For concern about Health Effects, see response to Frequent Public Comment #24. It is beyond the scope of the EA to address existing health concerns in the community. Commentor provided images of flooding purportedly at Hemingway Ave/Coe Ave/Proto Drive. See Frequent Comment Response #17.	no
3/23/2023	PC	Lorena Venegas	193-203	3/23/23 Draft EA extension - wetlands and foggy conditions	Dear Tweed Airport Authority Board members and Elected officials: Best advice: ask the FAA for a full 45 day extension to the Draft Environmental Assessment, and request an Environmental Impact Statement in your individual comment letters that will be tracked in the Final EA document. That would give Michael Luzzi time to get better comments from the environmental expert and aviation attorney. Locally, check in with Jonathan Bodwell and Joseph Budrow on local zoning and wetlands areas. It would give you time to read the 1,276 pages. Did you know that Westchester Airport was given a full 90-day comment period from the start for an EA that is smaller than Tweed Airport's? Why? Because the Westchester County elected officials guide the EA process and hire community consultants to educate the public. Plus, they have active reporting of air and noise pollution and health accounts for potable water pollution. The process is done backwards here, that is why East Haven has drawn the short stick for decades. Have you seen Commerce Street? A complete storm drainage nightmare. How to fix this? You have to change the way the Tweed Airport Authority functions thru legislation. You can tell from the monthly financials that being a pass-thru quasi-public entity is encroaching East Haven and drawing money out of the State of Connecticut to Texas, Virginia and NY West End Infrastructure Hedge Fund shareholders that pay partial Avports' CEOs salaries. It is imperative that everyone understand the cyclical process of an EA: this slim narrative only covers a 5 year projection, and in 2028, the process starts all over again. I was disappointed at the 3/15/22 Tweed Board meeting that there were no relevant questions on traffic, Proto Drive and public services for East Haven. The consultant, McFarland Johnson, had a slideshow with missing details from the environmental justice perspective for our town. When information is not communicated to the public or it is kept hidden from FOIA and other public meetings, it can be a CEQ violation under NEPA standards, including a civil rights violation. Please let me know if you will or will not be attending the April 1st meeting at EHHS. Keep reading and be firm because the larger narrative is eminent domain from existing airport property to the beaches, clubs, parks, daycares, businesses, and family and retiree homes. Thank You, Lorena Venegas Commerce St: Tweed and Town of EH have a CT DEEP Notice of Violation issued in November 2022 with GNHWPCA. Fogginess is number one reason for plane diversions to Bradley Airport, and the cause of the worst airplane accident in the history of Connecticut that occurred in 1971. A longer runway has no impact on the water cycle in a FEMA flood zone. Fog will continue to increase in this topography. Water displacement is a major issue to flooding the area. The Thompson Avenue neighborhood is the most vulnerable residential area and has been eliminated from most if the Draft EA pictures and conclusions on air/noise pollution impacts. Source: Town of EH GIS property maps. This area is not commercial, and	Duplicate comment. See response to Comment # 94.	no

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3/23/2023	PC	Bruce Oren	204	Tweed Airport Environmental Assessment	After reading the Draft EA for the expansion of Tweed Airport, it's clear that expanding the airport will have minimal effect on surrounding neighborhoods and Long Island Sound. The expanded airport will be a great benefit to New Haveners and nearby communities, making air travel more convenient, quieter, less polluting and potentially less expensive. I would hope that the expansion moves forward with all deliberate speed. Thank You, Bruce Oren pine.music@gmail.com 92 Anita Street New Haven, CT 06511	Support comment noted.	no
3/23/2023	PC	Bruce Oren	205	Tweed Airport Environmental Assessment	After reading the Draft EA for the expansion of Tweed Airport, it's clear that expanding the airport will have minimal effect on surrounding neighborhoods and Long Island Sound. The expanded airport will be a great benefit to New Haveners and nearby communities, making air travel more convenient, quieter, less polluting and potentially less expensive. I would hope that the expansion moves forward with all deliberate speed. Thank You, Bruce Oren pine.music@gmail.com 92 Anita Street New Haven, CT 06511	Duplicate comment. See response to Comment # 96.	no
3/23/2023	PC	Ken Engelman	206-209	Tweed New Haven Airport: HVN-EA Public Comments	March 23, 2023 Hello Tweed HVN EA Community Comment Reviewers and FAA staff, CT politicians, and media who are BCC'd on this email. My name is Ken Engelman, and we own our home at 12 Midwood Road Branford, CT 06405. Our home is located 3 miles west of Tweed HVN airport located in East Haven/New Haven Connecticut, and I see in your 'paid consultant provided' [biased] draft EA that Branford was not mentioned/studied. I would like a response from your office to learn why Branford was not properly studied/represented in this EA when almost all Avelo 700 and 800 class planes fly over our homes/backyards, schools, ballparks, supply ponds, farms, parks, hiking trails, beaches, and more. If you look at the Avelo flight paths on FlightRadar24 and you will see Branford is currently being forced to deal with the effects of Avelo airplanes every single day/night (round the clock) and will increase after this proposed expansion plan goes through - if it goes through. Additionally, I attached two photos that I took from my driveway of a 90 decibel and 88 decibel reading of Avelo 800 class planes flying over us last week. This is a daily occurrence (even in overnight hours waking us up from sleep) and has forced me to place my business calls/Zoom calls on mute when they fly over my home office disrupting my business. We taxpayers should not be forced to breath in toxic air, hear harmful sounds, worry about our home foundations cracking from the jet engine vibrations, or fear us or our children being hit by speeding vehicles (Tweed passengers racing to catch their planes) on little roads and side streets not designed for what is being proposed in the Tweed Masterplan. Additionally, adding 4,000 parking spaces for potential passengers is illogical because the small residential streets around this airport cannot handle current vehicle traffic now, let alone when it rains and the corner of Hemingway and Short Beach Road in East Haven floods causing massive traffic problems. One day of rainfall could snarl traffic for hours forcing kids to miss school, adults to miss work, and passengers missing their flights. It just doesn't make sense for so many reasons. With this, I would also like to request a traffic study performed in Branford along Shore Drive/Alps Road – two main thoroughfares to the new proposed airport and Main St/Route 1. The amount of traffic on these roads today will show that adding just 500 vehicles, let alone the proposed 4,000, is illogical and will cause more concerns for us Branford homeowners/taxpayers. * Leading science experts around the world agree, and have agreed for many years, that jet airplane exhaust is one of the major causes of climate change (here is a story from Yale University) and yet your draft EA states there will be no environmental impact to all of us who live within 10 miles around this airport… so who should we trust? Your paid for EA which I heard cost over $1 million dollars or countless nonprofit global scientific experts? Please reply to my email with comparison details of your consultant findings vs global leading experts findings so I/we can review these findings. Since November 2021 when Avelo started flying in and out of Tweed, Branford residents (among other nearby town residents) has been negatively affected as we have presented many times to former Tweed ED Sean Scanlon who ignored us and our health/wellness concerns. With this, I adamantly request a full Environmental Impact Study (EIS) so Branford is properly studied and the findings included in a future EIS so we can review the details. This project should not be rushed as it has been - or forced onto us American people - without proper review of all the facts/details that may negatively affect our air, water, health, wellness, traffic, property values, and environment/wildlife. If this was happening in your residential zoned backyard (like ours), you would also fight for your taxpayer rights. Thank you and I look forward to your response with answers to my questions/concerns. Ken Engelman 12 Midwood Road Branford, Connecticut 06405 201-638-7141 kenengelman@gmail.com	See response to Frequent Public Comment #3 regarding the Study Area. For noise/vibration, see response to Frequent Public Comment #10. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the Environmental Assessment. For wetlands see Frequent Public comment #19. For wildlife, see Sections 4.3 and 5.2 of the Environmental Assessment document. For concerns of traffic analysis findings included in the EA, see response to THE Comment #12, #13, and #14. For concerns on locations with existing traffic issues, see response to TEH Comment #14." Regarding request for an EIS, see response to Frequent Public Comment #1.	yes

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3/23/2023	PC	Ken Engelman	210-213	Tweed New Haven Airport: HVN-EA Public Comments	March 23, 2023 Hello Tweed HVN EA Community Comment Reviewers and FAA staff, CT politicians, and media who are BCC'd on this email. My name is Ken Engelman, and we own our home at 12 Midwood Road Branford, CT 06405. Our home is located 3 miles west of Tweed HVN airport located in East Haven/New Haven Connecticut, and I see in your 'paid consultant provided' [biased] draft EA that Branford was not mentioned/studied. I would like a response from your office to learn why Branford was not properly studied/represented in this EA when almost all Avelo 700 and 800 class planes fly over our homes/backyards, schools, ballparks, supply ponds, farms, parks, hiking trails, beaches, and more. If you look at the Avelo flight paths on FlightRadar24 and you will see Branford is currently being forced to deal with the effects of Avelo airplanes every single day/night (round the clock) and will increase after this proposed expansion plan goes through - if it goes through. Additionally, I attached two photos that I took from my driveway of a 90 decibel and 88 decibel reading of Avelo 800 class planes flying over us last week. This is a daily occurrence (even in overnight hours waking us up from sleep) and has forced me to place my business calls/Zoom calls on mute when they fly over my home office disrupting my business. We taxpayers should not be forced to breath in toxic air, hear harmful sounds, worry about our home foundations cracking from the jet engine vibrations, or fear us or our children being hit by speeding vehicles (Tweed passengers racing to catch their planes) on little roads and side streets not designed for what is being proposed in the Tweed Masterplan. Additionally, adding 4,000 parking spaces for potential passengers is illogical because the small residential streets around this airport cannot handle current vehicle traffic now, let alone when it rains and the corner of Hemingway and Short Beach Road in East Haven floods causing massive traffic problems. One day of rainfall could snarl traffic for hours forcing kids to miss school, adults to miss work, and passengers missing their flights. It just doesn't make sense for so many reasons. With this, I would also like to request a traffic study performed in Branford along Shore Drive/Alps Road – two main thoroughfares to the new proposed airport and Main St/Route 1. The amount of traffic on these roads today will show that adding just 500 vehicles, let alone the proposed 4,000, is illogical and will cause more concerns for us Branford homeowners/taxpayers. * Leading science experts around the world agree, and have agreed for many years, that jet airplane exhaust is one of the major causes of climate change (here is a story from Yale University) and yet your draft EA states there will be no environmental impact to all of us who live within 10 miles around this airport… so who should we trust? Your paid for EA which I heard cost over $1 million dollars or countless nonprofit global scientific experts? Please reply to my email with comparison details of your consultant findings vs global leading experts findings so I/we can review these findings. Since November 2021 when Avelo started flying in and out of Tweed, Branford residents (among other nearby town residents) has been negatively affected as we have presented many times to former Tweed ED Sean Scanlon who ignored us and our health/wellness concerns. With this, I adamantly request a full Environmental Impact Study (EIS) so Branford is properly studied and the findings included in a future EIS so we can review the details. This project should not be rushed as it has been - or forced onto us American people - without proper review of all the facts/details that may negatively affect our air, water, health, wellness, traffic, property values, and environment/wildlife. If this was happening in your residential zoned backyard (like ours), you would also fight for your taxpayer rights. Thank you and I look forward to your response with answers to my questions/concerns. Ken Engelman 12 Midwood Road Branford, Connecticut 06405 201-638-7141 kenengelman@gmail.com	Duplicate comment. See response to comment #98.	yes
3/23/2023	PC		214	Tweed EA Comments	Tweed Comments, I am writing to submit my comments regarding the Tweed Expansion. I support the expansion and I strongly feel that the proposed actions will actually make it better in the area as a whole. 1.) Noise - Residents complaining about noise - this will move planes further away and runway length will enable less thrusters to be used therefore reducing noise. 2) Residents calling for an EIS, are saying they don't believe the EA and it's all false information, they are just simply trying to stall the project and will say the SAME thing if the same results happen with an EIS so they are against expansion no matter what so no matter what anyone says they will say it is wrong. You should really take that into account that no matter what is said they will be against. 3.) There is one resident who continually submits stuff and thinks she is the voice of EH she is NOT she keeps saying "no deal" in all her public remarks. Why does she think it should be a "deal " made it's a FONSI or it's an EIS why should she make a "deal" 4.) Avelo isn't going anywhere so people are trying to complain about a solution to their complaints and if the project gets shut down Avelo will still be here flying out as they have been for 18 months. 5.) The public meeting is going to be packed with a strong opposition force that has no actual facts just conjecture and baseless opinions, please take it with a grain of salt. Anonymous	Support comment noted.	no
3/23/2023	PC		215	Tweed EA Comments	Tweed Comments, I am writing to submit my comments regarding the Tweed Expansion. I support the expansion and I strongly feel that the proposed actions will actually make it better in the area as a whole. 1.) Noise - Residents complaining about noise - this will move planes further away and runway length will enable less thrusters to be used therefore reducing noise. 2) Residents calling for an EIS, are saying they don't believe the EA and it's all false information, they are just simply trying to stall the project and will say the SAME thing if the same results happen with an EIS so they are against expansion no matter what so no matter what anyone says they will say it is wrong. You should really take that into account that no matter what is said they will be against. 3.) There is one resident who continually submits stuff and thinks she is the voice of EH she is NOT she keeps saying "no deal" in all her public remarks. Why does she think it should be a "deal " made it's a FONSI or it's an EIS why should she make a "deal" 4.) Avelo isn't going anywhere so people are trying to complain about a solution to their complaints and if the project gets shut down Avelo will still be here flying out as they have been for 18 months. 5.) The public meeting is going to be packed with a strong opposition force that has no actual facts just conjecture and baseless opinions, please take it with a grain of salt. Anonymous	Duplicate comment. See response to Comment # 100.	no

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3/23/2023	PC	Lori Foster	216-217	HVN-EA Public Comments to McFarland Johnson regarding Tweed New Haven Airport	My name is Lori Foster. My family and I live at 24 Uriah Street, New Haven, CT 06512. We are at Tweed Airport Gate #1. I am within yards of Tweed's runway that is currently being discussed/considered for further expansion. I'm writing to ask about the effects of airport noise on residential property values. 1) Has a study been conducted airport noise and property values? If so, when? 2) Has a study been conducted since the inaugural flight departure from New Haven, CT to Orlando, FL on November 8, 2021? 3) Has a study been conducted since Avelo started flying Boeing 800 aircraft (seating 189 passengers) to/from Tweed New Haven Regional Airport? 4) Has a discussion occurred with Mayor Justin Elicker the decreased value of New Haven property immediately surrounding Tweed Airport? 5) What incentive will be made offered to me from the City of New Haven as these larger planes continue to depart/land especially after 11:00p almost daily. Will my taxes be cut because I can't sell my home? Who in their right mind would want to buy it considering Avelo's history of late night/early morning delayed arrivals? In August 2021 a meeting was held at Nathan Hale School on Townsend Avenue. Executive Director, Sean Scanlon and New Haven Mayor Justin Elicker were present. Elicker was recorded saying "This is not a question of whether or not you support the airport, let's just be clear about that. If you don't support the airport like tough luck, and I hate to say that, but the airport is here." Well, let's just be clear that the residents of New Haven are also here and we are not going anywhere either. So, how do we move forward to create an amicable relationship between the city, the airport and the taxpaying residence of New Haven, CT? To any/all news media outlets that would like to conduct an interview me, contact me and it will be scheduled during an Avelo departure so you can "witness" this in person.	Avelo amended it's Operations Specification to begin operations at Tweed New Haven. Approval of the Operations Specification Amendment is a Federal Action that required a separate review under NEPA. Property Values are addressed in Response to Frequent Comment # 23. See response to Frequent Public Comment #7 regarding the 737-800. See response to Frequent Public Comment #9 regarding Noise and Vibration	no
3/23/2023	PC	Lori Foster	218-219	HVN-EA Public Comments to McFarland Johnson regarding Tweed New Haven Airport	My name is Lori Foster. My family and I live at 24 Uriah Street, New Haven, CT 06512. We are at Tweed Airport Gate #1. I am within yards of Tweed's runway that is currently being discussed/considered for further expansion. I'm writing to ask about the effects of airport noise on residential property values. 1) Has a study been conducted airport noise and property values? If so, when? 2) Has a study been conducted since the inaugural flight departure from New Haven, CT to Orlando, FL on November 8, 2021? 3) Has a study been conducted since Avelo started flying Boeing 800 aircraft (seating 189 passengers) to/from Tweed New Haven Regional Airport? 4) Has a discussion occurred with Mayor Justin Elicker the decreased value of New Haven property immediately surrounding Tweed Airport? 5) What incentive will be made offered to me from the City of New Haven as these larger planes continue to depart/land especially after 11:00p almost daily. Will my taxes be cut because I can't sell my home? Who in their right mind would want to buy it considering Avelo's history of late night/early morning delayed arrivals? In August 2021 a meeting was held at Nathan Hale School on Townsend Avenue. Executive Director, Sean Scanlon and New Haven Mayor Justin Elicker were present. Elicker was recorded saying "This is not a question of whether or not you support the airport, let's just be clear about that. If you don't support the airport like tough luck, and I hate to say that, but the airport is here." Well, let's just be clear that the residents of New Haven are also here and we are not going anywhere either. So, how do we move forward to create an amicable relationship between the city, the airport and the taxpaying residence of New Haven, CT? To any/all news media outlets that would like to conduct an interview me, contact me and it will be scheduled during an Avelo departure so you can "witness" this in person.	Duplicate comment. See response to Comment # 102.	no
3/24/2023	PC	Salvatore Ferrara	220	Request for EIS Report	I live on the East Haven side of Tweed New Haven Airport and I am concerned with the fumes that we smell constantly. My wife has lung disease and can no longer enjoy sitting outside. I am requesting an EIS REPORT. THANK YOU FOR YOUR ATTENTION TO THIS MATTER-SAL FERRARA, 57 WALDO STREET, EAST HAVEN, CT 06512	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12.	no

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3/24/2023	PC	Salvatore Ferrara	221	Request for EIS Report	I live on the East Haven side of Tweed New Haven Airport and I am concerned with the fumes that we smell constantly. My wife has lung disease and can no longer enjoy sitting outside. I am requesting an EIS REPORT. THANK YOU FOR YOUR ATTENTION TO THIS MATTER-SAL FERRARA, 57 WALDO STREET, EAST HAVEN, CT 06512	Duplicate comment. See response to Comment # 104.	no
3/24/2023	PC	Bob Bishop	222	feedback on Tweed Env Study	Thank you to everyone for their work on the environmental study. Although there are a few issues, none rise to a level where progress should be delayed on creating a viable mid sized airport that will reduce driving time and better serve those who cannot afford the legacy airline prices. Please move the expansion of the runway and the new terminal forward as fast as possible. Thank you Bob Bishop New Haven	Support comment noted.	no
3/24/2023	PC	Bob Bishop	223	feedback on Tweed Env Study	Thank you to everyone for their work on the environmental study. Although there are a few issues, none rise to a level where progress should be delayed on creating a viable mid sized airport that will reduce driving time and better serve those who cannot afford the legacy airline prices. Please move the expansion of the runway and the new terminal forward as fast as possible. Thank you Bob Bishop New Haven	Duplicate comment. See response to Comment # 106.	no

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3/24/2023	PC	Jean Edwards Chieppo	224-226	In clear sight	I am writing this to be included in the EA comments. My name is Jean Edwards-Chieppo, 173 Henry Street, East Haven, CT 06512. I have attached 3 photographs, Tweed New Haven airport, Bradley International Airport and Westchester Airport. Not much has to be said if you look at where the airport is located. Tweed is in the midst of two densely populated neighborhoods. Morris Cove, New Haven and East Haven. This is and always has been a small regional airport. It was decided in the 1940's due to the fog, high winds, topography and the location, that Bradley would be a much safer airport for jets and heavy transport. To my knowledge you can not eradicate FOG and you can not control wind. We had the worst aviation disaster in CT history due to fog. Twenty nine people perished in flames when the plane hit beach cottages in 1971. Two young girls 13 and 1 years old, were killed in their home on Charter Oak Avenue when a pilot lost control and hit the house only a few hundred yards from the airport. The pilot and his son were also killed. What do you intend to do about fog? What can you do about the winds? Can you stop flooding because it is built in the middle of wetlands? Many flights have been diverted due to these conditions. Do you have a plan in place for another catastrophic event? Does the airport have a fire department on site? Moving the terminal to the East Haven side of the airport does not eradicate the very dangerous situation. It just changes the neighborhood!! Eye's don't lie! Sincerely, Jean Edwards Chieppo Tweed New Haven Airport	For low visibility concerns, see response to Frequent Public Comment #8. Comment regarding 1971 incident is noted. See response to Frequent Public Comment #16 and #17 regarding flooding. Weather patterns are outside of the scope of the EA.	yes
3/24/2023	PC	Jean Edwards Chieppo	227-229	In clear sight	I am writing this to be included in the EA comments. My name is Jean Edwards-Chieppo, 173 Henry Street, East Haven, CT 06512. I have attached 3 photographs, Tweed New Haven airport, Bradley International Airport and Westchester Airport. Not much has to be said if you look at where the airport is located. Tweed is in the midst of two densely populated neighborhoods. Morris Cove, New Haven and East Haven. This is and always has been a small regional airport. It was decided in the 1940's due to the fog, high winds, topography and the location, that Bradley would be a much safer airport for jets and heavy transport. To my knowledge you can not eradicate FOG and you can not control wind. We had the worst aviation disaster in CT history due to fog. Twenty nine people perished in flames when the plane hit beach cottages in 1971. Two young girls 13 and 1 years old, were killed in their home on Charter Oak Avenue when a pilot lost control and hit the house only a few hundred yards from the airport. The pilot and his son were also killed. What do you intend to do about fog? What can you do about the winds? Can you stop flooding because it is built in the middle of wetlands? Many flights have been diverted due to these conditions. Do you have a plan in place for another catastrophic event? Does the airport have a fire department on site? Moving the terminal to the East Haven side of the airport does not eradicate the very dangerous situation. It just changes the neighborhood!! Eye's don't lie! Sincerely, Jean Edwards Chieppo Tweed New Haven Airport	Duplicate comment. See response to Comment #108	yes
3/24/2023	PC	Katherine Bennett	230-231	EA comment- noise	March 24, 2023 My name is Katherine Bennett and I live at 463 Thompson Ave. in East Haven, CT 06512. I am writing to express my concern about the Environmental Assessment for the Tweed expansion project and the resulting increase in noise pollution. Studies have shown that exposure to high levels of noise pollution from airports have negative effects on both children and adults. "Observational and experimental studies have shown that noise exposure leads to annoyance, disturbs sleep and causes daytime sleepiness, affects patient outcomes and staff performance in hospitals, increases the occurrence of hypertension and cardiovascular disease, and impairs cognitive performance in schoolchildren. In this Review, we stress the importance of adequate noise prevention and mitigation strategies for public health." https://www.thelancet.com/journals/lancet/article/PIIS0140-6736(13)61613-X/fulltext Aircraft noise in particular has been associated with several hypertension outcomes and long term exposure to aircraft noise is positively associated with hospitalization for cardiovascular disease. https://www.bmj.com/content/347/bmj.f5561 I have three major issues with the noise analysis in the Environmental Assessment. The first is the affected areas. The noise from these airplanes carries further than the computer modeling shows. The true noise levels can only be determined by placing noise monitors in the communities around the airport and this has not been done. The second is that the elderly have been left out of the land use determinations. Although I see a senior center listed Elderly Housing has not. There are many elderly in our community. They need to be listed as a sensitive group. The third is the level of noise they see as acceptable. "levels of 55 decibels outdoors and 45 decibels indoors are identified as preventing activity interference and annoyance. These levels of noise are considered those which will permit spoken conversation and other activities such as sleeping, working and recreation, which are part of the daily human condition." https://www.epa.gov/archive/epa/aboutepa/epa-identifies-noise-levels-affecting-health-and-welfare.html Actual noise monitoring has not been done, neither has indoor monitoring. I live less than a mile from Tweed, right next to Tuttle Elementary School. These planes are loud inside and outside my house. I assure you the teachers and children are disturbed by every plane that comes and goes from Tweed. I went to a similar elementary school near LaGuardia Airport. Without actual noise monitors inside and outside schools and other identified sensitive buildings you really do not know how loud these planes are. Saying the noise is below legal limits does not make it right- the World Health Organization in Europe just released their noise guidelines and they are lower than ours. People have been submitting noise complaints already and nothing has been done. "For average noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft below 45 dB Lden, as aircraft noise above this level is associated with adverse health effects. For night noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft during night time below 40 dB Lnight, as nighttime aircraft noise above this level is associated with adverse effects on sleep. To reduce health effects, the GDG strongly recommends that policy-makers implement suitable measures to reduce noise exposure from aircraft in the population exposed to levels above the guideline values for average and night noise exposure. For specific interventions the GDG recommends implementing suitable changes in infrastructure." https://www.euro.who.int/__data/assets/pdf_file/0008/383921/noise-guidelines-eng.pdf For these reasons I believe a complete Environmental Impact Study must be done with actual noise monitors inside and outside in many places in the surrounding community. Our Environmental Justice Community deserves no less. Katherine Bennett East Haven, CT.	For concern about Health Effects, see response to Frequent Public Comment #24. For noise/vibration, see response to Frequent Public Comment #10. For explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA, see response to Frequent Public Comment #11. See public comment response # 9 regarding field noise measurements. The EA was prepared in accordance with FAA Order 1050.1F which specifies DNL 65 for noise evaluation.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/24/2023	PC	Katherine Bennett	232-233	EA comment- noise	March 24, 2023 My name is Katherine Bennett and I live at 463 Thompson Ave. in East Haven, CT 06512. I am writing to express my concern about the Environmental Assessment for the Tweed expansion project and the resulting increase in noise pollution. Studies have shown that exposure to high levels of noise pollution from airports have negative effects on both children and adults. "Observational and experimental studies have shown that noise exposure leads to annoyance, disturbs sleep and causes daytime sleepiness, affects patient outcomes and staff performance in hospitals, increases the occurrence of hypertension and cardiovascular disease, and impairs cognitive performance in schoolchildren. In this Review, we stress the importance of adequate noise prevention and mitigation strategies for public health." https://www.thelancet.com/journals/lancet/article/PIIS0140-6736(13)61613-X/fulltext Aircraft noise in particular has been associated with several hypertension outcomes and long term exposure to aircraft noise is positively associated with hospitalization for cardiovascular disease. https://www.bmj.com/content/347/bmj.f5561 I have three major issues with the noise analysis in the Environmental Assessment. The first is the affected areas. The noise from these airplanes carries further than the computer modeling shows. The true noise levels can only be determined by placing noise monitors in the communities around the airport and this has not been done. The second is that the elderly have been left out of the land use determinations. Although I see a senior center listed Elderly Housing has not. There are many elderly in our community. They need to be listed as a sensitive group. The third is the level of noise they see as acceptable. "levels of 55 decibels outdoors and 45 decibels indoors are identified as preventing activity interference and annoyance. These levels of noise are considered those which will permit spoken conversation and other activities such as sleeping, working and recreation, which are part of the daily human condition." https://www.epa.gov/archive/epa/aboutepa/epa-identifies-noise-levels-affecting-health-and-welfare.html Actual noise monitoring has not been done, neither has indoor monitoring. I live less than a mile from Tweed, right next to Tuttle Elementary School. These planes are loud inside and outside my house. I assure you the teachers and children are disturbed by every plane that comes and goes from Tweed. I went to a similar elementary school near LaGuardia Airport. Without actual noise monitors inside and outside schools and other identified sensitive buildings you really do not know how loud these planes are. Saying the noise is below legal limits does not make it right- the World Health Organization in Europe just released their noise guidelines and they are lower than ours. People have been submitting noise complaints already and nothing has been done. "For average noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft below 45 dB Lden, as aircraft noise above this level is associated with adverse health effects. For night noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft during night time below 40 dB Lnight, as nighttime aircraft noise above this level is associated with adverse effects on sleep. To reduce health effects, the GDG strongly recommends that policy-makers implement suitable measures to reduce noise exposure from aircraft in the population exposed to levels above the guideline values for average and night noise exposure. For specific interventions the GDG recommends implementing suitable changes in infrastructure." https://www.euro.who.int/__data/assets/pdf_file/0008/383921/noise-guidelines-eng.pdf For these reasons I believe a complete Environmental Impact Study must be done with actual noise monitors inside and outside in many places in the surrounding community. Our Environmental Justice Community deserves no less. Katherine Bennett East Haven, CT.	Duplicate comment. See response to Comment # 110.	no
3/24/2023	PC	Sandra Reiners	234-235	PUBLIC COMMENT TWEED NEW HAVEN AIRPORT	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Ms. Lattrell, I am re-submitting the letter I sent you last month as a Public Comment now that the EA has been released by Tweed Airport. Would you kindly acknowledge receipt of this correspondence? In addition, there are several related questions I trust the FAA will address. Several of these questions request further information which I look forward to receiving: 1) If Tweed Airport is found to be operating in violation of FAA Order 1050. (especially subsection 3-1.2 11a) is it appropriate for the FAA to issue a cease and desist order until the EA required thereunder is approved? 2) How many EAs have been done and submitted to the FAA for airports in the past pursuant to this subsection?	Avelo amended it's Operations Specification to begin operations at Tweed New Haven. Approval of the Operations Specification Amendment is a Federal Action that required a separate review under NEPA. The proposed action considered in this EA addresses reasonably foreseeable future needs (see Chapter 2).	no
3/24/2023	PC	Sandra Reiners	236-237	PUBLIC COMMENT TWEED NEW HAVEN AIRPORT	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Ms. Lattrell, I am re-submitting the letter I sent you last month as a Public Comment now that the EA has been released by Tweed Airport. Would you kindly acknowledge receipt of this correspondence? In addition, there are several related questions I trust the FAA will address. Several of these questions request further information which I look forward to receiving: 1) If Tweed Airport is found to be operating in violation of FAA Order 1050. (especially subsection 3-1.2 11a) is it appropriate for the FAA to issue a cease and desist order until the EA required thereunder is approved? 2) How many EAs have been done and submitted to the FAA for airports in the past pursuant to this subsection?	Duplicate comment. See response to Comment # 112.	

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/24/2023	PC	Sandra Reiners	238-240	RE: PUBLIC COMMENT TWEED NEW HAVEN AIRPORT	I have received your email, Sandra, and it will be considered during this public comment period for the EA. Thank you, Gail L. Director Federal Aviation Administration New England Airports Division P: (781) 238-7603 C: (781) 539-4143 (best number) E: gail.lattrell@faa.gov From: Sandra Reiners <sandra.reiners@comcast.net> Sent: Friday, March 24, 2023 2:21 PM To: Lattrell, Gail (FAA) <gail.lattrell@faa.gov> Cc: hvn-ea@mjinc.com; Quaine, Cheryl J (FAA) <Cheryl.J.Quaine@faa.gov>; cash.david@epa.gov; timmerman.timothy@epa.gov Subject: PUBLIC COMMENT TWEED NEW HAVEN AIRPORT RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Federal Aviation Authority		no
3/24/2023	PC	Sandra Reiners	241-243	RE: PUBLIC COMMENT TWEED NEW HAVEN AIRPORT	I have received your email, Sandra, and it will be considered during this public comment period for the EA. Thank you, Gail L. Director Federal Aviation Administration New England Airports Division P: (781) 238-7603 C: (781) 539-4143 (best number) E: gail.lattrell@faa.gov From: Sandra Reiners <sandra.reiners@comcast.net> Sent: Friday, March 24, 2023 2:21 PM To: Lattrell, Gail (FAA) <gail.lattrell@faa.gov> Cc: hvn-ea@mjinc.com; Quaine, Cheryl J (FAA) <Cheryl.J.Quaine@faa.gov>; cash.david@epa.gov; timmerman.timothy@epa.gov Subject: PUBLIC COMMENT TWEED NEW HAVEN AIRPORT RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Federal Aviation Authority	Duplicate comment. See response to Comment # 114.	no
3/24/2023	PC	Lori Foster	244-245	Question regarding the March 2023 Draft Environment Assessment - Emergency Plan	My name is Lori Foster. I reside at 24 Uriah Street, New Haven, CT where Tweed Regional Airport Gate #1 is located. Fog is a serious concern and factor in this area. I have personally witnessed pilots of Avelo trying to land a 737/800 Boeing aircraft only to quickly pull it back up in the air, circle as far out as Guilford (Flightradar24) to fly in from the North end an attempt not 2, not 3 sometime 4 landings. Does this not give cause and concern for a crash? I do not see a Tweed Airport General Aviation Airport Emergency Plan in the Tweed New Haven Airport NEPA Draft Environmental Assessment dated March 2023. Please find my questions below. DOES TWEED NEW HAVEN REGIONAL AIRPORT HAVE AN AIRPORT EMERGENCY PLAN? WHEN WAS THE PLAN APPROVED AND ADOPTED? HAS AN ARFF (AIRCRAFT RESCUE AND FIREFIGHTING APPARATUS) VEHICLE BEEN PURCHASED SHOULD A CATASTROPHY OCCUR, OR IS THE AIRPORT RELYING ON EAST HAVEN/NEW HAVEN FIRE DEPARTMENTS TO ARRIVE WITH THEIR OWN ARFF?	For low visibility concerns (fog), see response to Frequent Public Comment #8. Tweed New Haven Airport maintains current documentation and procedures necessary to operate safely as a Part 139 airport. Emergency Action Plans, ARFF equipment, and related items are beyond the scope of the EA and questions about these documents and equipment should be directed to the Tweed New Haven Airport Authority.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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3/24/2023	PC	Lori Foster	246-247	Question regarding the March 2023 Draft Environment Assessment - Emergency Plan	My name is Lori Foster. I reside at 24 Uriah Street, New Haven, CT where Tweed Regional Airport Gate #1 is located. Fog is a serious concern and factor in this area. I have personally witnessed pilots of Avelo trying to land a 737/800 Boeing aircraft only to quickly pull it back up in the air, circle as far out as Guilford (Flightradar24) to fly in from the North end an attempt not 2, not 3 sometime 4 landings. Does this not give cause and concern for a crash? I do not see a Tweed Airport General Aviation Airport Emergency Plan in the Tweed New Haven Airport NEPA Draft Environmental Assessment dated March 2023. Please find my questions below. DOES TWEED NEW HAVEN REGIONAL AIRPORT HAVE AN AIRPORT EMERGENCY PLAN? WHEN WAS THE PLAN APPROVED AND ADOPTED? HAS AN ARFF (AIRCRAFT RESCUE AND FIREFIGHTING APPARATUS) VEHICLE BEEN PURCHASED SHOULD A CATASTROPHY OCCUR, OR IS THE AIRPORT RELYING ON EAST HAVEN/NEW HAVEN FIRE DEPARTMENTS TO ARRIVE WITH THEIR OWN ARFF?	Duplicate comment. See response to comment # 116.	no
3/24/2023	PC	Sandra Reiners	248-249	Public Comment Tweed New Haven Airport - NADP	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Ms. Lattrell, I have several questions about departure procedures at Tweed New Haven Airport which I originally directed to the Airport. However, I was told they do not have the departure information that I requested and to seek that from the FAA. I wish to know the following, all with a view to asking the FAA to work with the surrounding communities to create Noise Abatement Departure Procedures that address the concerns about noise emanating from the 737-700 and 800 aircraft flown at Tweed. 1) The Additional Remarks to the FAA information for HVN indicate that noise abatement departure procedures apply to Runway 2-0 and direct aircraft to turn right or left on southbound departures only after passing the shoreline of Long Island Sound. Are these procedures in effect and are they adhered to? 2) For any recent 2-week period would you please provide the following information for all commercial flights departing Tweed: a) which runway was used for departure: 2 to the north or 2-0 to the south? b) at what altitude and at what ground locations are turns made? Turns to right? Turns to left? c) at what ground locations does aircraft ascend higher than 2,000' and to what altitude does it ascend?	For noise/vibration, see response to Frequent Public Comment #10. Departure procedures will not change as a result of the Proposed Action. Existing and proposed flight paths, runway use, and other operational data are described in Appendix I.	no
3/24/2023	PC	Sandra Reiners	250-251	Public Comment Tweed New Haven Airport - NADP	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Ms. Lattrell, I have several questions about departure procedures at Tweed New Haven Airport which I originally directed to the Airport. However, I was told they do not have the departure information that I requested and to seek that from the FAA. I wish to know the following, all with a view to asking the FAA to work with the surrounding communities to create Noise Abatement Departure Procedures that address the concerns about noise emanating from the 737-700 and 800 aircraft flown at Tweed. 1) The Additional Remarks to the FAA information for HVN indicate that noise abatement departure procedures apply to Runway 2-0 and direct aircraft to turn right or left on southbound departures only after passing the shoreline of Long Island Sound. Are these procedures in effect and are they adhered to? 2) For any recent 2-week period would you please provide the following information for all commercial flights departing Tweed: a) which runway was used for departure: 2 to the north or 2-0 to the south? b) at what altitude and at what ground locations are turns made? Turns to right? Turns to left? c) at what ground locations does aircraft ascend higher than 2,000' and to what altitude does it ascend?	Duplicate comment. See response to Comment # 118.	no

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/24/2023	PC	Sandra Reiners	252-253	Public Comment Tweed New Haven Airport - NADP	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Ms. Lattrell, I am re-submitting the letter I sent you last month as a Public Comment now that the EA has been released by Tweed Airport. Would you kindly acknowledge receipt of this correspondence? In addition, there are several related questions I trust the FAA will address. Several of these questions request further information which I look forward to receiving: 1) If Tweed Airport is found to be operating in violation of FAA Order 1050. (especially subsection 3-1.2 11a) is it appropriate for the FAA to issue a cease and desist order until the EA required thereunder is approved? 2) How many EAs have been done and submitted to the FAA for airports in the past pursuant to this subsection?	Duplicate comment. See response to Comment # 114.	no
3/20/2023	PC	Georgia Lieber	254-255	FW: Nosie Pollution / Air Traffic over House - PN Comment 03/13/23	The proliferation of air traffic over our house has been hard to contend with. The noise pollution daily is very difficult to live with. Isn't there supposed to be a noise ordinance? A limit on decible level? It has disrupted our lives immensely. Nosie Pollution / Air Traffic over House - PN Comment 03/13/23 Mon 3/20 Georgia Lieber brosa@mjinc.com Fwd: Extension request for EA review To whom it may concern, Mr. Rafter asked me to submit the request I submitted regarding an extension of the public comment period to this email address. Please see the request below. Sincerely, Georgia Lieber --------- Forwarded message --------- From: Georgia Lieber <georgialieber@gmail.com> Date: Sat, Mar 18, 2023 at 11:19 AM Subject: Extension request for EA review To: <trafter@flytweed.com> Cc: <gail.lattrell@faa.gov>, <Cheryl.J.Quaine@faa.gov>, Save Our Shoreline <saveourshorelinect@gmail.com> Dear Mr. Rafter, I shared my request during the public comment period during the Tweed New Haven Airport Authority meeting on Wednesday, March 15, 2023 and wanted to reiterate my request in writing. As I noted, the current Draft Environmental Assessment (including appendices) has a total of 1,444 pages. This does not include the Master Plan, which is an additional 251 pages, making the EA read a total of 1,695. Moreover, this total number of pages does not include additional resources cited in the EA.	For concern about the noise ordinance see response to Frequent Public Comment # 4. Regarding the request for a comment period extension, see response to Frequent Public Comment # 2 and Appendix D. Regarding request for translation to other languages, see response to Frequent Public Comment #21.	no
3/13/2023	PC	William Dobie	256	FW: Nosie Pollution / Air Traffic over House - PN Comment 03/13/23	-----Original Message----- From: William <williamdobie57@gmail.com> Sent: Monday, March 13, 2023 6:00 PM To: HVN-EA <HVN-EA@mjinc.com> Subject: The proliferation of air traffic over our house has been hard to contend with. The noise pollution daily is very difficult to live with. Isn't there supposed to be a noise ordinance? A limit on decible level? It has disrupted our lives immensely. We ... Sent from my iPhone	For noise/vibration, see response to Frequent Public Comment #10. For concern about the noise ordinance see response to Frequent Public Comment # 4	no

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3/26/2023	PC	Jean Edwards-Chieppo	257	EA Comment	My name is Jean Edwards-Chieppo, 173 Henry Street, East Haven, CT 06512 I would like this letter to be included in the EA comments. East Haven is #17 in the CT Environmental Justice communities. According to C.G.S. Section 32-9p, a distressed municipality should be based on "high unemployment and poverty, aging housing stock and low or declining rates of growth in job creation, population, and per capita income." Updated annually, the Distressed Municipalities' lists identify the state's most fiscally and economically distressed municipalities and are used by state agencies to target funds for needs which may include housing, insurance, open space, brownfield remediation and economic development programs, among others. The lists develop statistical indicators measuring the fiscal capacity of each municipality based on: * tax base * personal income of residents * the residents' need for public services The plan to expand Tweed New Haven Airport will further increase the need for public services due to the air pollution especially asthma in children and vulnerable people. The impact on housing values is also a great concern. There has been no information in Spanish for the large number of residents who do not read or write in English. These people are entitled to understand the dire consequences of expansion. Does Tweed intend to publish the EA in Spanish? How can the Hispanic people who reside in East Haven obtain information that pertains to their concerns? Sincerely, Jean Edwards-Chieppo --	For Environmental Justice, see response to Frequent Public Comment #20. Regarding request for translation to other languages, see response to Frequent Public Comment #21. The FAA's role in this EA is described in Section 1.2 of the Draft EA and in response to Frequent Public Comment #1.	
3/26/2023	PC	Jean Edwards-Chieppo	258	EA Comment	My name is Jean Edwards-Chieppo, 173 Henry Street, East Haven, CT 06512 I would like this letter to be included in the EA comments. East Haven is #17 in the CT Environmental Justice communities. According to C.G.S. Section 32-9p, a distressed municipality should be based on "high unemployment and poverty, aging housing stock and low or declining rates of growth in job creation, population, and per capita income." Updated annually, the Distressed Municipalities' lists identify the state's most fiscally and economically distressed municipalities and are used by state agencies to target funds for needs which may include housing, insurance, open space, brownfield remediation and economic development programs, among others. The lists develop statistical indicators measuring the fiscal capacity of each municipality based on: * tax base * personal income of residents * the residents' need for public services The plan to expand Tweed New Haven Airport will further increase the need for public services due to the air pollution especially asthma in children and vulnerable people. The impact on housing values is also a great concern. There has been no information in Spanish for the large number of residents who do not read or write in English. These people are entitled to understand the dire consequences of expansion. Does Tweed intend to publish the EA in Spanish? How can the Hispanic people who reside in East Haven obtain information that pertains to their concerns? Sincerely, Jean Edwards-Chieppo --	Duplicate comment. See response to Comment # 123.	no
3/26/2023	PC	Jean Edwards-Chieppo	259	EA letter	My name is Jean Edwards-Chieppo, 173 Henry Street, East Haven, CT 06512 I would like this letter to be part of the EA comments. I have very serious concerns over the large discrepancies in many of the numbers that Tweed used for the expansion. Specifically the difference min parking spaces. You said there would be 1,000 when in fact it will be 4,000. This is a huge difference and extremely important! The number of proposed jobs was listed at 11,000+- when the actual number is approximately 1,100. This distortion is in my opinion misleading the public. It was obvious to me that 11,000 new jobs was ridiculous! The cost of the project has also changed dramatically. I would like an explanation of this blatant misrepresentation. Why were these numbers so inaccurate? Why the grossly inflated number of jobs? Why the large difference in parking? These are just a couple of examples of incorrect numbers. I believe that this was done intentionally to make the argument seem better for expansion. It was done to manipulate people into believing this was going to be far more lucrative than the actual costs/ benefits.	As described in Chapter 2, the Purpose and Need is to provide 4,000 automobile parking spaces. 11,000 jobs are not referenced in the EA. Cost estimates are based on preliminary planning documents. It is important to note that construction costs have risen considerably in the last 2 years due to general economic conditions.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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3/26/2023	PC	Jean Edwards-Chieppo	260	EA letter	My name is Jean Edwards-Chieppo, 173 Henry Street, East Haven, CT 06512 I would like this letter to be part of the EA comments. I have very serious concerns over the large discrepancies in many of the numbers that Tweed used for the expansion. Specifically the difference min parking spaces. You said there would be 1,000 when in fact it will be 4,000. This is a huge difference and extremely important! The number of proposed jobs was listed at 11,000+- when the actual number is approximately 1,100. This distortion is in my opinion misleading the public. It was obvious to me that 11,000 new jobs was ridiculous! The cost of the project has also changed dramatically. I would like an explanation of this blatant misrepresentation. Why were these numbers so inaccurate? Why the grossly inflated number of jobs? Why the large difference in parking? These are just a couple of examples of incorrect numbers. I believe that this was done intentionally to make the argument seem better for expansion. It was done to manipulate people into believing this was going to be far more lucrative than the actual costs/ benefits.	Duplicate comment. See response to Comment # 125.	no
3/26/2023	PC	Robert Kreitler	261	Tweed Aiport runway expansion	Dear Sir: As a former business owner in New Haven I strongly endorse the expansion of Tweed Airport. New Haven is a growing community and having its own prosperous airport is cortical for current and future growth. It really makes a difference that New Haven has its own airport. Please ok the expansion. Robert Kreitler Former creator of a Wealth Management Firm in New Haven	Support comment noted.	no
3/26/2023	PC	Robert Kreitler	262	Tweed Aiport runway expansion	Dear Sir: As a former business owner in New Haven I strongly endorse the expansion of Tweed Airport. New Haven is a growing community and having its own prosperous airport is cortical for current and future growth. It really makes a difference that New Haven has its own airport. Please ok the expansion. Robert Kreitler Former creator of a Wealth Management Firm in New Haven	Duplicate comment. See response to Comment # 127.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
3/26/2023	PC	Vincent Perrelli	263	Tweed-New Haven Regional Airport Environmental Assessment	To McFarland Johnson: My name is Vincent Perrelli, and served on the Tweed Board of Airport Commissioners from 1991 to 1995. I have perused the Environmental Assessment for the airport, and I must say it is very detailed. Nothing appears to have been left out. My takeaway is that it appears to satisfy any and all environmental concerns. In moving the terminal operations to the east side of the field, a catchment area for plane deicer will be in place, putting to rest the fear of any fluid making its way into the waterways. The runway extension can be accomplished without disturbing any existing wetlands. (I am, however, concerned about the taxiway not being extended to the end of the lengthened runway in an attempt to avoid disturbing wetlands. Planes "back taxiing" on the main runway may delay operations since another plane will not be able to use the runway until the plane using it has left.) The new terminal will be elevated, as will the runway, greatly reducing the threat of flooding. Overall, I am satisfied with the EA. I heartily endorse the Environmental Assessment, and look forward to its implementation in the near future. Vincent Perrelli Wilmington, Delaware	Support comment noted	no
3/26/2023	PC	Vincent Perrelli	264	Tweed-New Haven Regional Airport Environmental Assessment	To McFarland Johnson: My name is Vincent Perrelli, and served on the Tweed Board of Airport Commissioners from 1991 to 1995. I have perused the Environmental Assessment for the airport, and I must say it is very detailed. Nothing appears to have been left out. My takeaway is that it appears to satisfy any and all environmental concerns. In moving the terminal operations to the east side of the field, a catchment area for plane deicer will be in place, putting to rest the fear of any fluid making its way into the waterways. The runway extension can be accomplished without disturbing any existing wetlands. (I am, however, concerned about the taxiway not being extended to the end of the lengthened runway in an attempt to avoid disturbing wetlands. Planes "back taxiing" on the main runway may delay operations since another plane will not be able to use the runway until the plane using it has left.) The new terminal will be elevated, as will the runway, greatly reducing the threat of flooding. Overall, I am satisfied with the EA. I heartily endorse the Environmental Assessment, and look forward to its implementation in the near future. Vincent Perrelli Wilmington, Delaware	Duplicate comment. See Comment # 129.	no
3/27/2023	PC	Anthony Russell	265	Noise and the smell of jet fuel	First of all I have 2 grandkids ages 4 and 7 who I babysit for and love to play in my backyard but it's crazy having them to breathe the toxic jet fuel and the noise is unbearable. How much more can we take is it worth the health of the people or the money shame on all of you!!! Sent from my iPhone	For noise/vibration, see response to Frequent Public Comment #10. Regarding fumes and odors, see response to Frequent Comment # 12	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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3/27/2023	PC	Joan Sayers	266	Ea comment	To whom it may concern: My name is Joan Sayers and I live at 6 Liberty Ave in East Haven. When I first heard of the proposal to expand Tweed I couldn't believe that these plans were serious. I grew up two blocks from Tweed and anyone with an ounce of common sense could see that flying jets directly over people's homes was a bad idea and dangerous. Due to the nature of a foggy coastline, flooding wetlands and a shorter than average runway, this location for this project is ludicrous . Over my 70 years as an East Haven resident, I have witnessed numerous catastrophic crashes. How many innocents in their homes who are burned alive, are acceptable collateral damage to feed the greed of Tweed and its shareholders? Are the majority of its passengers even aware of the dangers? I would like to know what are the protocols in case of another airline disaster. I saw no traffic studies done in the EA and a n airline emergency would be a tragedy of unspeakable consequences. I'd like to see what studies have been done with regard to an emergency response and how the current town roads and main traffic arteries, which are already traffic nightmares, would handle this enventuality.	For low visibility concerns, see response to Frequent Public Comment #8. Tweed New Haven Airport maintains current documentation and procedures necessary to operate safely as a Part 139 airport For traffic analysis conducted in the Draft EA, see Appendix K for the Traffic Study included in the EA.. For concerns on emergency vehicle access, see response to TEH Comment #8 and #12.	no
3/27/2023	PC	Ken Engelman	267-273	EA Comment For The Record - Please Reply with Data/Details	Hello, I read through your EA this past week and many of us feel it is not sufficient because it lacks the data needed for us to feel safe from your airport operations. With this, I am formally requesting a full EIS to review where unbiased experts/scientists can study our realities. Computer modeling is not part of the human experience and does not include human senses that react like alarm bells every time your plane takes off and lands. Our eyes see it, our ears hear it, our noses smells it, and our bodies feel it inside and outside our homes even up to 5 miles away. Your computer modeling does not factor this in, and like AI Chatbots that have proven to be disastrous in so many situations, your decisions to tear down the existing regional airport and build a much larger one based upon computer modeling is only going to harm us further. Plus it doesn't make community sense. Facts matter: * Tweed is located in a residential zoned community with small 'local' roads that cannot handle the traffic now – let alone with your expansion plans * Tweed is located in an environmental justice community on multiple sides with the entire town of East Haven considered a distressed community (see attached Word doc) * Tweed is located in an inland wetland marsh area with countless birds, insects, animals, wildlife, fish, and sea creatures; this also helps reduce common flooding * Tweed is located in an area that floods often and will continue to do so (Hemingway Ave.) – which will cause significant harm to neighbors due to an increase in traffic jams/speeding * Tweed is not 12' above sea level as it publishes online – there are areas of your runway at just 3' and 4' which is why it is prone to flood so often * Tweed de-icing, gases, oils, and other fluids drip onto the ground and then runoff into the estuaries/brooks that flow into the Long Island Sound * Tweed contracts with businesses that sprayed Roundup into the air over a fence where the mist landed on wetlands and a brook flowing into the LI Sound * Tweed contracts with a business that rolled a gas truck causing a harmful gas spill into this same area * Countless Tweed/Avelo plans have been rerouted, delayed, canceled, and diverted due to weather/fog – Tweed is KNOWN for this due to its location in a wetland 'bowl' * Unfortunately, I could go on and on… With this, again, I request a full EIS that includes air, water, and sound monitors and the collected data to 'prove' we will not be harmed in our homes and in our backyards. Additionally, I request that we receive 'proof' that our homes and property values will not decline, for NO ONE chooses to pay top real estate dollar to live next to a national airport with 30+ flights per day and sounds/vibrations that disrupt sleep, studying, working, relaxing, and playing. Airports in the United States are surrounded by commercial lots/yards/buildings and not residential homes for a reason and we feel your plans will turn this beautiful shoreline town into an area that surrounds Bradley, Newark, JFK, LAX. Look at the attached 2 photos taken from my driveway 3 miles from your airport. Every day, I am forced to place my business calls on mute so my clients and prospects do not hear these planes which also forces me to lose my concentration. This is not on me – this is on you/your operation for your expansion plans caused this. I have lived in my home since 2005 and I never had a disruption from your airport until Avelo and the 700 and now 800 class planes at all hours of the day and night. This is not right. I, and	For EIS, see response to Frequent Public Comment #1. For Environmental Justice, see response to Frequent Public Comment #20. Regarding fumes and odors, see response to Frequent Public Comment # 12. Regarding property values, see response to Frequent Public Comment #23. Existing conditions (zoning, environmental justice, wildlife, wetlands, and floodplains) are described in Chapter 4 of the EA. As described in the EA. The base flood elevation on airport property is 12'. It is beyond the scope of the EA to address existing airfield maintenance operations. See Comment Response #8 regarding operations during low visibility conditions.	yes
3/27/2023	LO	Ana McMonigle, Conservation Law Foundation	274-278	RE: CLF Request to Extend HVN EA Public Comment Period	Good morning Ms. McMonigle – Thank you for your comment. It will be considered during the public comment period for the EA. I am forwarding your comment to the project's email address in accordance with the public notice. Cheryl Cheryl Quaine Environmental Protection Specialist Federal Aviation Administration New England Regional Office |Airports Division Cheryl.J.Quaine@faa.gov Schedule: Mon-Thur From: Ana McMonigle <amcmonigle@clf.org> Sent: Monday, March 27, 2023 5:46 PM To: trafter@flytweed.com Cc: Lattrell, Gail (FAA) <gail.lattrell@faa.gov>; Quaine, Cheryl J (FAA) <Cheryl.J.Quaine@faa.gov> Subject: CLF Request to Extend HVN EA Public Comment Period Dear Tweed New Haven Airport Authority, I hope this finds you well. Attached please find Conservation Law Foundation's request to extend the public comment period on the Draft Environmental Assessment regarding the proposed expansion of Tweed New Haven Airport. CLF is requesting an additional 30-day extension of the public comment period, up to and including May 31, 2023. Please do not hesitate to contact me with any questions. Thank you.	No response required	yes

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3/28/2023	PC	Ken Engelman	279-281	EA Comment - Please Reply with Data/Details not included in your EA (Branford Traffic Study Needed/Flooding)	March 28, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street Suite 240 Binghamton, NY 13901 HVN-EA@mjinc.com Hello Tweed HVN EA Community Comment Reviewers, My name is Ken Engelman and I live at 12 Midwood Road Branford, CT 06405. Your EA does not include Branford Connecticut which sits just 3 miles away from Tweed, and there is no traffic study for Branford roads, streets, and main thoroughfares. This is needed because the passengers you want on your planes (4,000 parking spaces) will drive/speed through our little town, village, and communities to catch their East Haven planes. Many roads in Branford and surrounding town have 25 MPH zones, so this Branford Traffic Study must become mandatory because intelligent decisions can only be made with facts and knowledge on how your plans will continue to harm people, pets, animals, the wildlife and our quality of life where we live. Tweed is located in a residential zoned neighborhood so expanding this airport is the wrong decision. Look at this map… your passengers will be driving through Branford to get to your suggested East Haven side new terminal. Shore Drive, Short Beach Road, Alps Road, Rt 142, Main St, Route 1, and other should be measured because our little area of Short Beach Branford will become a main artery for your passengers speeding to Hemingway Ave/Proto Dr. Additionally, Shore Dr and Short Beach Road flood at super high tides which now happen often (due to climate change) which blocks the roads from driving through, which will add to the already established back up of traffic so your plans will only add to this known problem for us taxpayers/homeowners. The following chart shows just 1 foot rise in sea level flooding the airport property. The following chart shows just 2 feet above sea level: Please reply with this data, or better yet, approve a full EIS so we can have unbiased experts research and present real findings that stem from our taxpayer/homeowner concerns regarding your plans to tear down an existing regional airport and turn it into a national hub. Forcing something that doesn't make sense, doesn't fit, and doesn't provide cleaner air, water, sounds, or safety to us should not be allowed to proceed without actual PROOF we will not be harmed by your plans. A full EIS is the only way we will have accurate information/data/details. Thank you and I look forward to your response.	For EIS, see response to Frequent Public Comment #1. For traffic analysis study area, see response to Frequent Comment #3. For concerns of traffic analysis findings included in the EA, see response to TEH Comment #12, #13, and #14. For concern about Flooding, see response to Frequent Public Comment # 17.	no
3/28/2023	PC	Christina Fitzgerald	282-284	Letter of Support for 4.1.23 Meeting	To whom it may concern, I am unable to attend the meeting this Saturday at East Haven High School; however, I want our letter of support on file for your reference. Sincerely, Christina FitzGerald Director of Sales & Marketing/Co-Owner Union League Café 1032 Chapel St New Haven, CT 06510 203-772-2053 Office Hours: Tuesday through Saturday Bar Bouchée 8 Scotland Avenue Madison CT 06883 203-318-8004 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments	Support comment noted.	yes
3/28/2023	PC	Frank DiCristina	285-287	Tweed expansion	Hello, Allnex would like to express its support in favor of Tweed expansion as noted in the attached. Thank you, Frank DiCristina Site Manager – Wallingford Plant 528 S Cherry St Wallingford, CT 06492 (O) 203-284-4268 (M) 203-278-6509 Frank.dicristina@allnex.com www.allnex.com * LinkedIn --- allnex Legal notice: this message (including any attachments) may contain confidential information intended for a specific individual and purpose. If you are not the intended recipient, please notify the sender immediately, destroy any printed copies and delete it from all computers on which it may be stored. 528 S Cherry St Walllingford, CT 06492 March 28, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240	Support comment noted.	yes

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3/28/2023	PC	Ken Engelman	288-289	EA Comment For The Record - Please Reply with Data/Details	March 28, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street Suite 240 Binghamton, NY 13901 HVN-EA@mjinc.com Hello Tweed HVN EA Community Comment Reviewers, My name is Ken Engelman and I live at 12 Midwood Road Branford, CT 06405. I read through your EA and it does not address the inconsistencies of your reported/promoted Tweed airport sea level height. Google says "12'", AOPA (Airplane Owners and Pilots Association) says "13' surveyed", and other websites show your sea level altitude is 12', but as the following chart shows, it is much less than 12'. I am sure you agree that accuracy is critically important especially when the entire airport land averages just 6' above sea level. Please look at this chart that shows the sea level measurement for where currently Tweed sits – and where you want to build a massive 8 gate terminal (approx. 6'6"'): Please show us the facts that prove your 12' claims and show us the facts that prove where you want to build the new 8 gate terminal is at 12'. Additionally, what will happen to the airport when Hemingway Ave/Short Beach Road floods as it does with regular rains and extra high tides?? Currently, with normal traffic, it backs up and causes all those who live/work on the Proto side of Short Beach Road to become stuck. What will happen when there is another hurricane or super storm? Your paving over the wetlands will only make it worse. With this, prove me/us wrong by showing us the data that only an EIS can prove. Thank you and I look forward to your response. Ken Engelman 12 Midwood Road Branford, Connecticut 06405 201-638-7141 kenengelman@gmail.com	For EIS, see response to Frequent Public Comment #1. For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19. As described in CT DEEP Comment Response #5, the Base Flood Elevation is 12 feet. Based on mapping viewed at https://cteco.uconn.edu/viewers/ctelevation/ existing elevations in the project area range approximately from 4-5'.	no
3/29/2023	PC	Anthony Russell	290	Drinking water and late night flights	Planes flying over our drinking water the branford reservoir dropping jet fuel and late night flights coming in at 2:30am affecting our quality of life is it about the money or the people 😈😈 Sent from my iPhone	For fumes/odors, see response to Frequent Public Comment #12. For concern about Quality of Life, see response to Frequent Public Comment #25.	no
3/29/2023	PC	Ken Engelman	291-292	Tweed EA Comment for Public Record	March 29, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street Suite 240 Binghampton, NY 13901 HVN-EA@mjinc.com Hello Tweed HVN EA Community Comment Reviewers, My name is Ken Engelman and I live at 12 Midwood Road Branford, CT 06405. My family home is located 3 miles from Tweed HVN and we have been negatively affected from Avelo operations since November 2021 when Avelo first started flying in and out of Tweed. I've reviewed your EA and it doesn't address many of our concerns so I and my family is requesting a full EIS to be implemented and then the data shared with us for review. Please look at this image below and provide me/us with proof that your airport expansion plans will not harm us people who live around the airport (10 miles in all directions). Please also provide examples of other American regional airports located in residential zoned areas that you turned into national airports with 24/7 freight that didn't disrupt daily lives of all who live and work around them. For our safety reasons, for health reasons, and for wellness, financial, and environmental reasons, we want to learn about the facts your EA didn't address. Only a full EIS will prove to us that your expansion plans will not harm us who live, work, and play here. Thank you and I look forward to your response. Ken Engelman 12 Midwood Road Branford, Connecticut 06405 201-638-7141 kenengelman@gmail.com	For EIS, see response to Frequent Public Comment #1. We note numerous airports with extensive residential communities within 10 miles. Regarding freight operations, see response to Frequent Public Comment # 6.	no

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3/29/2023	PC	Leigh Fitzpatrick	293	Noise complaint, Branford	Dear committee reviewing Tweed Expansion, I won't pretend I read your report but I still have a comment. As of today 3/29 - a jet roars over my house at 99 Knollwood Drive in Branford around 6:15AM everyday - it's extremely loud! There's a sound ordinance in Branford - contractors can't start work until 7:30! Other times the plane has gone right over my house or Branford High School so low that it's startling. We never had to deal with this before! This is truly awful - I live near the railroad tracks and we hear the trains - but the track was there when I moved in. I did NOT move into a neighborhood with an airport. Branford now sounds like Queens - and that's not right, I can't imagine how loud it is in East Haven! You should really consider the people that live in the areas under the flight paths. We have a really good international airport less than an hour away! Use it! These flights are literally wrecking the peace of homeowners in nearby towns and people think that's ok? So you can get to FLA an hour faster? So Avelo can get richer? I oppose the Tweed expansion or any additional flights by Avelo. Sincerely, Leigh Fitzpatrick 99 Knollwood Dr Branford CT 06405	For noise/vibration, see response to Frequent Public Comment #10. As described in Chapter 2, directing passengers to other airports would not address the Purpose and Need of the Proposed Action. For concern about the noise ordinance see response to Frequent Public Comment #4.	no
3/29/2023	PC	Cathy Poole	294-296	Support for Tweed New Haven	Please find the attached letter that I sent to Tweed New Haven in support of the airport expansion. Please feel free to contact me if you have any further questions. Thank you for your time. Sincerely Cathy Poole Sent from my iPhone March 28, 2023 To Whom it may concern, I am writing in support of the expansion of Tweed New Haven Airpot. I feel the expansion is a good thing for New Haven county and the surrounding area. It it local, convenient and inexpesnive. The airport is clean and well maintained. Having a local airport that we can get dropped off at and not worry about parking is a great convenience to have. I feel the expansion will be a positive addition not only for the aiport but also for the commuters. I have had to pick up family members who live out of state due to a family emergency and it was convenient for them to fly into Tweed. I didn't have to drive over an hour to pick them up at a different airport or pay for a car service to drive them. Please consider the expansion as a move in the right direction for the area in which it serves. Sincerely, Cathy Poole Shelton, CT	Support comment noted.	no
3/29/2023	PC	Tammy LaFleur	297-299	Tweed New Haven	Good morning Attached please find my support letter for Tweed. Please reach out to me at this email or the email listed on the letter. Sincerely Tammy LaFleur Sent from my iPhone March 28, 2023 To Whom it may concern, I am writing in support of the expansion of Tweed New Haven Airport. I used Tweed numerous times as I live in Florida and have come back to Connecticut for funerals, family emergencies and also to just visit family and friends. It has been very convenient to fly into Tweed as most of my family/ friends Ive in the area and can come pick me up upon arrival and drop me off for the departure flight. I feel that I would have had to pay more money for a rental or car service if I had flown into New York or Hartford, Ct. Tweed partnering with Avelo is a great option for me when I need to fly to Connecticut. I hope you take all the facotrs into consideration and realize that this will be a great asset to the community and surrounding areas. Sincerely, Tammy LaFleur Cape Coral, Fla harleygirl06614@yahoo.com	Support comment noted.	no

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3/29/2023	PC	Bruneaus Garage Inc (via Google Docs)	300-301	tweed	Bruneaus Garage Inc attached a document Bruneaus Garage Inc (bruneausgarageinc235@gmail.com) has attached the following document: Please see the attached letter in support of the expansion at Tweed New Haven Airport. Thank you Maureen Bruneau tweed To Whom it may concern, March 29, 2023 This letter is in regards to the expansion of Tweed New Haven Airport. I have flown out of Tweed numerous times for both business and family vacations. I have a trip coming up in April and will be flying out of Tweed for that trip as well. There will be 7 of us ging 2 being children. The convenience of having Tweed as an option takes the stress out of worrying about transportation to the airport and back home. I can get a family member, friend or even a co-worker to bring me and my family because it is only a 15 minute drive for them vs. over an hour one way. I feel the expansion is a positive move for not only the airport but families and business travelers. Being a local business owner it is convenient to have salesmen fly into Tweed as I can get them picked up easier there then any other airport. The expansion is definitely a positive addition to the airport. Sincerely, Maureen Bruneau Business Owner West Haven,Ct Bruneausgarageinc235@gmail.com	Support comment noted.	yes
3/29/2023	PC	Lorena Venegas	302-303	Re: Tweed New Haven Airport EA Public Comments Deadline Extended to May 1, 2023 / Aeropuerto Tweed New Haven – Extensión de tiempo hasta 1 de mayo de 2023 para comentarios a EA	Can you make this internet shareable? On Mar 29, 2023, at 10:56 AM, HVN-EA <hvn-ea@mjinc.com> wrote: The public comment deadline for the Tweed New Haven Airport Terminal and Runway Extension Environmental Assessment (EA) has been extended to May 1, 2023. The public is encouraged to submit their comments as follows: Mail: HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 E-Mail: hvn-ea@mjinc.com The public is invited to attend a public information workshop and hearing for the Draft EA on Saturday, April 1, 2023. The public is encouraged to attend this “open house” style meeting to get more information from 10:00 a.m. to 1:00 p.m. The formal hearing and public comment session will be held following the workshop from 1:30 p.m. to 3:30 p.m. April 1, 2023 (Saturday) – Public Meeting/Hearing at East Haven High School, 35 Wheelbarrow Lane, East Haven, CT 06513: * Written Comments 10:00 a.m. -3:30 p.m. * Hearing (Oral Comments) 1:30 p.m. - 3:30 p.m. (Hearing - Transcript will be Prepared))	The Draft EA was made available for online review at www.tweedmasterplan.com.	
3/29/2023	PC	Andrea Mascaro	304	Tweed- April 1, 2023	Comment #1 - please do not allow Lorena Venegas to distract this meeting away from real concerns based on the facts from the EA, except confirm that her “facts” are without merit. Many of us, surrounding the airport do not want to be bullied any longer by her tirade. someone else should be allowed to speak regarding this matter. Comment #2 - please explain if the EA report confirms that vegetation, water supplies, and air quality are not affected by the new and future aircraft’s flown from this airport or if will get worse with the remodel (expansion implies land Acquisition), or if the report just confirms current polluting is measured merely by neighborhoods and entire state compared to other similar states across the country. I mean we do live near the town dump, commercial companies that use the wetlands as a place to store garbage, and many tank farms. Added we do not know what is stored in those tanks either, except there’s gas lines under ground. Comment #3 - will 737-700 aircraft and larger (continue to utilize the residential airspace - over and near my house) to fly lower than 5k feet upon takeoff and landing? The airspace is in the vicinity of the corner of S.end and Stanton road, which is listed on your map as outside the runway line. At least 8 - 16 planes a day utilize this edge of airspace, very close to homes and the tree tops upon take off and landing, Instead of the inner or outer edge towards the Beach Club owned and operated by Len Fasano. Comment #4 - I’m all for the construction of the new terminal, parking lots and any other construction need to be built to bring back this little airport to its wonderful glory of years past. As long as it is continually maintained to ensure safety of all passengers, aircraft’s, and; that the terminal won’t be destroyed due to shady construction, fires, floods, etc. building it on wetlands and backfill doesn’t confirm stability of the backfill erodes. #gotweed 😁 Bring back air shows and fly overs -- Sent from Gmail Mobile	Support comment noted. Project effects are described in Chapter 5. #2) Less than significant effects to vegetation, water supplies, and air quality are anticipated with implementation of specified mitigation measures. #3) No change in flight paths or runway usage are expected (see Appendix I). #4)The proposed facilities will be constructed in accordance with applicable building codes and design standards.	no

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3/29/2023	PC	James Duarte	305	I am AGAINST expansion	Already commented but again I say in this day and age of dangerous climate change, THERE IS NO GOOD REASON TO EXPAND THE AIRPORT and ruin a family neighborhood of long standing and well groomed homes. SHAME ON THE GREED that threatens this expansion. The noise, air pollution, and potential air disasters are inexcusable real risks to all of us and I am sure Rick Fontana, NH Disaster Director would agree. wendy hamilton, mayor candidate for NOV, 267 Greene ST, NH, CT 06511 at above email also.	For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12.	no
3/29/2023	PC	Anthony Russell	306	Fwd: Drinking water and late night flights	Sent from my iPhone Begin forwarded message: From: anthony russell <tonyr1950@yahoo.com> Date: March 29, 2023 at 8:12:49 AM EDT To: Hvn-ea@mjinc.com Subject: Drinking water and late night flights Planes flying over our drinking water the branford reservoir dropping jet fuel and late night flights coming in at 2:30am affecting our quality of life is it about the money or the people Sent from my iPhone	Duplicate comment. See response to Comment # 139.	no
3/29/2023	PC	Cassie Gerardi	307-308	letter	please see attached letter March 28, 2023 To Whom it may concern, This letter is in regards to the expansion of Tweed New Haven Airport. I have flown out of Tweed numerous times for family vacations to Florida. Not only was it convenient but economically well priced especially for a family of 4. The airport is well maintained and very clean. The staff is professional and very helpful. The TSA line moves quickly to get you into the terminal in a timely manner. I feel the expansion would be a plus to the airport, the commuters and the community. I look forward to using the airport in the future and look forward to the growth and expansion they are planning. This will definitely bee a great thing for all involved. Sincerely, Cassie Gerardi Milford, CT cassiegerardi@gmail.com	Support comment noted.	yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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3/29/2023	PC	Steve Miller	309-311	Tweed New Haven Airport's Expansion	Attached is my letter supporting Tweed expansion. Steve Steve Miller Levey Miller Maretz LLC 1768 Litchfield Turnpike Woodbridge, CT 06525 Steve@LMMRE.com 203-530-1959 475-209-5950 March 27, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, On behalf of Levey Miller Maretz LLC, I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. We are a 60 year old commercial real estate and property management company located in Woodbridge , Connecticut. We feel airport expansion is very important to the growth in the greater New Haven area. Personally, I have flown in and out of Tweed many times.	Support comment noted.	yes
3/29/2023	PC	Oona Hathaway	312		I understand that there is an opportunity to comment on the draft Environmental Assessment of the proposal to lengthen the Tweed runway and to build a new terminal and parking garage on the east side of the Tweed airport property. While I understand concerns of the nearby residents, I hope that the FAA will take into account that many of us in New Haven who regularly fly have to take long car rides to New York airports when flights from Tweed are not available. When I first lived in New Haven, there were direct flights to Chicago and DCA from Tweed, and these allowed many of us to make New Haven our primary airport. That has not been true now for some time. The hours of driving we undertake to and from more distant airports impose significant environmental costs that might not be obvious when looking at Tweed alone. I hope that the FAA will determine that the runway and terminal projects that will make Tweed a more functional airport may proceed. Oona A. Hathaway Gerard C. and Bernice Latrobe Smith Professor of International Law, Yale Law School Professor, Yale University Department of Political Science Professor of International and Area Studies, MacMillan Center, Yale University Faculty, Jackson School of Global Affairs, Yale University Director, Center for Global Legal Challenges, Yale Law School Papers available at: http://papers.ssrn.com/sol3/cf_dev/AbsByAuth.cfm?per_id=240242	Support comment noted.	no
3/29/2023	PC	Robert Kreitler	313-314	Tweed Environmental Assessment	Hello, Bob Kreitler is a member of the New Haven Government Affairs Committee and former business owner and would like to submit the attached letter showing his support in the Tweed New Haven expansion. If you have any questions, please let me know. With warm regards, Amy Amy Alfano Office Concierge amy.alfano@kreitlerfinancial.com <https://www.kreitlerfinancial.com/> 265 Church Street, Suite 801 New Haven, CT 06510 Phone: 203-867-4396 Fax: 203-867-4398 www.KreitlerFinancial.com March 27, 2023 Dear Sir: As a former business owner in New Have, I strongly endorse the expansion of Tweed Airport. New Haven is a growing community and having its own prosperous airport is critical for current and future growth. It really makes a difference that New Haven has its own airport. Please ok the expansion.	Support comment noted.	yes

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3/29/2023	PC	Farrell Simon	315-316	Support - Tweed New Haven Airport's Expansion	Hi – Please find the attached letter of support for the expansion of HVN. I hope you see as part of this letter the importance of this expansion to the contirnued growth of the biotech industry in the area. Be well, Farrell Farrell Simon, PharmD/MBA Chief Commercial Officer O: 203 903 9638 | M: 201 400 5477 195 Church Street, Floor 14, New Haven, CT 06510 www.trevitherapeutics.com HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, On behalf of Trevi Therapeutics, I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. Trevi Therapeutics, Inc. is a clinical-stage biopharmaceutical company developing Haduvio, an investigational therapy for the treatment of chronic cough in IPF and other chronic cough indications. Trevi has its headquarters located at 195 Church St. and	Support comment noted.	yes
3/29/2023	PC	Ed Tankus	317-318	Tweed Letter of Support	To Whom it May Concern, Attached is my letter of support for the Tweed New Haven Expansion. My contact details are below and in my letter should you need to follow up. Best, Ed. -- Ed Tankus President Eliant Technologies, Celebrating 20 years in 2023! March 29, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, I'm the owner of Eliant Technologies, an outsource IT firm that's been serving the Greater New Haven area and beyond since 2003. I'm writing to express my support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) that will allow the expansion of the airport through the extension of the runway and construction of a new terminal.	Support comment noted.	yes
3/29/2023	PC	Erika Smith	319-320	Tweed Letter of Support	Please find my letter of support attached. If you have any questions, please let me know, ~~~~~~~~~~~~~~~~~~~~ Erika R. Smith CEO ReNetX Bio, Inc. 157 Church Street - 19th Floor New Haven, CT 06510 203-444-6642 esmith@renetx.com HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, On behalf of ReNetX Bio, I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. Both personally and professionally there is significant value in having flights in and out of New Haven. On the professional level, we are engaging with investors and corporate partners about advancing funding and our development programs as a growing biotech company in CT. In the past, we have had to travel to Boston or NYC for meetings given the location flights and then the additional travel that would be required to New Haven. With local access, the barriers for business transaction have been significantly reduced. On a personal level, there is a need for closer access to air travel beyond Hartford and JFK/LGA. Since the initiation of Avelo, we have used the New Haven airport exclusively to the destinations that are supported.	Support comment noted.	yes

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3/29/2023	PC	Richard Iovanne	321-322	Letter in support of HVN	Please see attached letter from me as an individual. Richard J. Iovanne Executive Vice President | M&T Bank Commercial Banking | Senior Group Manager One Century Tower, 265 Church Street, New Haven, CT 06510 Direct Dial: 203.786.2636 riovanne@mtb.com | www.mtb.com HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, My name is Richard Iovanne and I live in North Haven and work in New Haven. I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. I have flown multiple times within the past year on Avelo for business and personal travel, and the convenience factor is significant saving time on the commute to Hartford or NYC, and speed through security. Just as critical, I view HVN as a material driver of our local economy. Transportation infrastructure is critical to our region and the airport's expansion will also benefit the overall regional economy. New Haven is a growing city in terms of population and the economy. This is the direct result of investment in housing and attracting and retaining businesses, and is paying dividends in terms of jobs and growth. Critical to continuing that investment is an airport with broader reach and access. That also requires investment. The community has already seen beneifts to our region and the airport's cusomter base has grown exponentially. In order to adequately meet the demand of their customers, the airport must expand. HVN has been able to fill a missing gap in the Greater New	Support comment noted.	yes
3/29/2023	PC	Peter G Lombardozzi	323		I love Avello, Tweed airport all for extension,has been life changing for me as a senior driving the hour to Hartford was very difficult. I am now able to see family in Fla,go Tweed go Avello	Support comment noted.	no
3/29/2023	PC	Gina Canali	324-325	Fwd: STOP TWEED EXPANSION	_____ From: Gina Canali <ginacanali@yahoo.com> Sent: Wednesday, March 29, 2023 5:37 PM To: Senator Looney <looney@senatedems.ct.gov>; Lattrell, Gail (FAA) <gail.lattrell@faa.gov>; justinelicker@newhavenct.gov <justinelicker@newhavenct.gov>; Sal DeCola <ward18@newhavenct.gov>; alphonse.paolillo@cga.ct.gov <alphonse.paolillo@cga.ct.gov> Subject: STOP TWEED EXPANSION Dear Sen. Looney, Since we could not connect by telephone, I thought an email might serve just as well. I am appalled, disgusted and confused as to why the government officials here in New Haven and East Haven are allowing these cretins to destroy our lives, homes, health and families!! Without the proper credentials, permits and studies that will prove that Tweed is not a sufficient space for this expansion. There were obviously payoffs involved here. There is no denying it! Why else would Mayor Elicker keep so silent. We are human beings with families and lives that were spent making this area better than it was before us.	Commentor forwarded this letter to the EA comment repository. No response required.	no

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3/30/2023	PC	James Perito	326	James Perito - Halloran Sage LLP.30March23	HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, March 27, 2023 RECEIVED MAR 3 0 2023 McFARLAND-JOHNSON, INC. I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway arid construction of a new terminal. have practiced law in New Haven for almost 40 years primarily in real estate development. I have represented commercial developers and investors, businesses, municipalities, land trusts and individuals. Over these many years the topic of Tweed has come up and universally people from these fields shared a desire for Tweed to be upgraded for expanded service. Personally, I grew up on Dodge Avenue in East Haven. We visited the airport regularly and biked to the runways to watch the planes take off. (Back then there were no fences or security.) I saw President Kennedy give a speech there, shook hands with Robert Kennedy and watched Queen Elizabeth board Air Force I during the Bicentennial. I routinely flew to Newark on the Continental to catch flights to Florida. Then economics and changes in the airline world made Tweed less appealing. The work Avelo is doing has been needed for years. For me Tweed always represented progress and the future. Finally, we are seeing that happen. I have advocated the relocation of the terminal to the East Haven side for years. It shifts access to a larger commercial road directly connected to U.S. Route 1 eliminating the drive through residential streets in Morris Cove. From an environmental standpoint, people will no longer have to drive to NYC or Bradley thereby reducing air pollution and traffic in the region. The airport's expansion will benefit the overall regional economy. We have already seen benefits to our region and the airport's customer base has grown exponentially. In order to adequately meet the demand of their customers, the airport must expand. HVN has been able to fill a missing gap in the Greater New Haven region. Residents in the region have not had access to reliable, convenient air transpo11ation. We also continue to see HVN's community engagement and partnership with local businesses and stakeholders. Through working with Avelo, HVN has been able to fill the needs of their customer base with a wide variety of destinations that is constantly growing. With this expansion, the airport will also be better able to serve the business community. The business community will see the impacts of economic growth on our region, and these impacts will be felt by the community at large. Thank you for your consideration.	Support comment noted.	no
3/30/2023	PC	Ingrid Derrick-Lewis	327-329	NHW Support Letter	The support letter for Tweed New Haven Airport attached. -- Ingrid Derrick-Lewis Executive Director New Haven Works 205 Whitney Avenue New Haven, CT 06511 (203) 562 9000 205 Whitney Avenue Suite I 06 New Haven, Connecticut 0651 I Telephone: (203) 562-9000 Web: newhavenworks.org New Haven Works Board of Directors Jorge Perez (Chair) Commissioner, CT Department of Banking Garrett Sheehan (Secretary-Treasurer) President, Greater New Haven Chamber of Commerce Justin Elicker, Mayor, City of New Haven David Johnson, Youth Member Ken Szcuki, Secretary-Treasurer, UNITE HERE Local 34 Brian Wingate, Chair, GNH Central Labor Council Dori Manner, Executive Director, Talent Acquisition, Yale-New Haven Health Mishele Rodriguez, NHW Member Hon. Tyisha Walker-Myers, President, New Haven Board of Alders Lauren Zucker, Assoc. Vice President of New Haven Affairs and Director of University Properties, Yale University Ingrid Derrick-Lewis, Executive Director, New Haven Works	Support comment noted.	yes
3/30/2023	PC	Peter Butler	330	Tweed Airport Comments	Hello! I cannot come to the meeting but am a resident on Townsend Ave in New Haven and am very concerned about the expansion of the airport. I am urging the FAA to prepare a more detailed environmental impact statement (EIS), as we believe is required by the National Environmental Policy Act. Among our concerns are the environmental assessment's failure to include taxiway impacts, as well as significant effects on inland and tidal wetlands; stormwater, flooding, sea-level rise, and other floodplain and resilience issues; disruption of local and migratory wildlife habitat; compromised water quality due to increased traffic and discharges; increased greenhouse gas emissions; and the effects of emissions, traffic, and noise on nearby state-designated environmental justice communities in East Haven and New Haven. These impacts must be fully studied and mitigated when possible. Best, Peter Butler Townsend Avenue, New Haven Resident Be the change you wish to see in the world. <http://www.hrc.org/millionformarriage/index.shtml> -Mahatma Gandhi Our lives begin to end the day we become silent on things that matter. -Martin Luther King Jr. 1963	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For sea level rise, see response to Frequent Public Comment #16. For wetlands, see response to Frequent Public Comment #19. For birds, see Frequent Public Comment #18. The Proposed Action has independent utility from other projects considered in the Master Plan. Aircraft can access the proposed runway end by back taxiing, much as they do now under existing conditions.	

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3/30/2023	PC	Susan Whetstone	331	Adverse Impact on Property values - Tweed Airport Expansion	The Environmental Assessment does not appear to address the adverse impact on residential property values due to airport expansion. Aleady, the flight path over my residential condominium along the Quinnipiac River has resulted in significant noise from incoming flights to Tweed from 6:30am to 10Pm. My rudimentary attempts to measure exterior db levels puts the sound at 68-80 db as the flight passes over my property. The value of my property is diminished as the noise makes use of the outdoor patio less desirable as a feature of the property. Why is the adverse impact on the value of my property due to the flight path noise not recognized in the consideration of the environmental justice concerns? The result of the flight path noise is effectively an adverse taking of the value of my property. Why does the EA not address this impact on residential property value? There are a number of studies which support the existence of adverse impact on residential real estate due to airport expansion. This impact should be assessed and localities advised of potential impacts to property tax rolls due to reduced property valuation. Susan Whetstone 243 Front St. New Haven, CT.	See response to Frequent Public Comment # 23 regarding property values.	no
3/30/2023	PC	Katherine Bennett	332-333	EA comment	March 25, 2023 My name is Katherine Bennett and I live at 463 Thompson Ave. in East Haven, CT 06512. I am writing to express my concern about the Environmental Assessment that was completed by McFarland Johnson. It is well documented that air pollution from airports has harmful effects on both humans, wildlife, and vegetation. Airports are major sources of air pollution, emitting pollutants such as nitrogen oxides, sulfur dioxide, particulate matter, and volatile organic compounds. Exposure to air pollution from airports can increase the risk of respiratory and cardiovascular diseases, including asthma, lung cancer, and heart disease. It can also cause eye and throat irritation, coughing, and shortness of breath. The Tweed EA section 4.12.4. Children's Health and Safety, states that " Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, directs federal agencies to identify environmental health and safety risks that could disproportionately affect children. These risks result from products or substances that a child may ingest or be exposed to, such as food, drinking or recreational waters, air, soil, or products they might be exposed to." In order to correctly assess the pollutants in the area, air quality monitors must be placed in locations inside and outside of schools, playgrounds, and other areas in these neighborhoods. It is an environmental justice issue to be using computer modeling to make your "best guess" as to the air pollution levels in these communities and what the levels will rise to with the increase in airplane traffic as well as car and truck traffic, and infrastructure operations. From 2017 to 2021, New Haven averaged 69 days per year of "poor" air quality or worse. Just 20 miles away, during that same period, Madison averaged 39 days. https://www.ctdatahaven.org/sites/ctdatahaven/files/DataHaven_GNH2023-web.pdf Westchester county NY has invested in a network of air quality monitors around their airport. We have none. Where is Environmental Justice here? Definitely an argument for a full Environmental Impact Study. Another important group of residents has been mostly left out of the Environmental Assessment- our seniors. East Haven is an aging community. In the last Census, The median age for East Haven is 43.3, higher than the Connecticut average. 44% of our residents are over 50. https://censusreporter.org/profiles/16000US0922980-east-haven-ct/ "As people age, their bodies are less able to deal with the effects of these environmental hazards. Air pollution can aggravate heart disease and stroke, lung diseases such as chronic obstructive pulmonary disease and asthma, and diabetes. This leads to increased medication use, more visits to health care providers, admissions to emergency rooms and hospitals, and even death. Ozone and Particulate Matter (PM) (especially smaller, fine particle pollution called PM 2.5) have the greatest potential to affect the health of older adults. Fine particle pollution has been linked to premature death, cardiac arrhythmias and heart attacks, asthma attacks, and the development of chronic bronchitis. Ozone, even at low levels, can exacerbate respiratory diseases." AirNow.gov https://www.airnow.gov/air-quality-and-health/older-adults/#:~:text=As%20people%20age%2C%20their%20bodies,disease%20and%20asthma%2C%20and%20diabetes. "Special consideration of the elderly population is needed in assessing risk from exposure to environmental agents" Aging and Toxic Response: Issues Relevant to Risk Assessment https://nepis.epa.gov/Exe/ZyNET.exe/P100CJ6L.txt?ZyActionD=ZyDocument&Client=EPA&Index=2000%20Thru%202005&Docs=&Query=&Time=&EndTime=&SearchMethod=1&TocRestrict=n&Toc=&TocEntry	For fumes/odors, see response to Frequent Public Comment #12. For Environmental Justice, see response to Frequent Public Comment #20. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25.	no
3/30/2023	PC	Jody Rowell	334-335	Concerns and questions related to Tweed/HVN	Hello. Please find the attached document regarding the EA. Jody L. Rowell 169 Concord Street, New Haven, CT 06512 March 30, 2023 Attn: HVN-EA@mjinc.com Dear Sir/Madam: I am writing today as a member of the Morris Cove community and a close neighbor of Tweed/New Haven airport. I have lived in Morris Cove for over ten years, and while I purchased property near an airport, I believed the word of my local and state representatives that the airport would not expand for multiple decades. Now I know that sometimes my representatives and the law cannot be trusted. I am approximately 1.5 blocks from the landing strip of HVN. Since its burgeoning growth over the last year, I am regularly forced to close my windows due to the deafening sounds of the airport and the intensely dense presence of diesel fuel coming into my windows. I am also a psychotherapist that has been working from a home office. Now, with the increased traffic and larger planes utilizing the airport, I have had to purchase costly equipment and am seeking out a place to move my office as the noise from the airport interrupts my sessions, making it impossible to hear each other. This will come at a significant cost to my small business. I have spent some time reading the Environmental Assessment conducted by the airport and it has not answered some particularly important questions I have about the possible expansion not to mention the current issues happening around Tweed. The EA is based on data that is approximated not measured and does not consider what environmental and health impacts are truly going on now even prior to an expansion. What specifically are the plans that will be implemented to decrease the amount of diesel fuel/exhaust dropped on the community and the vulnerable wetlands that surround the airport? How will the airport mitigate the noise pollution both in the community and in my home? I have asthma and I have noticed increased symptoms with the increase of plane fumes in my yard and my home? I live in a flood zone that depends on the wetlands to protect me from floods. Has the impact of an expansion measured the likelihood of increased flooding in the community because of changes made or planned on the Tweed property? Does the airport	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For air quality, see response to Frequent Public Comment #12. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about Health Effects, see response to Frequent Public Comment #24.	yes

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3/30/2023	PC	bechmtrs	336	Air and noise monitoring	According to the EA paid for by Tweed, I realize that the air and noise monitoring was done by computer generated measurements. How could this possibly be accurate, by not having actual monitors on the ground in these affected neighborhoods.I live directly on the north runway path, and the noise and fumes are unbearable. Thank you for your consideration: Clem DeLucia, 18 Bretton Street, East Haven, CT. O6512 Sent from my T-Mobile 5G Device	For field measurements not taken, see response to Frequent Public Comment #9. For air quality monitoring station, see response to Frequent Public Comment #14.	no
3/30/2023	LA	Sunny Lakshminarayana, Regional Water Authority	337-338	RWA | Tweed Environmental Assessment Letter of Support	Hello, Attached you'll find a letter of support from the Regional Water Authority. If you have any questions on this email submission, I can be reached at 203-889-1981. Thank you, Lori Lori Vitagliano Government and Public Relations Specialist South Central Connecticut Regional Water Authority 90 Sargent Drive | New Haven, CT 06511 Phone: 203-401-2720 | Fax: 203-603-4849 Email: lvitagliano@rwater.com | Website: http://www.rwater.com South Central Connecticut Regional Water Authority 90 Sargent Drive, New Haven, Connecticut 06511-5966 203-562-4020 http://www.rwater.com March 29, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240	Support comment noted.	yes
3/30/2023	PC	Alyce Stowers	339	Tweed runway	McFarlan Johnson: My family and I have flown Avelo Airlines out of Tweed airport over the last few years and are enthusiastic repeat customers. We are all for the expansion of the runway at Tweed and are disappointed that this has been an issue with the neighbors for decades. They purchased their homes knowing that an airport was nearby. In the town of Branford, there has been non stop building of homes and apartments. The new residents will also want access to a regional airport and will appreciate the convenience of having one minutes away. Avelo airlines is conveniently located at Tweed, reasonably priced, and extremely professional. I can assure you that we will be flying into and out of Tweed again. Let's finally get this done! Respectfully, Alyce S. Stowers Branford, CT	Support comment noted.	no

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3/30/2023	PC	Stephen Fries	340-343	Tweed aiport support	Letter attached as well. HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, My name is Stephen Fries and I live in New Haven, CT, about a mile from the airport. I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. I have used the airport six times since Avelo joined the New Haven community. My "snowbird" parents have flown into New Haven as well, making it very convenient for me to pick them up. Living on Woodward Avenue, I do hear the planes but it is not an issue, it reminds me to plan my next trip! The convenience of having an airport that I don't have to drive to is wonderful. It is less costly (no parking costs), saves time and can only better the economy. I have only heard good things from other passengers while waiting for my flights as well as on the flight. I recently spoke with a good friend who lives in Albany, NY who told me that a friend's family drove from Albany to fly out of Tweed since the fares to Florida from Albany were very expensive. The positive economic impact can't be denied. Having an airport in New Haven with direct flights to/from popular cities is beneficial to conference planners since airport accessibility is an important factor in determining the best locations to hold a conference. This has a positive impact on hotel occupancy, restaurant success, as well as the amenities that visitors will purchase while in town. As a board member of the International Association of Culinary Professionals, I can attest to the fact that in choosing locations for our national conferences, distance to an airport is important. As an educational center, home to world-class medical facilities and the growing bio tech industry, New Haven needs to have an airport that can safely and conveniently accommodate the growing demand for air travel. Companies looking to move to a new base of operations or begin their business also look at airport accessibility to determine a move.	Support comment noted.	yes
3/30/2023	PC	Alan Ponder	344	Tweed Airport Mess	Good morning. I live on Tuttle Drive. My house may be a 1/2 mile from the airport. The noise these planes make taking off and flying over my home is horrible. I can't sleep in on Saturday or Sunday mornings because of these planes. This has greatly affected my quality of life in a bad way. My roof is showing signs of stains caused by jet fuel and exhaust. My neighbors roof also. My weekends in the summer are negatively impacted already. Airport expansion will make it unbearable, and I will leave.d The traffic in the adjoining RESIDENTIAL NEIGHBORHOOD adjacent to the airport has increased dramatically, yet nothing has been done to address this issue. Townsend Ave is backed up more than a 1/4 mile at times. I do lawn care on Cozy Beach Ave, and frequently walk into the salt marsh there. There has been a noticeable bad impact. I see more dead fish and crabs than ever now. The years of previous bad management, and the bad decisions happening now are killing that ecosystem. I see people crabbing off that bridge on Townsend. If these people are eating the crabs they catch, they will most likely become very ill because of it. The damage to the marsh and surrounding areas is happening at a higher rate now, because of Avelo's routes. Expanding this small airport will be a grave mistake. Avelo has never been, nor will it ever be, profitable. The managers of the airport itself have no respect for the people that live in the area, nor for the surrounding ecosystem either. STOP THIS CRAP NOW! STOP HURTING PEOPLE! STOP CONTRIBUTING TO CLIMATE CHANGE FOR NO BENEFIT! STOP KILLING THE SURROUNDING ECOSYSTEM! Alan Ponder 105 Tuttle Dr. New Haven, CT 06512 Sent from my iPad	For concern about Noise, see response to Frequent Public Comment #10. For traffic access changes, see response to TEH Comment #4. For concerns of traffic through neighborhoods, see response to the TEH Comment #14.	no
3/30/2023	PC	Marian Lucibello	345	Extention of EA of Tweed New Haven Regional Airport	We respectfully request the full 45 day extension of the EA. It is our understanding that the first release did not include numerical values, while the second release did. Our neighbors need the full 45 day extension in order to properly evaluate the EA. Thank you. Michael and Marian Lucibello 77 Hyde Street New Haven, CT 06512 203-415-2245	For extension of comment period, see response to Frequent Public Comment #2.	no

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3/30/2023	PC	Marian Lucibello	346	Environmental Impact Statement for Tweed New Haven Regional Airport	We respectfully request a more comprehensive EIS in order to fully determine the implications to our neighborhood of the expansion of Tweed New Haven Airport. We have many specific questions that need to be answered, but our main concern is the indoor quality of the air in our home. My husband is a Marine Corps disabled veteran, serving proudly in Viet Nam earning a Purple Heart. Since Tweed has ramped up its departures and arrivals, he has developed a persistent, nagging, mucus-filled cough. His doctor's are unable to determine the cause of this coughing. We have tried changing his inhalers, using OTC medications for cough/mucus/allergies, all to no avail. The constant coughing persists. I look forward to hearing from you to make an appointment to come into our home with the proper testing equipment to evaluate the indoor air quality. By the way, we have lived here since 1978. Thank you, Michael and Marian Lucibello 77 Hyde Street New Haven, CT 06512 203-415-2245	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24	no
3/31/2023	PC	Kevin Hellyar	347	Tweed	Completely support the expansion of Tweed HVN. I am a very close neighbor. 105 Myron st New Haven. 18 out of 20 of neighbors I have talked to ,support as well but stay silent due to the aggressive small opposition group. I felt I had to email because I'm hearing that the opposition is pushing so many false claims to my neighbors and even pre writing complaints and asking for our signatures. They have even told us they are writing dozens of complaints using different names. Kevin Hellyar Installation Department Connecticut Stone 203.647.0952	Support comment noted.	no
3/31/2023	PC	Lauren Tagliatela	348-350	Support of EA for expansion of HVN	Dear McFarland Johnson, Please find my letter attached supporting the EA for HVN. Best, LAUREN TAGLIATELA CHIEF COMMUNITY OFFICER – CANAL CROSSING C: 203.215.6319 A: 380 Mather Street, Hamden, CT 06514 W: LIVEATCANALCROSSING.COM HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, On behalf of Franklin Communities and Franklin Construction, my family's 4th generation property management and construction businesses, I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. Franklin Construction has built homes for over 105-years in the Greater New Haven region. Currently, Franklin Communities manages 1,220 apartment homes in Hamden, New Haven, and North Haven. We have residents from all over the world living in our quality housing because of our close proximity to the area's top universities, healthcare systems, biotech startups, and other major employers.	Support comment noted.	yes

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3/31/2023	PC	Andy I. Corea	351-353	HVN-EA Public Comments	Please see the attached letter and add to the public comments regarding proposed Tweed New Haven (HVN) airport improvements. Andy Corea ANDY I. COREA MANAGING PARTNER Direct 203-772-7739 Fax 860-240-5759 acorea@murthalaw.com HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson: I write on behalf of Murtha Cullina LLP to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. Murtha Cullina is a Connecticut-based regional business law firm, with offices in Hartford, Stamford, Boston, and New Haven. We represent a broad range of clients – from Fortune 500 corporations to small, privately owned business; from large, established financial institutions to progressive investment funds; from municipalities and non-profits to high net-worth individuals. Although Murtha Cullina is a Connecticut law firm, its client base is national and international.	Support comment noted.	yes
3/31/2023	PC	Geofrey Bonenberger	354	EIS	Good Morning, I demand that there be a more detailed EIS prepared before the Tweed Airport expansion decision is made. The public must know the extent of the long and short term negative aspects of the expansion. Sometimes environmental considerations are more important than short term financial gains. Thank you. -- Geofrey Bonenberger 845 Whitney Ave, Hamden, CT 06517 and 25D Killam's Point Rd. Branford, CT 06405	For EIS, see response to Frequent Public Comment #1.	no
3/31/2023	PC	Michael Lye	355-357	TWEED- Support Letter	Please see my attached letter to support Tweed EA. Thank you Michael Lye 203-214- 6336 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, My name is Michael Lye and I was born and raised in Hamden, CT. I work as a Regional Commercial Banking Officer covering New Haven County and help area small businesses manage their lending needs. I would like to express my support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. My history with this airport spans about 15 years or so and I can report that I flew out of Tweed (HVN) maybe 3-5 times prior to the Avelo Airlines relationship and at least a dozen times since Avelo has made it it's regional hub. Prior to Avelo coming to town, the preceding carriers were more expensive, had less attractive routes, inferior aircraft and overall was a very unattractive option for CT residents. Avelo has made a large investment in New Haven and I can tell you that my immediate and extended family now plan our travel around our #1 airport, Tweed. When I speak to small business owners and colleagues Tweed comes up all the time. It's a relevant and exciting venue. Avelo has done a great job even with some of the physical restrictions Tweed has today. The entire CT community, people of all demographics, now benefit tremendously from Tweed and it's relationship with Avelo. 10 years ago that was not the case. I will leave you with my compassion for the local residents as I am sure noise has increased over the years. My brother lives 2 miles east of the airport and confirms this to be true but he too is still a raving fan. He and his family have benefited greatly from travel that he would not be able to afford if it weren't for Tweed and Avelo.	Support comment noted.	yes

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3/31/2023	PC	Lorena Venegas	358-517	Require an EIS plus local traffic infrastructure	Dear Congressional Delegates, State and Local Leaders: It is very important to have your presence tomorrow and words in writing before May 1st. This morning, anonymous East Haven residents set up a Tweed contract/AirPollution awareness exhibit at the corner of Forbes Place and Kimberly Ave. This is one of top 10 worst intersections in the State of CT completely ignored in the Draft EA. With massive summer traffic and accidents beyond I-95 exit 52, all traffic is rerouted to exit 51 Frontage Road and immediately impacts this intersection. This cannot stay this way, and our town has completely neglected it for decades. Up the road, the Webster Bridge is rusted with peeling paint that is likely to have airborne asbestos - - get it fixed. A complete overlooked and sole artery connecting the center of town to Foxon. The Draft EA traffic study was done at the wrong time and ignored the elements of vehicles and type of traffic that runs here. It cannot handle the 1.22 million enplanements listed in the Draft EA table as a complete disruption to quality of life. The State of CT DOT has n ot done a study since the reconstruction of the bridge in the year 1992. If any of you still think that the Avports contract with New Haven is a good deal, talk to the folks in Gary, Indiana that took Airport ownership back from Avports after 8 years from a 40 year contract. It was not viable, even after eminent domain was done and fr eight/cargo with FedEx was done. Leaders in Idaho contacted me to tell me that they, too, rejected the Avports contract in December 2022 because it had no out for the town finances, all the monies go to Avports. There is no tax revenue for any state. The ind irect growth is not measurable and equivalent to a "field of dreams." Avports' executives salaries are paid from federal funds and shares of the hedge fund "West End Infrastructure Partners" at Goldman Sachs - - just look at SEC reports to see the shares paid o ut and investors list. Nothing for East Haven, ever. We should not give use of FEMA flood zones/public lands to private corporations that do not show any financial statements. It is your duty to re-do the Tweed Airport Authority state statute Chapter 267a to protect taxpayers that has shown its weakness thru i ncompetent representation of the community, a lax in explaining contracts and environmental impacts and ignoring the 2008 MOU and 2020 Grasslands Plan. McFarland Johnson, as consultant on the Draft EA, failed to secure any monitoring reports and facilities record keeping for the past 10 years on the decayed runway (14-32) that should be a basis to denial of any local and state permits. The EIS from the year 2000 had responsibilities that Avports and Tweed Airport Authority never completed. These are n ot mistakes, instead, these are careless risks that continue to continue to compromise public safety. Sean Scanlon did not protect residents and instead ignored concerns. Examples include: glyphosate use with no proper notice to neighborhoods, oil tanker tru ck spills, PFAS violation and Notice of Violation from DEEP, and the use of the 737-800 planes that requires a 6000 ft runway by Boeing manufacturer utilized without proper emergency equipment, causing diversion of planes to Bradley Airport. I attached evid ence from Avelo Airlines below. I have FOIA documents between FAA and Tweed Airport Authority with multiple emails sent to Sean Scanlon that ignore the public concerns on children's health, noise pollution, wetlands and faulty Board meetings with expired terms sitting in on contract	Commentor included EA comment repository on a letter to various elected officials. The comment referencing the Webster Bridge is not relevant to the EA. The text of the 380 public comments received between the November 2021 start of the EA and the start of the public comment period were included in Appendix D-3 of the Draft EA. The referenced Grassland Management Plan was a permit condition of a previous project and unrelated to the EA. The commentor references events at the airport unrelated to the Proposed Action. Concerns about the use of the737-800 are addressed in the response to frequent public comment #7. Commentor makes unsupported references regarding compliance with EIS conditions from an earlier unrelated project For traffic analysis study area, see response to Frequent Comment #3. For concerns on locations with existing traffic issues, see response to TEH Comment #14. For concerns of traffic analysis findings included in the EA, see response to TEH Comment #12, #13, and #14.	yes
3/31/2023	PC	Heather LaTorra	518-520	Tweed Support	Please find attached my letter of support for Tweed. Don't hesitate to contact me if you have any questions. Thank you. Heather LaTorra Rocky Hill, CT (203) 415-2911 March 30, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. I have been serving on the Board of the Greater New Haven Chamber of Commerce for over 10 years and seeing the fruits of our labor, including economic growth, increase in new and diverse business development, partnerships between business and governance, and pride in knowing that our Region is strong, desirable and collaborative. Our partners at the Chamber have been clear about their business needs in having Tweed up and running. The continued and controlled expansion of this airport is necessary if we want to see the Greater New Haven region and the communities within it be successful. I am also the President/CEO of Marrakech, Inc., a large human service nonprofit organization that supports people with Intellectual Disabilities, Mental Illness, and other barriers to independent living and working throughout the state. We employ around 700	Support comment noted.	yes
3/31/2023	PC	Nan Birdwhistell	521-522	Fwd: [Scan] Tweed HVN EA public comments - Nan Birdwhistell, 3-30-23	H V N - E A Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: Tweed H V N - E A P u b l i c Comments Dear McFarland Johnson, Since before 1997, expanding Tweed New Haven airport has literally been the #1 REGIONAL PRIORITY of Greater New Haven. I speak with authority on this, as the 3-term former First Selectwoman (Chief Executive Officer, 1991-1997) of Woodbridge, one of the 16-area towns that make up our Greater New Haven region. I was also the former Chair of the South Central Regional Council o f Governments (?SCRCOG?, our region?s Regional Planning Agency); the Vice President of the Council of Small Towns; and a Board member of the Connecticut Council of Municipalities. In approximately 1997, the then Chair of Connecticut?s House of Representatives, Representative B i l l Dyson from New Haven, told our area leadership that our Greater New Haven region has to speak with one voice to let the Connecticut General Assembly know what our priorities are. The Regional Legislative Alliance was formed - -made up o f the 16-area mayors? SCRCOG organization, the business community, the regional non-profit organizations, the health care organizations, the regional work force board, the arts community and a l l other major regional organizations. Expanding Tweed New Haven has been the #1 priority of this region every single year since 1997. Balancing the economic and physical health of our community, considering job growth, the environment, and every aspect of our region?s health ? year, after year, after year ? expanding Tweed New Haven airport into a viable economic engine for our region, has been our region?s #1 priority. The current proposals are necessary to finally make that prioritya reality. Sincerely, N a n B i r d w h i s t e l l	Support comment noted.	yes

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3/31/2023	PC	Petrina Yoxall	523	Excessive fumes	Again I am writing regarding the excessive fumes from departing planes at Tweed airport. An Avelo jet just departed, the fumes were so noxious that I had to go inside as I was becoming nauseous and light headed. It has been proven that these fumes are detrimental to all living creatures. The solution of moving the terminal and gates is not the answer as it is years away if it is approved. In the meantime we are being exposed to these health risks and the windows are still closed. How will we deal with the problem when it becomes warmer. Are we to remain prisoners in our homes being forced to use air conditioning and paying high utility bills? There appears to be no short term solution to this problem as the airport and our officials turn a blind eye to those immediately adjacent to the airport. Sincerely, Petrina Yoxall 146 Stuyvesant Ave. New Haven, CT. 06512	For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24.	no
3/31/2023	PC	Petrina Yoxall	524	Sleep deprivation and noise pollution	I live in very close proximity to Tweed Airport. There is rarely a day that I can enjoy a full nights sleep. The activity at the airport can start as early as 5:00 am. with planes being prepared for departure. There is noise from back up alarms from trucks, the APU units, employees yelling or speaking loudly to each other and bright lights shining in our windows to mention a few. This continues throughout the course of the day and doesn't end until at least 10:30 pm. There also seems to routinely be aircraft that departs or arrives during the middle of the night. Even without this occurrence we are usually allowed approximately six and one half hours to sleep, not nearly enough to promote our health. There is no napping during the day with the continual noise from the airport and the increased traffic on our streets. Moving the terminal, if approved, is not a solution to this problem. Do we have to wait several years to get regenerative sleep. This affects all the neighbors! Sincerely, Petrina Yoxall 146 Stuyvesant Ave. New Haven, CT. 06512 (203)530-3165	For noise/vibration, see response to Frequent Public Comment #10. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22.	no
3/31/2023	PC	Christian Festa	525	HVN-EA Public Comments	3/31/2023 RE: HVN-EA Public Comments Thank you for the opportunity to testify. My name is Christian Festa, co-owner of G-Cafe Bakery and I would like to express our support for Tweed New Haven Airport (HVN) and the expansion of the airport through the extension of the runway and construction of a new terminal. G Café Bakery Tweed started operating at HVN in November 2021 as a result of being awarded the operations of the food concession of the West Terminal. We are grateful that our business was selected among all companies that had responded to the RFP. HVN could have selected a large commercial food chain with previous airport operation's experience, instead they bet on a local small business like ours. The number of passengers flying through HVN has progressively increased in the last 12-15 months giving more opportunities to local businesses like ours to grow and prosper and hire locally. The expansion of HVN will continue to fuel growth of local business directly involved in the Airport operations or indirectly taking advantage of the increased customer base flying through HVN. We are grateful for the opportunity we were given, our growing number of local employees is happy to have a local stable job and our traveling customers enjoy the quality of our locally produced baked goods. Thank you, Christian Festa Member G Café Bakery Tweed LLC 155 Burr Street New Haven, CT 06512	Support comment noted.	no

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3/31/2023	PC	Jeffrey Klaus	526-527	Tweed support letter	HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, My name is Jeffrey Klaus and I live in New Haven, CT. I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. Over the last two years, my family and I have very much enjoyed the convenience of having a viable airport within a 15 minute drive from our home. Not only do we use Avelo to travel for leasure to Florida but the number of routes now available for business travel will help our region grow economically. Economic development will expand the tax base and lessen the individual burden for each of us. The community has already seen benefits to our region and the airport's customer base has grown exponentially. To continue to meet the demand of their customers and our neighbors, the airport should expand. HVN has been able to fill a missing gap in the Greater New Haven region. For far too long, residents in the region have not had access to reliable, convenient air transportation. We also continue to see HVN's community engagement and partnership with local businesses and stakeholders. Through working with Avelo , HVN has been able to fill the needs of their customer base with a wide variety of destinations that is constantly growing. The community at large will see and feel the impacts of economic growth on our region. Approving the HVN's Environmental Assessment will support the airport's continued growth and in tum, benefit the community. Thank you for your consideration. Sincerely, Jeffrey Klaus	Support comment noted.	yes
3/31/2023	PC	Jay Korman	528-529	Letter of Support Jay Korman- Tweed New Haven Airport's Expansion	To Whom It May Concern, See the attached letter supporting Tweed New Haven Expansion. Any questions please feel free to contact me at: JayKorman@sbcglobal.net Cell (203) 314-1823 Thank you, Jay Korman HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, My name is Jay Korman and I live in Cheshire, CT. I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. My wife and I recently traveled on Avelo for a getaway to Florida. We found the location of Tweed and the customer service provided by the airline outstanding and we are looking forward to booking additional trips with Avelo as often as possible. Tweed has been an underutilized economic asset for the greater New Haven business community and as Avelo adds routes, the New Haven community will benefit economically as well.	Support comment noted.	yes
3/31/2023	LO	Chris DiPentima, Connecticut Business and Industry Association	530-532	FW: CBIA Tweed EA Letter of Support	Good afternoon, Attached is a letter of support for Tweed New Haven Airport's expansion on behalf of Chris DiPentima and CBIA. Please let me know if you have any questions or if there are anything I can help with. Best, Scott Scott Beaulieu Media Relations Manager | CBIA 860.244.1929 (o) 350 Church St., Hartford, CT 06103 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, On behalf of the Connecticut Business and Industry Association, I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal.	Support comment noted.	yes

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3/31/2023	PC	Melissa Miller	533	Re:HVN-EA Public Comments	To Whom it May Concern, I am in support of Tweed New Haven (HVN) extension of the runway and construction of a new terminal. My family and I have used the airport for personal use many times since Avelo began at HVN. We are very pleased with their services and will continue to use them in the future. I would love to see the extension of the runway and construction of a new terminal happen as soon as possible. My sister and brother live in other states and have used this airport many times as well. It is very convenient for all of us. I truly believe this will benefit New Haven and the surrounding businesses. It will bring job opportunities and increase the overall economy. I think it is a wonderful idea and should move forward. It has made travel so much easier for everyone in New Haven county. I know many people in my neighborhood and children's school that have truly benefited from Tweed airport. Thank you, A 31 year New Havener	Support comment noted.	no
3/31/2023	LA	Ray Andrewsen, Quinnipiac Chamber of Commerce	534-537	PUBLIC COMMENT: QUINNIPIAC CHAMBER OF COMMERCE SUPPORT FOR TWEED AIRPORT EA STUDY	Good afternoon. Attached is our QCC letter in support of Tweed Airport Expansion and the Environmental Assessment study. Thank you for your consideration. Kind Regards, Ray Andrewsen Executive Director Quinnipiac Chamber of Commerce 50 North Main Street, 2nd Floor Wallingford, CT 06492 randrewsen@quinncham.com (203)269-9891 Office (203)415-8017 Mobile March 31st, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson,	Support comment noted.	yes
3/31/2023	PC	Petrina Yoxall	538-539	Noise Pollution	I live in very close proximity to Tweed Airport. There is rarely a day that I can enjoy a full nights sleep. The activity at the airport can start as early as 5:00 am. with planes being prepared for departure. There is noise from back up alarms from trucks, the APU units, employees yelling or speaking loudly to each other and bright lights shining in our windows to mention a few. This continues throughout the course of the day and doesn't end until at least 10:30 pm. There also seems to routinely be aircraft that departs or arrives during the middle of the night. Even without this occurrence we are usually allowed approximately six and one half hours to sleep, not nearly enough to promote our health. There have been recorded incidents of over 100 dB for departing and arriving planes. There is no napping during the day with the continual noise from the airport and the increased traffic on our streets. Sincerely, Petrina Yoxall 146 Stuyvesant Ave. New Haven, CT. 06512 (203) 530-3165 EPA Clean Air Act Title IV - Noise Pollution The 1990 Clean Air Act Amendments added a new title IV, relating to acid deposition control, without repealing the existing title IV, relating to noise pollution. The U.S. Code designates the original title IV (noise pollution) as subchapter IV and the new title IV (acid deposition control) as subchapter IV-A. This page has links to Clean Air Act sections that are part of the U.S. Code Collection maintained by the U. S. Government Publishing Office. EPA does not control the content of that website. Clean Air Act Section U.S. Code Title 42 7641 Noise abatement 7642 Authorization of appropriations What is Noise Pollution? The traditional definition of noise is “unwanted or disturbing sound”. Sound becomes unwanted when it either interferes with normal activities such as sleeping, conversation, or disrupts or diminishes one’s quality of life. The fact that you can’t see, taste or smell it may help explain why it has not received as much attention as other types of pollution, such as air pollution, or water pollution. The air around us is constantly filled with sounds, yet most of us would probably not say we are surrounded by noise. Though for some, the persistent and escalating sources of sound can often be considered an annoyance. This “annoyance” can have major consequences, primarily to one’s overall health.	For concern about Health Effects, see response to Frequent Public Comment #24. Implementation of the Proposed Action would address many of the concerns noted regardign existing terminal operations. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22.	no

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3/31/2023	PC	Petrina Yoxall	540-542	Sleep deprivation	I live in very close proximity to Tweed Airport. There is rarely a day that I can enjoy a full nights sleep. The activity at the airport can start as early as 5:00 am. with planes being prepared for departure. There is noise from back up alarms from trucks, the APU units, employees yelling or speaking loudly to each other and bright lights shining in our windows to mention a few. This continues throughout the course of the day and doesn't end until at least 10:30 pm. There also seems to routinely be aircraft that departs or arrives during the middle of the night. Even without this occurrence we are usually allowed approximately six and one half hours to sleep, not nearly enough to promote our health and certainly not enough for children. There is no napping during the day with the continual noise from the airport and the increased traffic on our streets. Moving the terminal, if approved, is not a solution to this problem. Do we have to wait several years to get regenerative sleep. This affects all the neighbors! Sincerely, Petrina Yoxall 146 Stuyvesant Ave. New Haven, CT. 06512 (203)530-3165 The Effects of Sleep Deprivation Not getting enough sleep can affect your mood, memory and health in far-reaching and surprising ways, says Johns Hopkins sleep researcher Patrick Finan, Ph.D.	Duplicate comment. See response to Comment # 191.	no
3/31/2023	PC	Steve Gentile	543-545	Pinpoint Promotions Letter of Support	Good afternoon, Please see attached Pinpoint Promotion's letter of support for the Tweed Airport EA expansion. Thank you, Steve Gentile PARTNER & DIRECTOR OF STRATEGY 203-535-0333 x306 | C: 203-520-9393 | sgentile@experiencepinpoint.com Connecticut | New York | Florida | Kansas March 31st, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, On behalf of Pinpoint Promotions & Printing LLC, I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. Pinpoint Promotions is a full-service promotional marketing agency with in-house fabrication and production capabilities. We are a team that thinks outside the box and strives to create remarkable experiences for our clients and their patrons. With our expert problem-solving skills, creative ideas, and in-house production, we are a one-stop shop where companies can easily communicate their brand message effectively.	Support comment noted.	yes
3/31/2023	PC	Kevin Burns	546-547	Tweed Airport - Public Comments for Tweed-New Haven Airport public meeting April 1 2023	Here are my comments relating to the Environmental Assessment relating to HVN airport. Kevin Burns President Precision Combustion, Inc. HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, I write in strong support of the proposed Tweed New Haven Airport (HVN) expansion through the extension of the runway and construction of a new terminal, and in support of approving the related Environmental Assessment. Precision Combustion, Inc. (PCI) is a small growing business with 45 employees located in North Haven. We are developing new technologies and products for energy and environmental applications, including fuel cells, clean burners, fuel reformers, air cleaning, CO2 capture and new gas-to-fuels processes. The technologies we are working to develop could substantially grow Connecticut's employment and further strengthen our State's technology and economic strength. We have both national and international customers and suppliers, with most physical visits involving air travel. In-person travel remains key to our sales. I have used Tweed for both personal and business travel, and found the direct flights and connecting flights very attractive. We tend to use BDL, LGA and JFK more often than HVN, because of HVN's limited connections. But the other airports take more time and as a result we travel less than we would with more conveniently available local flights. More flights would make it easier for us to reach our customers and suppliers, and they to reach us, and this would also boost our (and our region's) access to others. In addition, such improved local air access would strengthen the local economy, important to us as we work to grow in this region, and would strengthen the attractiveness of the New Haven region to our employees, who we draw from across the U.S. We face competition from firms in Massachusetts and New York, each with much better local air access, making it yet more important that HVN take action to help improve our region's competitiveness. This will also help the personal access of everyone in our region to the rest of the country and the world.	Support comment noted.	yes

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3/31/2023	LA	Garrett Sheehan, President/CEO Greater New Haven Chamber of Commerce	548-550	HVN EA Public Comments from GNHCC	Good afternoon, Attached please find a letter regarding Tweed New Haven Airport's Environmental Assessment from the Greater New Haven Chamber of Commerce signed by the Chamber's President & CEO, Garrett Sheehan. Thank you for your consideration. All the best, Keyri Ambrocio Public Policy & Strategic Communications Specialist Greater New Haven Chamber of Commerce 900 Chapel Street, 10th Floor New Haven, CT 06510 Phone: (203) 390-5575 Email: kambrocio@gnhcc.com HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, On behalf of the Greater New Haven Chamber of Commerce, I would like to express support for Tweed New Haven Airport (HVN) and its Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new	Support comment noted.	yes
3/31/2023	PC	Julia Merk	551	Tweed Airport Environmental Impact	An environmental assessment of Tweed airport is essential and as a homeowner in Morris Cove I respectfully request that the citizen's concerns are taken into consideration and a meaningful assessment conducted. An active airport in a heavily residential area is extremely concerning to us for a number of reasons, outlined below; Pollution * How is the pollution coming from the Avelo planes impacting Long Island sound, our vegetable gardens, and eggs collected from backyard chicken coops? I rely on the sound for summer exercise, is it safe to go in the water? I rely on my garden and eggs almost year-round to feed my family, are the fumes and particulates getting into what we eat? Is there data to back up the safety, will this be shared with the community? * How will the litter generated by all the extra cars and people coming into the area be managed? The citizens can only do so much to keep the neighborhood clean. * The heavy car traffic leaves long lines of idling cars which adds to the pollution. This occurs due to the size of planes and frequency of flights. Noise * The noise and vibration of planes is incredibly loud, so loud it is outside the city noise ordinance. I have noticed cracks in my walls which weren't there before. How does this long-term noise impact our health, the health of our pets, and the wildlife? We have put a lot of effort into making our home a sanctuary and now when an Avelo plane takes off we are unable to hear ourselves speaking in the backyard. I have seen more coyotes in my yard and immediate area than prior to the large planes flying in and out at all hours. I believe the noise has disrupted their natural habitat and will negatively impact critical wetlands. The residents were told the expansion would help local business by providing convenient travel to the biotech companies and hospitals. All Tweed destinations are recreational and working at Yale I have seen no one using it for business travel. The jobs generated at the airport are minimal and not "good middle class" jobs as purported. So much has been done to save the sound and support the migratory paths of birds all to be impacted by an airport that is hurting the community. Thank you for your consideration and I look forward to getting my questions answered. Julia Merk 29 Cove Street New Haven, CT 06512 2038434319	Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. For concern about fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Refer to Section 5.1.5.1 of the EA regarding effects of project-induced traffic on air quality concentrations. See Frequent Public Comment Response # 4 regarding the noise ordinance. The Avelo website https://www.aveloair.com/careers lists job currently available. As described in Section 2.1, the Purpose and Need of the Proposed Action is to accommodate expected demand at HVN. The EA does not differentiate between demand from business and leisure travelers.	no
3/31/2023	PC	Lorena Venegas	552-558	New Haven Contract is Faulty	Dear Mayor Elicker: 🕭🕭🕭🕭🖾🖾🖾 AVPORTS PPP CONTRACTS FAIL: (PPP= public-private partnership agreement) The only US PPP in America that has lasted is in Puerto Rico and that is because there is only 1 airport. Gary, Indiana clawed back their airport from Avports just last year. Out of a 40 year contract, they made it to year 8 with eminent domain and cargo/freight. No more. Hear that New Haven! I was contacted by another airport in Idaho that also rejected the Avports contract because it had no out clause and town finances would be on the hook. Hear that New Haven! We are the guinea pigs while East Haveners, vulnerable residents in an Environmental Justice town #17 out of 169 have asthma, respiratory conditions, land encroachment, destruction of wetlands. This political machine of self-interest where private corporations take over public lands without showing you financial statements that suck US taxpayers dry for few investors is not the America for our children! Reading is fundamental in a town that needs to protect the most vulnerable. Tell Avports executives, Jorge Roberts and Arturo Garcia, to stop sucking the breast of US taxpayers. Westchester County Airport stopped expansion - - led by small aircraft pilots. East Hampton Airport closed - - led by small aircraft pilots that did not want commercial flights over their properties. Yes, Comptroller Sean Scanlon definitely messed everything up by leaving East Haven with nothing: no deal, no taxation, no community benefits plan! The future of aviation is not riding around a used up Southwest plane that is leased by the Bank of Utah with 200 strangers. Just read about Pratt & Whitney future engines that Avelo said they would not purchase. Avelo fuels up elsewhere to avoid state jet fuel tax. Talk to Trevor Christ at Avelo. State of CT gets more poor and East Haven is used and abused, just look at our roads. Avports contracts failing: 1. https://www.nwitimes.com/business/local/gary-airport-cuts-ties-with-private-manager-developer/article_0de6e262-414a-59a8-b11e-289b7653082b.html	For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about Health Effects, see response to Frequent Public Comment #24.	yes

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3/31/2023	PC	Lorena Venegas	559-563	Fwd: Tweed Public Hearing, Upcoming Webinars, Grant Programs, and More	This is a NEPA and CEQ violation in the making. The only public announcement about the Draft EA public hearing and it has the wrong location listed. Begin forwarded message: From: Michael Piscitelli <mpiscite@newhavenct.gov> Date: March 31, 2023 at 4:38:13 PM EDT To: ljv333@gmail.com Subject: Tweed Public Hearing, Upcoming Webinars, Grant Programs, and More Reply-To: kkrolak@newhavenct.gov Resources for Small Businesses March 31, 2023 Dear Friends, We are excited to share information on small businesses successes, upcoming webinars, and grants to support small businesses. ECONOMIC DEVELOPMENT Conan O'Brien Visits Sally's Apizza! Tweed Public Hearing - In accordance with the National Environmental Policy Act, the Tweed-New Haven Airport Authority has released a draft Environmental Assessment (EA) that addresses the foreseeable environmental, social, and economic consequences	Appendix D describes the Public Outreach process used in the EA.	no
4/1/2023	PC	Melissa Saint	564	Tweed Public Meeting	Dear sirs, I am writing to express my strong support for the planned project that is expected to improve the environmental impact of Tweed Airport. As a concerned citizen who recognizes the importance of sustainability, I believe that this project could significantly benefit the airport and the surrounding community. The environmental impact of airports has been a growing concern for many years. From noise pollution to air pollution, airports have been known to contribute significantly to the degradation of the environment. However, with the advent of new and innovative technologies, it has become increasingly possible to mitigate these negative impacts and promote more sustainable practices. I appreciate the efforts being made by the airport to prioritize sustainability and reduce its environmental impact. It is commendable that the airport management team recognizes the need to invest in eco-friendly solutions and the benefits it will bring to its stakeholders. As a frequent traveler, I have witnessed the measures the airport has taken to promote sustainable practices. I believe the planned project will only reinforce the airport's commitment to sustainability. In conclusion, I fully endorse the airport's planned project that aims to improve its environmental impact. It is a step in the right direction towards creating a more sustainable future, and I believe it will benefit everyone in the long term. Thank you for your time and consideration. Melissa Saint Saint Project Inc 130 Lawrence Street New Haven CT 06511 203-906-3907	Support comment noted.	no
4/1/2023	PC	Nancy McDowell	565	To be read into the April 1, 2023 minutes	My name is Nancy McDowell. I live on the north side of the runway in East Haven. I am requesting a full Environmental Impact Statement be conducted before Tweed New Haven Airport can be allowed to proceed with the proposed expansion. I have lived near this airport for over 30 years and have enjoyed the plane activity. That is until Avelo airlines set up shop at the airport. Since Avelo has started operating, the noise level has become intolerable. There are approximately 26 flights that currently operate per day. Oftentimes planes arrive late in the early morning. This causes residents to be woken up at all hours. The noise will only increase as the airport grows. The area surrounding the airport is densely populated. How is the noise affecting residents' health due to disrupted or lack of sleep? The jet fumes are unbearable at times. There are days when I can't stand outside without getting a burning sensation deep in my lungs. This effect can last for hours even after I have gone inside. I enjoy opening my windows for the fresh air. I can't do this anymore in order to limit the noise and fuel odors. This doesn't always work, though, as my house often has a strange odor. What impact do the fumes have on my health? Studies have proven that jet fuel particulates affect people's health from as much as 12 miles away. I am less than a mile away. We are an environmental justice town that already has a high incidence of Asthma. Has the air quality been tested anywhere surrounding the airport since Avelo has been operating? Every time an Avelo plane takes off and lands, the ground shakes. What effect is this having on my property? The wetlands are a major concern to me. The area is already prone to flooding. What are the impacts going to be as Tweed fills in these low lying areas to build the terminal and runway? Is it even safe to build structures in an area that is prone to flooding? Approximately 61,000 CY of fill is needed to help stabilize the area. Won't the continual flooding keep making this ground unsafe no matter what you do? I have read the EA study that Tweed submitted. It has left me with more questions than answers. There were no real time studies conducted to assess the impact this airport will have on the environment, the residents surrounding the airport, the town of East Haven, or surrounding towns. This is not an airport that is located in an ideal location for expansion on many levels. A full EIS is needed to determine if this airport expansion is even feasible. Thank you for your time. Nancy McDowell	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Flooding, see response to Frequent Public Comment # 17.	no

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4/1/2023	PC	Amanda Sullivan	566	Comments on EA	Hello, My name is Amanda Sullivan-Schneider. I live on Edgar st across the way from Tweed Airport. I am present today to express the deep concerns which rattle the hearts of my family and my surrounding community. I am here to give a first hand account on how the increased air traffic has negatively affected my life: * When living near a space of commute such as Tweed, certain disruptions are to be expected. However with an increase in air traffic and plans for expansion, there have been many times where these disruptions are alarming and the red flags slowly but surely begin to rise. * At first, the airport was present but relatively quiet. Fumes could be smelt but often I'd mistake them for an neighbor cooking BBQ. * Then as Avelo made Tweed their new home, the fumes became more frequent and stronger. There are many times I've stepped outside with my dog and a gush of air carrying fumes sting my eyes, nose and throat. I've often had to rush my dog back inside because the fumes were unbearable. * On warm spring and summer days I like to open my windows to enjoy the sun and fresh air. The past two years, I've had to be alert to close my westside windows and sometimes all windows because the fumes fill my home. * I've written comments to Tweed. I've had a 30 minute phone call with previous Tweed representative Sean Scanlon about my concerns. He mentioned community assistance such as new windows and central air. But I have new windows, I don't want central air. I want fresh air. Central air does not help me when I want to go outside into the sun. * My husband and I are discussing growing our family, Perhaps bringing little ones into our lives in the next year or two. I can't help but wonder…how could this affect a pregnancy? Little children playing outside? What new levels of toxins would my family be exposed to? * We bought our house in 2019. When we first bought our house we were ignorant of the repercussions of the prospect of living in a flood zone. We were not aware of what zone we were even in until after we put down our deposit. Within a year real estate regulations were passed that required disclosures to be presented to potential home buyers in flood zones. A lot of people ilm guessing were in the same boat of ignorance and a red flag was raised about that, too. * There are marsh lands that are behind our neighborhood where Tweed plans to build the new terminal. Will these natural sponges that prevent inland flooding be paved over? Will this result in more local flooding? How is this a good idea? What cost will the surrounding communities pay in the name of economic growth? What wildlife will suffer and what natural resources will be tarnished? I come here for truth and to say that the East Haven community deserves an EIS. If Tweed is our neighbor, albeit a corporate neighbor, they are to be held to the same responsibilities and accountability we all take part in.	For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For wetlands, see response to Frequent Public Comment #19. For concern about Flooding, see response to Frequent Public Comment # 17. For EIS, see response to Frequent Public Comment #1 .	no
4/1/2023	PC	Mark Roslon	567	Tweed expansion	Is there going to be a pedestrian walkway (side walk) from the airport entrance to the terminals? Since I only live 1.1 miles away, I walk to the airport when I fly out. Currently there is no sidewalk and I have to walk on the road. Public transportation - is the any proposed bus transportation from downtown to the new terminal location to East Haven? Ideally, a bus route from then Union Station train station, via the New Haven Green to the airport would help in reducing traffic congestion. Thank Mark Roslon Townsend Ave New Haven	Provisions for pedestrians will be determined during the final design process. At the time the EA was prepared, there were no firm plans for public transportation to the airport aside from described parking shuttles that are currently in operation.	no
4/1/2023	PC	Ryan Stoddard	568	Public Comment- Ryan Stoddard	Hello, I would like to make my public comment as I was unable to attend. It is very important that Tweed is allowed to expand without delay or hindrance. As an East Haven resident and someone who enjoys walks through the marsh I still believe that Tweed should be allowed to expand. One the Environmental Assessment is sound. I have read through it and I believe there is minimal impacts to the wetlands. They say they will mitigate and put new wetlands elsewhere. Two. Avelo Airlines is doing great. They seem to want to expand their operations. But they are out of room. The current terminal cannot hold anymore flights. When there are delays too many people are in the building and they don't let anymore in until flights leave. Building occupancy. Then people are stuck outside and if there is bad weather it makes for poor passenger experience. Let alone if there is a fire or active shooter or other dangerous situation, escape would be problematic. Also, other airlines may want to come in but they can't because Avelo maxed out the operations. This means that they have no competition. Avelo did prove there is a market at HVN. Three: this ties in with two. Safety. I mentioned the terminal. But they need a longer runway. Currently the 737-800 sometimes ends up weight restricted depending on weather conditions. Bags or passengers have to be removed which ruins the airport and airline experience. I have noticed in this situation passengers get extremely angry. That loses them customers and people who are unhinged and angry well we know what they do. Four: the local neighborhood. The current terminal is located in a neighborhood, the proposed terminal is located in an industrial zone which is better. Better for traffic flow, neighborhood won't be disrupted. It seems to be that it will go onto proto drive then on to co/Hemingway Ave which is a state road and has more capacity. Which then takes it to Rt 1 and then to I-95. Plus fog, bad weather causes diversions. If they had a longer runway and maybe a better ILS or other navigation aids it will help a ton. Personally, there has been a campaign against the airport spearheaded by a few people who are spreading misinformation. I'm sure you can figure out who they are. They have told mistruths and outright lies. They think they know aviation and they don't. They cause trouble all over town with different aspects: Board of Ed, recreation department, town beach, and they find fault in every little thing. I personally believe that the Environmental Assessment is good enough and that having the Environmental Impact Statement is just a delaying tactic so they can create more issues or try to drive Avelo Airlines out/reduce their operations. The runway especially is most critical on my view. We need that runway lengthened. The terminal will be nice, but at the rate they are growing it will be needed soon. These "experts" are a tactic by the people opposed to the expansion to delay/ cancel it. If Tweed does not expand, passenger comfort and experience will suffer. The current terminal was designed with dash-8s and small regional jets in mind. Thank you for your time for taking public comments. I hope you take what I have to say into consideration. Respectfully Submitted, Ryan Stoddard 94 Vista Drive East Haven, CT 06512 203 804 2929	Support comment noted.	no

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4/1/2023	PC	brandriff2	569	I know you don't care but....	A huge plane flew so low over our house I could see the cargo door and the logo lettering on the side. The roar soon followed. It is disturbing the peace and wildlife too. If a plane ever crashes it will wipe out our street. We did not build our houses on a tarmac. What are you doing to us??? Who is getting rich off this while our property values go in the toilet? Sent from the all new AOL app for iOS	See response to Frequent Comment # 23 regarding Property Values. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Biological Resources (including wildlife) are described in Section 5.2.	no
4/1/2023	PC	Kathryn Salisbury	570-571		My name is Dr. Kathryn Salisbury. I am a resident of Shortbeach, property owner in East Haven, a mental health professional and former Executive Director of the Connecticut Commission on Children. I would like to call attention to the fact that the Environmental Assessment nowhere mentions the environmental, health and traffic impact on residents of Branford and others within a 6–10-mile radius of the proposed airport expansion. This is not acceptable giveri the growing body of scientific evidence which documents the health effects of noise, ultrafine particulate matter from jet fuel and carbon dioxide on airport communities around the country. It is not a pretty picture. The findings include higher rates of asthma, impediments to children's learning, increased rates of heart disease, diabetes, and stroke in airport communities. My physician and public health colleagues have already done a great job of sharing what we already learn about the health impacts on East Haven residents. I also want to note that East Haven has been designated an Environmental Justice community by the CT Department of Economic and Community Development. At the core of the Environmental Protection Agency's definition of Environmental Justice is the fair and meaningful involvement of all members of Environmental Justice Communities. Unfortunately, this has not been the case for East Haven which only has 5 out of 15 Tweed Airport Authority Board members. This is not equal access to decision making about the airport that most immediately affects East Haven. We need more venues where access to the development and enforcement of policy takes place. I am particularly troubled by the appearance that a majority of the Board members seem to prioritize short term economic development to the exclusion of the health and well-being of the wetlands, that surround the airport, increased pollution of the Long Island Sound and very importantly the health of residents who live nearby, particularly those who live within a mile of the airport. Having watched the slideshow presentation this morning I am more convinced than ever about the necessity of an Environmental Impact Statement. The slide that shows the increase of flights over time along with reduced environmental impact defies reason and is a slick and deceptive distortion of the facts. I am alarmed that the Board and some of our elected leaders don't seem to have an appetite for digging deeper and supporting more exhaustive study of the issues including the impact on flooding. The current Environmental Assessment and proposed mitigations do not adequately address either the environmental or health impacts of the proposed expansion. There is little question that we need further study on potential impacts of the taxiway expansion and other areas of the masterplan that were not thoroughly assessed. In closing, I would like to remind the decision makers who cling to the perceived but not guaranteed economic benefits of the proposed expansion, that it is important to remember that rising tides don't necessarily lift all boats. They can sink Communities too.	For study area, see response to Frequent Public Comment #3. For concern about Health Effects, see response to Frequent Public Comment #24. For EIS, see response to Frequent Public Comment #1.	
4/1/2023	PC	Gail Martino, Ph.D.	572		Subject: Protecting Quality of Life: Opposition to the Expansion of Tweed New Haven Airport To Whom it May Concern: I am writing to express my concerns about the proposed expansion of Tweed New Haven Airport into the surrounding area. As a concerned citizen living in the area, I believe that this expansion will have significant negative impacts on the quality of life for nearby residents. The airport expansion will likely contribute to increased air pollution and jet fuel emissions, which can have severe consequences for both human health and the environment. Research has shown that living near an airport can lead to higher exposure to air pollutants, such as particulate matter and nitrogen dioxide, which are associated with respiratory and cardiovascular health issues (Heathrow Air Quality Strategy, 2011; Hudda, N., Simon, M. C., Zamore, W., & Brugge, D., 2016). Furthermore, the airport's operation has already shown potential to disrupt the quality of life for local residents, with noise pollution and sleep disturbance as key concerns. For example, on March 28, 2023, a plane landed at 3:53 AM, outside of normal business hours, illustrating the impact of airport operations on the community's well-being. Considering these significant community concerns, I strongly urge you to reconsider the expansion of Tweed New Haven Airport. It is crucial that we prioritize the well-being of our citizens. Thank you for your attention to this matter. I look forward to your response and the opportunity to discuss these concerns further.	For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22.	

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4/1/2023	PC	Robert Gomez	573		Re: Public Meeting Review of NEPA Draft Environmental Assessment Proposed "Tweed New Haven Airport" Emergency Access, Study Area, PM Peak, Safety & Fatalities, Hello, my name is Robert Gomez. I am a traffic and highway engineer and the Design Manager at VN Engineers, Inc. We have performed an independent traffic review of the Environmental Assessment for the proposed "Tweed New Haven Airport" expansion in New Haven and East Haven, Connecticut. Based on our review, we have identified aspects where additional analysis should be considered to fully demonstrate the impact the expansion will have on the Town of East Haven. 1. The study area for the EA traffic analysis included a limited number of intersections primarily along state routes. We believe analysis at additional intersections past the eleven intersections included would be beneficial to gauge the total impact. Additionally, many people will use GPS software to avoid delays which can cause increased traffic along local roadways. The limited study area overlooked the extent of the traffic impacts to East Haven. 2. Traffic analysis was only performed for the morning and midday peak periods. It is conventional while evaluating traffic impacts to evaluate both the morning and evening peak commuting hours, as well as the peak hour of site generated traffic. Typically, the evening peak hour will show higher traffic volumes than the morning peak hour. From the EA traffic counts, the existing evening peak hour volumes are higher than those of the morning at all study intersections. Although the airport generated traffic will not be at its maximum during the evening, there will still be a substantial amount of airport traffic in the evening, and it is important to analyze how that traffic would affect the overall capacity and flow throughout the town during the existing heavy evening commute. Since the EA traffic analysis did not analyze the evening peak hour, it is not possible to know how the area will be impacted during that time. 3. The safety analysis within the EA identifies three fatal crashes within the study period. The report does not discuss the contributing factors of these fatal crashes. Fatalities on slow speed streets, like those of East Haven, are rare in nature and deserve proper investigation so that the contributing factors can be mitigated. With the project's increasing traffic volumes throughout the area, any safety deficiencies should be identified and mitigated for the upmost safety of the residents and visitors. 4. The intersection of Hemingway Ave/Coe Ave and Short Beach Road experiences significant flooding during extreme high tide events which has caused the road to be closed. This would have a significant impact on airport travelers and emergency vehicles. The EA should be expanded to consider a wider project area and include the study of the flooding at this intersection. We hope that our review of the EA is useful for the understanding of the proposed project.	For comments regarding the Study Area, see response to Frequent Public Comment # 3 See response to TEH Comments #1 - #29.	
4/1/2023	PC	Gail Martino, Ph.D.	574-575		Subject: Protecting Our Living Environment and Wildlife: Opposition to the Expansion of Tweed New Haven Airport To Whom it May Concern: I am writing to express my concerns about the proposed expansion of Tweed New Haven Airport into the surrounding area. As a concerned citizen living in the area, I believe that this expansion will have significant negative impacts on the environment, local wildlife, and the quality of life for nearby residents. Habit Loss Affects CT Wildlife One of the primary concerns regarding the airport expansion is the destruction of habitat for numerous threatened and declining bird species in Connecticut. The Proto Drive and Ora Ave area is considered a "birding hotspot" in Connecticut. The following table, based on data from the Connecticut Department of Energy and Environmental Protection (DEEP), outlines the bird species that could be affected by the airport expansion. The Breeding Bird Atlas project, headed by Dr. Chris Elphick at the University of Connecticut, is currently analyzing data on the species found in this area to document their changing status in CT. As a breeding bird surveyor for this project, I personally logged the presence and breeding bird species in this hotspot from 2018 to 2021. Species Status Pied-billed Grebe Endangered American Bittern Endangered Northern Harrier Endangered Sharp-shinned Hawk Endangered Long-eared Owl Endangered Vesper Sparrow Endangered Yellow-breasted Chat Endangered Least Bittern Threatened Great Egret Threatened Short-eared Owl Threatened (winter populations) Peregrine Falcon Threatened Eastern Meadowlark Threatened	For birds, see response to Frequent Public Comment #18 and Sections 4.3 and 5.2 of the EA. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22.	
4/1/2023	GO	Chief Edward Lennon Jr., East Haven Police Department	576-577		Good afternoon. I am Edward Lennon, the Chief of the East Haven Police Department. The Police Department continues to carefully evaluate and assess the impact of the project described in the draft EA including the relocation and expansion of the terminal building and associated facilities and infrastructure, and the routing of all airport traffic through East Haven. Due to the three minute (3) time limit today, we are only sharing a few key comments and concerns we perceive as relevant to the EA and this FAA sponsored forum. We have many other concerns. Impact on Patrol Operations and Local Roads: With the proposed terminal located off Proto Drive and all airport traffic routed through town streets to eventually reach 1 95, as shown in the EA, there will be a tremendous increase in the volume of vehicular traffic on our roadways. The roads designated in the EA for airport traffic are the Town's "Main Street corridor" to include substantial residential, town service and community elements. The surrounding streets, which GPS systems will send drivers through when traffic is backed up, are almost exclusively residential. Proto Drive itself is home to the Town's largest business, which generates significant large truck traffic. Substantial improvements will be required to handle the anticipated airport traffic and continue to provide service to its existing users. Naturally, with this increase in traffic volume, a significant increase in motor vehicle collisions and related incidents are expected, which will require additional Police and Fire resources. It is anticipated that the police department will be required to always staff at least one (1) additional patrol officer each shift. To achieve this, the Department will have to hire six (6) additional police officers. Due to the increase in traffic volume, there is the potential for impact on response times to criminal activity and emergencies in the areas adjacent to the airport. We are surprised that the EA does not mention roadway flooding. Which are particularly pronounced at the intersection of Hemingway Avenue (Route 142) at Coe Avenue and Short Beach Road. The State DOT is often forced to limit traffic through this intersection and delays are frequent. It would seem this would be a point of concern for those planning traffic routes to and from the airport. Additionally, the increased traffic congestion over the Webster Bridge that connects North High Street to High Street (Route #100) is the only route between the "north" and "south" end of town. During rush hour, to include the beginning and end of school, the bridge and all surrounding streets experience extreme traffic congestion. By moving the terminal to the proposed location in East Haven, motorists heading to or from the airport via the I 95 52 entrance or exit ramp, must travel over the Webster Bridge, exacerbating the already serious traffic problem. Other Traffic Impacts: In conclusion, due to the time limit today, I am unable to share additional concerns regarding traffic and neighborhood roadway safety, pedestrian safety at outdoor events, and our ability to police public spaces or parks during large events. We will be submitting a more comprehensive written statement to address all concerns. The Police Department joins with other concerned stake holders to request that the FAA require a new EA addressing these concerns or begin the much more rigorous Environmental Impact Statement process to the benefit of all stakeholders.	See response to TEH Comments #1-#29.	

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4/1/2023	PC	Janis Astor del Valle	578		I'm Janis Astor del Valle, registered voter, and a proud tax paying resident of Morris Cove for the last 16 years. I'm a cancer survivor. Additionally my wife and I both suffer from asthma. We deserve the right to continue surviving AND thriving. The increase in air traffic is already impending our survival, as well as that of others with its toxic emissions. We challenge the consultant on the grounds that the environmental assessment document is inadequate in capturing the rate and incidence of cancer, asthma, and other respiratory diseases. We require an Environmental Impact Statement (EIS) to do necessary studies of the effect of air pollution in our communities, specifically as it relates to cancer, asthma, and other respiratory diseases as well as its effect upon wildlife and our overall ecosystem.	For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For EIS, see response to Frequent Public Comment #1.	
4/1/2023	PC	Gloria DePalma	579		I live off Thompson Ave. The airport is behind my house. The noise is horrible. The smell is awful. I have a son with severe asthma and is a prisoner in our home. I can't even have family get togethers in my yard. This airport is ridiculous for an expansion.	For noise/vibration, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24.	
4/1/2023	PC	Merces Soares	580		My name is Merces Soares, live 158 Burr St. Noticed planes are coming in very close to my roof approaching runway! Am willing to sell my house to airport for fair market value. If I interested please feel free to contact me at 508.410.0206. Thank you	Comment noted.	

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4/1/2023	PC	Bill Brooks	581		I'm for the project and the project labor agreement.	Support comment noted.	
4/1/2023	PC	Derek Albert	582		After talking with the traffic study there needs to be further studies because they missed cruical intersections.	For concerns of traffic analysis findings included in the EA, see response to THE Comment #12, #13, and #14.	
4/1/2023	PC		583		In addition living back here for 5 years I have been diagnosed with RA, fibromyalgia, and cataracts! This is a direct result of the Tweed illegal operations!	Addressing individual existing health concerns is beyond the scope of the EA.	

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4/1/2023	PC		584		Concern about environment esp our birds also pollution into the air, traffic congestion on Hemingway Ave esp.	For birds, see response to Frequent Public Comment #18. For concerns of air quality and traffic analysis findings included in the EA, see response to THE Comment #12, #13, and #14.	
4/1/2023	PC	Susan	585		The planes fly over my house and are very loud. The sound is deafening. I am very upset that there is even a consideration of expanding this small airport. There is noise pollution that is already happening. No to expansion its already too much for this area.	For noise/vibration, see response to Frequent Public Comment #10.	
4/1/2023	PC	W Traester	586		My wife and I live at 176 Beach Ave we are opposed to the expansion of Tweed Airport. We ask that if the expansion is approved that funds be set aside for A/C and window improvements to mitigate the noise. I am also concerning of the mass die off of blue crab in Morris Creek. In the past 10 years I have seen severe mass die offs. I wonder if this has been caused by run-off from the airport.	For noise/vibration, see response to Frequent Public Comment #10. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6.	

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4/1/2023	PC		587		I live at 105 Tuttle Dr. Everything about this airport is negative. The traffic is terrible. I do several lawns on Cozy Beach Ave lawn maintenance. I frequently walk into adjoining salt marsh. Since Avelo has moved in there has been a marked increase in dead crabs and fish. Extending the runway will only contribute to the delining environment. STOP NOW	For traffic access changes, see response to TEH Comment #4. For concerns of traffic through neighborhoods, see response to THE Comment #14. See Sections 4.3 and 5.2 of the EA for wildlife and aquatic species information.	
4/1/2023	PC	Elizabeth Geuther	588		Stop the expansion - 37 Girard Ave. New Haven. The fumes are terrible. Our foundation on our house is cracking. We can't open our windows. The noises in early mornings and late evenings. We were lied to in the very beginning of these meetings about the amount of air traffic in our neighborhood. They want to take our wet lands. The animals and birds are a part of the beauty of our neighborhood.	For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For wetlands, see response to Frequent Public Comment #19. For wildlife see Sections 4.3 and 5.2 of the EA.	
4/1/2023	PC	Ken Engelman	589		Your presented EA does not answer our tax payer questions or concerns. It does not include air water or sound monitors and doesn't include traffic studies for Branford which is only 3 miles due east of Tweed . Your EA is insufficient and lacks data, detail and clarity. A full EIS is needed. Facts matter, without this data, you are "guessing" we won't be harmed.	For EIS, see response to Frequent Public Comment #1. For field measurements not taken, see response to Frequent Public Comment #9. For air quality monitoring station, see response to Frequent Public Comment #14. For traffic analysis study area, see response to Frequent Comment #3. For concerns of traffic analysis findings included in the EA, see response to THE Comment #12, #13, and #14.	

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4/1/2023	PC	Cedric Baylor	590		I'm in support of the expansion of Tweed. I have lived in East Haven for 10 years. I am a business owner so I understand growth is important, but may not be comfortable to many. The expansion will bring jobs and more businesses to the area. In addition it makes traveling more convenient instead of driving to Hartford or NYC. My business Above Average LLC has been running for 7 years and we are a transportation company. We have transported people to Tweed with expansion my business will grow as well. Tourism will grow as well near the shoreline, which means more money into the community. I personally have used Tweed with my family and found it very convenient/affordable.	Support comment noted.	
4/1/2023	PC	Frank Wilson	591		The draft EA does not address the health effects of increases in particulates under 20 microns. The current air quality monitoring station is 1. located upwind of the airport and 2. does not capture the persistence pf downwind particulates and 3. is inadequate in its lack of ability to accurately quantify PM 2.0 and PM2.5 particles, such particles are similar to diesel exhaust and the aircraft engine is 737-X00 produce vast numbers of such persistent particles. Health scientists recognize such small persistent particles as detrimental to the health of wildlife and of humans. An EIS should be mandated and should include real data rather than computer modeled projections. Finally, the data should include sensitive metrics of benzo-a- pyrene and other voltzite carcinogens.	For EIS, see response to Frequent Public Comment #1. For reported emissions in EA, see response to Frequent Public Comment #13. For air quality monitoring station, see response to Frequent Public Comment #14. For concern about Health Effects, see response to Frequent Public Comment #24.	
4/1/2023	PC	Francesca Bickel	592-593		I strongly object to the expansion of Tweed and request a full and transparent Environmental Impact Study. My concerns include but are not limited to: The bad faith embodied in the proposal for expansion - Many of us sunk our families wealth into real estate with the understanding that Tweed would not expand and remain as it was. - It is inconceivable that at this critical moment in climate change that anyone would consider expanding an airport rather than building an environmentally less impactful high speed, light rail system from the perfectly good, already existing, regional airport just north of Hartford to the NH Train Station. That would put people arriving closer to downtown New Haven. Lastly, my grandmother lived in Bayside Queens. While she iwas farther from LGA than my house is from Tweed, she was still in the "flight path." At least least once and often multiple times a day the noise of the plane overhead would stop any conversation, drown out the TV, and literally cause pictures to ratle off the walls. That is completely unacceptable would causemy home and all my neighbors home values to plummet. And for what? A completely unecessary, greedy plan by a few people done in secret? The least you cand do is open the process to tranparency with a EIS.	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. As described in Chapter 2, directing passengers to other airports would not address the Purpose and Need of the Proposed Action.	

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4/1/2023	PC	Cindy-Lee Vaporis	595-598		Here is my comment. I live on Alpine Drive in East Haven, Connecticut and I believe that I am in one of the three flight paths of the incoming and arrivals -- I'm sorry, incoming and outcoming [sic] planes into Tweed. Ten years ago, we purchased our house, we purchased it because we're both in the automotive industry and it's very, very noisy and we were looking for peace and quiet. We are at a pretty high altitude. We off View Terrace, near Falcon Crest. I have noticed many changes to my environment, being wildlife and animals. I don't know where they've gone and I'm sure it's because of the noise. My problem is that this is causing me to have sleep deprivation. I have many illnesses; fibromyalgia, degenerative joint disease; many -- high blood pressure, many things on and on. I don't get much sleep at night and when these planes start coming in in the middle of the night or early morning or late at night, I am not able to sleep. I have a dog who is a very tiny rescue dog who was neglected, very anxious and he has to be medicated. He's on Prozac right now. He hears these planes coming five minutes before I hear these planes coming. This is morning, noon and night, and it's very hard to calm him down. I either have to medicate him more, which for his size probably won't happen, or I have to make a decision as to his quality of life in my home. When we bought this house ten years ago, I named it Two Trees, and it was my paradise. Now I call it Lost Paradise. We need to assess all the health risks because there are many. I have COPD. I probably won't be going outside much, which is very sad. In 2017, my husband contracted pancreatic cancer, and in May, he went through a very, very tough surgery and he did not think that -- or they did not think he was going to survive. Luckily he did survive, and on July 1st of 2017, we were married between the Two Trees. Now, we now longer have any anniversary celebrations, we no longer have any family outings, which everything was always held at my house, I own a half acre property with plenty of room for my grandkids to roam. The first time the airplanes came through my grandkids were outside. They came screaming to me, screaming to me, "Grandma, Grandma, what's going on?" They were petrified. They don't want to go outside too much anymore. My other concern here is for safety. In August of 2013, five months after we purchased our home, there was a plane crash, and it was a small aircraft, a Rockwell International Turbo Commander 690B. A gentleman and son were flying in to check out Yale	It is beyond the scope of the EA to address existing individual health conditions. Comments regarding previous incidents are noted. Tweed New Haven Airport maintains the training, certifications, personnel and equipment required for the operations occurring at the airport. Training, certifications, personnel, and equipment will be updated as required in the future.	
4/1/2023	PC	Amanda Sullivan	601-604		I live on Edgar Street, which is pretty close to Robinson Aviation on the opposite side of the present terminal and our neighborhood is going to be right in front of the site of the proposed new terminal. And so when we first moved into our house, it was 2019, and the airport, it wasn't too much of a bother, sometimes we would smell jet fuels but sometimes I would mistake it for neighbors cooking barbecue or something, you know, it was something I could live with. And as soon as the flights started to increase and the larger jets came in, I noticed the air quality diminish greatly. There is many times where I have gone outside and the jet fuel will come in on the wind and it will sting and burn eyes, my nose and my throat, and there has been several occasions where I have to go indoors because it's so bad, I can't breathe. There's been multiple times in the warm weather when I open my windows the screens that -- I have to shut all my windows because it's so bad, it just fills my whole home. I go for walks and I smell it all overthe neighborhood. I've spoken to Sean Scanlon over the phone and he mentioned how they're thinking about doing community assistance in terms of new windows and central air, but we have new windows, I don't want central air, I want fresh air. It's not going to help me if I go outside. My husband and I are thinking about having children in the next year or two. I'm very concerned on how these toxins will affect me if I become pregnant, if I have children playing outdoors. The marshlands, because we're in a flood zone, are prone to flooding, of course, and if they happen to build on these marshes, which are known to be natural sponges, what will happen to these communities, how will the possible flooding be fixed? I just don't understand logically how these projects can be put in place and how any modern technology can fully curb all the negative consequences. Also, the site of the airport, even though it makes sense for the New Haven area to have increased air traffic, the actual site itself, I have a hard time understanding why it would be acceptable to have such close residential homes nearby. I've heard other neighbors talk about it and they're all very worried. Also, too, and maybe this just needs clarification, I saw in the paperwork for the -- that they just released for the community, the Environmental Assessment, that the monitors that they're using to monitor the air quality is all the way in North Haven -- or is north of the actual site, which doesn't make sense at all. Why wouldn't you have monitors in every neighborhood that's surrounding? That I just don't get, unless I'm wrong, unless I misunderstood it. And also, how can that area hold all the traffic and the noise, et cetera? I think that's pretty much it.	For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about impact to wetlands, see response to Frequent Public Comment # 19. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	
4/1/2023	PC	Clem Delucia	607		My question is, how did they come across getting an air and noise monitoring by using computer models and not putting down actual monitors in the neighborhoods that are being affected. I've had the conversation with some of the airport managers and they said computer models out of New York are accurate but it makes no sense that without -- without an actual monitor on the ground for noise and pollution, I would think would be much more accurate.	For field measurements not taken, see response to Frequent Public Comment #9.	

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4/1/2023	PC	Janis Astor del Valle	610		I am Janice Astor del Valle, registered voter and a proud tax paying resident of Morris Cove for the last 16 years. I'm a cancer survivor. Additionally, my wife and I both suffer from asthma. We deserve the right to continue surviving and thriving. The increase in air traffic is already impeding our survival, as well as that of others with its toxic emissions. We challenge the consultant on the grounds that the Environment Assessment document is inadequate in capturing the rate and incidents of cancer, asthma and other respiratory diseases. We require an Environmental Impact Statement to do necessary studies of the effect of air pollution in our communities, specifically as it relates to cancer, asthma, and other respiratory diseases, as well as its effect on wildlife and overall ecosystem.	For EIS, see response to Frequent Public Comment #1. For air quality concerns, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24.	
4/1/2023	PC	Karen Martin	613-614		I am here today as a Town of East Haven Town Councilwoman representing the Second District, the district where I, too, live and the district most directly impacted by the proposed Tweed New Haven Airport Expansion Plan. I am here to express my fears and concerns regarding the impact and proposed expansion will have on the fragile ecosystem of the immediate area, as well as the health and well-being of residents. These residents I not only represent, but know and care for. The recently submitted Environmental Assessment does not go far enough to truly represent the full impact on my community. Residents have expressed concern, not only for the surrounding environmental issues, but also for the increased noise, traffic and pollution and the impact that additional pollution will have on our children's health. I am urging you and the FAA to undertake the more rigorous and complete Environmental Impact Statement. It is the duty of those who wish to see this expansion come to fruition to provide the true implications of the project. You must dig deeper and provide real facts and solutions. Based on the significant of this proposed changes and their suspected effects on the area, I feel it is absolutely necessary to provide the most comprehensive analysis possible. I implore you to prepare an Environmental Impact Statement as required by the National Environmental Policy Act. In conclusion, I believe complete transparency from the FAA is essential for the residents of East Haven and all the surrounding towns who will be impacted by any expansion that might come about. Thank you for your time and attention.	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19.	
4/1/2023	PC	Frank Telo	617		I'm concerned about the environment. Living in the marshlands and along the shoreline, that the deterioration of wildlife, both in the water and on land are by the noise levels and the it takes for aircraft to come being impacted amount of time in and go out. I think we finally have to make a statement that our environment is more important than private enterprises like the Tweed New Haven Airport. Thank you.	For wetlands, see response to Frequent Public Comment #19. Biological Resources (including wildlife) are described in Sections 4.3 and 5.2 of the Environmental Assessment document. For noise, see response to Frequent Public Comment #10.	

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4/1/2023	PC	Rachel Winston	620-621		I'd like to say that I live very close to the airport and there are airplanes that fly out very early in the morning and very late at night, and when I say late at night, I mean 1:30 in the morning, 1:40 in the morning that wake me up. I like to walk every day and a lot of the time I have trouble walking because it smells so bad around my house. Other times in warmer season, I can't even open my windows sometimes because it smells so bad outside and I worry very much about my family's health and my health living that close to the airport. The other thing I really would like to say is that my husband grew up right down the street from where we live now, which is also very close to the airport, and his mother grew up there and his grandparents built the house, and in all those years there was never an issue with the airport. I know in the past that commercial flights have gone out of the airport but it's not at the frequency they're going out now and that's why it's a problem now. This type of airport and these types of flights and the frequency of the flights is way too much being this close to a small neighborhood; it's not good for anybody in the neighborhood and it's not worth, in my opinion, convenience of two travel days, wherever people are traveling to and from. Thank you.	For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For fumes/odors, see response to Frequent Public Comment #12.	
4/1/2023	GO	Chief Edward Lennon Jr., East Haven Police Department	635-638		The East Haven Police Department continues to carefully evaluate and assess the impact of the project described in the Draft EA, the relocation expansion of the terminal building and associated facilities and infrastructure and the routing of all airport traffic through East Haven. Due to the three minute time limit today, I'll only be sharing a few key comments and concerns we perceive as relevant for the EA and this FAA sponsored event. We have many concerns. With the proposed terminal located on Proto Drive, the airport traffic will go through town streets to eventually reach I95 as shown on the EA, there will be tremendous increase in the vehicular traffic on the roadways. The roads designated in the EA are full of airport traffic by the town's Main Street corridor to include substantial residential service and community elements. The surrounding streets, which the GPS systems will send drivers through, traffic is backed up are almost exclusively residential. Proto Drive itself is known for town's business, which would generate significant large truck traffic. Substantial improvements will be required to handle the anticipated airport traffic and continue to provide service to its existing users. Naturally, with this increase in traffic volume, a significant increase in motor vehicle collisions and related incidents are expected, which will require additional police and fire resources. It is anticipated the police department will be required to always staff at least one additional patrol officer on each shift to achieve this six additional police officers. Due to the increase in traffic volume, there is the potential for impacting response times to federal activity and emergencies in the areas adjacent to the airport. We are surprised that the EA does not mention road reflect, which would typically pronounce the intersection of Hemingway Avenue at Coe Avenue and Short Beach Road, State Route 142. The State DOT is often forced to limit traffic for this intersection where accidents are frequent. We perceive this would be a point of concern for those planning traffic routes to and from the airport. Additionally, the increased traffic congestion over the Webster Bridge that connects North High Street to High Street, Route 100, is the only route between the north and south end of town. During rush hour, including people getting out of school, the bridge and all surrounding streets experience extreme traffic congestion. By moving the terminal to the proposed location in the EA statement, motorists heading to and from the airport via I95 52A entrance or exit ramp must travel over the Webster Bridge, exacerbating an already serious traffic. In conclusion, due to the time limits today, I'm able to share additional concerns with traffic and neighborhood roadway safety, pedestrian safety, outdoor events, and our ability to police public spaces or car accidents. We'll be submitting a more comprehensive written statement from our press office. The police departments joins with other concerned stakeholders to request the FAA require a new EA addressing these concerns that begin with a more rigorous statement process. Thank you.	See response to TEH Comments #1-#29.	no
4/1/2023	GO	Assistant Chief Chris Rosa, East Haven Fire Department	639-642		The East Haven Fire Department, led by Chief Marcarelli, has been closely following the proposal's runway extension and relocation and expansion of the terminal building that are the subject of the EA we are all the here today for. The fire department has many concerns about the impact of this project, public safety efforts in town if it's constructed as proposed. I would like to call your attention to a few of the following today. Firstly, most importantly, we see foreseeable critical delays in response times due to the greatly increased volume of traffic associated with the construction then operation the airport facilities. This traffic will be traveling in the most heavily congested roads in town. The ability of emergency services to respond to the airport would certainly be impeded by the additional traffic on these roads as exacerbated by frequent flooding and periodic loss of travel lanes. In fact, the introduction of such a heavy volume of additional traffic will inevitably impact and possibly impede the routes of traveling for emergency vehicles for daily activity. This may cause critical delays in emergency response to our day-to-day operations timeline, not just those on airport property. It is likely that the entire town will see an increase in response times as a result of airport traffic. Increased response times may result in decreased survivability, larger fires, and delayed transport or treatment in critical medical emergencies. A sure number of people traveling through the town near the airport is expected to present unique challenges to the East Haven Fire Department. This places a significant burden on the department. PFAS, or forever chemicals, which are found in fire fighting foam, have been used for years by the airport during training exercises and incidents, andused by crash fire rescue crews in the New Haven Fire Department. These chemicals are likely still found in the soil. The destruction of this soil causes the PFAS to leach out, contaminating groundwater or runoff into tidal wetlands. The extent of potential PFAS contamination and its impact on the environment need to be very carefully considered. Finally, the discussion in the EA does not address, does not even mention the regular flooding experienced at the intersection of Hemingway Avenue and Coe Avenue and Short Beach Road. This intersection experiences significant flooding, which at times requires the placement of warning signs, closing off of lanes. This flooding will at times impede or even prevent access to the airport designated in the EA. The workaround that GPS systems will provide and the panicked driving of travelers anxious to not miss their flights is a terrifying prospect. The state DOT is well aware of theseproblems as it is a state road, and has not been able to offer a solution due to the physical parameters. The flooding is, of course, particularly significant during storms, but is experienced regularly; for instance, when tidal action is especially pronounced due to the confluence of a hig tide, the full moon and strong winds. I am concerned about the loss of the wetlands, the increase in impervious surfaces, and the filling and raising of elevation the airport needs will make this flooding worse, but we'll leave that discussion with the experts. The East Haven Fire Department joins current stakeholders to request that the FAA require a new EA addressing these concerns, or begin a much more rigorous Environmental Impact Statement process to benefit all stakeholders. Thank you.	See response to TEH Comments #1 - #29. For flooding, see Frequent Public Comment #18.	no

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4/1/2023	GO	Michael J. Luzzi, ESQ., Town Attorney for East Haven	642-647		My name is Michael Luzzi, I'm the Town Attorney for the Town of East Haven. I appreciate your time. The analysis in the EA of the EA's water quality, traffic, environmental justice impacts are all based on the same fundamental flaw in EA's alternatives analysis. The assumption is the same exact amount of cash would remain in the economy, whether the facilities supposedly need to accommodate that demand, or the airport carries on with the severely inadequate existing facilities. This is an incredible assumption given that the master plan update recently completed by the authority and clearly stated that, quote, "existing facilities are constraining commercial service at HVN," close quote. The assumption that unconstrained, vastly increased demand can nonetheless be handled the existent facilities, and in quote, "no action," unquote, level of complainants (phonetic) is thus identical to the number of complainants that could be handled after the completion of the proposed $165 million expansion project makes a mockery of the intended Environmental Analysis. Realistically, unconstrained demand could only be accommodated by the new facilities, otherwise it's not needed, and the unconstrained demand would not be fully met by the existing and adequate facilities. Logic dictates that aircraft operations and related ground vehicle traffic and their environmental impacts would be greater under the Build than the No-Build scenario. Incredibly, the EA reaches the exact opposite, claiming that aircraft operations, and thus, environmental impacts are greater under the No-Build scenario. The consequences of the EA's fundamental disconnect between its dire assessment of the current airport facility's inadequacy to handle projected traffic and their remarkable inability, nonetheless, to accommodate massive increases in passenger activity are pervasive and affect virtually all of the subsequent environmental analysis. The EA ignores the real issues with East Haven roads designated in the EA airport access. The EA states that quote, "providing a more direct access route that avoids residential neighborhoods and is able to support traffic to the airport is key to the project. New access favors compatible land and safe and efficient routes between th terminal and I95 as needed. The EA finds that no-build alternative does not provide stable and efficient roadway access to the terminal area. The EA then finds that access to residential East Haven neighborhoods provides suitable and efficient access to the terminal, even thought the town has informed the authority and the FAA that the access route experiences frequent flooding. Traffic will be routed through critical intersection of Hemingway, Coe and Short Beach. Both roads flood multiple times per year. When this intersection is impassable, access to and from the airport is cut off. The EA's evaluation criteria question is, does the alternative provide suitable, efficient roadway access to the terminal area," close quote; the answer is no. The EA makes no mention of the flooding and it's clear that this access route meets the purpose and need for the project and an alternative entrance needs to be available -- MS. FITZPATRCIK: Your time is up.	See response to TEH Comments #1-#29.	no
4/1/2023	PC	Robert Gomez, VN Engineers	648-650		My name is Robert Gomez. I'm a professional civil engineer specializing in traffic and highway design with VN Engineers. We have performed an independent traffic review of the Environmental Assessment for the airport expansion. Based on our view, we have identified or asked folks for additional analysis should be considered, fully demonstrated the impact that an expansion will have on the town. Number one, the study area for the EA traffic analysis included a limited number of intersections, primarily amongst state routes. We believe the analysis at additional intersections past the 11 intersections that were included would be beneficial to gauge the total impact. Additionally, many people will use GPS as we have mentioned before to avoid delays, which will cause decreased traffic upon local roads. The limited study area overlooked the extent of the traffic impacts to this town. Number two, traffic analysis was only performed during morning and midday peak periods. It's conventional while evaluating traffic impacts, to evaluate both morning and evening, p.m. peak evening hours, as well as the peak hour of the site generating traffic. Additionally, the evening peak hour will show higher traffic volumes than the morning peak hours. From the EA traffic counts, the existing EA peak hour volumes are higher than those of the morning at all seven intersections, although the airport generated traffic will not be at its maximum during the evening, there will still be substantial amount of airport traffic during the evening that will have to be analyzed and should be analyzed in the updated EA. The safety analysis with the EA identifies three fatal crashes within the study period. Your report does not discuss the contributing factors to these fatal crashes. Fatalities on slow-speed streets, like East Haven, are rare in nature and deserve proper investigation so that contributing factors can be mitigated, projects increase traffic volumes throughout the area any insufficiency should be identified and mitigated to the utmost safety of the residents. And fourth, the intersection of Hemingway and Coe and Short Beach has been mentioned before, does experience significant flooding as mentioned in the report. This would have a significant impact on airport and emergency vehicles. The EA should be expanded to consider the roadway network surrounding in addition to this particular intersection. I will be submitting our traffic study for review for the FAA as well. Thank you.	See response to TEH Comments #1 - #29.	no
4/1/2023	PC	Steven Trinkaus	650-653		I'm a principle at Trinkaus Engineering in Salisbury, Connecticut. I've been licensed since 1988 as an engineer in Connecticut. I was retained by the Town of East Haven to review the EA from a civil engineering perspective. As the mayor quickly pointed out, the impervious cover increased by over 21 acres on this site. If you put one inch of rain, which is a very common rain storm amount, that's almost 600 thousand gallons of water that will be generated from the increase in impervious cover. That will increase flooding frequency and duration. In addition, the impervious cover is responsible for increasing loads that will be discharged into fresh and tidal wetlands. Nitrogen, which is one of two nutrients we consider in addition to phosphorous, is well documented at killing tidal grasses, which allowed flood waters to have a quicker path inland because the grasses do not mitigate flooding. There is minimal and virtually noninformation as to how the stormwater will be handled on that site as part of the airport expansion. To me, that is a fatal flaw. In addition, the EA ignores what our requirements in the Connecticut DEP Stormwater Manual where they have to retain almost two acre-feet of water onsite under what's called the "runoff capture volume." An acre foot is an acre of land, one foot deep; so it's a lot of water. Additionally, the EA states that the stormwater will be approved by the Connecticut DEP under a general permit. This is false. The stormwater plan will be approved by the East Haven Inland Wetlands Commission. The DEP General Permit is a simple certification, they do not provide -- they do not provide technical views as far as that goes. As the mayor pointed out, there was over 61,000 cubic yards of material being brought to this site. We have no extent as to how high the fill is going to be and where it's going to be. The filling of 9.3 acres of wetlands under the Connecticut Wetlands Act requires feasible and prudent alternatives to be provided by any applicant to mitigate or eliminate that substantial impact. Having done land use for close to 40 years in Connecticut, I will tell you no private developer would be allowed to fill a fraction of that amount simply -- MR. TRINKAUS: If you refer to many of the other speakers, there is well documented flooding in roads surrounding the airport. This proposal is outlined in the EA is going to increase both the duration and frequency of flooding. The East Haven regulations require that to be mitigated, while the EA mentions providing onsite and compensated storage, they do not tell us where it's going to be or how it's going to be done, and that's a fatal flaw. Thank you.	The EA is based on preliminary planning information. See response t o CT DEEP Comment #6 regarding water quality and stormwater. See response to CT DEEP Comment # 4 regarding floodplains. See response to CT DEEP Comment #4 and Frequent Public Comment # 19 regarding wetlands. Grading details will be confirmed during final design.	no

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4/1/2023	GO	Michael Piscitelli, Development Administrator City of New Haven	654-656		Good afternoon. My name is Michael Piscitelli, I'm the Economic Development Administrator for the City of New Haven. The city will be entering written testimony into your portal; both the mayor's official comments, as well as technical comments, which we ask our city Planning Department, our city engineer to come up and speak in just a minute just briefly. First, the city wishes to thank you, the many residents who are here today all for the thoughtful consideration of the future Tweed New Haven Airport in light of our shared goals on safety, environmental protection and best in class customer service and service to our neighbors. With that in mind, we believe the Draft Environmental Assessment is a significant step towards implementation or an alternative. As you know, Tweed is well positioned for the future in light of the launch of Avelo Airlines in 2021. Avelo has established a base of operations out of Tweed, as road service to 15 destinations, created jobs directly and indirectly through economic actions. The existing terminal and recently completed temporary buildings, however, are not suitable to support commercial air service in the immediate future, let alone over the long term. The preferred alternative proposes a new terminal, structured parking and more efficient access by way of the state highways. In support of the preferred alternative, Tweed has committed, as part of our lease with Tweed, a number of environmental initiatives, including a new stormwater management plan, coastal habitat restoration, upgrades to the very limited tide gates at Morris Creek, and on an ongoing basis, Tweed will develop a sustainable airport development plan, which is consistent with FAA's new guidance. An environmental and stewardship advisory committee has been established, all to ensure very high standard as the project moves forward. These steps are being taken to ensure that Tweed is a responsible neighbor, going beyond any minimum standards that they've included in the EA. As became clear through scoping exercise carried out for the EA, the technical analysis's key impacts is very important, to retain our public trust together. With that in mind, I ask you to take into consideration all the technical comments from our team, as well as those from the residents here today. Our city, our entire region is home to an airport, we are home to a rail yard, we're home to a major highway interchange. These are all significant drivers for the quality of life in our region. Your timely review, your determination and the implementation of key provisions are extremely important to us and we encourage your support over the preferred alternative. Thank you again for your consideration.	Support comment noted.	no
4/1/2023	GO	Laura Brown, Director of City Planning Department, New Haven	657-658		Thank you. Good afternoon. My name is Laura Brown, Director of the City Planning Department, City of New Haven. City staff acknowledged the economic and accessible travel interests discovered by the proposed action in this assessment, as well as the significant resident concerns we have heard about the health and environmental and quality of life impacts of the action. As part of the approval process for internal improvements at the existing terminal and the parking area primarily, city staff worked with the authority to address environmental and traffic related concerns, including recommending the removal of all activity in the Inland Wetlands Regulated Area, and for requiring ongoing monitoring and data collection regarding traffics impacts. Given the changes proposed and associated impacts proposed, it is essential that the proposed activities are clearly articulated and addressed both at the federal level and in local approvals. With that in mind, technical staff with the City of New Haven has reviewed the Draft Environmental Assessment carefully. We will shortly be submitting comments compiled by city staff, and our comments include requests citation for clarification and additional documentation, regarding wetlands emissions, impacts on biological resources and traffic impacts, some of which we have heard about already. We look forward to your prompt attention and to the feedback presented today by the public and the city's comments. Thank you for your time.	Comment noted.	no
4/1/2023	GO	Giovanni Zinn, City Engineer for New Haven	658-661		Good afternoon, I am Giovanni Zinn, the City Engineer for the City of New Haven, and a professional engineer in the State of Connecticut. I wanted to speak very briefly about the flood plains, specifically in the EA. As many people have noted today and as most of the people in the room know, the airport is at the bottom of a bowl, created by the topography and also the tide gate on Morris's Creek. In times of combined storm surge and rain can lead to flooding both in the airport and in the surrounding neighborhoods, and oftentimes, the tide gates do exceed two, three, four feet of water in the airport and in the surrounding neighborhoods. The airport being at the bottom of this bowl serves a very critical function; it stores water first, so more airport storage is less flooding in our neighborhoods. Airports dry, people's homes don't, so it's very important and it's been a big request to the City of New Haven for the airport to increase the quantity of storage of flood waters on the airport property. Section 5.14.3.1 talks about the flood plain and actions. I want to highlight the importance of elevation for an AVD ADA. This is the level for which the airport fills up, so to speak, that bowl fills up and starts to enter the neighborhoods surrounding. The plan does call for 61,300 cubic yards of fill, a substantial portion of the filled areas I do believe are actually above the elevation. But most importantly from our perspective, calls for cutting out 90,000 cubic yards below elevation, and that is an incredibly important thing for us. What does this mean in plain terms? That means it's up to 25-acre feet, my colleague here talked about that earlier, that's acre filled up to a foot. So that's 25 acres of residences that have one less foot of water in their neighborhood during a storm event. We look forward to more details in the design process, but this is very important for managing the floods and stormwaters in our neighborhood and we appreciate the inclusion of this in the EA, and we encourage your support of this measure in the EA and appreciate all of the thought and work that's going on here. Thank you very much.	For concern about Flooding, see response to Frequent Public Comment # 17. Details regarding floodplain impacts and mitigation will be finalized during the final design and permitting process, subsequent to completion of the NEPA process.	no

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4/1/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	661-664		Good afternoon. My name is Roger Reynolds, I'm Senior Legal Counsel with Save the Sound, which is a nonprofit organization which works to protect the air, land and water in and around the Long Island Sound region. You need me to spell my name? It's spelled R-E-Y-N-O-L-D-S. So we're here to urge the FAA to follow federal and environmental law and require a full Environmental Impact Statement to fully govern all of the environmental and human impacts. It should be obvious that the expansion of an airport that is one, in a residential and environmental area; two, in a flood plain; three, contains significant wetlands; four, supports extensive wildlife; five, borders the Long Island Sound, will have a significant environmental and human impact. We are very concerned with the Draft EA which ignores or unjustifiably dismisses many of these impacts and public health concern with little meaningful analysis. The project has been subject to several decades of controversy, and the FAA has found far less impactful past expansions to have a significant impact and have required an EIS. They need to do so here as well. The projection of decreased flights due to improvements is frankly incredible, defies basic common sense, and is inconsistent with Tweed and Avelo's own statements. The Avelo CEO has stated in the press recently that the expansion will lead to an increase and larger flights. Freight flights would also increase as this is an attractive market for freight, and that potential has not been studied at all, in fact, it hasn't even been referenced despite the fact that it was brought up that it is brought up repeatedly in the pre-EA process. Due to these unjustified assumptions, the increase in air omissions -- emission and increased health risks to the residential environmental justice communities has been inappropriately ignored and minimized. Local and migratory wildlife populations in this vital corridor for avian migration will be impacted by the increased flights; the assumptions above, again, these have not been studied and they've been inappropriately minimized. There will be very substantial flood impacts on the surrounding areas, which have been almost entirely ignored other than figures about fill and cut. There has to be a much more detailed hydrological analysis how this will affect the surrounding neighborhoods, which, of course, are flood prone, and this is going to make them far more flood prone. Again, both the neighborhoods are in the airport are in a flood zone. The parking lot fills a very large area, with significant water retention functions would have a huge impact on hydrology and flooding, which have not been addressed. By omitting taxiway expansions and protection zones contained in their master plan, the EA engages in illegal segmentation under federal law and fails to consider the reasonably foreseeable impacts in the developments required to do. The EA fails to identify potential wetland mitigation, but they're saying they'll get around to it. The characterizations are -- THE MODERATOR: Please --	No change. Mr. Reynolds is an attorney for a NGO.	no
4/1/2023	PC	Maureen Vener	665-667		Maureen Vener, V-E-N-E-R, Branford. The Draft Environmental Assessment compares action versus No-Action alternatives for the proposed project. It compares 2026 and 2031 projected operational activities with actual 2022 activities with environmental benchmarks, you know, our computer models based on aircraft specs, but not actually measured data. But as the NEPA guidelines states, significance cannot be avoided by breaking down -- into soil into solvent minerals. And similarly as to cumulative impact, past, present and recently foreseeable future actions must be considered in determining whether there are potential cumulative marks. I therefore must ask; is this EA base accurately signed for the proposed action? The current Draft EA states that, "the EA continues a process that began with the master plan update completed in 2021." Shouldn't that baseline for determining environmental impact therefore be that of August, 2021, and not August of 2022, after operational activity at Tweed increased 14-fold according to Avelo Airlines? Should the FAA require that the EA assess the cumulative impact of past, present and future actions taken at Tweed? That seems to make sense with the following reasons: Number one, the engagement contract or project advice states that the EA shall be calculated using pre-COVID flight plans. That was an appropriate starting point then and doesn't remain one now. Number two, the project that's described in the master plan which was adopted in 2021 by the authority is the official FAA report planning document for the phasing and implementation of the recommended improvements. It does not include the Avelo flights and employments, which were announced after the FAA's approval in the plan's forecast, then isn't this an important fact, determining the scope of the project and with the appropriate timeline for measuring environmental impact? Doesn't the project include the 14-fold increase in passenger traffic in the first year of Avelo's operation at Tweed? And why is vehicle and traffic emissions from passengers not included? Shouldn't the EA be deemed inadequate, its assessment of significant impact because it doesn't incorporate the growth of operations in its analysis? So, when the EA states in 5.16 that the air quality will be better, with no action or alternative, doesn't this fail to represent the out sizing impacts of the increased flights from one or two daily in 2019 or even in 2021, to more than 24 currently? All factors point to the need of an Environmental Impact Study that will measure not model current emissions.	For EIS, see response to Frequent Public Comment #1. For noise and air quality measurements not taken, see response to Frequent Public Comment #9. Appendix I describes Existing (2022) and future (2026 and 2031) aircraft operations.	no
4/1/2023	PC	Shirley McCarthy	668-671		As a Yale Physician Scientist, I find the lack of analysis in the environmental assessment, the abundance of assertions updated to be extremely concerning for health and well-being of humans living densely populated area. The EA's air quality report is flawed, contradictory and inadequate. Tweed Airport leadership has said that not possible to associate pollution at airport with airport activities, as there are other sources with similar regional pollutants. This is not true. Dr. Marshall Cox deployed five air quality sensors in cardinal directions from the airport, as well as one along I95. Correlating noise complaints, wind direction, airport takeoff and landing data and pollution, it is clear that the airport consistently releases dangerous amounts of volatile organic compounds and PM2.5's into the community. For example, a two-month period of monitoring, there was four-and-a-half-hours of time in the sensors where PM2.5 exposure was hazardous, the highest possible threat level in an outdoor environment. The 2019 EPA assessment for particulate matter showed that PM2.5's are very harmful to human health, causes cancer and premature death. A 2015 scientific study attributed premature death to long term exposure to aviation PM2.5's and ozone. Table 29 in the EA appendix demonstrates a marked increase, plus 19.3 of net change of nitrous oxides with a proposed action in 2031. A recent scientific study reported that nitrogen dioxide is responsible for 91 percent of premature fatalities attributable to landing and takeoff. Maternal exposure to particulate air pollution is linked to multiple adverse birth outcomes causing disease later in the child's life, maternally-inhaled black carbon particles, which include PM2.5's, across the placenta, move into the fetal organs when they are developing. The EA contains no analysis of the current predicted impacts, specifically on children who are much more vulnerable. There is in assessment of the additive or synergistic effects of flights, cars and construction. Furthermore, emissions are often evaluated in a 24-hour timeframe, but flights do not distribute equally over 24 hours. There are far fewer at night. Residents are more exposed during press periods, hence it's critical to evaluate peak emissions. There are many ways in which the EA's scientific methodology is flawed. How can using EPEA monitors over two miles away in NewHaven Park north of I95, be useful in determining local health impacts? There is not -- THE MODERATOR: Please finish your comments. MS. MCCARTHY: Okay, just one sentence.There's not even mention of Brantford, roughly one-and-a-half-miles from Tweed where flight paths are depicted to be very heavy. An EIS is absolutely critical to the study of the true health impacts. Thank you.	For EIS, see response to Frequent Public Comment #1. For air quality fumes/odors, see response to Frequent Public Comment #12. For reported emissions in EA, see response to Frequent Public Comment #13. Children's Health and Safety is addressed in Section 5.10.4. For concern about the nearest air quality measuring station see response to Public Comment #14. For concern about Health Effects, see response to Frequent Public Comment #24.	no

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4/1/2023	PC	Susan Bryson	672-675		How can it be possible that a project of this scale in this location cannot have a significant impact on the environment? You've heard a great deal about that, you live within one. But the answer is full; when the environmental assessment is based in faulty assumptions and distortions, such that they are able to say this project will make it even better, we know that's not true. There are many items to identify in the EA, I would like to talk about a few. The impact of the runway extension lies in its purpose, to allow the bigger aircraft to carry more and fly further. The length of the runway opens up to Tweed, big flights, unlimited flights, to accurately measure the impact of their runway extension, requires a full expert analysis of the new aircraft opportunities and its investors, assuredly the impacts are foreseeable, and given the money behind Avports, the Goldman Sachs entity now in control of the airport, inevitable. I am guessing investors have this information. We do not. Once the airport is deemed safe for large and heavy aircraft, it can Let of flights that the FAA limits for safety. The only real limit is the airport site and the length of the runway. We need a complete EIS. Number two, the evaluation of emissions, the air quality that you've heard are based, again, on a fixed limited unrealistic number airports -- as today. This is just a meaningless number to reach a meaningless result of no impact. We need an EIS. The EA says that the runway extension will not impact the tidal wetlands. A four-year EIS Draft at Tweed show shows tidal wetlands in the entire area of the airport site. We need an EIS. The master plan and airport layout plan both show a further expansion of runway by opposition in areas south filled with homes on both ends of the runway. This is a foreseeable impact. We need an EIS to evaluate this human impact to consider that the Avelo low-flying planes are simply driving people out. The EA states that noise will generate less noise by moving inside of the site. The East Haven contingency will challenge that. It's nonsense. Less noise for whom? The runway extension pushes further into the beach communities of the homes on the sound, the response to those in the master plan. The noise will be amplified with a new terminal. We need an EIS. The impact of the new terminal, parking spaces and access roads cannot be adequately evaluated based on the scarce information provided, ever-changing information provided. The EA -- THE MODERATOR: Please conclude your remarks. MS. BRYSON: -- significant improvements to protocol -- THE MODERATOR: Please conclude your remarks.	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19. The analysis in the EA is based on reasonably foreseeable operations in 2026 and 2031. Appendix F describes wetlands in the study area. As described in Section 5.14.1, no tidal wetlands will be impacted by the proposed action. Chapter 2 describes reasonably foreseeable activity for the years 2026 and 2031. The Proposed Action includes a runway extension consistent with that evaluated in the Master Plan. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	no
4/1/2023	PC	Karyl Lee Hall	675-678		My name is Karyl Lee Hall; Hall is spelled H-A-L-L. I am representing the Branford Conservation and Environmental Committee. We commissioned -- we submitted a letter asking for an EIS almost a year ago. Having received the EA, Draft EA and given it lots of attention, we have not changed our mind, the need for an EIS. I might add that by regulation, in the EA especially is a concise document, used to be ten to fifteen pages. Now we have an EA that's hundreds and hundreds of pages, both the EA itself and the appendices. The professionals of the field recognize that one of the reasons that the EA has become an advanced document is because unlike and EIS where public participation is mandated and public scoping is part of the process, the EA doesn't have that and I'm interested to see that the Tweed representative very much reminded us that this public hearing is in fact not required, and under law the lack of public participation that actually is part of the EA process. I ask you on behalf of my commission and the members of the -- and the people who are here, that you give us an EIS so that we can protect our environment and protect the people who live in the environment of the town surrounding Tweed Airport. We endorse through the Times of Honorable Mayor of East Haven, we endorse the comments of Roger Reynolds from Save the Sound, and I'm saying this now because I won't get through the end of my comments. People have recognized the underlying inconsistencies in the EA with regard to the amount of impact that the supposed airport expansion would do. I would say that's particularly true of the air pollution and we have, in addition to bad calculations and data that doesn't make sense, we have a lack of cumulative impact. We have not looked beyond the airport area, we have not taken into consideration power plants, sewage disposal and the power plants at Yale, New Haven Harbor, as well as some in Connecticut, wastewater treatment plants, transportation hubs, including the intersection of 91-95 and that pollution is not going to decrease. What's going to happen is when you start doing analysis, you're going to have a conformity evaluation as well. I strongly suggest you do the right thing here. You hear it from the people, hear it from the professionals as well. Do the right thing.	For EIS, see response to Frequent Public Comment #1. The EA complies with the current 75 page limit (not including, figures, tables and appendices), in accordance with the Council on Environmental Quality (CEQ) (§ 1501.5) . For concerns about Air Quality, see response to Frequent Public Comment # 12 and CT DEEP Comment #7.	no
4/1/2023	PC	Joann Clare Delenick	678-680		I was an employee of a low-cost startup airline that went bankrupt 20 years ago. What is the financial environment today of a New Haven Airport Authority that needs to rely on a ParkingBees for income? How can this business plan meet federal infrastructure grant requirements based on public transportation connectivity? Airports provide transportationacross communities, but air path noise can be disruptive. The General Accounting Office testified that despite technological advances leading to quieter airplanes, aircraft noise is still a problem for some communities. FAA is taking steps to implement GAO recommendations, such as improving community engagement and information sharing, but how are you improving community engagement and information sharing in New Haven by restricting information exchanges to this one single public comment section? We need a full EIS. This community has witnessed and suffered two fatal plane cashes caused by the use of Tweed Airport. How are you implementing and improving community engagement and information about airport safety? How can your agency be trusted with the lives of residents and passengers who last month you falsely filed a passenger death as due to turbulence? In today's New Haven Register, Senator Blumenthal says, no person is above the law. Today, FAA, in East Haven, we say, no agency is above the law.	For EIS, see response to Frequent Public Comment #1. Appendix D describes the Public Involvement efforts conducted as part of this EA. The Proposed Action is expected to be funded partially by Airport Improvement Program grants and will comply the applicable requirements.	no

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4/1/2023	PC	Lynne Bonnett	680-682		My name is Lynn Bonnett, I am a resident of New Haven. My comments today are solely due to my role as a public citizen, private citizen. I'm a New Haven representative that the EA constituted. It was established to solicit input on key topics considered in the EA and provide early opportunity for community input and advice to the HVA on the EA. In terms of the PAC meetings was also to receive local knowledge of the community, the environment and provide available information about the project and EA process. We had two meetings, the first in January of 2022 where there was an overview presenter. They said all the information would be in the appendices. We requested regular follow-ups. There was no recording and no recording or minutes of the meeting; no follow-up. We asked for an update in April and were told there would be a second in meeting in April or June. So the second meeting was called in October 27. We were informed at that time that the Draft EA was going to be sent to the FAA the next day. We had the presentation the same as here. There was a Q&A. During the Q&A process, I used the opportunity to ask questions on behalf of residents that I was representing in the community. I was formally a chairperson on the Environmental Justice System. I know about public participation because Connecticut had an HA law that mandates meetings for public participation. I was criticized for asking questions on behalf of citizens at the PAC meeting, the second one, and moving on to Appendix D, input was provided to the FAA. Overwhelmingly, people were concerned about health, they were sleep deprived, they were having headaches, kids weren't behaving normally. They were bothered by the noise, by jet fuel, by planes operating on unusual hours. One hundred and ninety-six complaints out of the two hundred that I was able to look at out of the 380, none of these public concerns were addressed in the EA, none except the only house aspect was addressing children's health from the perspective of what were they exposed to by traffic on the way to the airport. I'm asking you this; is this the FAA's process for public participation? Is this consistent with what you are recommending? I think that in all honesty we deserve an EIS. Thank you.	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. Appendix D describes the Public Involvement efforts conducted as part of this EA. The referenced 380 public comments are compiled in Appendix D-2. The subject areas are addressed in the EA.	no
4/1/2023	PC	Anstress Farwell	682-685		Good afternoon. My name is Anstress Farwell. I've worked with the New Haven Urban Design League, we work on planning and environmental issues. My last name is spelled F-A-R-W-E-L-L. Looking at the EA, you've heard frommany people about how it is inconsistent, incomplete and illogical. My starting point for just a few things to share with you this afternoon is that it is not even consistent with the master plan from 2021, nor is it consistent with larger regional plans that have been put together looking at airports, including the Regional Plan Associations review of airports for the tri-state region that was done about ten years ago. Tweed is not even significant in that plan, and I think that what has happened is there was a private company that has been able to come up with the plan to enlarge it, but it isn't necessarily one that is important to the larger regional plan. In the information that they provided tonight, they said that they don't have any power of what airports people choose -- I don't need to say more, it's a very illogical statement because just like traffic, this plan is based on inducing demand to this location, rather than coming up with a plan that actually serves the whole region, and I thinkthat would be based on a profound investment in Yale to go to Bradley. I would like to point out, we need to have an EIS, and I bring this up because we need a good scoping project before you start the EIS. If you look at that tri-state plan, it should look at what the alternative costs and benefits to a system that you -- all of central Connecticut on, with minimal environmental impact, or something that serves a very small market with tremendous impact and will be short lived because it's underwater. But the main thing I want you to look at here is what happens on the north end? The master plan includes an extension of area where it's densely settled neighborhood. The plan is to voluntarily encourage people to sell their house to the airport to create a safety zone there, it's up on Highland. 200 houses approximately would have to be acquired to make this a safe airport. That isn't in the plan. It isn't in the plan. THE MODERATOR: Please conclude your remarks. MS. FARWELL: That is something -- what is before you is incomplete based on its local impacts and its regional impacts. We need an EIS that's properly scoped before it's started	For EIS, see response to Frequent Public Comment #1.	no
4/1/2023	PC	Jean Edwards-Chieppo	685-687		Good afternoon. My name is Jean Edwards-Chieppo, E-D-W-A-R-D-S C-H-I-E-P-P-O. I represent the residents of Morris Cove, East Haven and Short Beach and Branford. Tweed Airport is in the midst of three very densely populated neighborhoods; Morris Cove-New Haven, East Haven and Short Beach-Branford. This is and always has been a small regional airport. It was decided in the 1940's due to the fog, high winds, topography and location that Bradley was a much safer airport for jets and heavy transportation. We know that the next step will be freight, 24/7, which will absolutely destroy our town. To my knowledge, you cannoteradicate fog and you cannot control winds. We had the worst aviation disaster in Connecticut history due to fog. 29 people perished in flames on the beach when the plane hit the cottages in 1971. My husband, who recently died, witnessed that terrible, terrible scene, and it should never happen again. There were two young girls, 14 and 13, and a one year old killed in their bedrooms when a pilot lost control and hit the house, only a few hundred yards from the airport. The pilot and his son were killed. What can Tweed do about fog? What can Tweed do about winds? Can you stop flooding because it's built in the middle of wetlands? Many flights have been diverted due to these conditions. We follow every flight. Many come down to 100 feet and take off again. Passengers scream, vomit and beg to get off these planes. What is happening? Are you planning for another catastrophic event? Because it's coming, mark these words. It's coming. Moving to the terminal to the east side does not eradicate this, it just changes the neighborhood. Does the airport have a fire department on site, do you have a plan for a catastrophic event? We need an EIS, nothing else.	For EIS, see response to Frequent Public Comment #1. For low visibility concerns, see response to Frequent Public Comment #8. See response to Frequent Public Comment # 8 for discussion of potential cargo (freight) operations.	no

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4/1/2023	PC	Lori Foster	687-689		Good afternoon. My name is Lori Foster and I live in New Haven, to be specific, Tweed gate number one. I'm here today requesting that Tweed New Haven Regional Airport conduct an Environmental Impact Statement. My residence is approximately 200 feet from the end of runway number two, where the expansion is planned. Recently, my general practitioner prescribed medication for two reasons, my stress level is through the roof. When I hear a jet depart and land, windows are open, it's a beautiful day, a discussion cannot be had inside my home. The television cannot be heard. We cannot hear ourselves talk. Working in my yard and a fellow jetdeparts and I have to put my hands on my ears because the noise is so unbearable. It hurts. I have reported decibel readings over 100. The medication was also prescribed to help me sleep at night. Prior to Avelo, I never had a problem sleeping, but the planes landing after 11:00 p.m., every hour on the hour is unacceptable. In my mind, the landings are anticipated since it happens almost every night, and sometimes after finally, finally falling asleep, another jet comes in and lands. Airplane noise causes high blood pressure, increased risk for stroke and heart attack, sleep deprivation, which my doctor has outlined, high stress level, as well as hearing loss, and I'm doing going to go toa specialist for my hearing since Avelo's -- since Avelo has come here. The last time an Environmental Impact Study or Statement was produced was 1991. 1991. Folks, that is 24 years ago. 24 years. So much has happened to Tweed and this neighborhood in 24 years. We need an EIS. Weneed updated data, statistics, logistics, information. This is real, this is necessary and this is vital. We have professionals speaking here today with recordings, photos, reports, knowledge. Please don't dismiss their findings. THE MODERATOR: Please conclude your remarks. MS. FOSTER: What's really sad, on August of 21, at Nathan Hill, Mayor Elicker publicly said, this is not a question of whether or not you support the airport, let's just be clear about that. If you don't support the airport, like, tough luck.	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. It is beyond the scope of the EA to address individual existing health issues.	no
4/1/2023	PC	Curt Johnson	689-692		Good afternoon. My name is Curt Johnson, I'm a resident of Short Beach. I used to run Save the Sound, but Roger Reynolds does that now, but I'm going toadd just a little bit to his remarks. Just a few points. I want to start within the wetlands. You and the EIS or EA identify almost ten acres of direct impacts, that's not under debate and I want to repeat what Mr. Trinkaus said, in Connecticut, that is a substantial impact. If you're coming from Houston, they fill all the wetlands down there, but here, ten acres is a very large impact, and not only that, your EA does not mention what you're going to do about the mitigation. How are you going to deal with that? No mention of it at all, and it's kind of like, well, let us make people figure that out and we'll let you know later at the time of the permitting. That's not the purpose of NEPA, of the National Environmental Policy Act, is to allow the little people here, all of us to know what's going on and to be able to help evaluate actual impacts, so you have no idea what the mitigation is going to be. I'm going to move on just briefly to climate impacts. You have a wonderful tool at your disposal that the State of Connecticut supported through Circa, which is our agency, basically, a nonprofit on climate change. And if you use that tool to evaluate what the State of Connecticut says, the rising seas are going to be in the next, by 2050, which is only a quarter century, which is 20 inches, and you can find it with the kind of storms we have experienced, just in the last three months here. You see devastating flooding in that area. You have not used that tool. That's why we need an Environmental Impact Statement. We need to use tools like this to make informed decisions, because it may be that by 2050, this airport is not going to be a functional place that is safe for operations because of what's happening from a climate change perspective. And finally, I'm gonna end with PM2.5, I think several people have talked about it very eloquently today, what the impacts are. It's really important to remember that just within a mile of ourairport that we're talking about is the location where the State of Connecticut had the most difficult time meeting federal standards. It is the area of our world that has the greatest impact of small tiny soot. So when you conclude that there's not going to be any increase of pollution from increased use of the airport, that's crazy, and -- THE MODERATOR: Please conclude your remarks. MR. JOHNSON: -- so we need an Environmental Impact Statement. Thank you.	For EIS, see response to Frequent Public Comment #1. For concerns about air quality and reported emissions in EA, see responses to Frequent Public Comments #12 and #13, respectively. For wetlands, see response to Frequent Public Comment #19. Regarding use of the CIRCA too, see Frequent Public Comment Response #16 and response to CT DEEP Comment # 5. Additional information on compensatory wetland mitigation is provided in Appendix L and in CTDEEP Comment Response #3. Resiliency measures incorporated in to the project are described in Sectino 5.3.1 of the Draft EA.	no
4/1/2023	PC	Amanda Sullivan	692-695		Hi, hello. My name is Amanda Sullivan, S-U-L-L-I-V-A-N. I live on Edgar Street across the way from Tweed Airport. I am present today to express the deep concerns which rattled the hearts of my family and my surrounding community. I am here to give a firsthand account on how the increased air traffic has negatively affectedmy life. When living near a space of commune such as Tweed, certain disruptions were to be expected. However, with an increase in air traffic and plans for expansion, there have been many times when these disruptions are alarming the red flags slowly but surely being to rise. At first the airport was present but relatively quiet. Fumes could be smelled when I'd often mistake them for a neighborhood barbecue. Then, as Avelo made Tweed their new home, the fumes became more frequent and stronger. There are many times when I stepped outside and a gush of air carried fumes that stung my eyes, my nose and my throat. It lingers and I have to rush back indoors. On warm summer days I like to open my windows to enjoy the sun and fresh air. But for the past two years, I've had to close my windows because the fumes fill my home. I've written comments to Tweed, I've had a 30 minute phone call with previous Tweed representative, Sean Scanlon about my concerns. He mentioned community assistance, such as new windows and central air, but I have new window, I don't want central want fresh air. Central air does not when I want to go outside to the sun. My husband and I are planning our family, perhaps bringing little ones into our lives in the next year or two. I can't help but wonder, how could this affect a pregnancy? Little children playing outside; what new levels of toxins will my family be exposed to? Tweed plans to build a new terminal in marshlands behind our neighborhood. Most of the homes surrounding Tweed are in flood zones. Will these natural sponges that prevent inland flooding be paved over? Will this result in more flooding? How is this a good idea? What will the surrounding communities pay in the name of economic growth? What wildlife will suffer and what natural resources will be tarnished? I come here for truth and to say that East Haven community deserves an EIS. IfTweed is our neighborhood, albeit a corporate neighbor, they are to be held to the same responsibilities and accountability we all take part in. Thank you for listening to my concerns.	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. For flooding, see response to Frequent Public Comment #17.	no

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4/1/2023	PC	Katherine Bennett	695-697		Good afternoon. My name is Katherine Bennett, B-E-N-N-E-T-T. I live on Thompson Avenue in East Haven. I want to express my concern about the Environmental Assessment for Tweed Airport. In particular there are a few areas I believe are not covered thoroughly. Appendix G includes a table of wildlife spotted on airport property. Who is logging these sightings? Are they trained wildlife observers who can correctly identify these species? Are the wetlands serving toidentify protective reptiles and amphibians? Sightings of insects including aquatic invertebrates are not listed. Connecticut DEVP list 194 endangered, threatened and invertebrates. of the all the should be done of special concern insects and A thorough survey through EIS, species in this sensitive area by experts before an expansion is considered. The second issue is water quality, with a focus on deicing procedures. Tweed Airport currently can discharge up to 36 thousand gallons in a day into the greater New Haven Water Pollution Control Authority. Airports are required to collect only 60 percent of deicing fluid. The other untreated 40 percent ends up in the air and in the water. Even with the required PH adjustments, glycol-based deicing fluid in large amounts is broken down by bacteria, resulting in low oxygen levels in streams and is waterways. It also contains chemical additives. Maine's Portland InternationalJetport this winter became the first airport in the U.S. to use 100 percent recycled type-1 deicing fluid. As part of their requirements for a new terminal, parking garage and runway, they were required to analyze their deicing fluid disposal before moving forward. Has a system like this been considered? A third concern is discrepancies in the parking plan. Table 1-2 states, construction of approximately 4,000 new parking spaces consisting of a combination of surface parking and parking garage with an approximately footprint of 816,887-square feet. The map, however, on Appendix E shows no footprint for a parking garage. The plans for a parking garage, if there is one, needs to be included in an Environmental Assessment and appears to have been left out. A project of this scope must have a full Environmental Impact Study. Thank you for your time.	Species lists in Appendix G are composed of multiple sources. The source information is provided with each separate table. The first table is a HVN wildlife log collected by HVN staff.	no
4/1/2023	PC	Patrick Rowland	697-700		My name is Patrick Rowland, R-O-W-L-A-N-D. I live at 12 Minor Road, which is 3,916 feet from the south end of runway two. I built a brand new home there almost ten years ago after living on Thompson Avenue, approximately three blocks from the entrance to the airport. I've lived here for over 30 years, and understand the noise and level of pollution and activity that previously existed at Tweed. I invested nearly a million dollars to build my forever beach home because there was a Memorandum of Understanding that said Tweed would not expand their airport. I've been violated. I've been violated by the FAA, Sean Scanlon, and all of the other components and participants in this illegal expansion of Tweed's airport and runway. You went to the Supreme Court and sought additional approval to whether or not you were allowed to have federal preemption and expand it. You might actually have the legal right under the preemption to expand the runway, but you do not have the moral right to do so. Tweed Airport has been a small, recreational component of the City of New Haven that serves approximately 100 small commuter planes. Yes, there's been commercial traffic. Yes, there's been 737's going to Chicago and to Washington, D.C. There has never been 24 planes a day of the loud velocity and noise and pollution that exists here now. I implore the FAA to have an EIS, but more importantly I implore everyone in the room and everyone listening to this to hold Tweed and Tweed's managers more to the responsible use of what they had agreed to in 2009 to end a legal dispute that the City of East Haven had against New Haven for violating the wetlands. There was fair and equal and adequate consideration during that period of time, and Tweed agreed to keep the runway short and not extend it. To that end, there are actually noise regulations and part of the rule is to check pollution, and I would say on the air forecasting record it recognizes that there isa decibel registration of 68 between midnight and 6:00 a.m., and that is routinely violated and not enforced. It's up to the FAA to enforce this and to hold the City of New Haven responsible. Many, many times these airplanes land on a regular basis from their Florida origin point, long later than when they're going to land in New Haven. Come over to my house and listen to the new 800 Series shake the platters in my cupboard as that plane takes off. They were not supposed to use the 800 planes. There are many other problems that are wrong with this that they need an EIS. I could go on and on and tell you many more things that I will follow-up in writing, but I encourage everybody else to hold the City of New Haven accountable. MR. ROWLAND: I want to add, Jack Mordente will not be attending, he was scheduled two people ahead of me. He lives down the street from Tweed Airport. I only mentioned that he thought it was laughable that today happens to be April fools day.	For concern about wetlands, see response to Frequent Public Comment #19. For noise ordinance violations, see response to Frequent Public Comment #4. For noise/vibration, see response to Frequent Public Comment #10. For concern regarding 737-800 operation see response to Frequent Public Comment #7. Regarding request for an EIS, see response to Frequent Public Comment #1.	no
4/1/2023	PC	Bev Willis	701-703		Excuse me, I'm not able to stand up or at least use the podium. My name is Beverly Willis. I live at 6 Rockland Park in Branford. My name is W-I-L-L-I-S. I am a fellow of the American Institute of Architects of the Federal Council in Washington, D.C. and the Beverly Willis Architect Foundation in New York City. My firm wrote its first Environmental Impact Statement in 1970, following the passage of the National Environmental Legislation in 1969. My home is three miles east of Tweed. Just like my neighbors, I hear planes flying overhead day and night, engines roaring. In reading the Tweed Airport's Environmental Assessment of its proposed massive expansion on the wetlands side that was released to the public March the 2nd, I was surprised that the impact on Branford does not seem to be included at all. I am not against airports or flying, I soloed in a pilot club airplane when I was 15 and proud to serve in the Civil Air Patrol during World War II. My long professional carreer as an architect, my son developed some of the very first environmental impact reports for complicated sites in many states, so I fully understand the complexity involved, and I also know that an owner-executed Environmental Assessment paid for by the owner, in this case, Tweed, could be prejudiced. As currently written, the over twelve-hundred page craft summary identifies many of the federal, state and local requirements governing the site. However, the document falls short of addressing all of its negative environmental impacts or proposing solutions to environmental impacts that exist, except for references in the appendix. My fear is that this airportexpansion would have severe negative impacts on many of thousands of lives. The Draft Environmental Impact Statement will effect property values of existing residential properties. THE MODERATOR: Please conclude your comments. MS. WILLIS: I ask for federal ruling to require an Environmental Impact Statement necessary to adequately develop and without bias to study the accumulation in the many way the surrounding communities will be affected. Thank you.	For EIS, see response to Frequent Public Comment #1.	no

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4/1/2023	PC	Kathy Salisbury	703-706		Good afternoon. My name is Kathy Salisbury, S-A-L-I-S-B-U-R-Y. I'm a resident of Short Beach, property owner in East Haven, a mental health professional and a former Executive Director of the Connecticut Commission on Children. I would like to call attention to the fact that the Environmental Assessment nowhere mentions the environmental, health and traffic impact on the residents of Branford and others within a six to ten mile radius of the proposed airport expansion. This is not acceptable. Also, the growing body of scientific research which documents the health effects of noise, ultrafine particulate matter from jet fuel and carbon dioxide from on airport communities around the country have been growing. It's not a pretty picture. The findings include higher rates of asthma, impediments to children's learning, premature death, heart disease and many other diseases. My physician colleagues have already done a great job talking about this in greater detail, as well as what we're learning about the health impacts on East Haven residents. I also want note, as many others have, that East Haven has been designated as an environmental justice community by the Connecticut Department of Economic and Community Development. At the core of EPA'sdefinition of environmental justice is the fair and meaningful involvement of all members of environmental justice communities. I think what you heard today is that we have not have not had that involvement. We see that too, in fact, five of the fifteen Tweed Airport Authority board members are appointed from New Haven. This is not equal access to decision making about the airport that most immediately affects East Haven. We need more venues, ongoing venues where access to the development and enforcement policy and regulations takes place. I'm particularly troubled by the appearance that the majority of the board members seem to prioritize short-term economic development to the exclusion of the health and wellbeing of the wetlands, the residents of East Haven or people who live nearby, particularly those who live within a mile of the airport. Having watched the slideshow this morning, I am more convinced than ever of the necessity of an Environmental ImpactStatement. The slide that shows the increase in flights over time while reducing environmental impact defies fleece and is slick and a deceptive distortion -- THE MODERATOR: Please conclude your remarks. MS. SALISBURY: In closing, I would like to remind the decision-makers who cling to the perceived but not guaranteed economic benefits of the proposed expansion, that it is important to remember that rising tides don't necessarily lift all boats. They can sink	For EIS, see response to Frequent Public Comment #1. For study area, see response to Frequent Public Comment #3. For Environmental Justice, see response to Frequent Public Comment #20.	no
4/1/2023	LA	Garrett Sheehan, President/CEO Greater New Haven Chamber of Commerce	706-707		Good afternoon. My name is Garrett Sheehan, S-H-E-E-H-A-N. I'm the President-CEO of Greater New Haven Chamber of Commerce. I come here today only to represent the perspective of the business community. Our chamber represents more than one thousand businesses across our 15-town region. We are focussed on regional economic growth and jobs. We believe the airport is vital and too important to our economic growth and success. Over the last two years, we have seen positive business impacts. We have small businesses that gave contracts to Tweed. Avelo has brought more than 200 jobs to our region and businesses across our industry, like health care, manufacturing and bioscience have told us that the added flights improved their business. With the airport improvements we expect more jobs and more business growth. More than 25 businesspeople have submitted letters of support. We ask that you accept the Environmental Assessment so that the airport with be a vital part of our region's economic growth. Thank you.	Support comment noted.	no
4/1/2023	PC	Matt Lieber	708-711		Good afternoon. My name is Matthew Lieber, L-I-E-B-E-R. I'm resident of East Haven at 18 Hampton I'm here to speak about concerns specifically with the Tweed Expansion with regards to climate resiliency and flooding, which is one of several reasons why over 2,100 fellow community members have joined our call and signed our position calling for an Environmental Impact Statement. With growing evidence of higheraverage temperatures, more intense weather, more -- from sea levels and storm surges, the U.S. Government and State of Connecticut have committed policies and resources to build our clean climate resilience in Codes Section 4.4, resilience, meaning the ability to anticipate or prepare for or to respond to hazardous events, transfer disturbances related to climate. Coastal climate resilience is about sustainable development and risk management for a positive future where we restore ecosystems capable of producing abundance in Morris Creek oyster beds, with economic development of people in our wildlife. My questions that I wrote to you on September 27th to the FAA were, what will the effects of a flood zone/flood plain be for the additional terminal, new parking lots be for the neighborhoods and commercial properties adjacent to the airport? It seemed obvious to me that proposed expansion would not help our greater New Haven area its and neighborhoods with flood resiliency. Rather, the airportexpansion will make it worse. The Draft Environmental Assessment report presents the expansion as a safe and vital step, however, in the new Haven Area in terms of resiliency and flooding, with no adverse impacts and natural beneficial flood plain values anticipated. So I called scientists to find out confused about this; they being me, also wrote down several questions, here are five. Maybe two because I have one minute left. Why is the access road being omitted for vegetation assemblage? Section Table 4-2, why is the safety runway not included as part of this assessment? Why does the discussion disturb wetlands and not acknowledge concessions previously made in 2000? Beyond the airport, territory itself like the Morris Creek and concern for what the Connecticut DEP recognizes as an impaired waterway. How will the operation of an expanded airport impact the nearby environmentthat Marsh Creek's local be used to measure that impact? Currently it does not deliver anything on that. What will be the consequences of increased air traffic in terms of pollution deposited in marsh systems such as Morris Creek and Tunnel Creek? And concluding, using my time, I urge you to take the considerations seriously. We've presented and moved for an Environmental Impact Statement so you can answer these questions properly. Thank you.	For EIS, see response to Frequent Public Comment #1. See response to CT DEEP comment # 5 and Frequent Public Comment # 16 regarding sea level rise and resliliency. Floodplain impacts and mitigation strategies are described in Section 5.14.3. As described in Section 5.14.1 and Table 5-12, the access road from Proto Drive would affect approximately 0.14 acres of inland wetlands. The EA evaluates potential impacts resulting from the proposed action. Table 5-14 describes the previously Runway Safety Area Improvements. No impacts to Morris Creek and Morris Creek are expected. As described in Appendix I, and response to Frequent Public Comment #12, the Proposed Action will result in lower emissions compared to the no action alternative. Relative to pollution deposition in marsh systems, see TEH Comment Response #20. It is assumed that the commentor is referencing the the Runway 2-20 Runway Safety Area Project, for which the NEPA process was completed in 2000. That project is a separate project with independent utility from the proposed action. That project is mentioned in Section 5.15 of the Draft EA, but is otherwise not germane to this EA.	no

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4/1/2023	PC	Douglas Graham	711-714		My name is John Douglas Graham and I live in Morgan Point. My particular concern is related to the economic impact on the home values and our health. I expect many people in the room share those concerns and I would expect our elected leaders to also share those concerns. There's been many studies on the impact of airports on the surrounding communities and residential values, which, for some reason, were not referenced in the EA, and we don't obviously have time to go into the arcane details, but suffice to say, they found on average the impact of those in the immediate vicinity of the airport was that the home values would be dropping from anywhere between nine and fifteen percent in value. A back-of-the-envelope calculation sounds very much like something more refined than that. But it looks like, you know, if we take about 12 percent, that's an average value, then how many homes are going to be affected? Well, if we take the immediate homes around the airport, it comes to about 1,466. Now, some of these are a little bit outside of the noise juncture, but there was another instance that I think it was a gentleman of appraisals, that found that whenthey actually did a study on noise and its impact, they found that for some reason, many of the homes that were supposed to be outside of the noise juncture, actually had noise levels far above those defined on by the council. I don't know why that would occur. The next thing to look at now is the average price of homes, in New Haven that's about $279,000. Twelve percent of that would be about $33,480. Now, the question is, again, how many homes are impacted? If we just take the ones in the neighborhood, that are 1,466, would we count for a total economic damage of about $49 million? However, if we take the total numbers of homes in the study area, 10,940, then we would expect an economic impact of substance somewhere around $367 million. I paused briefly at this point to ask, because I'm not a lawyer, but I'm curious, what if class-action lawsuits can actually be filed based on preventing future economic damage, rather than the usual situation where they file to recover prior economic damage -- THE MODERATOR: Please conclude your remarks. MR. GRAHAM: Okay. Very quickly, if we look to the health issues, 18 percent increase in cardiovascular disease, 16 percent increase in senior accidents, suicides doubled -- THE MODERATOR: Thank you. MR. GRAHAM: If we take the average value of life at $12.8 million, which is the average of U.S. agencies, then we can take the existing --	For concern about Property Values, see response to Frequent Public Comment # 23.	no
4/1/2023	PC	Gian Carlo Gallicchio	714-717		Hi, I'm Gian Carlo Gallicchio, that's G-A-L-L-I-C-C-H-I-O. I'm a UCONN student and I live on Hide Street about two blocks from this airport. This comment is from Marshall Cox of Branford who couldn't be here today. He holds a Ph.D in electrical engineering from Columbia University. He said that, in evaluating the Tweed expansion EA documents, I found some very questionable methods for establishing airport activity that is used as a basis for the EA's no-action calculations. The baseline assumption propagates through most of the document. I will focus exclusively on the impact the baseline will have emissions. The baseline in question is the 2026 no-action, and 2031 no-action projections, and the total operations that follow from this. Both of these numbers, 665,000 in 2026, and 1,222,000 in 2031 are identical to the complainant estimates under the proposed action, which is has no basis in reasonable market analysis. The most aggressive number that can possibly be acceptable for the 2026 and 2031 no-action claimants can be fund in the FAA market analysis from the final master plan, Table 4-5. Assuming an unconstrained high forecast in which there's no limit on the number of airlines and the highest possible growth of the airport would yield, in 2026 no-action, 221,000 enplanements, 2031 no-action, 324,000. One might argue that the state of the actual 2022 numbers should indicate that these baseline numbers are too low, but without any shared analysis, the impact of, one, the impact and power of exiting a global pandemic on local interest and leisure travel; and two, the impact of subsidized temporary ticket pricing, market elasticity and information of subsidized ticket prices on local travel habits. One must use improved reasonable market projections as a baseline which to propose action cab be prepared. Further, since publicly available methods are unavailable to accurately estimate emissions from ridership projections, let us assume by 2022 emissions as the baseline, no-action both 2026 and 2031. Again, this is even further aggressive than the most aggressive market analysis, but is useful since these emission numbers have been published by the EA's author. As shown in the included table, evenusing the most aggressive FAA accepted numbers for 2026 and 2031 no-action baselines render this project exceeding de minimus thresholds for nitrous oxide, both in 2026 and in 2031, using more reasonable accepted projections as the baseline results and even greater emissions from the proposed action. As the revised and defensible calculations show, proposed action exceeds the established de minimus thresholds for nitrous oxide. A general conformity determination is therefore required. The table will be submitted along with this as a written submission. We need an Environmental Impact Statement to have a mutual, scientific assessment on the absolute emissions left by Tweed.	For EIS, see response to Frequent Public Comment #1. For concern about air quality, see response to Frequent Public Comment #12. For concern about forecasts and baseline conditions, see response to Frequent Public Comment # 5 and response to EPA comment #1. The Master Plan forecasts were completed and approved by the FAA before Avelo existed in it's current form. Section 2 of the EA describes reasonably foreseeable enplanements and operations based on an updated evaluation of market conditions at HVN. As described in Section 5.1 of the Draft EA, conformity determination is not required because emissions increases do not exceed deminimis thresholds.	no
4/1/2023	LO	James Flynn, President of the Friends of the Farm River Esturary	717-721		Thank you very much. My name is James, J-A-M-E-S, F-L-Y-N-N. I'm the president of the Friends of the Farm River Estuary, 501(C)(3) nonprofit community-based organization whose mission is to facilitate public access to an environmentally sound use of the lower Farmers watershed, including the surrounding areas in East Haven. Local residents established this organization over 20 years ago to support the acquisition of the state that became the Farmer Estate Park, and since that time, we've worked independently and collaboratively with government agencies, officials, community groups and the public to sort of protect the Farmer Estuary for the local communities and future generations. As an initial matter, I would like to associate ourselves with the previous commenters, but really well done and thoughtful remarks about some fundamental issues with the EA, and it won't take time here to go into detail about the Farmer Estuary and the state and federalist of flora and fauna and the economic value and recreation value of the area and how exactly that will be impacted by the expansion. However, we will be submitting detailedwritten comments at the time on a number of issues. I do have some specific comments for the airport authority, for the FAA and also for elected officials who may be present and listening. So for the airport authority specifically, there is no statutory or regulatory requirement that the Environmental Assessment be completed before considering whether to do a full EIS. It has always been the case that the authority has the discretion to proceed straight to a full Environmental Impact Statement, and even today, the airport authority has the discretion to withdraw the full EA and commit to doing a full Environmental Impact Statement, including a robust community engagement process. And with respect briefly to community engagement, while NEPA regulations may not require today's meeting, I would encourage folks to consider whether three hours on Saturday is consistent both state and federal policy concerning community engagement,especially some recent executive orders issued by both the federal and state administrations. Speaking directly to the FAA, the draft EA fails to discuss or even identify a variety of likely potential impacts to the estuary and surrounding communities, as has been stated by other commenters really well, like the gentleman who just spoke. Most of the EA analysis and the EA relies on the same fundamentally flawed -- is directly contradicted by the master plan itself and public statements made by Avelo and Avports concerning likely passenger increases and ultimately for transport. The EA's inclusion that the expansion result in a net environmental benefit truly strengthens the -- And finally, for the state policy makers, what's done cannot be undone. The airport expansion and its operations will be limited only by FAA safety regulations. Larger planes --	Regarding request for an EIS, see response to Frequent Public Comment #1.	no

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4/1/2023	LO	Gretl Gallicchio, 10,000 Hawks	721-724		Good afternoon. My name is Gretl Gallicchio, first name Gretl. G-R-E-T-L, last name, G-A-L-L-I-C-C-H-I-O, and I represent a local grassroots environmental community group, 10,000 Hawks, which formed in the early days, just after the announcement of this expansion plan. In the early days that we -- since the expansion plan was announced in the midst of a global pandemic and without very much outreach for public education as we could perceive it, we saw in the early days, our role as just helping people get answers to the questions they have. 10,000 Hawks, of course, moderated the annual migration of migratory birds to Lighthouse Park. We were trying to take a birds-eye view. In our efforts, it quickly became apparent that there weren't as many answers to this as there were questions, and I am afraid that this EA as it stands, that is failed to answer the questions we have, and in fact, it's raised many more and it is our desire that there should be an Environmental Impact Statement for this expansion plan. There have been others who have acknowledged many of the flaws and inconsistencies that this EA presents. For 10,000 Hawks, for me today, I would like to focus on the problems of the air quality assessment. Even had the claims of somehow bigger planes with more people leading to fewer operations. Even if this really were going to satisfy the thresholds of the Clean Air Act, even if we were going to come out with some kind of formula that we could believe, it's insufficient, and for an airport and a city is that is claiming to be a community member, a responsible community member, a neighbor, we ask for more. In the early days, my group, 10,000 Hawks, created a proposal of a fence line air quality monitoring system, sensoring system that would be placed around the Tweed air field, specifically to identify what share of cumulative air pollution Tweed was actually putting out there, and the mayor of New Haven and the Tweed authority had no interest in this. 10,000 Hawks, happily, through the generosity of the Greater New Haven Green Fund, has now been given a grant to try and put in place just such a project, because the technology does exist to identify the specific pollutants, down to levels far below, especially with particulate matter, far below the 2.5, and figure out exactly what Tweed is putting into the air we breathe -- THE MODERATOR: Please conclude your remarks. MS. GALLICCHIO: -- and we have a right to know what that is, and it would be much better if the airport and the city were doing this work, but it has fallen to the community, and happily, we will be able to give the community some of those answers.	For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	no
4/1/2023	PC	Kathleen Spencer	724-726		My name is Kathleen Spencer, S-P-E-N-C-E-R, and for the stenographer has the check mark after, just so you remember who I was. I was just notified about a little bit of information and I'm going to change my -- I'm going to divert my airplanes, just like you had to divert your airplanes today because of the fog at 1:15, 1:20, 1:45, 2:35, 2:40, and 2:55, because they couldn't land because of the conditions at the airport. I want to thank all of the people that I spoke to today in the library and askedthem, what's this gentleman on the -- all the way on the right? He was very nice to talk to even though I'm a pain in the ass. And I pointed out on his map, I'm No. 3, where the High Street Bridge meets 95 and Kimberly and all that other good stuff with all the traffic, and I just want you to know, I'm here to let you know that people have aggravations, and there are people who are afraid to speak up, they're afraid to talk, they're afraid they're going to lose their benefits. If they say something, they might be evicted from where they live, there are things that are going on that's beyond the airport's control. People think it's political, it's not political. It's some things on the scale, you know, I want to see the scale here. You had a lot of things in the library that had scales on them, but the little homes look like little ants, I think I pointed that out to everybody's map. Your airport was big, but the little homes were there, it looked like nothing. Well, there is something, there is thingsinside the homes, and I'm here to speak under the -- Leviticus, 1916. It states that we should stand up for everybody if our neighbors are being harmed, and our neighbors are being harmed, and, you know, they might -- I'm not going to be affected personally, but it affects me personally when other people are being affected by this. Emotionally, physically, mentally, that might be the same thing, but you all know that I rant and rave, and, you know -- and I just want to say that we need to pledge allegiance to the flag and have it end with liberty and justice for all, and we say it without no equivocal comment. And I want the stenographer to put my comments in under everybody else, number 1-34 that have spoken before me so my little page there would be very big without me saying a lot. I thank you so much for your time.	For low visibility concerns, see response to Frequent Public Comment #8.	no
4/1/2023	PC	Ken Engleman	727-730		Hello, my name is Ken Engleman, E-N-G-E-L-M-A-N. I'm speaking up today to support our communities call to support our full Environmental Impact Statement. Your published Environmental Assessment is incomplete and not sufficient to me or my Branford neighbors and it does not answer our health, well-being, property values and environmental concerns. Your expansion plans raise serious questions about potential harm to where we live, work and play. A full Environmental Impact Statement is urgently needed to address our shared concerns, because this EA uses computer modeling, which does not include the human experience. After reviewing your presented EA, I also noticed it does not include a study of Branford, which is located just a few miles east of Tweed. Our wonderful home is located three miles from the airport and I can feel the Avelo 700 and 800 class planes take off land, prior to hearing them. I've recorded 90-plus decibel sounds of these planes from my driveway. I've taken photos and videos to show this proof. These jet engines are so powerful that I feel and hear them in my home office, which forces me to mute my Zoom business calls. This also disrupts my focus multiple times a day and forces frustration into our peaceful home we worked so hard to create in the last 18 years. While some may say -- I'm sorry, while some may then reply with, but you chose to live next to an airport; when we bought our beautiful home, Tweed was a regional, small airport with turbo prop airplanes that did not disrupt our lives. Since Avelo started operations, they have disrupted us in numerous ways and have been reported to many Tweed, FAA, EPA, DEEP, and other federal agencies, and to this day, without having answers to our questions or concerns. To show we will not be harmed by ourplan -- I'm sorry, to show we will not be harmed by plans to tear down the current one-gate Tweed Airport, and build an entirely new six-gate airport that may include 24/7 freight flights, a full EIS should include Branford air, water and sound monitors, and a Branford traffic study. Without this important data collected and studied, you are only guessing, and that not good enough. With this, the FAA should do the right thing and implement a full EIS that includes air, water and sound monitors for ten miles in all directions around the airport, because this massive decision will change the Connecticut shoreline forever. The beautiful and peaceful Connecticut shoreline we invested in will turn into a commercial area that surrounds most other airports, simply because some people think driving 50 minutes to Bradley Airport is an inconvenience. In summary, your presented EA does not provide scientific data and analysis that addresses your plans or our shared concerns.Making such massive decisions without knowing the facts is unprofessional and one sided. Please --	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the Environmental Assessment. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. For concerns regarding potential cargo operations, see Frequent Public Comment Response # 6	no

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4/1/2023	PC	John Gallalee	730-733		My name is John Gallalee, G-A-L-L-A-L-E-E. I live in Shore Beach, which is, if you haven't figured out by now, the western most neighborhood in Branford. I'm here so say also, along with almost everybody else here, that we need an EIS because the Environmental Assessment is inadequate, incomplete and internally inconsistent, and wants to white wash the expansion of a project. I want to express my gratitude and admiration for those dedicated and knowledgeable fellow citizens who are here today and all the work they've done so hard to protect our community. I'm very impressed with the people I've spoken with today. I'm disturbed we're limited to three hours of speaking, given that the outcome of this will affect generations for decades to come. I want to comment on one particular issue, which is noise. As others have mentioned, we've experienced a huge increase in noise pollution since Avelo started flying. Now, I have a new name for Avelo, it may not catch on, but it's A-smell-o. If the airport is expanded, the number of daily flights is almost certainly going to skyrocket, despite what it said in the EA. And quite possibly the level of increase of aircraft consisting of cargo and freight larger, which would probably mean larger and louder planes. My profession is child psychiatry andI know how important recreation is for physical and mental health of children, as well as adults. So you know about attention deficit disorder, but in psychiatry we also have child psychiatry, we have nature deficit. Being outdoors in nature is very important for human development. In Short Beach and other neighborhoods, I'm sure, we enjoy walking, jogging, biking, swimming, boating, and gardening, or just sitting outside on a summer evening. Constant roar of jet airplanes would inevitably cause a detriment to our lives. Our communities would be forever changed. As others have mentioned, the property values will also drop and town property taxes will increase as well. Some of my neighbors are already talking about where they're gonna move if this airport goes into effect. I also want to point out in the next 20 seconds, that there are a lot of parks and schools near the planned expansion. Our beautiful, Lighthouse Point and East Shore Park are less than a mile away from the airport, and as well, Farm River State Park, Beacon Hill Preserve, Lake Saltonstall are all within two miles of the airport. Finally, I want to know where you our elected officials, except for the airport -- THE MODERATOR: Please conclude your comments.	For noise/vibration, see response to Frequent Public Comment #10. For concern about Property Values, see response to Frequent Public Comment # 23. For concerns regarding potential cargo operations, see Frequent Public Comment Response # 6.	no
4/1/2023	PC	Toni Lorenti	733-736		Good afternoon. Toni Lorenti, L-O-R-E-N-T-I, Meriden, Connecticut. I'm here to represent myself as an interested citizen and also a commercial pilot of 25 years, so when I hear about aircraft discussions, I take particular interest. In the past one year, a market increase in consistent need for air service has been demonstrated at Tweed New Haven Airport. Passenger volume has reached one million-plus passengers served, the addition of new markets from the original six to fifteen, with speculation of more to come and we know about the parking capacity issues as well. The New Haven Airport master plan and the Environmental Assessment presents and studies ways to meet this quantifiable, demonstrated need through a new terminal complex and runway extension. Theses projects are a way to improve what Tweed New Haven Airport does already, which is to serve the region. The removal of aircraft operation weight restrictions, improvements to passenger experience, ground efficiency improvements, and the change of noise contours, i.e., relocating from one area to a more appropriate area, are chief among the proposed quantifiable final improvements. These improvements, and I know, do not require land, property or other acquisitions. This improves what the airport is able to do and to allow it to coalesce with the neighborhood and the region. Of note, these improvements are proposed entirely on airport maintained grasslands and property, including a closed runway. I believe the proposed improvements expose the community and environment, to minimal impact, because, and I quote, the key issue here is the airport, airspace capacity. No airport or airspace capacity enhancements are proposed. No additional runways are proposed. A single runway, no matter the length, does not increase airport and airspace capacity. No other capacity-enhancing improvements, such as high-speed taxiways, full-length taxiways, the addition of movement and non-moving areas included, are not part of this plan, reference Table 1 in the EA. Finally, Tweed New Haven Airport remains a VFR tower, and remains in a limited radar environment further restricting its ability to become LaGuardia Airport. In closing, regardless of the EA outcome, Tweed New Haven Airport will continue, in fact, as we've heard the forecastthroughout the industry and the EA itself not only validate this, but show an increase in activity, even under the no-build alternative. Our choice is to continue with the status quo, which will be deleterious to all stakeholders or to validate the adequacy of the EA, which I believe adequately addresses the issue.	Support comment noted.	no
4/1/2023	PC	Roseline Crowley	736-737		My name is Roseline Crowley, C-R-O-W-L-E-Y. I'm retired and I've lived over 50 years in Camden, Connecticut, near New Haven. And I'm not frequently woken up, but 11:00 p.m., or 4:30 p.m., or both, by noisy, large planes coming from Tweed Airport that fly so low that you're think they will bump into the neighborhood. The notion that these flights might multiply by 3.5 is unacceptable. My ten-year-old grandson lives on Hampton Road in East Haven, where being outdoors has recently become a nightmare in the last year or two, due to the already existing frequency of flights, and I'm worried about my grandson's health and that of all the children of East Haven. The knowledge that the noise and the noise and air and land pollution might be multiplied by 3.5 is also unacceptable. Finally, plans for the expansion of freight traffic was suggested in the EA analysis without any details on its impact. Freight traffic would also increase the noise and pollution in East Haven and its surroundings when East Haven has put a very successful effort towards creating public parks, enjoyed by it's residents and those in neighboring towns. Nobody should be fooled by Avelo's current prices, which are temporarily low and to entice and excite popularity. By the time people realize this fully or Avelo goes belly up, it will be too late. We need an EIS.	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For concerns regarding potential cargo operations, see Frequent Public Comment Response # 6. For concern about Health Effects, see response to Frequent Public Comment #24.	no

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4/1/2023	PC	Theodore Lieber	738-739		My name is Theodore Lieber. I reside at 18 Hampton Road in East Haven, and I will be a registered voter in 2030. I'm speaking to you to express my concern regarding the proposed at the Tweed New Haven Airport and the impact that this project will have on the surrounding communities, especially as it connects to the air quality section of the Draft Environment Assessment, Section 5-4. From what my dad shared with me in Section 4.2, and repeated in Subsection 5.1.4, significant thresholds, the EA correctly states that New Haven County is classified as severe by the EPA in ozone levels. On page 57, the EA states that the increase of nitrogen oxide emissions, one of the two ozone pollutants, as to Table 5-1, can be traced to the 737, 800 engines. If the expansion goes through, the Tweed Airport will move o 737, 800's. This is what I think. I'm specifically concerned with the EA's finding on air pollution, because when I first heardthere were nitrogen oxides going through the air, I was a little freaked out. The thought of more pollutants going through the air started to make me even more concerned with the expansion. As a ten-year old, I would not like toxic gasses in the air while my lungs are still developing, and I would like you to consider all the other kids in the area. What are we doing outside? We are playing baseball, basketball, tennis, we are swimming, going to the beach and just doing the things kids are supposed to be doing. I'm asking the FAA to conduct a comprehensive review of the environmental impact that the proposed expansion will have on the community surrounding the project area. By taking the time to conduct an Environmental Impact Statement, the EIS, the airport and communities will be able to better understand the consequences of this major expansion. Thank you for listening and I hope you make the right decision.	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12.	no
4/1/2023	PC	Kimberly Zolvik	740-742		Hi, my name is Kimberly Zolvik. It's spelled Z-O-L-V-I-K. I am a resident of Brandford and I live 2.4 miles east of Tweed Airport. Let's talk babies, right, we all love babies, and mothers, and air pollution and 2.5 parts per million. I'm sorry, I have to adjust my -- there we go. 2.5 parts per million have been shown to effect fetuses. Mothers breathe in the polluted air and these particles cross the placenta into the baby at a time when baby's organs are being developed. Pregnant woman who live in polluted areas may be more likely to experience early, preterm labor. Preterm labor increases the risk of other problems, such as low birth weight, underdeveloped lungs in the baby and newborn mortality. Exposure to air pollution in the first trimester increases the risk of preeclampsia and maternal high blood pressure. These complications can harm the mother and baby and this may necessitate an early birth. Indeed, these harms can kill. Understanding jet fuel does not contain lead, right, we all known that; avgas does. Every child in the state is tested twice for lead, once before 12 months and again at five years. We want to see that data extrapolated and applied to Tweed and the surrounding communities, including Branford, as we're under a major flight path. When people are surveyed as to what is most important to them, it is not economics, nor is it convenience. It is human health. I request the FAA move to an EIS in order to engage the necessary federal and state agencies, and thoroughly study the effects of this ever-growing expansion in the middle of the neighborhoods and the health of our babies and our children and our mothers, because every mother counts.	For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Regarding request for an EIS, see response to Frequent Public Comment #1.	no
4/1/2023	PC	Cyril Otrigosa-Liaz	742-743		Hello, my name is Cyril Ortigosa-Liaz. My affiliation is proud Short Beach Resident. So I live in Branford and nothing in this EA mentions Branford. I'm surrounded by forest, wildlife, eagles, ospreys, pileated woodpeckers, which is the rarest bird of Connecticut; it's not mentioned in the EA.The access to my neighborhood is via Route 142, one of the routes to the proposed airport terminal, but nothing in the EA mentions that either. My community holds multiple festivals, such as the Short Beach Day Parade, a 70-plus year old tradition, which closes Route 142 for hours, and no effect on any festivities in Branford or East Haven, is considered in that EA, either. You mention no farmland, like if personal vegetable gardens don't matter.Well, nothing is mentioned about airplane pollution on crops. You're suggesting that this local mom and pop municipal aerodrome can handle one-third the volume of Bradley International Airport, but you are ignoring or sugarcoating the real impact impact on tens of thousands of people living underneath the airplanes taking off who cannot sleep as your planes take off at 6:00 in the morning and then way past then, sometimes closer to 11:00. I don't know one community where an airport was actually beneficial. There is not one in America. Airports destroy their direct communities; that's a fact. I'm asking the FAA move to an EIS to address all the EA omissions concerns and include all the surrounding towns that are potentially highly impacted by this expansion. Thank you, and I give the rest of my time to the people.	For EIS, see response to Frequent Public Comment #1. As described in Section 4.8, the Farmland Protection Policy Act of 1994 regulates federal actions with the potential to convert farmland to non-agricultural uses. For the purposes of the Farmland Protection Policy Act, farmland refers to soils classified as prime farmland, unique farmland, and land of statewide or local importance. The Farmland Protection Policy Act does not apply to land already committed to urban development or water. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about the study area, see response to Frequent Public Comment #3. Biological Resources (including wildlife) are described in Section 5.2. The Proposed Action does not propose any physical improvements in Branford. Pileated woodpeckers may occasionally transit the site of the Proposed Action, but were not identified as a concern.	no

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4/1/2023	PC	Dr. Beth Weinberger	744-747		Yes, Dr. Beth Weinberger, W-E-I-N-B-E-R-G-E-R. I live in Branford and I -- research and policy for the Environmental Health Project. The EA, with regard to environmental justice, rests on the questionable play of the EJ population surrounding Tweed, are not under the burden by the expansion of the airport. An examination of Tweed's own assessment shows this to be false. For this reason I call for an Environmental Impact Statement. EJ communities will be heavily impacted, as they are some of the closest communities to the airport. As shown in the report, the airport is, in fact, nearly surrounded by EJ communities and they already carry a greater health risk. The CDC is in environmental justice and the next tool shows a moderate to high environmental impact in the study area. The EPA's study area is worse off along many dimensions, an especially for dieselparticulate matter and in the air toxins respiratory hazard deaths. The report surprisingly provided nothing for cancer risks. That one in question. I would also like to hold the State of Connecticut up to its EJ. East Haven is listed as among the most distressed communities by the state. The immediate communities fall below the state as a whole on nine out of twelve indexes. On the topic of air, the EA provided a great deal of information, some more relevant than others, and there are important issues to address and questions to answer. The mixture of air toxins released by flights, traffic, cause a range of health risks, particularly for those with the highest exposures and most vulnerable, including infants, children, pregnant woman and elderly people, and those with existing health conditions. Interestingly, these may also be the ones with the highest exposure, because they are most likely to be in their homes thanspending time outside. This needs more attention. The air assessment relies on maps, which is a set of regulatory standards created for a regional, not hyper-local areas, and which does not cover the health risk and impacts from a large number of emissions expected. The maps relies on averaging times, in 8-hour, 24-hour and annual timeframes, but flights are not distributed evenly over even 24 hours, nor are their emissions. Residents are exposed to them for more compressed periods of time and more intensive concentrations. Many of the dangerous effects, for instance, respiratory and cardiac are triggered by short-term spikes and exposures. In regional max analyses, the spikes get washed up at the -- the same does not happen in human actions. Many of us are concerned with an airport created many decades ago that is very similarly in what would be an increasingly vulnerable community with increase in health conditions. The FAA needs to take another look.	For EIS, see response to Frequent Public Comment #1. For Environmental Justice, see response to Frequent Public Comment #20. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24.	no
4/1/2023	PC	Muna Whitfield	747-750		Good afternoon, my name is, Muna Whitfield, M-U-N-A W-H-I-T-F-I-E-L-D. I registered, so I should be allowed to speak. I'm thankful to be here. I'm a new resident, I've been here a couple of years. I moved here from New York, I think it's quite lovely and a lot of good people. I'm a small business owner, film maker, and I love the outdoors. I think -- it's actually ironic that we're here on April Fool's Day, it's great. So I want to thank everybody for speaking up because it's necessary because our life is important. As a community, we should able to learn to communicate with each other. That's not really happening. I feel left out and there are so many other people that feel left out. The town of East Haven, the mayor, everybody should communicate with us. We live here. Transparency and honesty is so important, and it's lacking, and that's very harming for us. There are so many great speeches here today. We're talking about noise complaints, health, the value of your property is going down, economic growth for you guys, but not for us; right? I think it's scary, I think it's very scary, why are we all here, why do we have to come to this scenario and to discuss our livelihoods in three minutes? It's absurd, it's absurd. I want to say so much. I'm going to compress it to really short. According to page 8 of the EA, it states that, no historical properties will be impacted. I think that's wrong. Let's talk about Pangea, have you ever heard of Pangea? Anybody? Pangea, 300 million years ago, several tectonic plates collided and East Haven and New Haven were at the center of this collision. It's amazing, right? It happened right here. Fast forward to seven million years later, Pangea continent was ripped apart by geothermal forces. This makes this area so freaking special. You are not doing anything with it. It's central to the world's most major -- hold on, geophysical event. -- would have been attached to Morocco in North Africa. Can you think about this for a second? Look it up online. Nobody is talking about this. It's so important, it's a piece of history. We can totally understand why the early settlers fought the Brits to preserve this beautiful territory and its amazing shoreline. Much later, a time immigrants fromthe Amalfi Coast moved here, and so on and so on and so on, and now we are here. Us together here. THE MODERATOR: Please conclude your remarks.	See response to CNH Comment # 23. As described in Section 5.5, the CT State Historic Preservation Offices (SHPO) issued a finding on October 27, 2022, indicating that no historic properties would be affected by the Proposed Action. See Appendix C for Agencies Correspondence.	no
4/2/2023	PC	Andrea Mascaro	774-775	Re: Tweed expansion	Adding comments to my original submission. 1. Thank you for talking with me today, April 1st at the q&a session. I really appreciate the people who listened and answered the best they could. 2. You should be aware that the majority of the speakers, although some made valuable points today, most are liars and exaggerated their comments for the sole purpose of wanting a EIS. I can name them by name, but you probably already know who I am referring. People who came and said they smell fumes down wind don't live close enough to property or the flight pattern to actually smell anything. The gentle man who stated his million dollar home rattles, his house is on stilts on the wet beach property and should never have been “rebuilt and raised”after the the last superstorm damaged his home. His current value is NOT as valued as stated and he actually uses a meter that is a red light beam which he told me he aims at the planes to measure distance. Not cool! But he’s my neighbor and the planes are that low. 3. Avelo has been doing construction on prem continuously, I don’t know if that’s permitted or a violation, but it is ongoing. With that said, 737-800 flights are not safe on the current runway, the pilots can’t land them. Those are the Flights that are delayed and rerouted. 737-800 flights take off and land after midnight - 4 actually between 12:30 am and 3:00am on week days and weekends. Normally I don’t hear them but others can. NOT COOL!! Also My house is not in the runway path on you “model”, but All planes (private and Avelo) do fly over or pretty near my home, to the left corner of my house, and my back yard out to the sound (Morgan point) FIX THE PROBLEM! If you have to move, make the projected construction slight smaller. Smaller terminal, smaller garage, and keep 800s off the runway, until the runway construction is completed, and it’s SAFE! Cutting corners and quick fixes is going to get people killed. I’m scared and so are my neighbors (the real ones) not the crazier influencers who want to close the airport. The new manager of tweed/avports the City of New Haven/town of East Haven obviously care more about the almighty dollar, than health safety and welfare of the communities in both towns. The greed war has to stop. Plan a safer more logical remodel. Thank you! Sent from my iPhone > On Mar 3, 2023, at 4:22 PM, Andrea Mascaro <iwannabe23@icloud.com> wrote:	See response to Frequent Public Comment #7 regarding 737-800 operations at HVN. As described in Chapter 2, the dimensions (size) of the proposed improvements is dictated by the operational requirements described in Chapter 2 and applicable design standards. For concern about Health Effects, see response to Frequent Public Comment #24.	no

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4/2/2023	PC	Andrea Mascaro	776-777	Re: Tweed- April 1, 2023	Adding comments to my original submission. 1. Thank you for talking with me today, April 1st at the q&a session. I really appreciate the people who listened and answered the best they could. 2. You should be aware that the majority of the speakers, although some made valuable points today, most are liars and exaggerated their comments for the sole purpose of wanting a EIS. I can name them by name, but you probably already know who I am referring. People who came and said they smell fumes down wind don't live close enough to property or the flight pattern to actually smell anything. The gentle man who stated his million dollar home rattles, his house is on stilts on the wet beach property and should never have been “rebuilt and raised”after the the last superstorm damaged his home. His current value is NOT as valued as stated and he actually uses a meter that is a red light beam which he told me he aims at the planes to measure distance. Not cool! But he’s my neighbor and the planes are that low. Adding, and EH expert quoted no backfill project has ever been this large in Connecticut. Yet a huge portion of East Haven beach projects, Coe Avenue businesses, apartment houses and the I95 Qbridge construction project proves that is a questionable lie! 3. Avelo has been doing construction on prem continuously, I don’t know if that’s permitted or a violation, but it is ongoing. With that said, 737-800 flights are not safe on the current runway, the pilots can’t land them. Those are the Flights that are delayed and rerouted. 737-800 flights take off and land after midnight - 4 actually between 12:30 am and 3:00am on week days and weekends. Normally I don’t hear them but others can. NOT COOL!! Also My house is not in the runway path on you “model”, but All planes (private and Avelo) do fly over or pretty near my home, to the left corner of my house, and my back yard out to the sound (Morgan point) FIX THE PROBLEM! If you have to move, make the projected construction slight smaller. Smaller terminal, smaller garage, and keep 800s off the runway, until the runway construction is completed, and it’s SAFE! Cutting corners and quick fixes is going to get people killed. I’m scared and so are my neighbors (the real ones) not the crazier influencers who want to close the airport. The new manager of tweed/avports the City of New Haven/town of East Haven obviously care more about the almighty dollar, than health safety and welfare of the communities in both towns. The greed war has to stop. Plan a safer more logical remodel. Thank you!	Duplicate comment. See response to Comment # 274.	no
4/2/2023	PC	Dawn Hocevar	778-779	support of Tweed expansion	Please see attached and thank you Dawn Dawn Hocevar President & CEO BioCT 203-710-9388 www.bioct.org BioCT Testimony to the New Haven City Planners Regarding Tweed Airport March 31, 2023 My name is Dawn Hocevar and I am President and CEO of BioCT. BioCT is the voice of the bioscience industry in Connecticut. Our mission is to grow the vibrant bioscience ecosystem by bringing together companies, universities, government, entrepreneurs, investors and suppliers to build a thriving industry that improves patients’ lives and public health, while driving economic growth. The bioscience industry is growing in the greater New Haven region. The demand for lab space is high and I thank the New Haven city planners for working closely with Carter Winstanley to approve the 101 College project. This and other development projects will help ease the backup of infrastructure demand in New Haven to support the industry and create jobs. The average salary in the bio industry is $120K/year and for every direct job there are 2.5% indirect jobs created as well. Jobs for construction, suppliers, transportation, restaurants, housing and more. Another challenge for growth is the lack of flights out of Tweed Airport. Our companies collaborate with many other institutions around the country. The easier and more convenient we make travel the more likely companies will want to stay and come to New Haven. Part of what venture firms look at when deciding to invest in a company is the ease of travel to and from the company location. If it is not convenient they will ask the company to relocate to a location that is more convenient for travel such as Cambridge and NY. A VC firm wants to be able to see as many of their portfolio companies as they can during a visit and having to fly into NY, Boston or Hartford to get to the New Haven area portfolio companies adds much time and expense to their schedules. For New Haven to continue to grow as a bioscience hub, we need to remove as many obstacles as possible and improving travel at Tweed Airport would be a significant improvement for the area.	Support comment noted.	yes
4/3/2023	PC	Derek Albert	780	null	The studies your experts made are wrong and tweed should not expand. I when to the public hearing and stumped your experts. We dont need commerical flights out of new haven. Listen to the residents not the ceos Sent from Yahoo Mail on Android	Refer to Chapter 2 of the EA for a description and discussion of the need of project.	no

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4/3/2023	PC	Derek Albert	781		Listen to the residents we need to get rid of Avelo Sent from Yahoo Mail on Android	Comment noted.	no
4/3/2023	PC	Derek Albert	782		Another thing that your studies missed is it doesn't take account of the people stupidity when driving if you drove on these roads on a regular basis you would understand that drivers stupidity is a biggest X Factor in anything. just last night there was a big accident on the Q Bridge probably somebody running late for the flight cut off a tractor trailer to catch on fire and shut down I-95 North and South on the bridge. tweed will cause more accidents like that Sent from Yahoo Mail on Android	Comment noted. It is expected that the Connecticut Department of Transportation Office of State Traffic Administration (OSTA) would consider the Proposed Action a Major Traffic Generator and would require a permit application. During the permitting process, OSTA would require a narrative identifying any crash patterns for all existing site drives and off-site impacted locations on State highways. A table of data or collision diagram may be used to show the crash history. If OSTA determines that additional mitigation or traffic safety measures are necessary, OSTA would require further coordination with the Connecticut Department of Transportation and the Town of East Haven and implementation of those measures.	no
4/3/2023	PC	Petrina Yoxall	783	Health effects of continual noise	The continual noise from the APU of the aircraft and other sources at Tweed pose a significant health risk to the surrounding neighbors. According to the National Library of Medicine low level noise is hazardous to health. Previous studies have indicated that LFN at below 0.5 kHz can be an environmental factor threatening health [4]. In humans, effects of LFN on several physiological functions including the cardiovascular and nervous systems, visual system, auditory system and the endocrine system have been shown [3]. Effects of LFN on the central nervous system including annoyance, sleep and wakefulness, perception, evoked potentials, electroencephalographic changes and cognition have also been shown [5], [6]. Chronic exposure to environmental infrasound has been shown to affect blood pressure, resulting in hypertension in humans [7]. Furthermore, exposure to moderate levels of LFN (70 dB SPL) at the frequency region of 31.5 Hz to 125 Hz for 2 hours has been shown to affect neuroendocrine activity in humans [8]. Petrina Yoxall 146 Stuyvesant Ave. New Haven, CT (203)530-3165	Analysis of low frequency noise is beyond the scope of this EA. For discussion of noise in connection to the scope of the EA, see response to Frequent Public Comment # 10. For discussion of health effects in connection to the scope of the EA, see response to Frequent Public Comment # 24.	no

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4/3/2023	PC	Petrina Yoxall	784-791	Fwd: Planes running near terminal building	On Mar 28, 2023, at 10:11 AM, talia0303x@aol.com wrote: Mr. King, I appreciate your response. Do all the Boeing 737-800 planes operating at Tweed have the Short Field Performance package? Again I ask what measures are in place in the event of an emergency? Is the airport equipped at this time to respond to a major incident? I can appreciate that each pilot makes every effort to safely operate the plane but there are many factors that can lead to catastrophe. Is starting the planes behind the terminal building considered extra runway? I do not fully understand your statement, "The use of the 737-800 was always about efficiency not safety". Please explain this. In reference to the EA, it was not fully inclusive. Many complaints were omitted and the use of the 800 planes was downplayed. It was submitted by the Airport and important data was ignored. -----Original Message----- From: Andrew King <AKing@avports.com> To: talia0303x@aol.com <talia0303x@aol.com> Cc: talia0303x@aol.com <talia0303x@aol.com>	This comment consists of a forwarded email exchange between airport staff and the commentor. Most is related to existing airport operations at the west terminal and is beyond the scope of the EA. For use of 737-800, including safety considerations of 737-800 operations at HVN, see response to Frequent Public Comment #7.	no
4/3/2023	PC	Robert Young	792	Tweed New Haven Expansion	This is the wrong location for this project. Please tell these developers to go exploit another area. With what we know of the current and future effects of climate change, why would one build a future infrastructure nightmare now? Respectfully yours, Robert Young	For concern about Sea Level Rise, see Frequent Public Comment #16.	no
4/4/2023	PC	Colin McCarthy	793		Just good to consider noise pollution, air pollution, traffic control, and amongst all else reduced deforestation. The climactic conditions are starting to get highly sensitive and you can't replace trees over night. Not only extreme drought but what seems to be shifting tectonic plates in Africa are occurring, this is a sign of destability of the magnetic poles holding our land mass together preventing spill of the inner core and also the increase in hurricane occurances.... I just hope we are taking climate change seriously in our venture forwards to progress. My certainty of a strong magnetic change is slim, however I do feel strongly that a shift is occuring, this is evident due to the melting poles. Is this project really this important?	Mature forest will not be affected by the Proposed Action. As described in Chapter 3, the Alternatives intentionally focused confining development to previously disturbed areas that comprised former airfield. Deforestation is not proposed. For concern about Greenhouse Gas emissions see response to Frequent Public Comment # 15. For concern about Sea Level Rise, see Frequent Public Comment #16.	no

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4/4/2023	PC	Benjamin Sanders	794	Comments on the Environmental Assessment	Good Afternoon, I am writing to express my support for the New Haven Tweed airport expansion plans and the Draft Environmental Assessment Statement (DEAS) that has been submitted to the Federal Aviation Administration (FAA). I strongly believe that the expansion of Tweed airport will bring many benefits to the community, including increased economic development and improved transportation options. As a resident of New Haven since 2020, I know firsthand how important it is to have convenient access to air travel. The expansion of Tweed airport will provide this access and make it easier for residents to travel for business, leisure, and medical needs. I have carefully reviewed the DEAS and believe that it provides a thorough and comprehensive analysis of the potential environmental impacts of the expansion. The DEAS identifies the potential impacts and includes mitigation measures to minimize those impacts. I am also pleased to see that the DEAS includes input from various stakeholders, including community members, environmental groups, and government agencies. This collaborative effort is a testament to the commitment of all involved to ensure that the expansion is done in an environmentally responsible manner. Overall, I believe that the expansion of Tweed airport is a positive step for the community and will provide many benefits while minimizing the potential environmental impacts. I urge the FAA to approve the expansion plans and the DEAS. Thank you for your attention to this matter. Sincerely, Benjamin Sanders	Support comment noted.	no
4/4/2023	PC	Janice Giordano	795	Request nothing less than Environmental Impact Study for Tweed expansion	My husband and I do not feel the an EA is enough review and feel an EIS is necessary. We have written to the FAA about this matter as well as our local officials. This is a very important issue to us both. Thank you, Janice and Louis Giordano 173 Morgan Ave East Haven, CT 06512 Sent from my iPhone	See response to Frequent Public Comment #1.	no
4/4/2023	GO	Laura Brown, Director of City Planning Department, New Haven	796-798	NEPA Draft HVN-EA Public Comments, City of New Haven	Colleagues- On behalf of the City of New Haven I write and respectfully offer technical comments concerning the Environmental Assessment as prepared to evaluate the Runway 02-20 Extension and Terminal Expansion Program for Tweed New Haven Airport, HVN-EA. I have attached memos on behalf of the City of New Haven staff and Mayor Justin Elicker that include these comments. Please confirm receipt and do not hesitate to be in touch should you have questions. Respectfully, Laura Brown ********** Laura Brown, She/Her, CEcD Executive Director City Plan Department, City of New Haven 165 Church Street, 5th Floor New Haven, CT, 06510 lebrown@newhavenct.gov Office: 203.946.6380 ~ Mobile: 475.331.4109 https://www.newhavenct.gov/cityplan	Comment noted. City of New Haven comments are addressed in the Responses to Agency Comments	yes

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4/4/2023	GO	City of New Haven Plan Department	799-803	NEPA Draft HVN-EA Public Comments, City of New Haven	Colleagues- On behalf of the City of New Haven I write and respectfully offer technical comments concerning the Environmental Assessment as prepared to evaluate the Runway 02-20 Extension and Terminal Expansion Program for Tweed New Haven Airport, HVN-EA. I have attached memos on behalf of the City of New Haven staff and Mayor Justin Elicker that include these comments. Please confirm receipt and do not hesitate to be in touch should you have questions. Respectfully, Laura Brown ********** Laura Brown, She/Her, CEcD Executive Director City Plan Department, City of New Haven 165 Church Street, 5th Floor New Haven, CT, 06510 lebrown@newhavenct.gov Office: 203.946.6380 ~ Mobile: 475.331.4109 https://www.newhavenct.gov/cityplan	Duplicate comment noted	yes
4/4/2023	PC	Rachel Butler	804-807	Tweed EA rebuttal	To Whom it May Concern, Please find the attached letter written in reaction to the Tweed draft Environmental Assessment and requesting a thorough environmental impact study of the current and proposed activity at New Haven's Tweed airport on the sounding communities. Thank You, Rachel Butler Federal Aviation Administration Orville Wright Federal Building 800 Independence Avenue SW Washington, DC 20591 To Whom it May Concern, I am a New Haven resident writing in rebuttal to the Tweed New Haven Airport Draft Environmental Assessment. After reading over this literature, my primary concern is the impact of increased number of flights on noise and pollution to the surrounding communities. It is of particular concern that the EA that was completed did not contain any of the communities within the city of New Haven that are in the direct flight path of Tweed which include Fair Haven, Fair Haven Heights, The Annex, and Quinnipiac Meadows, as well as Foxon and the North End in East Haven. Fair Haven Heights, in particular, because located on a hill in the path of arriving planes experiences lower flying planes in relation to the homes located there than one may expect based on this neighborhoods' proximity to the airport. As they descend on arrival, large planes fly directly over at least 2 schools for young children in Fair Haven Heights: The Friends Center for Children at 227 East Grand Avenue in New Haven, and the Benjamin Jepson Magnet School at 15 Lexington Avenue. Popular parks in the flight path that experience low flying planes include the Quinnipiac River Park, Peat Meadow Park, Quarry Park, Fairmont Park, and Quinnipiac Meadows Eugene Preserve. The larger 737-800 Boeing airplanes that Avelo has been flying are very loud as they fly over neighborhoods on the hillside as they approach Tweed for landing. The residents of Fair Haven and surrounding areas have been unduly impacted by pollution resulting from previous projects for decades including the construction and use of interstates 91 and 95; the now closed and toxic coal/oil powered electric plants on Ball Island (see link) https://millriverofsouthcentralct.org/english-station ; and ongoing industrial commerce at the port of New Haven (see link) https://www.newhavenct.gov/government/departments- divisions/port-authority/terminals . This area, once a	For use of 737-800, see response to Frequent Public Comment #7. For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	yes
4/5/2023	PC	Chris Christman	808	Tweed new terminal	I'm in favor of the proposed new terminal for the following reasons: 1 The old terminal is not adequate for today's air travel, even with the added modular spaces it is pretty dysfunctional trying to board an aircraft there. 2 It is located almost on top of Morris creek, a new facility on the East Haven side would allow it to be torn down and a bit of wetland restoration done there. 3 Even as an East Haven resident living less than a mile from the runways, I think that the traffic plan to access the new site from Proto drive will work much better than what we have now. It will allow for adequate parking and alleviate the problems currently experienced on the New Haven side. . I do want to add that we need to see plans for this new development proposal, including details of habitat impact, as there is currently a lot of cover for wildlife in that area. Chris Christman	Support comment noted. Biological resources are addressed in EA section 5.2.	no

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4/5/2023	PC	Ken Engelman	809-822	Tweed HVN EA Concerns - Poisoning us for profit?	Hello HVN-EA, Tom, Connecticut Elected Officials, and Gail from the FAA, My name is Ken Engelman and I live at 12 Midwood Road Branford, CT 06405. I am emailing you all today to support our communities call for a full FAA Environmental Impact Statement. Your published Environmental Assessment is incomplete and is not sufficient to me, or my Branford neighbors, and it does not answer our health, wellbeing, property values, and environmental concerns. Your expansion plans raise serious questions about potential harms to where we live, work, and play. A full Environmental Impact Statement is urgently needed to address our shared concerns, because this EA uses computer modeling which does not include the human experience. The human experience includes sight, sound, smell, touch, and other experiences are felt that a computer cannot experience/understand. After reviewing your presented EA, I also noticed it does not include a study of Branford which is located just a few miles East of Tweed. Our wonderful home is located 3 miles from the airport, and I can feel the Avelo 700 and 800 class planes take off and land prior to hearing them. I've recorded 90+ decibel sounds of these planes from my driveway. These jet engines are so powerful that I feel and hear them in my home office, which forces me to mute my Zoom business calls. This also disrupts my focus multiple times a day and forces frustration into our peaceful home we worked so hard to create over the past 18 years. While some may then reply with 'you chose to live next to an airport', when we bought our beautiful home, Tweed was a small regional airport with turbo prop airplanes that did not disrupt our lives. Since Avelo started operations, they have disrupted us in numerous ways that have been reported by many to Tweed, FAA, EPA, DEEP, and other state and federal agencies, and to this day, we still do not have answers to our questions or concerns. To show we will not be harmed by your plans to tear down the current one gate Tweed airport and build an entirely new 6 (or 8 depending on which report is published) gate airport that may include 24/7 freight flights, a full EIS should include Branford air, water, and sound monitors, and a Branford traffic study. Without this important data collected and studied, you are only guessing - and that is not good enough. With this, the FAA should do the right thing and implement a full EIS that includes air, water, and sound monitors in 10 miles in all directions around the airport, because this massive decision will change the Connecticut shoreline forever. The beautiful and peaceful Connecticut Shoreline we invested in will turn into a commercial area that surrounds most other airports simply because some people think driving 50 minutes to Bradley Airport is an inconvenience. In summary, your presented EA does NOT provide scientific data and analysis that addresses your plans or our shared concerns. Making such massive decisions without knowing the facts is unprofessional and one-sided. Please FAA - implement a full EIS so all potential consequences from your plans are addressed before proceeding. There are too many risks not being addressed, and there are too many questions not being answered in your presented EA.	For EIS, see response to Frequent Public Comment #1. For increased noise levels from EA, see response to Frequent Public Comment #11. For concern about Health Effects, see response to Frequent Public Comment #24.	yes
4/5/2023	PC	Mary Daly	823	Tweed aiport expansion and the need for an EIS.	To Whom It May Concern, I am a resident of the Short Beach community in Branford, CT. We are 2 miles from the proposed new entrance to Tweed. For residents in this neighborhood, the increased frequency and intensity of air flights noise is noticeable and concerning. Many older people and young families who enjoy spending time outside are bothered by the noise, have trouble hearing when the planes take off, and feel intruded upon. Moreover, the data collection by our neighbor Marshall Cox which shows a significant rise in carbon emissions here and in a 12 mile radius from Tweed reveals the serious impact on people's health. Young families are considering moving; they do not want their babies and small children to live under this toxic cloud. Older people, already concerned about brain health, fear their health will be compromised by exposure to additional air pollution. People who purchased homes in the area were told by public officials and real estate agents that New Haven and Tweed Airport had a memorandum of agreement with the surrounding community not to expand Tweed Airport. The current expansion is a violation of that agreement. I am in favor of an expanded environmental assessment so that the full impact of the Tweed expansion on the human and natural environment can be honestly documented and made public. Sincerely, Mary Daly, 214 Clark Ave., Branford, CT 06405 Mary I. Daly, Psy.D. (203) 710-0090 midaly.daly@gmail.com CONFIDENTIALITY NOTICE: This email and any attachments may contain confidential information that is legally privileged. This information is intended only for the use of the individual or entity named above. The authorized recipient of this information is prohibited from disclosing this information to any other party unless required to do so by law or regulation. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or action taken in reliance on the contents of these documents is strictly prohibited. If you have received this information in error, please notify Mary Daly, Psy. D. at 203-710-0090 and delete these documents.	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. No property acquisition is proposed. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	no
4/6/2023	PC	Armand Gagliardi	824	Tweed EA and Expansion Opposition	Good morning and thank you for taking my email. I would like to voice my opinion for the opposition of further tweed expansion. I currently live on McKinnel Ct in Branford, CT. Since Avelo has started service, we already have multiple large airplanes that will travel over our home either on approach to the airport, or taking off from the airport. They are very low. So low that I can clearly read the letters on the plane. The inbound flights are not bad, but the ones that are taking off are incredibly loud and will sometimes cause our house to vibrate. I am not in favor of more of these flights coming into our area. I cannot imagine how this is affecting people who live next to the airport. Please let the record state that I oppose any further expansion of this airport. Thank you. Dr. Armand Gagliardi	For noise/vibration, see response to Frequent Public Comment #10.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/6/2023	PC	Andrew Candelora	825	Please expand the airport	I live 2 miles from the airport and the tractor trailers make more noise and shake my house more than the planes. Expand!! Regards, Andrew Candelora Sent from Yahoo Mail for iPhone	Support comment noted.	no
4/6/2023	PC	Sarah & Diane Kuchta-Humphrey	826	A full EIS is needed!	Hello! Please reject the draft Environmental Assessment (EA) and require a more detailed Environmental Impact Statement (EIS), which is necessary under the law! The current EA fails to account for a number of environmental concerns that must be considered in order to protect the well-being of wetlands, wildlife, and Long Island Sound itself, as well as neighbors in state-designated environmental justice communities, who are impacted by flooding, traffic, emissions, and noise pollution from the airport. Among our concerns are: * the EA's failure to acknowledge the expansion will lead to increased passenger and freight flights * the failure to consider the impacts of increased flights on air quality in the surrounding residential environmental justice neighborhoods * the failure to consider increased greenhouse gas emissions * flooding, sea level rise and resilience issues * impacts to tidal wetlands from future taxiway expansions * specific mitigation for inland wetlands * stormwater impacts to surface water quality and coastal resources, and * necessity of a consultation with U.S. Fish and Wildlife Service due to the presence of a newly listed endangered species, the northern long-eared bat. Thank you so much! Sarah & Diane Kuchta-Humphrey	For EIS, see response to Frequent Public Comment #1. Concerns about cargo (freight) operations are addressed in Frequent Public Comment Response #6. Reasonably foreseeable growth in passenger flights are described in Chapter 2, Purpose and Need. Concerns about Environmental Justice are addressed in Response to Frequent Public Comment Response #20. For concern about Air Quality, see response to Frequent Public Comment # 12. Greenhouse Gas emissions are addressed in Frequent Public Comment #15. Flooding, and sea level rise are addressed in Frequent Public Responses #16 and #17. Additional information on potential wetland mitigation strategies is provided in Appendix L and in CTDEEP Comment Response #3. Taxiway expansions into tidal wetlands are not included in the Proposed Action. Stormwater impacts are addressed response CT DEEP comment # 3 and #6. Section 5.1.2 addresses the Northern Long Eared bat	no
4/6/2023	PC	Elizabeth Langhorne	827	Environmental Assessment for Tweed Airport	Dear Sir, Flooding and sea level rise at Tweed Airport was a concern even some years ago. You must tell the Federal Aviation Administration: Reject the draft Environmental Assessment (EA) and require a more detailed Environmental Impact Statement (EIS), which is necessary under the law! Elizabeth Langhorne 16 Morris St. Hamden, CT	For EIS, see response to Frequent Public Comment #1. For Sea Level Rise and Flooding, see responses to Frequent Public Comments 16 and 17.	no

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4/6/2023	PC	Sharon	828	Urging an EIS forTweed New Haven airport	To the FAA THE concerns are: the failure to consider the impacts of increased flights on air quality in the surrounding residential environmental justice neighborhoods the failure to consider increased greenhouse gas emissions flooding, sea level rise and resilience issues impacts to tidal wetlands from future taxiway expansions specific mitigation for inland wetlands stormwater impacts to surface water quality and coastal resources, and necessity of a consultation with U.S. Fish and Wildlife Service due to the presence of a newly listed endangered species, the northern long-eared bat. The National Environmental Policy Act requires an EIS for projects like this with significant THE FAA MUST ACT RESPONSIBLY Sharon Huttner, member Branford Planning and Zoning Commission	For concern about Air Quality, see response to Frequent Public Comments # 10 and # 12. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about Greenhouse Gas emissions see response to Frequent Public Comment # 15. For concern about Flooding, see response to Frequent Public Comment # 17. For concer about sea level rise see response to Frequent Public Comment #16. For request for an EIS, see Frequent Public Comment Response #1. No taxiway improvements that would impact tidal wetlands are proposed. Section 5.1.2 addresses the Northern Long Eared bat. Stormwater impacts are addressed in response to CT DEEP comment # 3 and #6. Coastal Resources are addressed in Draft EA Section 5.4. Additional information on potential wetland mitigation strategies is provided in Appendix L and in CTDEEP Comment Response #3.	no
4/6/2023	PC	Frances DeSenti	829	Tweed Expansion	Good Afternoon, I am a concerned resident of East Haven that would like to ask for a through investigation of the impact on our community the airport expansion would have in our neighborhoods. We are already experiencing excessive noise and smells from the planes and the jet fuel. Before any larger aircraft are allowed to use the airport it's important to make sure that the expansion will not impact our quality of life, wildlife and possible flooding concerns. I urge those that will be making these decisions to request a complete report to ensure we have a good understanding of the impact this expansion will have on our community. Sincerely, Frances DeSenti 166 S End Rd East Haven CT 06512	For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19. For concern about Quality of Life, see response to Frequent Public Comment #25. See Sections 4.3 and 5.2 in the EA for wildlife information.	no
4/6/2023	PC	Harry Haskell	830	Tweed airport expansion	Dear Commissioners: Like many of those who testified at last week's public hearing, we are deeply concerned about the multiple adverse impacts that the proposed expansion of facilities and operations at Tweed will inevitably entail. We strongly urge you to order a new EIS so that these issues can be more fully studied and the results presented to the public before this project moves ahead. Sincerely, Ellen Cordes and Harry Haskell 15 Union Street Guilford, CT 06437	For EIS, see response to Frequent Public Comment #1.	no

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4/6/2023	PC	John Grim	831	Please prepare a complete EIS for projects like this with significant environmental impact.	Dear Staff, Thank you for considering my concerns: Among my concerns are: * the EA's failure to acknowledge the expansion will lead to increased passenger and freight flights * the failure to consider the impacts of increased flights on air quality in the surrounding residential environmental justice neighborhoods * the failure to consider increased greenhouse gas emissions * flooding, sea level rise and resilience issues * impacts to tidal wetlands from future taxiway expansions * specific mitigation for inland wetlands * stormwater impacts to surface water quality and coastal resources, and * necessity of a consultation with U.S. Fish and Wildlife Service due to the presence of a newly listed endangered species, the northern long-eared bat. With appreciation, John Grim Yale Forum on Religion and Ecology (fore.yale.edu)	See response to Comment # 294	no
4/6/2023	PC	Walter Fritsch	832	FAA Tweed Assessment	April 6, 2023 To Whom It May Concern, We have been residents at 96 Victor St., East Haven Ct 06512 since August of 1974. My wife and I are in our eighties and have seen quite a change in the area over these many years. Since the inception of Robinson Aviation, and the onset and the current increase of air traffic in this area, we have been plagued with sometimes continuous intolerable noise and the increasing spewing of nasty fumes, which are within some five hundred feet of my property. We both have a tendency to spend a good deal of time outdoors. Unfortunately, over the past few years, both of these cited aspects have increased considerably. And in many instances, we have complained to both the Robinson and Tweed authorities with little or no cooperation with these issues. With the advent of Avelo Air, these two ongoing pollution and noise matters have increased dramatically. In my opinion, having read the FAAs' report as well as witnessed our mayor's presentation of 04/01/2023, it's my belief that much of the environment assessment lacks the truth and contains a wealth of false or inadequate information within the entire assessment. In summary, my true belief and feelings rest with all the communities that any further movement should cease immediately until an Environmental Impact Statement is fulfilled and completed. Respectfully, Walter & Raffaella Fritsch 96 Victor St East Haven, CT 06512 Walter S. Fritsch Jr.	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12.	no
4/6/2023	PC	John Miller	833	Tweed support…	Hello, I am an East Shore resident living on Raynham Road. I fully support the upgrade/expansion of Tweed. I have been monitoring the opposition viewpoint on the Nextdoor website. I find that the most outspoken opponents tend to exaggerate or disregard the facts to support their arguments against. Others consist of "not in my backyard " types and those who just don't understand how a regional airport interacts with local, state and federal authorities. Some are too busy looking for a boogie man or wizard behind the curtain driving the development. Yale often comes up as the only entity who wants the expansion so their students, families, faculty and visitors can have a convenient way to come to New Haven! I find this argument very simplistic and naive. Anyway, I believe the EA was thorough enough and urge the powers that be to issue a "Finding of no significant impact" (FONSI) ruling so the airport can proceed without the need for a EIS. Thank you, John H. Miller 55 Raynham Rd. New Haven, CT 06512 Sent from my iPad	Support comment noted.	no

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4/6/2023	PC	Kevin Twohig	834	Tweed new Haven expansion proposal	Please do a full EIS for this proposal!!! This is a VERY environmentally sensitive area, surrounded by homes, people, bodies of water, Long Island sound, and I feel a FULL environmental assessment MUST be done by law!, thank you, Kevin Twohig MD Sent from my iPad	For EIS, see response to Frequent Public Comment #1.	no
4/7/2023	PC	Larry Holmes	835	Larry Holmes - 9 Kenny Court East Haven.7April23	HVN~ EA public Comments McFarland Johnson 49 Court Street. Suite 240 Binghamton. NY 13901 To whom this may concern, My question is, will they continue soundproofing houses near the airport? The last time that they did this they stopped at the house next to me. This was done on Kenny Court East Haven; I live at 7 Kenny Court East Haven. We are extremely close to the airport and the noise level is very high at times so is the smells I would appreciate an answer to this question. My name is Larry Holmes e-mail l.holmes@snet.net Thank you, Larry Holmes 7 Kenny Court East Haven	For noise/vibration, see response to Frequent Public Comment #10. Extension of the existing soundproofing (Residential Sound Insulation Program) is described in Section 5.9 and in Appendix I. For fumes/odors, see response to Frequent Public Comment #12.	no
4/7/2023	PC	Britton Miller	836	Tweed EA Comments	Hello. As a resident of Short Beach, Branford, I implore the FAA to require an EIS for the proposed Tweed expansion. First, being adjacent to East Haven, at just over 3 miles from the airport, our community has not been formally included in the process. Already, the large planes fly low and noisy over our modest house and continue to startle me, even with my double-paned windows closed. We are a crowded mixed income neighborhood—not fancy as is often assumed along the LI Sound shoreline. We have a strong sense of community and care deeply about the sensitive wetland, upland, and shoreline areas surrounding us—many preserved as conservation areas—none of which have been considered in the EA. The traffic along 142 is bound to increase as well with people coming from and returning to the north interested in a shortcut. Our roads are narrow and curvy with 25 mph speed limits (already impossible to enforce) and poor visibility for driveways, as well as a dense population, and lots of walkers, cyclists, children, and pets. An EIS is critical to keeping our area habitable for all residents—from people to osprey to crabs and oysters and fish, not to mention the water, air, and soils. Without a proper environmental impact study, we may not even know what will be threatened or lost, until after it has happened. Secondly, but not less important, the impact of the airport on the environmental justice communities adjacent to the airport is already significant, and will increase, despite what the EA suggests. The disregard shown to adjacent residents is shameful and unjust. For example, I learned at the open house that only indoor noise mitigation is addressed with better windows, etc. So the EA folks think it's OK for the children at the school .25 miles away from the airport to have to stay inside to avoid the noise? What will the noise and pollution do to their chances of school success? And it's OK for immediate neighbors (children too) to have to stay inside and keep their windows closed at all times to avoid the frequent fumes and noise? The EA sacrifices the people who make up the adjacent communities—and for what? For an airport expansion that is unnecessary and harmful to the communities, human and otherwise, in its wake. Higher speed train service to Bradley would have been a much more humane and environmentally sustainable solution to airport access for our region. The people in the affected environmental justice communities deserve better—they deserve an EIS. In closing, an EIS is a critical missing piece in truly understanding the real impacts to the communities neighboring Tweed. We have been betrayed by the court case reversing the state's agreement to keep Tweed a small regional airport that preserves the existing runway length. We deserve to have a deep and expansive look at what is precious to all of us here, and have the opportunity to work together to preserve it. This should matter to the corporate and governmental entities who wish to avoid an EIS. Regardless, it matters to me, and my neighbors and many people who live near the airport that you've already heard from. Our communities are not expendable. We deserve an EIS. Sincerely,	For EIS, see response to Frequent Public Comment #1. For study area, see response to Frequent Public Comment #3. For Environmental Justice, see response to Frequent Public Comment #20. For concerns of traffic analysis findings included in the EA, see response to TEH Comment #12, #13, and #14. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	no

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4/7/2023	PC	Eden Fisher	837	The Tweed Airport project needs an EIS	As a member of Save the Sound and a resident of East Haven, I strongly support the call for a full EIS of the Tweed Airport Expansion Project. Eden Fisher Sent from my iPhone	For EIS, see response to Frequent Public Comment #1.	no
4/7/2023	PC	John D. Allen	838-839	Opposed to Tweed expansion	HVN-EA Public Comments McFarland Johnson, Inc. 49 Court Street, Suite 240 Binghamton, NY 13901 Hvn-ea@mjinc.com We attended the Saturday, April 1, 2023 meeting at East Haven High School to hear directly from others experiencing difficulties with the Tweed New Haven Airport expansion. We live in Short Beach, Branford, and have been here for 26 years, just 3.5 miles from the airport. We were previously indifferent to any expansion having taken several Avelo trips to Florida, but after more than a year since Avelo began service and an expanding Tweed New Haven Airport, we are now completely opposed to any expansion. Here are several points I will discuss in my letter below: 1. Tweed coexisted reasonably well within the neighborhood as a community airport with mostly personal prop planes 2. Expansion is too large for the neighborhood 3. Increased noise and traffic 4. Branford was not included in the Environmental Assessment 5. Environmental concerns – flooding, pollution, and destruction of wildlife habitat and vegetation 6. Indelible changes to the quality of life in the immediate area 7. Economic impact to our home, which is one of our significant financial assets 8. Instead, expand transit and supports to Bradley International Airport	The most recent Master Plan Update for HVN describes a long history of passenger and business jet traffic at HVN. As described in Chapter 2, the dimensions (size) of the proposed improvements is dictated by the operational requirements described in Chapter 2 and applicable design standards. Frequent Public Comment responses 10, 3, 17, and 23 address noise, study area, flooding, and property values. Affects of the Proposed Action on biological resources are described in EA section 5.2. For concern about Quality of Life, see response to Frequent Public Comment #25. No significant impact was identified. Extension of rail service to Bradley International would not address the Purpose and Need.	no
4/8/2023	PC	Mary Lee	840	Tweed Airport	Greetings, I urge you to do a full Environmental Impact Study regarding the expansion of Tweed Airport. It is essential to protect both the air and water quality of the surrounding region, including New Haven and Long Island Sound. Further, the real possibility of serious flooding must be evaluated. This project cannot be evaluated and must not go forward without consideration of a full EIS. Thank you, Mary Lee New Haven, CT	For EIS, see response to Frequent Public Comment #1. Air quality is addressed in response to Frequent Public Comment #6. Water quality is addressed in response CT DEEP comment # 6. Flooding is addressed in Response to Frequent Public Comment # 17	no

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4/8/2023	PC	Donna Burrows	841	Tweed New Haven Airport Expansion	I live in Branford, Connecticut 3.6 miles from Tweed New Haven Airport . My home is a single family cape in a small and what used to be quiet neighborhood. That is until Avelo was given access to Tweed Airport. The noise from these aircraft and the alarming low fly of these planes is disruptive. I have owned my home for 34 years. The other night a plane, I am assuming that was taking off, barely missed the trees on my neighbor's property across the street and was heading straight toward my garage (and me). This morning, one of those aircrafts woke me up. I have been on Frontage Road in East Haven and saw a plane almost skim the street lights and fly less than 15 feet above the car dealership. This is just a recipe for disaster. My understanding of the circumstances surrounding this proposed airport expansion: * Traffic impact in East Haven will decrease police and fire emergency personnel response time. * There is already flooding in the area near and around the neighborhoods of the airport. * Phosphorous emissions will kill the tidal grasses which will create more flooding. * The health of the people living below the flight patterns and around the airport will be compromised. It appears that the only benefit to the expansion is for the city of New Haven and AVPort. However, these are also facts that work against the expansion: * An audit revealed that the Tweed Authority is not exercising adequate oversight of charges to the AVPort account. That is strange seeing the Executive Director Sean Scanlon is the State Comptroller! * The State of Connecticut subsidizes the airport. $1,480,000 in 2017 and $1,500,000 in 2018 and 2019. These are Connecticut resident's tax dollars, subsidizing something that only 14% of people are using. I am respectfully requesting that the FAA mandate a full Environmental Impact Study. There is no way that allowing Tweed Authority to do a prejudicial Environmental Assessment serves the over 800,000 residents that live in New Haven County. Donna M Burrows 17 Clarendon Street Branford, CT 06405	For EIS, see response to Frequent Public Comment #1. Flooding is addressed in Response to Frequent Public Comment # 17. See response to CT DEEP comment #6 regarding Water Quality (Phosphorous). Concern about the Tweed New Haven Airport Authority and Avports agreement is beyond the scope of the EA. Concern about taxpayer subsidies is beyond the scope of the EA, although as described in Section 2, implementation of the Proposed Action is expected to address the subsidey. For concerns on emergency vehicle access, see response to TEH Comment #8 and #12.	no
4/8/2023	PC	David Whitin	842	Further studies needed for Tweed Airport Expansion	The FAA must require a more detailed Environmental Impact Statement (EIS). This decision on the expansion has such a wide-ranging impact on so many Connecticut towns, and so a more thorough and detailed study is a mandatory next step. The current Environmental Assessment is woefully inadequate. It fails to consider the increased gas emissions that will result. It does not consider the increased flights on air quality, and the effect on inland wetlands. We live in Branford and we already have low-flying, noisy planes flying overhead due to the increase of air traffic at Tweed. These planes fly over the Tisko Elementary School and Branford High School. For the sake of all the children in our coastal area we deserve a more thorough report. We love our beautiful shoreline. Let's not make a hasty decision until all the far-reaching effects of this expansion are known. David and Phyllis Whitin	For EIS, see response to Frequent Public Comment #1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concerns related to 'gas emissions', see response to Frequent Public Comment #15. For inland wetlands see Frequent Public Comment #19.	no
4/9/2023	PC	Lynne Bonnett	843	public comment re purpose and need	Purpose and Need: We know Americans love bargain basement prices and think that some of the phenomenal growth you cite is due to extremely low fares. What is the average ticket price charged and received for tickets sold since November 1, 2021? Which entities receive money from the ticket prices and how is it apportioned among the different entities? How much money have each of the following: Tweed Authority / Avports / Avelo made exclusive of grants since Nov. 1, 2021? Please include revenue, expenses, income and or loss. Please exclude parking income, expense, revenue, loss. Do you think that this is sustainable? When do you anticipate not offering cheap tickets? What are the costs to the surrounding communities (East Haven, East Shore, Annex, Fair Haven, Fair Haven Heights, Branford) affected by your activities including all social costs? How does the FAA justify sustainability for this airport? New Haven is so deeply in debt to the FAA for previous grants I worry about what happens if we are not able to pay the money back. What happens if we are unable to pay the money loaned to us back? Or does Avports assume all of the money owed from the past as part of their investment to us? Lynne Bonnett, 675 Townsend Ave. New Haven CT -- Lynne Bonnett	The financial comments made are beyond the scope of the EA. Chapter 3 describes many sustainable features and operational benefits of the proposed action, including energy efficiency measures, aircraft idling significantly reduced, and resiliency measures.	no

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4/9/2023	PC	Lynne Bonnett	844	Greenhouse Gas Emissions	Greenhouse Gas (GHG) Emissions are used as a metric for evaluating climate change. On page 80, section 4.4.2 of the draft EA you show the GHG inventory for New Haven that was recently done by the City of New Haven with the help of Yale Interns using the software programing, Clear Path. They limited their analysis to Scope 1 that only includes sources within the boundaries of the City of New Haven and directly attributable to New Haven activities. New Haven is a host city to regional activites. Excluded in this analysis are: *freight trains, *Union station maintenance and engine changing from electric <-> diesel engines for commuter trains *Tweed New Haven Airport *Sewage sludge incineration from Synagro's distribution: 45% of incinerated sludge is trucked in daily via 15 semi truck loads *GNHWPCA has extensive pumping from Hamden, East Haven, Woodbridge - is this separated from the scope 1? *Power plants: are PSEG, Southern CT State University and the former Hospital of St. Raphael included? *Port Authority; The Port Authority says that they do not have any greenhouse gas emissions; clearly the largest deep water port in the State of CT importing fossil fuels, transferring them to storage tanks in New Haven and East Haven, must have some GHG emissions - where are they accounted for- under scope 3 mobile sources as the airport is? *Buckeye Pipeline in Fair Haven pumps fossil fuels to the National Guard Station in Hartford-is this accounted for? *New construction; gas powered appliances and HVAC-4 to 5 story apartment / condo buildings in downtown *Leaking gas pipelines and appliances recently reported in the press *Cross Sound Cable in New Haven Port sends a power plant's worth of electricity to Long Island every day *All port authority onshore activities While New Haven's GHG inventory is a good start it vastly underestimates the amount of GHG emissions in New Haven because it does not address the fact that New Haven is HOST to many activities that benefit the region and are physically located in our city but considered to be out of Scope 1. One of the purposes of scope 1 is to allow communities to compare each other on similar footing. New Haven will never be comparable to non host cities in the State of CT and should not be so analyzed.. I urge the FAA to require a more robust accounting of GHG emissions and not let the scope 1 inventory stand as a metric to be used for climate change analysis in New Haven. The airport is not even included in this inventory. You only state that airplane travel	For greenhouse gas emissions, see response to Frequent Public Comment #15.	no
4/9/2023	PC	Lynne Bonnett	845	public comment draft EA, wetlands	About twenty three years ago New Haven Tweed Airport Authority filled pristine wetlands and created new ones by digging channels stating that there was, thus, no net loss in wetlands. I think that this was part of your runway,taxiway revisions. Please analyze the engineered wetlands and compare them to existing pristine wetlands. Are they equivalent? Recent analyses show that this type of wetland engineering is not equivalent. When did flooding in surrounding areas become more prevalent? Is it related to your previous wetland engineering about 23 years ago? We need studies now, not after a permit is issued. These past activities exist as a living laboratory to evaluate our wetlands and the effects that engineering has on their function. I will be following this up with a written letter; I previously submitted comments as attachments that are apparently not opened in appendix D. Lynne Bonnett, 675 Townsend Ave. New Haven CT 06512 -- Lynne Bonnett	The described wetland mitigation was for a previous unrelated project. For wetlands related to the Proposed Action, see response to Frequent Public Comment #19.	no
4/9/2023	PC	Laurie Paul	846	Airport expansion	I'm writing to state my unqualified SUPPORT for the expansion. New Haven needs this! Thank you. Laurie Paul Greene St New Haven 06511	Support comment noted.	no

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4/10/2023	PC	William & Eileen Severino	847-852	Bill Severino-56 Francis Street East Haven.10April23.pdf	My husband and I have been residents of East Haven for nearly 50 years and are now in our early 80's. Our reason for this letter is to voice our concerns regarding Tweed Airport and Avelo Airlines. In the 70's we moved from Townsend Avenue in New Haven due to the heavy volume of traffic going to Tweed and after the terrible plane accident and witnessing all the police, ambulances, and fire engines we needed a quiet place to raise our family. During the past 50 years of peace and quiet we enjoyed our gardens and sitting out on our decks enjoying all our birdhouses and living in peace. That was all taken away by Tweed Airport! We are 1 mile away and since Avelo came in the loud noise has woken us up at 6:30 in the a.m. and after 11:00 in the p.m. Our house is over 100 yrs. old. The windows rattle and the noise is deafening. We also lived 2 blocks away from the house that was burned by a plane crash where several people died from this terrible tragedy. Now all day long we hear planes coming and going (very loud and very low) and Avports & Avelo want to expand! Please do an EIS to help resolve these issues for East Haven before our lives are forever changed. Thank you. Sincerely, William & Eileen Severino 56 Francis Street East Haven, CT••06512 RECEIVED APR 10 2023 MCFAALAND OHNSON,INC. Mayor Carfora's Live Statement 2023.04.1	For EIS, see response to Frequent Public Comment #1 For noise/vibration, see response to Frequent Public Comment #10.	no
4/10/2023	LO	David Rothberg	853-854	David Rothberg - Laticrete International.10April23	Date: March 29, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments RECEIVED APR I O 2023 McFARLAND-JOHNSON, INC. Dear McFarland Johnson, On behalf of LATICRETE International, Inc, I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. Laticrete is a 66-year-old company with its global headquarters, central R&D, extensive manufacturing and distribution facilities and numerous personnel based in the New Haven area. We employ approximately 2000 people worldwide, with about a quarter of them in driving distance of New Haven's airport. Our business requires extensive outbound travel, as well as receiving numerous visitors, for training and business development. The approval of the HVN -EA, and the subsequent improvement in air access, will be a dramatic improvement in reducing car mileage currently wasted driving to farther away airports, polluting the air, and wasting human capital. It will also encourage us to continue to expand hiring and philanthropy in the New Haven area. My personal experience with this airport goes back decades. Many years ago, HVN had commercial air service to hub cities including Atlanta and Chicago. The loss of that service was a severe blow to our recruiting and retaining talent. Recently we have enjoyed, for both business and personal travel, the convenience of, and less driving/ & pollution, of the current Avelo service. The longer runway will facilitate even more air service, multiplying these benefits.	Support comment noted.	no
4/10/2023	PC	The Nuzzo Family	855-857	Deborah Nuzzo-81 E Main Street Branford CT.10April23	To Whom it may concern: We agree 100% with these two letter writers. We are concerned with the noise, which is frightening, before we realize it is an aircraft overhead. It also wakes us up when sleeping and drowns out the television. It is also very worrisome when you think that 16% of fatal accidents occur during takeoff and 29% when landing and 80% of all plane crashes happen within the first three minutes of takeoff or in the last 8 minutes prior to landing. Very worrisome, indeed. Therefore, we would like to be counted among those who oppose the expansion of Tweed New Haven Airport. Thank you. The Nuzzo Family 81 E Main St Branford, Ct 06405	For noise/vibration, see response to Frequent Public Comment #10. The Proposed Action will comply with FAA Runway Safety Area standards.	Yes

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4/10/2023	PC	Jennifer Valentine	858	Environmental Assessment (EA) of Tweed New Haven Airport's proposed expansion	please prepare a more detailed Environmental Impact Statement (EIS) on the serious effects of an airport expansion. The current EA fails to account for a number of environmental concerns that must be considered to protect the well-being of wetlands, wildlife, and Long Island Sound itself, as well as neighbors in state-designated environmental justice communities, who are impacted by flooding, traffic, emissions, and noise pollution from the airport. In fact, the National Environmental Policy Act requires an EIS for projects like this with significant environmental impact. ty - j valentine, ny 11762	For EIS, see response to Frequent Public Comment #1. Biological Resources (including wildlife) are described in Sections 4.3 and 5.2 of the EA. For concern about impact to wetlands, see response to Frequent Public Comment # 19.	no
4/11/2023	PC	Sandra Reiners	859-786	PUBLIC COMMENT TWEED NEW HAVEN AIRPORT	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Ms. Lattrell, The Draft Environmental Assessment compares Action/No Action alternatives for the proposed runway extension and east terminal construction and models several environmental benchmarks that are used to determine whether an action's impact is significant. It compares 2026 and 2031 projected operational activity with actual 2022 enplanements. In each of these 4- and then 5-year intervals, enplanements and air carrier operations are expected to nearly double. However, no mention is made of the far more significant impact of a 12-fold increase in flight activity that occurred in 1 year, the preceding year, from 2021 to 2022. How did we get from Point A (2 flights daily) to Point B (24 flights daily) and to a future Point C (32 flights daily in 2026 and 54 flights daily in the no action scenario, less in the action scenario) without A to B being measured? Isn't this EA flawed because this immense increase in operational activity from A to B isn't incorporated in any measurement or even modeled as to its environmental impact?	See response to EPA Comment #1 and response to Frequent Public Comment #5 regarding baseline conditions utilized in the EA for aircraft operations. Section 5.15 of the Final EA contains a discussion of changes that have occurred prior to the baseline year in the EA. . See Response to Frequent Public Comments #9 and #12 regarding use of field noise measurements and air quality impacts. Cumulative Impacts are addressed in Section 5.15. As noted, the Master Plan forecasts were approved prior to the formation of Avelo in it's current form. It is also important to note that the forecasts were approved at a timewhen the air travel recovery from the COVID-19 pandemic was uncertain. The planning process is dynamic. As described in Chapter 2, new forecasts of reasonably foreseeable enplanements were prepared as part of the EA.	yes
4/11/2023	LO	Patrick Comins, Connecticut Audubon Society	887-888	Comments of the Connecticut Audubon Society	Please find the comments of the Connecticut Audubon Society on the draft environmental assessment on the expansion of Tweed New Haven Airport. Thank you very much for the opportunity to comment on this important issue. Sincerely, Patrick Patrick M. Comins Executive Director 314 Unquowa Road Fairfield, CT 06824 860-977-4469 (Cell) Please consider joining or supporting today! https://www.ctaudubon.org/donate/ Follow us on Twitter Like us on Facebook Testimony of The Connecticut Audubon Society regarding The Environmental Assessment for Tweed New Haven Airport. HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 April 1st, 2023 The Connecticut Audubon Society would like to express its strong support for the development of a full Environmental Impact Statement on the expansion of Tweed New Haven Airport. The current Environmental Assessment relies too much on outdated	See response to Frequent Public Comment #1 regarding request for an EIS. See Frequent Public Comment #18 for bird species and Section 4.3 and 5.2 of the document for biological resources.	yes

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4/11/2023	PC	Kathryn Iwanusa	889	Tweed	Hello I'm requesting an Environmental impact Statement. I live very close to Tweed. The airplane sounds go directly over our home. With the planes, Nat Guard and the Riffle Range we are considering moving. I also have severe Asthma since we have moved here (2018) Thank you for listening Kathryn Iwanusa Sent from my iPhone	For EIS, see response to Frequent Public Comment #1.	no
4/12/2023	PC	Gina Canali	890-891	FW: TWEED NEW HAVEN CRIMINALS	FYI Director Federal Aviation Administration New England Airports Division P: (781) 238-7603 C: (781) 539-4143 (best number) E: gail.lattrell@faa.gov From: Gina Canali <ginacanali@yahoo.com> Sent: Tuesday, April 11, 2023 9:04 PM To: Lattrell, Gail (FAA) <gail.lattrell@faa.gov> Subject: TWEED NEW HAVEN CRIMINALS Ms. Lattrell, I don't know if you were at the 1 Apr meeting at East Haven High School. But you should have been there. You would have heard passionate, unbelievable stories about sick kids, sick seniors, our water supply has JET FUEL in it! Avports is acting against the law! Avelo makes changes to their aircraft to either make the JET NOISE LOUDER or quieter depending upon what number the complaints have been submitted. You are the U.S. Federal Aviation Authority! For God's sake , we demand a formal, all inclusive (air pollution, water pollution, noise pollution, the traffic proposal is completely non-viable, I know Justin Elicker has been bought and paid for! It's obvious by his silence... he will not be elected to another term. IDK, about the other crook, Lamont, but I suspect he's not helping us either.	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19. It is beyond the scope of the EA to address individual health concerns. Perceived noise levels can be influenced by a number of factors beyond the control of the airport or the aircraft operator. Air, water, noise and traffic are all addressed in Chapter 5 of the EA. With implementation of the described mitigation measures, no significant impact is anticipated.	no
4/12/2023	PC	Gina Canali	892-893	RE: TWEED NEW HAVEN CRIMINALS	I have received your email and it will be considered during this public comment period for the EA. Thank you, Cheryl Cheryl Quaine Environmental Protection Specialist Federal Aviation Administration New England Regional Office |Airports Division Cheryl.J.Quaine@faa.gov Schedule: Mon-Thur From: Gina Canali <ginacanali@yahoo.com> Sent: Tuesday, April 11, 2023 9:04 PM To: Lattrell, Gail (FAA) <gail.lattrell@faa.gov> Subject: TWEED NEW HAVEN CRIMINALS Ms. Lattrell, I don't know if you were at the 1 Apr meeting at East Haven High School. But you should have been there. You would have heard passionate, unbelievable stories about sick kids, sick seniors, our water supply has JET FUEL in it! Avports is acting against the law! Avelo makes changes to their aircraft to either make the JET NOISE LOUDER or quieter depending upon what number the complaints have been submitted.	Duplicate comment. See response to comment 322.	no

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4/12/2023	PC	Jean Edwards-Chieppo	894-895	Tweed Airport	Dear Attorney General Tong: It has come to my attention that Tweed Airport put up a sign with no information on it about the installation of a 20,000 gallon jet fuel tank across from a densely populated neighborhood. No one was told about this. We found out when the wrong address was posted in local paper. Therefore it was cancelled. Tweed is doing many things which are actually illegal. The are flying 737-800 jets in and out of Tweed on the short runway, leaving parts stranded on the tarmac! This entire operation between Avports, Tweed and Avelo borders on criminal! There have been many diversions due to fog which was the cause of the 1971 tragedy! Please help us to get an Environmental Impact Study before the FAA can whitewash all the hazards and dangers about to befall on us!! This is an absolute atrocity to the residents, wildlife and land being destroyed! Please, please get involved!!!! Sincerely, Jean Edwards Chieppo Resident 173 Henry St East Haven , CT 06512 Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For use of 737-800, see response to Frequent Public Comment #7. For low visibility concerns, see response to Frequent Public Comment #8 . The 20,000 gallon fuel tank was proposed by a private entity and is not part of the Proposed Action.	no
4/12/2023	PC	Sandra Reiners	896-927	PUBLIC COMMENT TWEED NEW HAVEN AIRPORT	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Cheryl Quaine Environmental Protection Specialist Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Mses. Lattrell and Quaine, I started drafting this letter on Easter Sunday, April 9, 2023 and 26 flights into and out of Tweed took place that day, starting at 6:30 in the morning, then 7:00 AM, then 7:30 AM, 8:00, 9:15, etc. The last arrival into Tweed that day occurred at 10:30 PM. Ten of the departures and of the arrivals were Florida flights and 3 were to and from other destinations. Working further on this letter on Monday morning, April 10, the frequent disturbance of air carrier jets and probably also general aviation I am also guessing was	For EIS, see response to Frequent Public Comment #1. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA.	yes
4/12/2023	PC	Darlene Piscitelli	928-929	Tweed EIS	Hi My name is Darlene Piscitelli and I live at 48 Waldo Street in East Haven. I'm sending a picture of Bradley airport - top and Tweed on bottom. Look at the difference in the pictures. There's not much around Bradley. Look at Tweed - all homes and residential neighborhoods around this airport. They are trying to put a larger airport in a area where there's really no room and too close to peoples homes. What kind of studies been done to guarantee the safety of everyone who lives right by this airport? We already smell jet fumes all day - what about when flights double ? Any studies done to guarantee our health not at risk ? What about noise studies ? People are being woken in middle of night & early morning - what will be done so people can get decent nights sleep? What about traffic studies ? East haven small town with traffic issues already in certain areas. Before a whole airport expansion is done it is only fair for the people who live here and the town of East Haven to do a EIS. There are a lot of risk with this expansion and I doubt tweed and anyone involved want to be responsible if expansion done and something happens & people start with health issues. Please do the right thing first - we need a EIS! Thank you for your time Darlene Piscitelli Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. Regarding traffic, see response to TEH comments #12-14.	no

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4/12/2023	PC	Sandra Reiners	930-935	RE: PUBLIC COMMENT TWEED NEW HAVEN AIRPORT	I have received your email and it will be considered during this public comment period for the EA. Thank you, Cheryl Cheryl Quaine Environmental Protection Specialist Federal Aviation Administration New England Regional Office |Airports Division Cheryl.J.Quaine@faa.gov Schedule: Mon-Thur From: Sandra Reiners <sandra.reiners@comcast.net> Sent: Wednesday, April 12, 2023 10:48 AM To: Lattrell, Gail (FAA) <gail.lattrell@faa.gov>; Quaine, Cheryl J (FAA) <Cheryl.J.Quaine@faa.gov>; hvn-ea@mjinc.com Cc: cash.david@epa.gov; timmermann.timothy@epa.gov Subject: PUBLIC COMMENT TWEED NEW HAVEN AIRPORT RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region	No response required. Duplicate of comment 326.	no
4/12/2023	PC	Darlene Piscitelli	936	Tweed EIS	My name is Darlene Piscitelli and I live on Waldo street in East Haven. I'm writing because today was crazy with Tweed airport. First day it's nice out and we have the windows open. I was outside and the jet fumes were horrible. I go inside and all inside the house stinks. It's ridiculous. I shouldn't have to stay trapped inside my house with everything closed . Then the noise today from helicopters ,private & Avelo jets. The ones landing all night have been so loud - sent the dog into a barking frenzy each time. First nice day and I was annoyed whole time. I shouldn't have to live with all this noise and pollution from Tweed in my home . I can't see any of us living near this airport having any quality or healthy life living here. We were told years ago this would only be a small little airport - never what it is now and everything with expansion . What studies been done for our neighborhood ?especially a air quality study cause we already have already bad jet fumes in our neighborhood. We need a EIS done . It's not right or fair to do this expansion without proper studies and EIS . Please do the right thing ! Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For noise/vibration, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25.	no
4/13/2023	PC	Mark Cestari	937-940	Comment on HVN NEPA Environmental Assessment	To whom is may concern: RE: HVN Environmental Assessment. My comments are attached. Mark Mark Cestari 14 Weldon Rd Newton, MA 02458 617 529 4122 https://www.facebook.com/mark.cestari https://www.linkedin.com/in/markcestari/ April 11, 2023	Supportive comment is noted and is included in the project record.	yes

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4/13/2023	PC	Pia Bonaparte	941	Reaction to Tweed's EA	My name is Pia Bonaparte. I reside at 27 Montoya Drive, Branford CT. As you should well know, the flight patterns already negatively effect many Branford residents. I am concerned for the entire shoreline for the impact more cars, trucks, larger jets and additional flights will have on the immediate and surrounding communities, and also the environment. The lie that the expansion will bring economic growth is an absolute travesty. There is NO tax benefit for East Haven. The people who are going to be driving to and from the airport is approximately 2 million vehicles.(!) Coe Avenue and Short Beach Road have historic flooding. Digging up and filling in precious wetlands will cause a greater problem. This is a FORTY THREE year lease which means this is going to change the town forever. Home values will plummet, roads will be overwhelmed with traffic and our air and land will be contaminated with microscopic particulates. The long term effects are as of yet unknown. Possibly and not limited to cancer, heart, lung, and liver disease. We know that asthma spikes around an airport. Our residents will be exposed to this poison on a daily basis. Our waterways and shoreline will be contaminated. Our sleep will be disrupted on an even greater scale. Life as we knew it will be gone. NO-ONE purchased a home around or near a 74,000 square foot terminal with 4,000 parking spaces. No one expected 24/7 noise and smells coming from Coe Ave. People purchased homes in a small fairly quiet area. No one anticipated having millions of cars traveling up and down Hemingway and Coe Avenues, Forbes Place, Thompson Avenue, North High Street, but this is the future! And I can only imagine the traffic on the Q bridge. School buses, work schedules and daily traffic will be disrupted and delayed. Flooding will continue. Stress and frustration will increase! NO amount of community benefits can be enough. Tweed will be forcing residents from their homes and the lives they know. Tweed will use eminent domain to obtain homes and tear them down as they did on Dodge Avenue. All you have to do is look at the plans. It's there in black and white. East Haven and it's surrounding neighbors are not expendable. This is a unique shoreline community. East Haven should not shoulder this great burden to benefit the New Haven economy. The community deserves an impartial, scientific, and accurate Environmental Impact study. As a concerned neighbor and commuter, I am demanding a full Environmental Impact Study. Sincerely,	For EIS, see response to Frequent Public Comment #1. Regarding traffic, see response to TEH comments #12-14.	no
4/13/2023	PC	Talia Sutherland	942-944	EIS	To Whom It May Concern, The FAA draft EA for Tweed New Haven airport expansion is faulty for so many reasons. Per Save the Sound foundation: Among our concerns are: * the EA's failure to acknowledge the expansion will lead to increased passenger and freight flights * the failure to consider the impacts of increased flights on air quality in the surrounding residential environmental justice neighborhoods * the failure to consider increased greenhouse gas emissions * flooding, sea level rise and resilience issues * impacts to tidal wetlands from future taxiway expansions * specific mitigation for inland wetlands * stormwater impacts to surface water quality and coastal resources, and * necessity of a consultation with U.S. Fish and Wildlife Service due to the presence of a newly listed endangered species, the northern long-eared bat. The National Environmental Policy Act requires an EIS for projects like this with significant environmental impact. Additionally, as a resident with first hand experience of the past year or so of destruction of the environment, lack of adherence to local noise ordinances as well as Avelo's own "voluntary agreement" for flight times and polluting of air, waterways and destruction of what anyone with two eyes would consider wetlands I have other objections to Tweed expansion without a full EIS. The 737-800's seem to account for about half of the flights during the hours of 10pm-6am almost nightly yet were excluded from the draft EA. Why is this allowed? They are so loud and are generally unsafe on this size (or expanded runway proposal) in the frequent fog, wet, overheated conditions that are expected in a basin in wetlands affected by climate change. Also since Avelo has already been running operations and jets sized appropriately only for the not yet expanded airport you should be comparing environmental impact of expansion to the airport pre Avelo. Almost no one bought homes here when airport expansion was a legal possibility and it was always a sleepy local small plane airport minus a few bigger flights a day during busier years, adhering to city quiet hours. Now thanks to Avports we are subjected to nightly loud jets. My gps says we are close to 1 mile from airport. Yet jets are between 40-60 decibels in house with the windows all closed. Most of homes in this area are from 1900–1940's and are not well insulated. We can't even keep our windows open because the jet fuel smell permeates many days as well as the decibel level reaching 90 outside or with open windows. There have also been days with loud idling of hers for 20+ minutes recorded or what sounds like engines revving (maybe repairs going on) for this length of time and terrible odors. I can't imagine how loud it is at homes neighboring airport. The floors shake when they fly over and plaster walls and basement now has cracks. To give you an idea how loud it is this year two cars exchanged gunfire between my house and 6 houses down the street and more than 20 shell casings were located, some piercing through metal. This didn't wake my child but Avelo does almost every night. Additionally, our pool has a layer of oil on top in the summer. Many people have called the gas company in past month or two to check for leaks but since they've found none we assume it's jet fuel odor. There are as of yet no monitors placed in East	See response to Comment #296 For concern about the noise ordinance see response to Frequent Public Comment # 4. For use of 737-800 aircraft, see response to Frequent Public Comment #7. For noise/vibration, see response to Frequent Public Comment #10. For increased noise levels from EA, see response to Frequent Public Comment #11. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about GHG emissions, see response to Frequent Public Comment # 15. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about cargo/freight operations see response to frequent Public Comment #6. Additional details on compensatory wetland mitigation are provided in Appendix L and in CTDEEP Comment Response #3. For concern about Flooding, see response to Frequent Public Comment # 17. The Proposed Action has independent utility from other projects considered in the Master Plan. Aircraft can access the proposed runway end by back taxiing. For concern about Greenhouse Gases, see response to Frequent Public Comment # 15. For EIS, see response to Frequent Public Comment #1.	no
4/13/2023	PC	Heather Savino	945	Comment on the Environmental Assessment of the expansion of Tweed New Haven Airport	I would like to request that a full Environmental Impact Statement be made to address concerns about the expansion of Tweed Airport. As a resident of the neighborhood of East Haven, I have been adversely affected by the continued growth of the airport and I am absolutely against further expansion of any kind. The noise created by the airport has vastly increased in recent years and become an increasing nuisance. Now that more people work from home, including myself, this is affecting residents' ability to earn a living as the noise interferes with work processes, most especially conference calls. It also effects leisure activities and basic communication as it can be so loud that I cannot conduct a conversation in-person or on the phone. There are obvious negative health effects associated with the airport, which would certainly get worse if it were expanded. The smell of the jet fuel has become increasingly noxious and as a resident with asthma, I fear this will aggravate my condition. There are also risks of increased water and air pollution. I fear for the structural soundness of our homes. They now literally rattle when larger planes take off. For these and other reasons, I fear that the expansion of the airport will bring down property values in the neighborhood. This is very unfair to people who bought homes in this neighborhood years ago before the airport expansion created so many problems for residents. We should not have to absorb the negative economic impact of the airport devaluing our neighborhood. Wildlife has been negatively impacted and even pets are stressed by the increased noise. Increased traffic in the area will also create a nuisance for humans and animals as well as increased pollution. Due to the negative environmental, health and economic consequences of Tweed expansion, I hope you will strongly consider further study and make the right decision to protect the people and wildlife of this area. With a much larger airport less than an hour away at Bradley, there is no great need to expand Tweed and destroy the quality of life of the residents of this area.	For EIS, see response to Frequent Public Comment #1. For noise/vibration, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. For fumes/odors, see response to Frequent Public Comment #12. For wetlands, see response to Frequent Public Comment #19.	no

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4/13/2023	PC	Daniel Rabin	946-947	Tweed New Haven Airport Expansion	To Whom it May Concern, I am a retired scientist living in Branford, CT and I am writing with serious concerns about the proposed expansion of Tweed Airport in New Haven. I should say that I am pro-jobs and pro-infrastructure. I have noticed a significant increase in the frequency and level of disturbing aviation noise since Avelo began business at HVN. I am often woken in the night and early morning by jet noise, even though we have had our windows closed since September. We live several miles from the airport. The increased noise that disturbs us must be intolerable for proximal residents, some of whose houses are less than 600 feet from the runway. Plane size, passenger load, and frequency of flights is projected to increase and the DBL time-averaged noise modeling doesn't capture the intensity of jets flying at low altitude over our home. What would be the FDA's reaction to a new drug application that was based on modeling rather than field measurements? The Environmental Assessment (EA) offered by Tweed contains a completely inadequate picture of the current situation, and the faulty assumptions, model-based noise calculations and flight projections are an insult to the citizens of East Haven. Branford, which is also significantly impacted, is not even assessed in the EA. In my opinion, a detailed Environmental Impact Statement is necessary to weigh the long-term costs and benefits of the Tweed expansion. The EPA and the CT Department of Energy and Environmental Protection (DEEP) have critical interests in this project and should be involved from the start. According to DEEP East Haven is a Distressed Municipality, deserving of protection rather than exploitation. Tweed expansion will be a big cost to many and a big benefit to a few. Beyond the construction boom we will be left with noise and air pollution, low-paying jobs, decreased property values, and a degraded environment. With all the money being thrown at infrastructure, why not build something that will enhance the community rather than benefit a small number of people at everyone's expense? Thank you for considering my opinions. I've been burdened by the ridiculous plans being set forth and I appreciate the opportunity to make my feelings and experience heard. Sincerely, Daniel Rabin, PhD 24 Stone St Branford, CT 06405 (203) 980-9609	For noise/vibration, see response to Frequent Public Comment #10. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about Property Values, see response to Frequent Public Comment # 23.	no
4/13/2023	PC	Daniel Rabin	948-949	Tweed New Haven Air Pollution	To Whom it May Concern, I am a resident in Branford, CT and I am writing with serious concerns about the air pollution inflicted on our communities by Avelo Airlines as well as the proposed expansion of Tweed Airport in New Haven. I should say that I am pro-jobs and pro-infrastructure. I have reviewed Tweed's Environmental Assessment (EA) and I find it seriously deficient. Air pollution has been monitored at Criscuolo Park, some 3 miles NNW of the airport. Since the prevailing wind in New Haven is from the West, this sampling does not reflect the true NO2 or ozone or hydrocarbon impact of increased NHV air or ground traffic. I suspect if another regulatory agency took an important decision based on shoddy data there would be hell to pay. Why would the FAA make an important decision based on low quality data? In my opinion, a detailed Environmental Impact Statement is necessary to weigh the long-term costs and benefits of the Tweed expansion. I'm pretty sure that there will be a big cost to many and a big benefit to a few. Beyond the construction boom we will be left with noise and air pollution, low-paying jobs, decreased property values, and a degraded environment. With all the money being thrown at infrastructure, why not build something that will enhance the community rather than benefit a small number of people at everyone's expense? Tweed expansion (as well as the current situation) should be reviewed by the EPA as well as CT state departments (DECD and DEEP). When I check our local weather I take note of the air quality. It's rare that our air is rated better than "Fair" and I expect increased air traffic will only degrade this further. Things will be much worse close to the airport. Tweed's assertion that increased runways will improve air quality are obviously ridiculous and an insult to those suffering in the area of the airport. East Haven is rated by the CT Department of Economic and Community Development as a Distressed Municipality. It seems to me that economic development should increase environmental justice, not environmental injustice. Thank you for considering my opinions. I've been burdened by the ridiculous plans being set forth and I appreciate the opportunity to make my feelings and experience heard. Sincerely, Daniel Rabin, PhD 24 Stone St Branford, CT 06405 203-980-9609	For field measurements not taken, see response to Frequent Public Comment #9. See response to Frequent Public Comment #23 regarding property values. Both the EPA and CT DEEP, among others provided comments on this EA. The EA also describes the range of federal, state and local permits that will be required to implement the proposed action. Concerns regarding Air Quality are addressed in frequent Public Comment # 12. For concern about the nearest air quality measuring station see response to Public Comment #14. Regarding request for an EIS, see response to Frequent Public Comment #1.	no
4/13/2023	PC	Daniel Rabin	950-951	Tweed Airport Expansion Jobs	To Whom it May Concern, I am a resident of Branford, CT and I am writing with serious skepticism about the proposed expansion of Tweed Airport in New Haven. I should say that I am pro-jobs and pro-infrastructure. Tweed's Environmental Assessment (EA) goes to great lengths to characterize economic issues facing East Haven. What is lacking is a detailed plan of how Tweed's expansion will benefit the community. What kinds of jobs will be created? What is the median salary? Are these union jobs? What are the benefit packages? We heard at the April 1, 2023 public forum from East Haven officials that there are many indirect costs to the town's infrastructure. How will these be paid for? East Haven is classified as a Distressed Municipality by the CT Department of Economic and Community Development. Will Tweed expansion be a benefit to East Haven or a burden? Judging from the lack of details of the EA and all the hidden costs I strongly suspect the latter will be the case. Tweed expansion will be a big cost to many and a big benefit to a few. Beyond the construction boom we will be left with noise and air pollution, low-paying jobs, decreased property values, and a degraded environment. With all the money available for infrastructure, why not build something that will enhance the community rather than benefit a small number of people at everyone's expense? The US Department of Housing and Urban Development should review this situation. As a Distressed Municipality, East Haven deserves protection rather than exploitation. In my opinion, a detailed Environmental Impact Statement is necessary to weigh the long-term costs and benefits of the Tweed expansion. A life cycle analysis of the whole project is crucial and should include detailed projections of its economic consequences. I've been shocked by the ridiculous plans being set forth and I appreciate the opportunity to share my opinion. Sincerely, Daniel Rabin, PhD 24 Stone St Branford, CT 06405 (203) 980-9609	For EIS, see response to Frequent Public Comment #1. The Proposed Action is expected to create jobs in a range of categories from laborers to professional pilots. The specifics of compensation and benefits are unknown at this time. Property values are addressed in response to Frequent Public Comment #23.	no

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4/14/2023	PC	Salvatore Ferrara	952	jet noise	i live at 57 waldo st.east haven ct.06512.at 807am i had to leave my back yard and go into my house due to ear pearsing noise from an evelo jet takeoff.	For noise/vibration, see response to Frequent Public Comment #10.	no
4/14/2023	FA	Jared N. Pritts VIC USARMY CENAP (USA)	953-957	U.S. Army Corps of Engineers' Tweed New Haven Airport Draft EA Comments (NAE-2022-00290)	Good afternoon, Please see the attached comments on the Draft EA for the Tweed New Haven Airport. Have a good day, Jared N. Pritts NEPA Subject Matter Expert Regulatory Technical Execution Center North Atlantic Division Cell: 412-952-2491	See Agency Comment Response	yes
4/14/2023	PC	Lorena Venegas	958-959	Test email.....	Residents are saying that this email address is not working. Can you please verify that it is working. Thank you, Lorena	No response required.	no

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4/14/2023	LA	Fred Riese, Connecticut Department of Energy and Environmental Protection	960	Comments on Tweed New Haven Environmental Assessment	Hello McFarland Johnson, I am writing on behalf of the Connecticut Department of Energy and Environmental Protection with the simple question of whether there is a specific person we should address our comments on the Environmental Assessment to. Sending the comments to Dear HVN-EA Public Comments sounds awkward at a minimum so I want to check to make sure I am not missing something here in the comment contact information. Thank you. Fred Riese	Inquiry was addressed directly with commentor. CT DEEP later submitted formal comments (see Agency response)	no
4/14/2023	PC	Marshall Cox	961-962	Tweed EA Comment: Endangered Species	To Whom It May Concern, In evaluating the analysis in the EA on the species in the area around Tweed Airport, I noticed the presence of an endangered species that this EA appears to have missed. While the analysis correctly identifies the Northern Long-Eared Bat, and the Monarch Butterfly as being potentially affected by the proposed action, there is no mention of the Roseate Tern, clearly identified in the region of proposed work. https://ipac.ecosphere.fws.gov/location/637OVMRTBZAK5D75CGKRUVNZGY/resources#endangered-species I believe that this analysis was rushed and incomplete. I believe strongly that the only transparent, independent path for our community to trust any analysis on the proposed action would be to order a full EIS. Thank you, -Marshall Cox 15 Shore Dr, Branford, CT 06405	See Appendix C (Agencies Correspondent) for endangered species documentation and coordination with USFWS letter March 15, 2022, and CT DEEP NDDB letter dated March 3, 2022. Based on FWS review of the areas of activity, the Roseate Tern was not identified as a species occuring at or in the vicinity of the work areas. For EIS, see response to Frequent Public Comment #1.	no
4/14/2023	PC	Marshall Cox	963-964	Tweed EA Comment: Local Emissions Impact	To Whom It May Concern, After early concerns were raised with Tweed Airport officials on gas fumes and other toxic emissions from the airport, and requesting an air pollution monitoring action be taken, the Tweed Airport leadership said that it was impossible to associate pollution at the airport with the airport activities, as there are other sources of similar pollutants in the region. As this is not true, the community self-funded the deployment of 5 air quality sensors (Awair Omni units), in cardinal directions from the airport as well as one north of I95. While I do have a PhD in Engineering (and a Masters in Materials Science) I am not an emissions or pollution or environmental sensing expert, but since the airport would not consider bringing one on board, it fell to our local group to try and implement these tests (which I both personally deployed and analyzed). The data is clear: when correlating noise (from planes), with wind-direction, airport take-off and landing data, and pollution, the airport clearly and consistently releases dangerous amounts of VOCs and particulate matter into the community. These are the only two pollutants we could afford to test for. In summary, over the 2 month period of initial monitoring between 9/18/22 and 11/19/22, between the 5 sites we measured, among other dangerous conditions, a total of 4.5 hours of time where the PM2.5 exposure was at the highest threat level, “Hazardous”, in an outdoor environment. This clearly is indicative of human health hazard. More concerning, there are 10 schools within 2 miles of the airport. → There should be an expert analysis of the emissions from Tweed Airport before any action is taken to 5x the traffic. These emissions should include a broader range of pollutants, including NOX and lead. The following table are the results of my analysis, with the numbers on the left summing the total time where each hazard level was detected in the community directly around Tweed airport.	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	no

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4/14/2023	PC	Angela Petrillo	965	Tweed expansion	I am against the expansion it's bringing more air pollution, noise pollution, damage to our wetlands, our wildlife living there not caring about the people, how they feel about it, never even caring how people living around it feel. So obvious again it's being done because the people who run our state want it, truly don't care about the environment and using Companies that did testing etc that they knew would agree I knew they'd win and I'm praying this can be turned around. Let the people decide. A very big mistake A.Petrillo New Haven Sent from my iPhone	See Responses to Frequent Public Comments # 10, 12, and 19 for air and noise pollution, and wetlands. As described in Section 5.2, no significant impact on biological resources, including wildlife, is anticipated as a result of the proposed action.	no
4/15/2023	PC	Roseline Crowley	966-967		April 15, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 Dear Madame or Sir, I am writing to ask that the FAA prepare an Environmental Impact Statement (EIS) as required by the National Environment Policy Act (NEPA) due to the environment concerns about augmented noise and air-pollution levels that would result from the planned extension of Tweed-New Haven Airport. My family has lived near Whitneyville in Hamden for over 55 years, and, for more than a year, I have been awakened, either around 11:00 pm, or a little after 4:00 am, sometimes both, by noisy planes flying low from or to Tweed Airport. In addition, one of our children has been living with her family on Hampton Road in East Haven, enjoying their backyard, an important asset to the purchase of their house at the time. For over a year, it has become a nightmare to be outside, because large jets take off as they do now frequently, their noise canceling all possibility of peaceful conversations and children's games. According to the NEPA report on the extension of the Tweed Airport, from 2021 to 2022, the actual number of enplanements multiplied by a factor of almost 12 (29,372 recorded enplanements in 2021 became 351,506 enplanements in 2022, as shown on p.29.). These figures are proposed to double by 2026, and almost double again by 2031, and if aircrafts diminish slightly in numbers in the projections, it is because, thanks to the proposed extensions, the aircrafts would be even larger than the ones East Haven is already exposed to. This would increase the already unbearable noise of take-offs and landings in that part of East Haven. In addition, suggestions for the expansion of freight air traffic were made at a Board meeting in May 2021. With the combined goals of volume and profit, freight carriers need to be as large as possible, which means additional noise which is easily experienced, as well as elevated air pollution, which, even though not seen by the naked eye, has been measured and was reported at the public meeting of April 1, 2023 at the East Haven High School. Until 2019, the expansion of the airport had been prohibited by a Connecticut state law that had ensured limits to the airport activity and size of airplanes. The fact that this law was overturned in 2019 by a federal court, does not cancel the obligation of the FAA to comply with all applicable Federal statutes, regulations, and guidance, nor should it override the respect due to the local population and environment. An EIS is needed indeed. Thank you for your attention. Sincerely,	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For cargo or freight operations, see response to Frequent Public Comment # 6. The EA was prepared in accordance with FAA Order 1050.1F. The EA describes additional regulatory requirements for implementation of the Proposed Action.	no
4/15/2023	PC	Roseline Crowley	968-969	Water pollution at Tweed-New Haven Airport	April 15, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 Dear Madame or Sir, I am writing to ask that the FAA prepare an Environmental Impact Statement (EIS) as required by the National Environment Policy Act (NEPA), due to the environment concerns about the augmented water pollution that would result from the planned extension of Tweed-New Haven Airport, as documented in the NEPA report revised in March 2023. The extensions would necessitate covering more inland wetlands with impermeable surfaces (extensions of runway, creation of paved parking, augmented terminal, etc.) The EA study has limited the impact of the extensions to 22.74 acres of inland wetlands that may be directly affected by the proposed extension. No mention is made of indirect impact on the wetlands outside the study. No mention is made of additional or reconfigured taxi-ways, even though they would obviously become needed with augmented air-traffic. No mention is made of service roads, or other impermeable surfaces needed in the servicing of aircrafts. No mention is made either of the chemical impact of increased servicing of additional aircrafts (de-icing, cleaning, fueling, etc.) on wetlands and watercourses. With their capacity to retain and filter flood waters, wetlands are an essential protection of the neighboring community against flood around the airport. Losing some of that protection to impermeable surfaces might lead to disaster for that part of East Haven, all the more that the sea levels have noticeably been rising in the past two years, with increased tidal waves. I am asking that the FAA comply with all applicable Federal statutes, regulations, and guidance, and not allow profit to override the respect due to the local population and environment. An EIS is needed indeed. Thank you for your attention. Sincerely, Roseline Crowley 1050 Whitney Avenue Hamden, CT 06517	For EIS, see response to Frequent Public Comment #1. Indirect impacts on wetlands will be addressed through implementation of water quality best management practices. See response to CT DEEP comment # 3. Concerns about wetland impacts are addressed in response to Frequent Public Comment # 19. Concern about sea level rise is addressed in response to Frequent Public Comment # 7.	no

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4/15/2023	PC	Roseline Crowley	970-971	Distressed Municipality threatebed by Tweed-NewHaven Airport Extension	April 15, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 Dear Madame or Sir, I am writing to ask that the FAA prepare an Environmental Impact Statement (EIS) as required by the National Environment Policy Act (NEPA) due to the environment concerns about impact the planned extension of Tweed-New Haven Airport would have on the population of "Distressed Municipality" of East Haven and the neighboring community. Due to economic reasons, the Town of East Haven, where the Eastern part of Tweed Airport is situated, has been named a "distressed municipality" and is thereby an environmental justice community under Connecticut law. In addition to recent increases (since 2021) in flooding, increased air and street traffic, and air and water pollution, the proposed extension of the airport as stated in the EA report would only make those worse. The town of East Haven has put very successful efforts towards creating public parks enjoyed both by its residents and those of neighboring towns. Let not those efforts be annihilated by inconsiderate business greed at the expense of the health and economic survival of such a vital community! With this in mind, I ask the FAA to comply with all applicable Federal statutes, regulations, and guidance, and give the full consideration and respect that are due to the local population and environment. An EIS is needed indeed. Thank you for your attention. Sincerely, Roseline Crowley 1050 Whitney Avenue Hamden, CT 06517 Tel: 203-675-5509 E-mail: rgcrowley@aol.com	For EIS, see response to Frequent Public Comment #1. For Environmental Justice community, see response to Frequent Public Comment #20.	no
4/15/2023	PC	Bill Horne, Branford Land Trust	972-993	Branford Land Trust comment on Tweed-New Haven Airport Environmental Assessment	The Branford Land Truust is pleased to submit its comment on the Tweed-New Haven Airport Environmental Assessment (attached). Thank you for your consideration. William Horne, PhD Branford Land Trust	See responses to BCEC Comment # 1 regarding Request for an EIS; Comment #2 regarding Air Quality; #3 regarding Water; #4 regarding Biological Resources; and #5 regarding Environmental Justices. The Airport is in the general vicinity (i.e., less than one mile away) of New Haven Harbor, Lighthouse Point and the Farm River Estuary. However, it is important to point out that flights are projected to increase regardless of whether the Proposed Action moves forward. As shown in Table 2-1, future Air Carrier operations are expected to be less under the Proposed Action when compared to the No Action. Given this, it can reasonably be anticipated that the Proposed Action reduces the permanent and deleterious effect on birds, when compared to the No Action. Also, as stated in Section 5.14.1 and Appendix of the Draft EA, the sediment/toxicant retention functions of the impacted wetlands on the site would be maintained through the stormwater management improvements and approaches associated with the Proposed Action. Tweed Airport is described by the commentor as "lying on the edge of" the USFWS New Haven Harbor Complex. The reality is that the airport lies approximately 800 feet or more from the harbor, with an area of dense residential housing separating the harbor from the airport (this is clearly depicted by figures in the USFWS report). This residential area exhibits many of the "Threats" identified in the cited USFWS Service report provided by the commentor, with likely little to no mitigation of these threats. The USFWS study cited by the commentor states, under the heading of Conservation Considerations, that "Protection of the nearshore waters and intertidal flats from catastrophic events such as an oil spill or hazardous chemical discharge needs to be given the highest	yes
4/15/2023	PC	Lorena Venegas	994-1001	4/1/23 Public Hearing Video Quality extremely POOR plus Fog	Dear Mr. Roberts, Mr. Garcia, Mr. Rafter, Ms. Latrell, Ms. D' Alessandro, Senator Murphy, Senator Blumenthal, Rep. DeLauro, State Sen Cohen, Ms. Dykes, Ms. Pestana: This is unacceptable. What kind of recording equipment did you take to the 4/1/23 FAA public hearing? The video resolution is very poor and has been altered. This is the worst recording of any public meeting in East Haven, CT. You cannot even see anyone's face in the video. The applause was removed. The statements from Mayor Carfora and State Rep Joseph Zullo are missing. I doubt that the stenographer was able to capture the public statements during the auditorium session. I would like to see the transcript from the stenographer that was taken for the day on April 1, 2023 before it is submitted to the FAA. All of you have made this process more difficult than it needs to be. Did FHI Studio get paid to record and alter this footage? It is a disservice to my entire town to not be honest. The facts are that there were multiple errors of omission on April 1, 2023 with poor organization, poor outreach, poster boards with missing information, and the noticeable absence of a wetlands specialist and a structural engineer. It does not help when the info is poorly recorded with ask the technology that is available. Even if Andrew King used his cell phone, we would have a better video. Access and processing of information is an environmental injustice. The right choice is to require an Environmental Impact Statement and get rid off the 737-800 plane model on the inadequate single runway that is used against Boeing manufacturer's specifications. This is unprofessional. I am sure that Jorge Roberts can get Andrew King better equipment using the Goldman-Sachs hedge fund salary shares, so get to it. By the way, the ballooning price of $165 million for this project that has never been discussed in public spaces is a crime against US taxpayers. The Draft Environmental Assessment fails to include a breakdown of the cost, and the finance burdens on local municipalities. East Haven gets 000 and $000 with all the burdens of pollution in environmental justice town #17 out of 169, worst than last year. Can anyone let Governor Lamont and Secretary of Transportation Pete Buttigieg know that this biz experiment using taxpayer monies is not working? Another 3 plane diversions due to fog — nature wins. Do better, Lorena Venegas 73 George St East Haven, CT 06512	The recording of the hearing was provided as a courtesy. The recording quality was constrained by the virtual meeting platform that allowed the public to view the hearing remotely. However, the recording is comprehensible and accurately documents the hearing. For EIS, see response to Frequent Public Comment #1. For use of 737-800, see response to Frequent Public Comment #7. Three members of the project team with extensive wetland expertise were present at the public hearing. The expertise of a structural engineer was not needed as project is not in design phase. Environmental Justices is further described in response Frequent Public Comment # 20.	

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4/16/2023	PC	Josh Drazen	1002-1016	The latest Avelo aborted landings and diverted flights are causing dangerous conditions to those in the air and on the ground around Tweed.	I am writing to all of you due to Avelo's latest bout of numerous fog induced aborted landing attempts at Tweed on Saturday, April 15th. These were followed by three flights being diverted to Wilmington, DE. The reason I am aware of the failures is due to the extreme noise I heard, even while watching TV at a pretty high volume inside my condo, as each aborted attempt caused an alarming amount of shrieking and rumbling around us. Enclosed are screenshots from FlightRadar24 showing Avelo Flight XP720, a 737-800 from Orlando to Tweed being diverted to Wilmington, DE at about 6:55 PM. The same plane with the identical flight number, XP720, perhaps with the passengers who began their trek from Orlando reboarding in Wilmington for another attempt to land at Tweed, took off at about 8:39 PM. The flight was forced to divert AGAIN to Wilmington, DE after aborting landing at Tweed at about 9:32 PM. Think about the story of what those passengers must have been thinking after Avelo, trying to shoehorn yet another 737-800 into the foggy conditions around Tweed, not once but on two separate flights for these travelers, failed miserably to get them home. I have to imagine that many passengers weren't just inconvenienced, but were in fear for their lives and safety. When is anyone going to ask the FAA why it is looking the other way about what is going on at Tweed? Is the fix in? Is someone on the take? Not much else explains their completely lax attitude to safety and noise by Tweed. Nothing else seems to illuminate their allowance of Avelo's increasingly abusive air operations practices in such a densely populated area. Why is the FAA allowing aircraft like 737-700s and 737-800s, that are too large for operations at Tweed, to keep flying in and out when it is clear they often can't land in fog, a condition not uncommon to the wetlands and marshy area around the airport? Is anyone going to ask why Avelo isn't using smaller quieter aircraft, such as Embraer 175s or Airbus A-220s, that are more suitable to a regional airport densely surrounded by tens of thousands of people and homes? If what the poor souls on Avelo Flight, now flight(s) XP720, wasn't bad enough, there was another epic failure just a few hours later. Please see the attached FlightRadar24 screenshots for Avelo Flight XP306 that departed Sarasota at about 8:39 PM. Its first aborted landing at Tweed happened at about 11:03 PM. After circling, a second failed landing occurred at about 11:16 PM. Perhaps Avelo has a three strike policy on failed landings in fog, because at 11:41 they struck out on their third try too! Flight XP306 then diverted to Wilmington, DE just as (both) XP720 flight(s) did. Again, one can only imagine what the passengers on XP306 were thinking as their plane failed three times in under an hour to land at Tweed. This is a story that needs to be told. I have flown countless times, including to and from Tweed on American Airlines. Only once from Los Angeles to Philadelphia, was I on a plane that had to abort landing. After circling the plane landed. I have never been on a plane that aborted landing on two let alone three attempts. I don't know anyone who has experienced this, let alone a "double diversion" back to a third airport. How is this being permitted? Who is looking out for the people in these planes and the residents on the ground? It seems no one as incompetence flourishes.	For EIS, see response to Frequent Public Comment #1. For low visibility concerns, see response to Frequent Public Comment #8. Concerns about diversions during low visibility conditions are addressed in response to Frequent Public Comment # 8	yes
4/16/2023	PC	Shirley Mcarthy	1017-1019	HVN-EA Public Comments	Attached are my comments. Thank you, Shirley McCarthy, MD, PhD HVN-EA Public Comments 4/16/23 As a Yale physician scientist, I find the lack of analyses in the Environmental Assessment and the abundance of assertions without data to be extremely concerning for the health and well-being of humans living in this densely populated area. The EA's air quality report is flawed, contradictory, and inadequate. The Tweed Airport leadership said that it was not possible to associate pollution at the airport with airport activities, as there are other sources of similar regional pollutants. Nonetheless, a colleague placed monitors that measured hazardous levels of pollutants, such as PM 2.5, VOCs, from airplanes. The 2019 EPA Assessment for Particulate Matter shows that PM2.5 is deleterious to human pulmonary, cardiovascular and nervous systems, causes cancer and also premature death. A 2015 scientific study attributed premature deaths to long-term exposure to aviation PM2.5 and Ozone. Table 29 in EA Appendix I demonstrates a marked increase (+19.3) in net change of Nitrous Oxides for the proposed action in 2031. A recent scientific study reported that nitrogen dioxide is responsible for 91% of premature mortalities attributable to Landing and Take off. Maternal exposure to particulate air pollution is linked to multiple adverse birth outcomes, causing disease later in the child's life. Maternally inhaled black carbon particles (including PM 2.5) can cross the placenta and move into fetal organs when they are developing. The EA contains no analysis of the current nor predicted impact, specifically on children, who are more vulnerable. Note that asthma rates in these EJ communities are almost 3 times the state rate. There is no assessment of the additive or synergistic effects of flights, cars/shuttles, and construction activity. How can using an EPA monitor over 2 miles away in a New Haven park north of I95 be useful in determining the local health impacts?? A comprehensive study needs to be done to show airport pollutants from planes, traffic and construction. Furthermore, emissions are often evaluated in 24-hr or annual timeframes, but flights are not distributed evenly over 24-hours; far fewer at night. Residents are exposed in more compressed periods hence it is critical to evaluate the peak emissions. The projected noise levels do not reflect reality given hazardous levels (even over 100 decibels) have been recorded in adjacent neighborhoods. Greater than 70 is considered harmful but note that a study done near the Cologne airport, Germany, showed that a daytime sound pressure greater than 60 decibels increased coronary heart disease by 66% for males and 80% for females. Noise increases heart attacks, strokes and high blood pressure. Noise impairs cognitive skills in children, decreasing their standardized test scores. A study of decibel levels near all the schools should be conducted. Lighting is insufficiently covered. There is no detail given on lighting, particularly related to the new terminal, parking lots and roadways. Will there be high intensity LED light which emits a lot of blue light? The latter can create discomfort, glare and decreased visual acuity. Furthermore, exposure to nighttime LED blue-rich light disrupts melatonin secretion, disrupting sleep circadian rhythms, with studies showing a higher incidence of breast cancer and diabetes. There is no discussion of planting evergreens along borders with houses to decrease light, noise and air pollution.	For concern about Air Quality, see response to Frequent Public Comment #12. For concern about proximity of nearest CT DEEP air quality monitoring station, see response to Frequent Public Comment # 14. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. For concern about Health Effects, see response to Frequent Public Comment #24. For noise/vibrations, see response to Frequent Public Comment #10. Note that the noise assessments in the EA use the DNL metric; see response to Frequent Public Comment #11. For EIS, see response to Frequent Public Comment #1.	yes
4/16/2023	PC	Phil Rolka	1020	Tweed	A proper environmental impact statement must be performed! Otherwise , all concerned will be grossly negligent !	For EIS, see response to Frequent Public Comment #1.	no

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4/16/2023	PC	Nancy Meyer-Lustman	1021	Testimony and comments	I oppose The Tweed Expansion for health and environmental reasons. Studies have shown children do worse in schools living near airports. Within a 12 mile radius of an airport both there are increases in mortality and morbidity. Animals and birds suffer as well. The airport is in a migratory path and the wetlands and The Sound will be adversely effected. Where will the run off and chemicals go when the ground is paved? You folks and Yale thinks this will be convenient for folks and bring in revenue. Like The failed a Pilot Pen?!!!! Hartford is close by as is Westchester airport. I can go on but I feel it will fall on deaf ears! Money and power seem to be the short term winners today. Your children and grandchildren will suffer. Think think think about your legacy!!! I know politics are complicated and you owe each other to get things done. What are your priorities? Do t'he right thing! Save your families and the environment. Nancy Meyer-Lustman, PHD Sent from my iPhone	Concerns about birds are addressed in Frequent Public Comment response 18. Water quality is addressed in response to CT DEEP comment #3. As described in Chapter 2 of the EA, Tweed New Haven Airport Authority has no control over which airports are chosen by travelers. Directing passengers to other airports would not address the Purpose and Need.	no
4/16/2023	PC	Jonathan Perman	1022-1023	Tweed-New Haven Airport Environmental Assessment Comment	My name is Jonathan Perman. I am a public policy/public affairs executive working with clients at the local, county, state, and national levels. I also founded and manage the American Congressional Exchange (ACE) at the Bipartisan Policy Center in Washington, D.C., which brings together members of the U.S. Congress from opposite parties to visit one another's congressional districts. From 1988-92, I served as Director of Governmental Affairs for The Greater New Haven Chamber of Commerce. One of my major initiatives was to help lead The Chamber's Air Service Development Group (ASDG) made up of regional business and institutional leaders along with other stakeholders who saw HVN as a major economic development asset with significant unrealized potential. Our efforts with the ASDG resulted in recruiting United Airlines to begin nonstop service from HVN to ORD, beginning in 1991. United used 737-300 aircraft with weight restrictions and that service lasted until 1996. While the new route proved popular, the inability of the City of New Haven to make further needed improvements to runway approaches and passenger amenities in the terminal, made it difficult to continue service safely and with passenger accommodations that would meet United's standards and travelers' expectations. Over the ensuing 25 years, I have been disappointed to see the lack of resolution to these operational challenges while other airports in the catchment area managed to make measurable progress to improving air service, overcoming safety challenges, and creating modern amenities for departing and arriving passengers. Meanwhile, despite the demonstrated demand, the failure to improve HVN has been a contributing factor in the New Haven region's relatively slow growth and suppressed business/job potential. The return of regularly scheduled nonstop 737 service at HVN provided by Avelo in Nov. 2021 (with significant additional service since) has once again proven the New Haven area has a thirst for convenient and frequent air service. Unfortunately, without major improvements in operational safety and passenger comfort on the ground, HVN risks damaging Avelo's investment and turning away passengers who will not tolerate terminal and other ground services resembling that of a developing country (or worse) rather than a modern U.S. airport. Therefore, I strongly support the plan at HVN for a runway extension and moving the passenger terminal to the east side of the airport for the following reasons. 1.) The serious traffic, safety, and environmental challenges coupled with growing passenger volumes make the continued use of the west side of HVN for passenger operations untenable. Moving the passenger terminal to the east side makes eminent sense and the logistical and infrastructure challenges can be overcome. The impact on nearby residences in East Haven will be much less than what the residential neighborhood in New Haven currently must tolerate. Simply put, East Haven has: roads with greater capacity, the land to create buffer zones protecting residences, more space for parking, and less flooding potential near the airport.	Supportive comment is noted and is included in the project record.	no
4/16/2023	LO	Lynne Bonnett & Dana Walker	1024-1026	Fwd: citizen reps on PAC sent letter	Please add attachment to the Final EA document. Begin forwarded message: From: Lynne Bonnett <lybonnett@gmail.com> Date: April 16, 2023 at 6:10:03 PM EDT To: Lorena Venegas <ljv333@gmail.com>, susan bryson <susanjbryson@gmail.com>, Gretl Gallicchio <gretl@att.net>, Vivien Hunnicutt <vivawack@gmail.com>, Lianne Audette <lianneaudette@gmail.com>, "Walker, Dana" <dana.walker@novartis.com> Subject: citizen reps on PAC sent letter Dana Walker and I worked on this letter together and sent it in today to Tom Rafter with Ccs to appropriate people. Best, Lynne -- Lynne Bonnett	Comment pertained to the supplemental public hearing and was addressed directly with the author due to the time sensitive nature of the comment. Appendix D provides additional detail on the Supplemental Public Hearing.	yes

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4/16/2023	PC	John Laudano	1027-1055	Tweed Environmental Assessment	Folks: Thank you for the second Public Hearing mentioned. Maybe I'll get to speak. Please address the following: 1. Aircraft landing from the north Runway 20 approach are in violation of the 55' threshold height FAA regulation posted in the pilot resources section of Tweed's Web Site. See attached photos. They are approaching low at the threshold, putting them 50-60' low over the houses at Holmes Street. This increases noise, increases pollution and brings them too close to houses. It's a catastrophe waiting to happen. Please address this in the EIS. List aircraft that can meet the regulation and allow only those that meet regulations to land at Tweed. The excuse that low flying aircraft are not in EIS or EA reports in other airports is not justification for bringing in larger aircraft or ignoring this issue with existing aircraft. 2. Section 4-1 of the EA states that the nearest air quality monitoring point is Criscuolo Park on Chapel Street. The Airport and FAA need to establish monitoring points at the boundary between the Airport and the neighborhood as mentioned by others in the April 1st hearing. They are responsible for making sure their emissions meet allowable standards and do not impact the residential neighborhoods. The excuse that adequate monitoring is not being done and DEEP is in charge of this is not justification for continuing to pollute the neighborhood or expanding the Airport. 3. Noise levels reported in Section 5-29 of the EA are misleading. The peak aircraft noise levels need to be addressed. The peak noise levels as well as the average noise levels wake people up, damage hearing and prevent people from having a picnic. Both need to be evaluated as to what aircraft and volume of flights the Airport can allow without forcing neighbors into their houses. Residents need to be able to open windows in the summer, not be forced to shut them due to aircraft noise and pollution.. John Laudano 67 Holmes Street	Aircraft operate in accordance with published approach procedures. The accuracy of the supplied information cannot be verified. It is noted that the landing threshold for RW 20 was recently relocated which may be affecting the commentors perception. For EIS, see response to Frequent Public Comment #1. For discussion of air quality measurements, see response to Frequent Public Comment # 9 and #14. For noise analysis procedures in an EA, see response to Frequent Public Comment #11.	yes
4/16/2023	PC	Sam Sigg	1056	why we need an EIS	Dear FAA, I have been a resident of New Haven for 22 years, and I live in the Annex neighborhood, less than a mile from the edge of the airport. I think there were about 6 jets taking off from Tweed airport every day when we moved here - it was not a big issue, even if it was always a disruption. The current proposal to expand Tweed airport however, is a MAJOR expansion that will negatively affect our quality of life here. I volunteer my time every week in Fort Wooster Park, a small, historic local park of about 29 acres that is also less than one mile from the airport. I want to know how the increase in jet engine noise, jet engine exhaust, and especially - the enormous increase in vehicular traffic is going to affect my park and the wildlife in my park. I want my tax dollars to pay for a serious evaluation of this dramatic increase in noise, pollution and traffic. I can tell you that an increase in jet takeoffs has ALREADY had a very deleterious effect on our community's enjoyment of nature in our local parks. The roar of the jets is deafening, and it drowns out all the birdsong every time. It scares the deer, the foxes, coyotes, wild turkeys, owls, eagles, ospreys, hawks, raccoons, skunks, rabbits, and many other animals and birds, let alone the flocks of migrating birds. It is BAD for our local wildlife and ecosystem! It even causes stress on our pets - I can see my dog tense up when the roar of a jet engine starts coming our way. We all work hard and enjoy getting away from home after work by going for a walk in our local park. A very significant increase in commercial airline traffic is clearly not going to benefit the local natural environment or wildlife habitat we need and enjoy in our local parks. We need an EIS. We deserve an EIS. There are dozens of local parks within 3 miles of Tweed airport, including 4 very significant wildlife areas. The center of New Haven is 4 miles from the airport. This is a very highly residential area that is already bounded on the west by a power generation plant, the wastewater treatment plant, a major oil and gas tank storage area in an industrial harbor that receives ships with giant diesel engines 24/7/365, not to mention the round the clock traffic of the fuel tankers coming from all over CT, RI, MA and even NY. We are also bounded to the north by I-95, which gives a constant background noise. WE do not need an increase in traffic, air pollution, and noise! We demand a real Environmental Impact Study. Please do the right thing for our sake and for our children's sake. Our physical and mental health depends on our quality of life, the air we breathe, our parks and recreation, and our right to enjoy our property in peace. We have the right to know, on a scientifically rigorous basis, what the impact of the proposed expansion will be on our town and our neighborhood. We need the EIS. Sincerely, Sam Sigg 932 Townsend Ave. New Haven, CT 06512	As described in Section 5.11, airport traffic in the area around Fort Wooster park is expected to decrease with implementation of the proposed action. Air and noise are further addressed in responses to Frequent Public Comments 10, 11 and 12. Affects of the Proposed Action on biological resources are described in EA section 5.2. No significant impact was identified. See Frequent Public Comment #18 for birds. The New Haven area is dynamic with a multitude of public and privately funded projects unrelated to the airport, in various stages of planning and construction. Cumulative Impacts are addressed in Section 5.15.	no
4/16/2023	LO	Lynne Bonnett & Dana Walker	1057-1058	Fwd: letter re draft EA from PAC members Lynne Bonnett and Dana Walker	From: Lynne Bonnett <lybonnett@gmail.com> Sent: Sunday, April 16, 2023 6:04 PM To: trafter@flytweed.com <trafter@flytweed.com> Cc: Jeff R. Wood <jwood@mjinc.com>; Quaine@faa.gov <Quaine@faa.gov>; Andrew King <AKing@avports.com>; Lattrell, Gail (FAA) <gail.lattrell@faa.gov> Subject: letter re draft EA from PAC members Lynne Bonnett and Dana Walker Dana Walker and I worked on this letter together and sent it in today to Tom Rafter with Ccs to appropriate people. Best, Lynne -- Lynne Bonnett Lynne Bonnett, New Haven PAC representative Dana Walker, East Haven PAC representative Tweed Airport Authority April 16, 2023 Via email C/o Tom Rafter trafter@flytweed.com	See response to comment 373	yes

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4/16/2023	PC	Darlene Piscitelli	1059	Tweed - EIS	My name is Darlene Piscitelli and I live on Waldo Street in East Haven. I'm writing because of the craziness last night and tonight at Tweed airport. I understand it's foggy but the number of times these Avelo jets are trying to land and can't is crazy. It's very scary to hear a jet come down so low and have to abort landing. For everyone around airport - it's bad enough how loud jets are and now we gotta hear same jets trying to land multiple times. All the extra noise, fumes, air pollution and fear of a jet crashing into someone's house. People live very close to this airport -what studies been done for our safety ? This area gets a lot of fog cause by ocean - can't change that. Why are they trying to expand a airport in a area where there's problems ? The jets landed at Bradley with no problem. Also what studies were done to be landing these large jets on a short runway and a airport that does not have updated approach lights? There's are pilots saying how unsafe this airport is! This airport is a major accident waiting to happen. There shouldn't be any expansion but if people want to then a EIS has to be done. There should be studies on everything because I doubt anyone wants to be held responsible when a major accident happens - and I say when - not if ! Please do the right thing ! We need a EIS ! Thanks for your time Darlene Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For low visibility concerns, see response to Frequent Public Comment #8. For noise/vibrations, see response to Frequent Public Comment #10.	no
4/17/2023	PC	Margaret Macosky	1060	Margaret Macosky- 172 Beach Avenue East Haven CT	To HVN – EA Public Comments McFarland Johnson 49 Court St Suite 240 Binghamton, NY 13901 I am writing this letter because I am a resident of East Haven and live about one mile from the airport. My home is situated directly in the path of Avelo planes landing or leaving the airport over Long Island Sound. I am requesting the Environmental impact statement to look into the conditions the residents now have to be concerned about. I can list: air pollution, noise pollution, flooding, gas emissions, the health of the residents, property values, to name a few. I am hoping the property owners deserve to have someone in their corner. I realize Avelo just had 1 million travelers. CT travelers love cheap fares and no .. flight but the residents of East Haven and New Haven deserve the issues to be addressed. Thank you for your time. Margaret Macosky 172 Beach Ave East Haven, CT	For EIS, see response to Frequent Public Comment #1.	no
4/17/2023	PC	Phyllis (Mina) Fraenzy-West	1061	Mina West - 14 Turtle Bay Drive, Branford CT	I'm very concerned about any increase at Tweed New Haven air traffic. I was born and raised in New Haven/East Haven. Now I live off Short Beach in Branford. Reason: •Increase in noise, general stress levels. •Increase in air quality for humans and animals. •Birds, especially migrating birds being disrupted or harmed. •Flooding issues have increased over the years. I believe this will be an issue for the airport and residents. •Traffic will be unbearable in that area disrupting families and emergency vehicles. •Also I would like to remind those of you who don't understand ALICE – 43% of people living in East Haven and more than that in New Haven – live paycheck to paycheck - so any thoughts of moving will be difficult! •EIS required please. Don't … amazing shoreline become a horrible place to live! Thank you. Phyllis Fraenzy-West Minawest1@me.com 06405 14 Turtlebay Drive Branford, CT 06405	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Air Quality, see response to Frequent Public Comment # 12. For birds, see response to Frequent Public Comment #18. For Environmental Justice communities, see response to Frequent Public Comment #20. For concerns on emergency vehicle access, see response to TEH Comment #8 and #12. For flooding, see response to Frequent Public Comment #17	no

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4/17/2023	PC	Jean Edwards-Chieppo	1062-1063	Diversions	My name is Jean Edwards Chieppo, 173 Henry Street, East Haven 06512. Please include this in the EA comments. On Saturday 16th April 2023 the following Avelo planes had changes made due to fog. Hundreds of people were stranded in other states and had to pay to get home. This is a common practice and in my opinion is unethical. Avelo customer service treats passengers with disdain and rude attitudes. People are stranded with small children and have to spend their own money to get home. Saturday 6:55 pm Orlando to Tweed -diverted to Wilmington DE 9:15 pm West Palm Beach to Tweed -diverted to Wilmington DE 9:30 pm Ft Meyers to Tweed -diverted to Wilmington DE 9:41 pm Wilmington DE to Tweed could not land returned to Wilmington DE 10:30 pm Sarasota to Tweed -diverted to Wilmington DE 11:39 pm Wilmington to Tweed - cancelled Sunday 17th April 2023 2:20 pm Ft Lauderdale to Tweed - Unknown 2:50 pm West Palm Beach to Tweed - Unknown 6:55 pm Orlando to Tweed - diverted to BDL 9:40 pm Raleigh Durham to Tweed - diverted to BDL	For low visibility concerns, see response to Frequent Public Comment #8.	no
4/17/2023	PC	Jean Edwards-Chieppo	1064-1065	Diversions	On Mon, Apr 17, 2023 at 5:41 AM Jean Edwards-Chieppo <jeany427@gmail.com> wrote: My name is Jean Edwards Chieppo, 173 Henry Street, East Haven 06512. Please include this in the EA comments. On Saturday 16th April 2023 the following Avelo planes had changes made due to fog. Hundreds of people were stranded in other states and had to pay to get home. This is a common practice and in my opinion is unethical. Avelo customer service treats passengers with disdain and rude attitudes. People are stranded with small children and have to spend their own money to get home. Saturday 6:55 pm Orlando to Tweed -diverted to Wilmington DE 9:15 pm West Palm Beach to Tweed -diverted to Wilmington DE 9:30 pm Ft Meyers to Tweed -diverted to Wilmington DE 9:41 pm Wilmington DE to Tweed could not land returned to Wilmington DE 10:30 pm Sarasota to Tweed -diverted to Wilmington DE 11:39 pm Wilmington to Tweed - cancelled	Duplicate comment. See response to Comment # 380.	yes
4/17/2023	PC	Lorena Venegas	1066-1084	Inconvenience for profit: families stranded	> Dear Elected Officials, FAA personnel Avports and Avelo Airlines staffers, and Media: > On April 15th and 16th, CT families had planned to get back from vacations to school and work, but their expectations as passengers have been hampered, inconvenienced by sending planes, diverting planes to wrong, faraway airports like Wilmington, Delaware instead of defaulting from Tweed New Haven Airport to Bradley Airport. Avelo Airlines wrote a letter that it would not use the 737-800 model plane until the sole runway is lengthened (attached). As of today, the runway is not lengthened and it is not going to occur in the year 2023 nor 2024. We need solutions now! > The solution is to stop using the 737-800 model at Tweed Airport, and use the 700 series instead or smaller. The 800 model has multiple problems with weight restrictions and cannot be in FAA compliance for glide slope angle in landings, plus there has to be greater thrust programming in the initial software to be able to incline at a higher rate. These are real public safety concerns since the airport fails to meet the ARFF and staging requirements to comply even with the FAA 139 certification. Currently, Tweed New Haven Airport is understaffed to comply with the ARFF and 139 procedures. Those jobs are low-wage paying jobs. > > The original Avelo Airlines plan was not followed, and instead, the use of the wrong plane model on the wrong, single runway at Tweed was incorporated into use last summer and changed the entire Draft Environmental Assessment. Please comply with the Boeing manufacturer specifications that have to be used for all planes in USA with minimum feet required under dry and wet weather conditions, and as part of the Draft Environmental Assessment. If I have to use the manufacturer standards under NEPA, so should the airport personnel and federal agencies. > > The airline sought an airplane-use waiver last summer and never informed the neighborhood across the street of the increased noise disturbance when planes cannot land, and have to thrust to increase elevation. This weekend, airplanes attempting to land could not land after making multiple attempts. It was an absolutely horrific site. Let's be reminded that this is a fog-filled water basin in a FEMA flood zone, and historically, was the location of the worst aviation disaster in the history of Connecticut. Our residents and neighbors are aware of the airplane accidents that have happened, and what should not happen. It is your time to be present, speak out for the community, defend passengers that are not getting proper reimbursements, and stop the use of the 737-800 model at Tweed New Haven Airport; it should never be used here. Even the Avelo Airlines December 2021 letter to Sean Scanlon states that the 800 should be on a longer runway, not this one in the present, 5600 feet condition. > > After multiple requests, the airplane-use waiver is not publicly available to me, but it is to you. Now, Gail Latrell wants me to fill out a FOIA form. In the Fall of 2022, a FAA FOIA with communications to Sean Scanlon at Tweed New Haven Airport with dozens of emails containing a failure in noise ordinance compliance, illegal airport meetings and failure to study impacts to children's health was attempted to be stopped by FAA staffers multiple times as an environmental justice violation to request and access to information. Release the waiver application with questionable timing now. It was the wrong decision by the FAA to approve the waiver in a small runway compromising public safety. > > Please require an Environmental Impact Statement (EIS). If East Haven had an EIS under Gail Latrell twenty-three (23) years ago in 1999-2000, it is time to repeat an EIS with better technology, better questions, and noting that Avports did not do the mitigation, record and documents maintenance on the decayed runway now missing in the Draft Environmental Assessment, and that they were supposed to do here. Just ask Jeff Woods of McFarland Johnson, the consultant for the Draft EA, there are plenty of emails where he is writing to CT Department of Energy and the Environment that the maintenance records for the airport decayed runway 14-32 cannot be found, most likely because the records never existed. Stopping the use of the 737-800 per the Avelo	For EIS, see response to Frequent Public Comment #1. For use of 737-800, see response to Frequent Public Comment #7. For low visibility concerns, see response to Frequent Public Comment #8.	yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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4/17/2023	PC	Linda Erlanger	1085	Request for FAA EIS Tweed New Haven airport	Ms Lattrell, I believe I am among many residents of neighboring towns to Tweed New Haven airport who have petitioned you, as the FAA Director for the New England region, to offer your full support for an FAA Environmental Impact Study prior to any final decision for Tweed's planned expansion. As a Branford, CT resident, elected to the town's Representative Town Meeting (RTM), I not only personally experience the noise from Avelo flights passing over my home but hear the loud concerns of my constituents regarding the environmental impacts, noise and air pollution that affect our community. While I am not an expert on air and noise pollution, it is evident that the complaints of small particle matter and other pollutants from the airplanes are of tremendous concern for all children, and for adults with respiratory issues and immuno-compromised situations. As well, the lead and soot released by jet fuels are shown to increase the risk of cancer, heart attacks and stroke. I am confident that you are well aware of these health and quality of life concerns, and I ask you to please support the requests for an FAA Environmental Impact Study of Tweed New Haven. A final decision on the airport expansion should not be permitted without an EIS and continued community discussion. Thank you in advance for all consideration. Best, Linda Erlanger Branford RTM Representative, 3rd District erlanger.rtm3@gmail.com	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25.	no
4/17/2023	PC	Anthony Russell	1086	I like to know what will you do about fog expand the runway expand the airport it's only a matter of time before tragedy happens!!!!	I like to know what will you do about fog expand the runway expand the airport it's only a matter of time before tragedy happens!!!! Sent from my iPhone	For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #8.	no
4/17/2023	PC	Alison Farrell	1087	Tweed Airport	I am a homeowner and resident of East Haven, CT, residing 4 miles from Tweed New Haven Airport. Planes fly regularly and LOUDLY over my house and yard as they pass over nearby Saltonstall reservoir. There are times they are so low and so loud I actually become fearful although I'm not a particularly anxious person. We do not have the luxury of acres of open tobacco fields as Bradley Airport has. We are a small, heavily populated town with no room for error due to weather or pilot mistakes. This is not the location for large aircraft use and I ask for a return to smaller airplanes and landings and takeoffs at reasonable times of the day. Thank you, Alison Farrell 130 Borrmann Rd East Haven, CT 06512	For use of 737-800, see response to Frequent Public Comment #7. For noise/vibrations, see response to Frequent Public Comment #10.	no

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4/17/2023	PC	Anthony Russell	1088	Bad investment	Running in the red losing money and your service is inadequate wake-up the end is near!!! Sent from my iPhone	Comment noted.	no
4/17/2023	PC	Cyd Slotoroff	1089	Re: Tweed Airport, East Haven CT	To Whom it May Concern, I urge the FAA to conduct a complete EIS of the Tweed Airport proposed expansion. I am a homeowner and I live at 16 Watrous Ave, Branford, CT 06405. I attended a public meeting on April 1st about the proposed expansion of Tweed Airport in East Haven, CT. The testimony I heard from East Haven city officials, East Haven and Branford residents, numerous environmental experts and a Yale physician who talked about potential dangers to children, convinced me of the need for a thorough and impartial EIS. Here are some of my concerns: 1. the EA's failure to acknowledge the expansion will lead to increased passenger and freight flights 2. the failure to consider the impacts of increased flights on air quality in the surrounding residential environmental justice neighborhoods 3. the failure to consider increased greenhouse gas emissions 4. flooding, sea level rise and resilience issues 5. impacts to tidal wetlands from future taxiway expansions 6. specific mitigation for inland wetlands 7. stormwater impacts to surface water quality and coastal resources 8. the effects of noise levels which have been documented to be unhealthy: noise levels for those living close to runways have already been documented to be at higher decibel levels than are acceptable. With more frequent flights and possibly larger planes, this bad situation would undoubtedly get worse. Thank you for your consideration. Sincerely, Ms. Cyd Slotoroff	See response to Comment # 294	no
4/17/2023	PC	Nancy McDowell	1090-1094	Noise comment for EA assessment	My name is Nancy McDowell. I reside at 8 Roses Farm Road in East Haven CT. I am writing to oppose the Tweed New Haven airport Expansion until a full Environmental Impact Statement is conducted. I have lived near Tweed Airport for over 30 years. I have always enjoyed watching the planes. I have seen many oddities that I would not ordinarily see such as Air Force one, old military planes, and the occasional air show. My parents have flown into Tweed in their recreational plane for weekend visits. The noise has never been a factor for me until Avelo Airlines started operating out of Tweed. The 737 planes they use are big, loud, and creating a nuisance for the surrounding neighbors. Those of us who live in close proximity to the airport have had the noise level increase since Avelo Airlines has set up operations at Tweed. There is a noise ordinance that has been grandfathered in. Time Period Maximum A-weighted Sound Level 12:00am- 6:00am 68.0 dB(a) 6:00am-7:00am 73.0 dB(a) 7:00am-10:00pm 78.0 dB(a) 10:00pm-12:00am 73.0 dB(a) People affected by the noise have taken readings on planes that are taking off and landing. The noise levels reported are often in the 95 to over 100 dB range. I have gotten readings of 93. How accurate can this computer generated EA report be? Can it take into consideration the different factors that affect this airport such as topography? As it has been explained, the topography where Tweed resides is similar to a cereal bowl. The sounds in this area are held in and echo. For example, when planes take off to the South, they get over the water, the sounds will die out quicker than when a plane takes off to the North. I will hear a plane accelerating down the runway and lifting off. At a certain point the sound stops for a brief second but returns quickly. I hear the sound of these planes echoing around before they finally get out of hearing range. Does a computer generated model consider the topography? How about sounds that are held in by weather? The Tweed EA report did not do any real time noise studies. There were no microphones placed around the runway or in neighborhoods to get actual dB readings. It is not acceptable to give a finding of no significant impact without taking real time noise levels. It was reported in the EA study that the noise does not exceed the noise ordinance and had a chart of their computer generated report for various sections surrounding the airport. Was this report generated on the 6 flights a day that Avelo initially operated? Or did they base it on the 28 flights that currently operate today? The noise is just going to continue to compound as Avelo adds more flights and destinations, more airlines begin to operate out of the airport, and freight is added. Is any of this information considered for the noise study? Tweed's report is downplaying the noise and does not factor in important information that would prove the planes being operated do not pass the noise ordinance.	For EIS, see response to Frequent Public Comment #1. For noise ordinance violations, see response to Frequent Public Comment #4. For use of 737-800, see response to Frequent Public Comment #7. For field measurements not taken, see response to Frequent Public Comment #9. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA. For details on the noise modeling, see Appendix I; the AEDT model does incorporate topography. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For concern about Noise study results, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. For concerns regarding potential cargo operations, see Frequent Public Comment Response #6.	no

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4/17/2023	PC	Mark Cestari	1095-1098	CESTARI----CORRECTING AN EARLIER VERSION OF MY SUBMISSION FROM 4/11	Hello MJinc: It appears I accidently submitted the WRONG version of my comments on 4/11, which had some typos. Attached is the CORRECTED version. Please enter this one in to official record. Please confirm back your receipt of this and so sorry for the error. MC* Mark Cestari 14 Weldon Rd Newton, MA 02458 617 529 4122 https://www.facebook.com/mark.cestari	Supportive comment is noted and is included in the project record.	yes
4/19/2023	PC	Sandra Reiners	1099-1126	PUBLIC COMMENT TWEED AIRPORT NOx EMISSIONS AND ENVIRONMENTAL JUSTICE	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Cheryl Quaine Environmental Protection Specialist Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Mses. Lattrell and Quaine,	See response to EPA Comment #1 regarding baseline conditions. For EIS, see response to Frequent Public Comment #1. For concern about Air Quality, see response to Frequent Public Comment # 12. For Environmental Justice community, see response to Frequent Public Comment #20. The Master Plan did identify the terminal as a constraint however, since completion of the Master Plan, a number of interim temporary measures have been implemented to accommodate expected passenger volumes. These have included deploying temporary modular trailers to provide additional space and re-opening the original terminal for public use. The original terminal was previously closed to the public.	yes
4/19/2023	PC	Laurence Nadel, Esq., Save our Shoreline CT	1127-1130	Re: Public Comment Period on Tweed Airport Expansion	From: laurence nadel <ln@laurencenadel.com> Sent: Wednesday, April 19, 2023 1:58 PM To: gail.lattrell@faa.gov; Tom Rafter <trafter@flytweed.com> Subject: Re: Public Comment Period on Tweed Airport Expansion Our client, SaveourShoreine, CT requests an extension of the public comment period per the letter of request below. Thank you. Laurence P. Nadel, Esq. Laurence P. Nadel P.C. 261 Bradley St. New Haven, CT 06510 Tel. 203 777 8356 This message contains information which may be confidential and privileged. Unless you are the addressee (or authorized to receive for the addressee), you may not use, copy, or disclose to anyone the message or any information contained in the message. If you have received the message in error, please advise the sender by email at ln@laurencenadel.com and delete the message. April 19, 2023	See response to Frequent Public Comment # 2.	yes

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4/19/2023	PC	Lorena Venegas	1131-1139	Another 737-800 landing MISSED	Dear All, From April 15-17, 2023, there were multiple flights that were unable to land at Tweed New Haven Airport, with the majority diverted to Wilmington, Delaware. Looking for justification, Avelo Airlines Jim Olson attributed the diversions to fog, but was it? On April 18th, another 737-800 failed its first attempts to land on a bright, blue sky, sunny day with few cumulus clouds. It landed on its third attempt. Residents across the street recorded video of multiple planes trying to land in unsafe conditions that includes fog and poor choice of plane model. Avelo Airlines has averted multiple journalists from requesting the data: 737-800 are most likely to be diverted to other airports, especially in wet conditions compared to the 737-700 plane model. I believe that the 737-800 is the wrong plane type on the wrong runway. Its weight was made for cargo and a longer runway. Rhode Island airports have landing requirements for this plane, then why are we forcing it to land on less than 5600 feet in CT? Do we have the right emergency equipment? The answer is no. Public safety is more important than money. Sean Scanlon ignored the community by not including the plane model change in the public forums in the summer of 2022. The FAA issued an exception to use the 737-800 plane here in the same summer, an exception to the recommended Boeing manufacturer specifications. The exception is not included in the Draft Environmental Assessment; this is misleading to everyone that lives here. The experience of having 737-800 flyer at less than 2000 feet over 5 shoreline towns unable to land is an abuse of power. Avelo Airlines in its December 2021 letter clearly stated that the 737-700 is the model to use on this runway, not the 737-800. This is not making much sense to me at all. Can you explain why the 737-800 is being used even though the airline itself said it would not be used? Release the waiver to the public, don't hide it, Gail. The last time I did a FAA FOIA, too many of the agency staffers tried to block my access to public information and it took 4 months to release. An Environmental Injustice to every US taxpayer. There is an answer but something is off about it. If we are to use manufacturer specifications, the 800 plane should not be here at all. Who signed off on the waiver, when and with what purpose if you cannot fill the seats anyway: wrong plane on wrong runway. Attached is the video of the plane unable to land on a blue sky day, and inadequate responses from Tweed Airport. Thank You, Lorena Venegas 73 George St East Haven, CT 06512	For use of 737-800, see response to Frequent Public Comment #7. For low visibility concerns, see response to Frequent Public Comment #8.	yes
4/19/2023	PC	Christine Danilowicz	1140-1142	Petition for an EIS regarding Tweed New Haven Airport Expansion	Please read the attached letter expressing my opposition to the expansion of Tweed New-Haven Airport and request for FAA to conduct an EIS. Thank you! Christine Danilowicz April 19, 2023 Christine Danilowicz 6 Grove Street Branford, CT 06405 To Whom It May Concern, I am a 30 year resident of Granite Bay, Branford, CT ,which is located approximately 2.5 miles east of Tweed- New Haven Airport. The neighborhood of Granite Bay lies directly below the flight path for south-bound Avelo Flights originating from Tweed-New Haven Airport. Residents of my community are therefore subjected to the loud noise generated by Avelo Aircraft flying overhead during various times of day, from early morning and late at night. Additionally, the 'thunderous' loud noise of Avelo aircraft while preparing for take-off, during take-off and landing is audible in my community at this distance from the airport and is sometimes extremely loud and disruptive to rest, relaxation and sleep . Never in my 30 years living in Granite Bay have I experienced such annoyance and disruption to quality of life due to aircraft noise originating from or landing at Tweed New Haven Airport. I believe I am sufficiently educated on current issues related to the expansion of Tweed- New Haven Airport, having read and studied the following resources which have informed my stance on opposing the expansion of Tweed- New Haven Airport. My resources are the following: 1)Public Hearing on April 1st of this year which was held at East Haven High School, (I have attended the public hearing in its entirety, including poster presentation displays, and have engaged in conversation with representatives there from the 'Airport Authority', McFarland Johnson company who was hired by Tweed Airport Authority to perform their EA, and others. I have heard the entire segment of public comments during this event) 2) East Haven Mayor Joseph Carfora's factual and revealing 15 page letter regarding 'Proposed Expansion of Tweed-New Haven Airport' dated October 7th, (addressed to Colleen D'Alessandro, Regional Administrator of the New England Region of FAA)	For EIS, see response to Frequent Public Comment #1. For noise study, see response to Frequent Public Comment #10. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about Flooding, see response to Frequent Public Comment # 17.	yes
4/19/2023	PC	Pascal Zephirin	1143	Environmental Impact Statement (EIS) Request	I'm kindly requesting an Environmental Impact Statement (EIS) addressing the impact of the Tweed Airport expansion on Traffic, Health, Water, Noise, and Wildlife. Regards, Pascal	For EIS, see response to Frequent Public Comment #1. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For wildlife see Section 4.3 and 5.2 of the Environmental Assessment. For wetlands Frequent Public Comment #19.	no

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4/20/2023	PC	Bruce Kirkland	1144	EA Comments	A very comprehensive analysis of potential impacts and an excellent presentation of findings. I'm wondering why you are recommending placing 50,000 CY of fill in the floodplain to raise the runway above the 100 year flood elevation plus potential sea level rise? What's the point of landing if the plane can't taxi and the passengers can't deplane or exit the airport using their cars? Placing less fill would reduce the disturbance associated with providing compensatory storage volume.	For sea level rise, see response to Frequent Public Comment #16. For flooding, see response to Frequent Public Comment #17.	no
4/20/2023	LO	Samantha Dynowski, Sierra Club	1145-1147	Sierra Club CT Public Comments on Tweed Airport Authority Environmental Assessment	April 20, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 To whom it may concern, On behalf of the Sierra Club and our more than 40,000 members and supporters in Connecticut, I write regarding the Tweed Airport Authority Environmental Assessment to request that the Federal Aviation Administration, in accordance with the National Environmental Protection Act, undertake an Environmental Impact Statement (EIS) that will thoroughly review the environmental and public health impacts of the expansion of Tweed New Haven Airport now underway. The proposal to expand Tweed includes an extended runway, a taxiway, a new terminal and 1,500 parking spaces. All of the environmental impacts of the expansion must be thoroughly examined in an EIS including: * inland and tidal wetland impacts; * stormwater flooding, sea-level rise, and other floodplain and resilience issues; * disruption of local and migratory wildlife habitat; * compromised water quality due to increased traffic and discharges; * increased greenhouse gas emissions; * and the effects of emissions, traffic, and noise on nearby state-designated environmental justice communities in East Haven and New Haven.	For EIS, see response to Frequent Public Comment #1. For clarification, the proposed action is for 4,000 vehicle parking spaces. Inland and tidal wetland impacts are addressed in 5.14.1 and in Frequent Public Comment response #19. No tidal wetland impacts are expected. Inland wetland impacts will be mitigated - see Appendix L and CTDEEP Comment Response #3. As described in Chapter 3, resiliency measures are incorporated into the preferred alternative. Stormwater management is addressed in Section 5.14 and in response to CT DEEP comment #3. Sea level rise and floodplains are addressed in Section 5.14.3. Biological resources are addressed in Sections 4.3 and 5.2 of the EA. No adverse wetland impacts are anticipated with implementation of the recommended mitigation measures. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Air Quality, see response to Frequent Public Comment # 12. For concern about GHG emissions, see Frequent Public Comment #15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	yes
4/20/2023	PC	Stephen Wood	1148	Request for Tweed EIS	Hi, I am writing to submit a comment on the proposed Tweed expansion. I am neither against nor in support of the proposed expansion, but I do feel strongly that the final decision should be made with all relevant information on potential impacts. Given the proximity of the airport to the Long Island Sound, an important public park, and its location in an important wetland, I strongly recommend going through the full environmental impact statement process. Among my main questions are: 1. What will be the impact to public health of PFAS from retardants that will ultimately get into the wetland and very likely into the Sound near a swimming beach? 2. What will be the impact of the increased plane traffic on migrating birds, given the location of Tweed right in the middle of the Atlantic Flyway? 3. What will be the impact of increased flights on air quality in the nearby neighborhoods? 4. How will expanded, paved taxiways increase impervious surfaces and the amount of runoff into the Sound? Given these potential issues, from what I understand, I think it would be unethical to move forward on this project without a complete and rigorous Environmental Impact Statement. Best regards, Stephen Wood	1. See response to TEH Comment # 21 and CT DEEP Comment # 13. 2. For birds, see response to Frequent Public Comment #18 and BCEC Comment # 4. 3. For air quality, see response to Frequent Public Comment #12. 4. For increase in impervious areas and runoff, see response to TEH Comment # 26 and TEH Comment # 19. For EIS, see response to Frequent Public Comment #1.	

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4/20/2023	PC	Josef Bookert	1149	Tweed Airport Expansion in New Haven, CT	To Whom It May Concern, As a resident of New Haven, I was shocked to learn that there was no comprehensive EIS completed before discussions of expanding Tweed began. Not only does the expansion of Tweed have an immense impact on our lives (sound levels, traffic, and pollution just to name a few), but there is a good chance that the environment near Morris Cove might be significantly impacted. I urge you to complete an EIS prior to any agreements or planning. Thank you. Among our concerns are: * the EA's failure to acknowledge the expansion will lead to increased passenger and freight flights * the failure to consider the impacts of increased flights on air quality in the surrounding residential environmental justice neighborhoods * the failure to consider increased greenhouse gas emissions * flooding, sea level rise and resilience issues * impacts to tidal wetlands from future taxiway expansions * specific mitigation for inland wetlands * stormwater impacts to surface water quality and coastal resources, and * necessity of a consultation with U.S. Fish and Wildlife Service due to the presence of a newly listed endangered species, the northern long-eared bat. Best, -Josef Bookert	See response to Comment 294.	no
4/20/2023	PC	Jill and Steve Wood	1150	Tweed Expansion Comments	Hi, We are local residents and would like to submit comments on the proposed Tweed expansion. We can appreciate both the economic benefits and potential environmental risks of the proposed expansion. We have used Tweed in the past and have appreciated the convenience of taking a flight from so close to home. We also use the Long Island Sound for recreation and want to preserve the integrity of that resource, especially after the many years of hard work to restore it. Our main comment is that we would like to see a complete environmental impact statement to make sure that the final decision of the process is based off of as complete information as possible. Best wishes, Jillian Bell & Steve Wood	For EIS, see response to Frequent Public Comment #1.	no
4/20/2023	PC	Leland Moore	1151	Tweed EIS	To Whom It May Concern: I am writing to urge you to reject the existing EA for Tweed Airport and to instead require a more detailed Environmental Impact Statement. These are my concerns: * the EA's failure to acknowledge the expansion will lead to increased passenger and freight flights * the failure to consider the impacts of increased flights on air quality in the surrounding residential environmental justice neighborhoods * the failure to consider increased greenhouse gas emissions * flooding, sea level rise and resilience issues * impacts to tidal wetlands from future taxiway expansions * specific mitigation for inland wetlands * stormwater impacts to surface water quality and coastal resources, and * necessity of a consultation with U.S. Fish and Wildlife Service due to the presence of a newly listed endangered species, the northern long-eared bat. Sincerely, Leland and Ashley Moore Sent from my iPhone	See response to Comment 294.	no

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4/21/2023	PC	Kevin Rocco	1151-1156	Fwd: Board Follow-up -- Tweed Support Letters	To whom it may concern, Please find a letter of support for the environmental assessment and tweed expansion attached. Please let me know if you have any questions Best, Kevin Kevin A. Rocco VP Bioinductive Technologies Please note that on August 9th 2022 Conmed acquired Biorez. For the time being we will all continue on with business as normal, thank you for your patience as we integrate the companies. Biorez, Inc, now a Conmed Company 470 James Street, #14 New Haven, CT 06513 USA Telephone: 860-301-8638 Email: KRocco@biorez.com	Supportive comment is noted and is included in the project record.	yes
4/21/2023	PC	Edwin Salmon	1157	Comment form	Hi, Please find my public comment addressing Tweed New Haven Airport expansion. When my daughter was younger, she was hospitalized with Asthma, it was terrifying. I've seen a map of pediatric hospitalization rates from asthma and the highest incidence was a plume stretching from the power plant in New Haven, over the airport and over my house in East Haven. We all know both of those pump out carbon, we don't need an EA to tell us that when a jet takes off it dumps carcinogen particles and particulates that cause death and disease. New Haven county was just given an F for air quality by the American lung association. That being said I've enjoyed flying out of Tweed since the 80s and appreciate how accessible Avelo has made my mom in FLA. I don't think four daily regional flights to Philly for connections met our needs, but I do think more regional flights, maybe to another connecting airport like JFK would be enough. I'm in favor of a sustainable airport expansion but under certain conditions. First, there must be a carbon cap. If Tweed wants to grow, they must decarbonize through carbon capture, SAF (fuel), smaller planes, limited flights or the adoption of electric and hybrid planes, 5 or 6 years out. Next, we must have a train station on the frontage road to offset the airport and to support it. Train travel is the most efficient form of travel and East Haven is the only town between Old Saybrook and NY without a station. A parking garage at the station can serve all of the long-term airport parking. The rail passengers and parkers can take shuttles to the airport alleviating traffic congestion. Having a curfew is also essential, no departures late-night or early morning. The airport is an incredible resource to have, modernizing it and building a train station would serve all of our community but an unregulated expansion that brings no benefits to our town and endangers our health and quality of life must not be allowed. Edwin Salmon 9 Wheaton Rd East Haven CT 06512 Edwin Salmon Owner EWS3D LLC 203-376-3462 www.vawtshop.com www.ews3d.com	Comment noted.	no
4/21/2023	PC	John Cavallero	1158-1159	Local New Haven Business Letter regarding Tweed Airport and Expansion - Orangetheory Fitness New Haven	Hi Team, Please see the attached letter. Thanks, -JC <https://www.orangetheoryfitness.com/> John Cavallero - Franchise Owner C 203.921.7263 / P 203.533.7145 Studio #1070 - Guilford, CT Studio #1251 - New Haven, CT 1059 Boston Post Road Guilford, CT 06437 <https://www.facebook.com/OrangeTheoryFitness/> <https://twitter.com/orangetheory> <https://www.instagram.com/orangetheory/> <https://www.youtube.com/user/Otheoryfitness> This electronic mail transmission and any attachments are confidential and may be privileged. They should be read or retained only by the intended recipient. If you have received this transmission in error, please notify the sender immediately and delete the transmission from your system. HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, On behalf of Orangetheory Fitness New Haven & Guilford CT and as a local resident, I would like to express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and	Supportive comment is noted and is included in the project record.	yes

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4/21/2023	PC	TRR	1160	EIS / Tweed	To whom it may concern: Please complete a full EIS with regards to expansion on Tweed airport. This community and the wildlife these lands support deserve as much. Appreciatively, Tim Riera	For EIS, see response to Frequent Public Comment #1.	no
4/21/2023	PC	Linda Erlanger	1161	Tweed New Haven Airport petition for full FAA Environmental Impact Study	Ms Lattrell, I believe I am among many residents of neighboring towns to Tweed New Haven airport who have petitioned you, as the FAA Director for the New England region, to provide support for an FAA EIS prior to any final decision for Tweed's planned expansion. As a Branford, CT resident, elected to the town's Representative Town Meeting (RTM), I not only experience the noise from Avelo flights passing over my home but hear the loud concerns of my constituents regarding the environmental impacts, noise and air pollution that affect our community. While I am not an expert on air and noise pollution, it is evident that the complaints of small particle matter and other pollutants from the airplanes are of tremendous concern for all children, and for adults with respiratory issues and immuno-compromised situations. As well, the lead and soot released by jet fuels are shown to increase the risk of cancer, heart attacks and stroke. I am confident that you are well aware of these health and quality of life concerns, and I ask you to please support the requests for an FAA Environmental Impact Study of Tweed New Haven. A final decision on the airport expansion should not be permitted without an EIS and continued community discussion. Thank you in advance for all consideration. Best, Linda Erlanger Branford RTM Representative, 3rd District erlanger.rtm3@gmail.com	For EIS, see response to Frequent Public Comment #1. For air quality impacts, see response to Frequent Public Comment #12. For noise impacts see response to Frequent Public Comment # 10. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25.	no
4/22/2023	PC	Nancy McDowell	1162-1165	Safety comment for Tweed Airport EA report	My name is Nancy McDowell. I live at 8 Roses Farm Rd in East Haven, CT. I am writing to oppose the Tweed New Haven Airport Expansion until a full environmental impact statement is conducted. I have lived near Tweed for over 30 years. I have never felt unsafe living near the airport until Avelo Airlines started using this airport as their home base. They are flying 737 planes that are too big and loud to fly safely through this heavily populated area. Even with the proposed lengthening of the runway, it is still a short runway. I do not feel safe anymore in my house. I am on edge on a daily basis. The proximity of the planes overhead is very unnerving. The proposed increase in runway length will just enable larger planes to start using this airport. As more airlines and flights are drawn to this airport, the problems will only worsen. When I first moved to the area there were 3 airlines flying from this airport. In its prime, there were 6 flights that occurred per day. I was never bothered by these flights. I always enjoyed watching the planes. The smaller planes that were used were relatively quiet compared to the Avelo planes. The airlines slowly disappeared from the airport for various reasons. Avelo Airlines has been operating from this airport for about 1.5 years now. They use 737 planes that are very disruptive. Avelo has grown to approximately 26 to 28 flights a day with hopes to continue to expand their operations. As these planes are departing and arriving, my house shakes and the noise is deafening. Because of the size, they travel closer to my house. A plane arriving is less than 300 feet above my head. It is very scary to see these planes operating so close to my head and property. At the North end of the airport, the planes are even closer to the ground. People report that they feel the planes are barely clearing their houses. There is little room for error under the best conditions. Those of us living in the area know that conditions are rarely perfect. There is fog, rain, wind, snow, sleet, and major storms that bring flooding. I have heard reports from passengers on some flights that they were warned to expect a rough landing. None of this makes me feel safe. I cringe when I hear the planes coming. It is worse when I am outside and see how close the planes are to the ground. This is no way for us to have to live. This problem will continue to get worse as the number of airlines and flights increase. The planes will just get bigger and louder. I read the EA report. It stated in several places that Avelo wants to operate the larger 737-800 series plane but they are unable to operate this plane until the runway length is increased. That is a false statement. Avelo has already started operating these planes. The planes are bigger and louder than the 700 series. My house shakes more as these planes are taking off and landing. I can feel the rumbling of the ground. It is my understanding that these planes need a longer runway to operate safely so why are they already being used at this airport? The EA states that the runway will be expanded 639 feet on the south end. That will bring the planes even closer to me. They will be even closer to the ground as they are passing my neighborhood. The noise will be louder. The EA report indicates that by increasing the runway length, the planes will be quieter. How can this be a true statement? The EA report states there will be less flights in the future because the larger planes will be used. This is also a false statement. The report based its numbers on the current airport operations with a terminal expansion. The hope is to continue to draw in more airlines and freight. This will continue to increase the number of planes and flights. My question is what is the buffer zone for large 737 planes to operate through residential neighborhoods? I have researched this topic but have not found any information. There are requirements for low flying planes but there should be requirements for landings and take offs as well. Tweed is situated in a densely populated area. The planes are passing low to the ground. There needs to be some standards in place. Is it 10', 20', 100'? How low does it need to be to be considered unsafe? In my book, it is already unsafe. I live in fear every day since Avelo has been operating. The planes are not the appropriate size for the size of Tweed. Tweed does not have the space needed to expand due to the surrounding population and being located within the wetlands. It is stated in several places in the EA report that no property will be taken. I don't understand how the EA study gets a no significant impact rating from the FAA.	For EIS, see response to Frequent Public Comment #1. For concern regarding 737-800 operation see response to Frequent Public Comment #7. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	no

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4/22/2023	PC	Toni Ginnetti	1166	Need for EIS for Tweed Airport	Gentlemen: My name is Antonia (Toni) Ginnetti. I live at 137 Stuyvesant Ave, New Haven, CT 06512. When my late husband and I bought this house in 1980 we understood we bought near an airport and we always advocated for responsible use of the airport. We were able to enjoy our house and property until the last few months. As a retired, widowed, elderly woman, I can no longer enjoy my home because of the noxious fumes from aircraft that fill the house even with all the windows and doors closed. I have smelled these fumes while walking on Elmer Street and Myron Street and while driving on Dodge Avenue. The following laws should protect me: 1050.1 F Chapter 1, Sections 1, 1.1.3, Section 1.2, Section 1.3, Section 1.3.2 and Section 1.3.3. I request an Environmental Impact Statement to address my air quality concerns. Thank you. Toni Ginnetti	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. The EA was prepared in accordance with reference FAA Order 1050.1F.	no
4/22/2023	PC	Judith Buzzell	1167	Tweed New Haven Airport Proposed Expansion	To Whom It May Concern: I am a citizen who lives in the Short Beach area of Branford, CT. I am writing to urge you to reject the draft Environmental Assessment (EA) and undertake a more detailed Environmental Impact Statement (EIS), which is necessary under the law. The noise level, with the current number of planes flying overhead, already disrupts the serenity of our once-peaceful shoreline community. Not only will I be affected by the expansion, but my husband, who is in an assisted living facility in East Haven, CT, will also be affected. When sitting with him on the porch of his assisted living, we already see and hear the airplanes from Tweed flying closely overhead. The noise level is already very high, causing noise pollution and disrupting the lives of senior citizens in the facility who are trying to live in peace in their final years or to rehabilitate peacefully from various surgeries and illnesses. The EA fails to recognize that the proposed expansion will lead to many more passenger and freight flights. With the proposed expansion, the noise and pollution level from more and larger airplanes will increase exponentially. The air quality will deteriorate and the multitude of wildlife on the Sound will be at risk. Moreover the EA does not consider the impact of more flights on the air quality in the surrounding residential and wildlife communities. What will be the effect of lead and other emissions that descend from flying aircraft exhaust? Scientists know that particles of lead dibromide may be highly toxic to the lungs. The EA also fails to recognize the increased greenhouse gas emissions that will result from the airport expansion. As a concerned citizen, I urge you to undertake a more detailed Environmental Impact Statement that will consider the issues described above. Please do not rush into an airport and runway expansion without doing your due diligence to protect the well-being of the citizens and wildlife in the surrounding communities! Sincerely, Judith Buzzell	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For air quality concerns, see response to Frequent Public Comment #12. For GHG emissions, see response to Frequent Public Comment #15. For concern about Health Effects, see response to Frequent Public Comment #24. For freight/cargo see response to Frequent Public Comment #6.	no
4/23/2023	PC	Sukh Grewal	1168-1169	Letter in support of Tweed Expansion	Attached. Dr. Sukh Grewal Co-founder, CEO <https://uploads-ssl.webflow.com/5c4204f93b33dd797889cf70/5caf89e9e1167736323390fe_veoci_logo_text_right_001_300x80.png> sukh@veoci.com <mailto:sukh@veoci.com> | 203-782-5944 <tel:(203)%782-5944> Ext 518 o | 195 Church Street, 14FL, New Haven, CT 06510 This message (including any attachments) may contain confidential information and is intended only for the individual or individuals named. If you are not the intended recipient, you are hereby notified that any disclosure, copying or distribution of this message, or the taking of any action based on it, is strictly prohibited. If you received this message in error, please delete all copies of the message including its attachments and notify the sender immediately. --- April 20, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson, On behalf of Veoci Inc. I express support for Tweed New Haven Airport (HVN) and their Environmental Assessment (EA) to expand the airport through the extension of the runway and construction of a new terminal. Our company develops, supports, and sell software to organizations across the US and overseas. Our customers are Fortune 500 companies, Universities, Hospitals and Federal, State, and local governments. Our employees are also located across the US and in several other countries. For us, Air Travel is a necessity, and the convenience of Tweed has been a big plus. We would also like to see an at least once a day connection to Detroit and Pittsburg – close enough so that plane does not need to have a full load of fuel and the additional 1000ft of runway will make cancellations due to high temperatures or runway wetness rare. Our team and I personally have used the current Avelo flights numerous times for both personal and business travel. We find Avelo to be an excellent airline with modern planes so much more comfortable and less noisy than older planes.	Supportive comment is noted and is included in the project record.	Yes

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4/23/2023	PC	James Boemmels	1170	James Boemmels	I live at 112 East Main Street Branford the 10 planes that flyover me and my children everyday affect our health. Why am I and my children allowed to breathe in jet fumes daily in our backyard. Concerned citizen not enjoying breathing in jet fumes.	For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24	no
4/23/2023	PC	James Boemmels	1171	Re: Automatic reply: James Boemmels	Air quality and planes. <https://chat.openai.com/_next/image?url=https%3A%2F%2Flh3.googleusercontent.com%2Fa%2FAGNmyxZZ5IEZzEbxx1JJ6GXwoXJ_S_FoPnnlCMZ58daiaec%3Ds96-c&w=96&q=75> Is the air quality affected by having planes fly over you Yes, the air quality can be affected by planes flying over you. When planes fly over an area, they release exhaust fumes containing pollutants such as carbon monoxide, nitrogen oxides, and particulate matter. These pollutants can contribute to the degradation of air quality, especially in areas with high levels of air traffic. The impact of airplane emissions on air quality can vary depending on a number of factors, including the altitude at which the plane is flying, the type of aircraft and its engines, and the distance from the airport. In general, the closer you are to the airport and the lower the altitude of the planes flying over you, the more likely you are to experience a negative impact on air quality. On Sun, Apr 23, 2023, 7:49 AM HVN-EA <HVN-EA@mjinc.com <mailto:HVN-EA@mjinc.com> > wrote: Thank you for submitting your comment. Your comment will become part of the project record. Available project information can be found at https://www.tweedmasterplan.com. For airport information please go to the Tweed New Haven Airport website https://flytweed.com/ For airline information please go to the Avelo Airlines website https://www.avelair.com/	For air quality concerns, see response to Frequent Public Comment #12.	no
4/23/2023	PC	James Boemmels	1172	Re: Automatic reply: James Boemmels	Air quality and planes. James boemmels Is the air quality affected by having planes fly over you Yes, the air quality can be affected by planes flying over you. When planes fly over an area, they release exhaust fumes containing pollutants such as carbon monoxide, nitrogen oxides, and particulate matter. These pollutants can contribute to the degradation of air quality, especially in areas with high levels of air traffic. The impact of airplane emissions on air quality can vary depending on a number of factors, including the altitude at which the plane is flying, the type of aircraft and its engines, and the distance from the airport. In general, the closer you are to the airport and the lower the altitude of the planes flying over you, the more likely you are to experience a negative impact on air quality. On Sun, Apr 23, 2023, 7:53 AM James boemmels <jboemmels@gmail.com <mailto:jboemmels@gmail.com> > wrote: Air quality and planes. <https://chat.openai.com/_next/image?url=https%3A%2F%2Flh3.googleusercontent.com%2Fa%2FAGNmyxZZ5IEZzEbxx1JJ6GXwoXJ_S_FoPnnlCMZ58daiaec%3Ds96-c&w=96&q=75> Is the air quality affected by having planes fly over you Yes, the air quality can be affected by planes flying over you. When planes fly over an area, they release exhaust fumes containing pollutants such as carbon monoxide, nitrogen oxides, and particulate matter. These pollutants can contribute to the degradation of air quality, especially in areas with high levels of air traffic.	For air quality concerns, see response to Frequent Public Comment #12.	no

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4/23/2023	PC	Tina Evans	1173	Tweed Airport Environmental Assessment comments	I am writing in regard to the proposed expansion of Tweed New Haven Airport in New Haven, Connecticut. Having reviewed the draft Environmental Assessment, it seems that a more full study, an EIS, must be done. As someone who has lived near the Airport for 36 years I can say that there has been a substantial impact on the immediate neighborhood even before there has been any kind of expansion. The noise from the 737-800 planes is deafening at times and this is compounded by the number of daily flights increasing. The house is literally vibrating when one of these larger jets takes off. Add to this is the number of flights that come in at night. While there has been an agreement made that no flights would be scheduled at night, the key thing in this agreement is "scheduled." Flights are routinely delayed due to weather conditions in New Haven due to the proximity of the Airport to the ocean, and certainly flights are delayed in Florida for the same weather related reasons. This means the flights are going to depart when they are finally able to depart and this is often late into the night. In addition, flights are routinely departing at 6:30am from New Haven seven days a week. no respite on the weekend. No amount of soundproofing homes is going to change the fact that items on tables vibrate, floors vibrate, and radiators vibrate when the larger planes take off. In addition, the City of New Haven has very specific ordinances about noise both during the day and the night. How is this going to be addressed? This is a densely populated residential area, and an airport such as this is simply far too large for this area. There needs to be a full EIS done so that the impact of this expansion can be further evaluated, not just for noise, but for environmental issues such as air quality and certainly because of the huge impact on the wetlands in this area. There has certainly been a huge increase in traffic in this area and even if the terminal is moved in the coming year or two, the impact of the traffic remains as people are literally driving here from out of state to take advantage of low fares. This invalidates the argument that less traffic will be on the highway to Bradley Airport since more people are now driving farther distantances to come to New Haven. In addition to the additional pollution from all this new traffic, the planes themselves are creating more in the way of pollution because they often cannot land due to weather disruptions such as fog and wind. The planes abort landings, circle around the airport while they attempt to land and then often fly away to other airports, and not just to Bradley. Extending the runway will not address the issue of the airport being socked in with fog. Lastly, the proposed runway expansion into tidal wetlands needs to be thoroughly reviewed. Wetlands are an important part of a local ecosystem and any work to be done for this airport must be weighed carefully. Again, as a resident and taxpayer, I would like to see a full and complete EIS done, it is certainly warranted. Thank you, Tina Evans 137 Hall Street	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For concern about the noise ordinance see response to Frequent Public Comment #4. For wetlands, see response to Frequent Public Comment #19. There are no impacts to tidal wetlands.	no
4/23/2023	PC	Sam Sigg	1174	we deserve a full EIS	Dear FAA, I speak as a very worried and concerned resident of New Haven. The projected impact of the TWEED airport expansion has already had very negative effects on my street and my Ward in the form of greatly increased passenger and commercial traffic (truck deliveries, car-ride services, fuel deliveries, shuttle buses, airport ride vans, and so on). It has become increasingly difficult to exit our driveway on Townsend Ave. because of the increased traffic. AVELO boasts of the fact that they have served over one million customers at Tweed-New Haven in a year and a half. Is the FAA blind to this fact? Where do you think the extra vehicles of all those customers and all the support services needed to serve them came from? The current signage on I-95 North indicates that drivers going to Tweed should exit at exit 50, go up one extra block to Townsend Ave., and follow the signage along Townsend to Tweed. Townsend Ave. is not a 4-lane highway, it is a residential street that serves the entire Annex, Morris Cove and shoreline communities. The impact of this enormous increase in traffic has not been taken seriously nor has it been addressed by the current EA. There has been NO plan and there is no current plan to mitigate this extra traffic. I see nothing in the EA in Appendix K, all the figures, the future expected travel routes, and so on. This is a huge omission that is already dramatically affecting our quality of life negatively (more traffic, more idling in traffic jams, more noise, more exhaust, more difficult to cross the street for pedestrians, and so on.). We deserve an EIS on this issue alone, not to speak of the effect of the flight path on bird migration routes, shoreline wetlands and nature preserves, local school playgrounds and parks, and the lack of concern for environmental justice communities. Respectfully submitted, Sam Sigg 932 Townsend Ave. New haven, CT 06512	For EIS, see response to Frequent Public Comment #1. For traffic analysis conducted , see Appendix K for the Traffic Study included in the EA. The Analyses in the EA were not intended to evaluate or address existing conditions. For traffic access changes, see response to TEH Comment #4. For wetlands see Frequent Public Comment #19. See Frequent Public Comment #18 for birds. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Biological Resources (including birds) are described in Section 5.2.	no
4/23/2023	PC	Darlene Piscitelli	1175-1177	EA- air pollution jet fumes.	My name is Darlene Piscitelli and I live on Waldo street in East Haven by the Robinson Aviation side of Tweed airport. I'm writing today in concern of the increase of the jet fume smell in my neighborhood- especially since the Avelo came and increase in flights. There's are times the smell is so bad outside it actually makes you sick and can't even stay outside. Now that it's getting warmer out - we had our windows open and inside our house stunk. We shouldn't be forced to keep windows closed and stay inside our homes. I'm really concerned what will happen when airport expands and the terminal is just few streets away and the flights more than double. Also every time there's fog or slightly bad weather these Avelo jets are trying multiple times to land and circle the area- more pollution . We also will have to add the extra vehicles from fuel trucks and cars parking in huge garage nearby. What studies have been done around this airport with air pollution and dangers of people breathing in these fumes ? Especially my neighborhood where so close and wind usually blows everything right into our direction . Who from Tweed is responsible is people in area start to develop health issues? Many of us lived here for over 50 years and now can't even go outside or open windows - also not so easy to move . Is that fair? The right thing to do for multiple reasons is to do a EIS . We need proper studies done! Legal information & research . 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. 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 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://rdcu.be/cOVsV <https://rdcu.be/cOVsV> "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"		No

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/23/2023	PC	Patricia Ranney	1178-1187	Questions regarding HVN-EA	See Attachment	Regarding Wetland 06 - as described in Chapter 3, the proposed access road would be constructed on a bridge. Design decisions regarding the parking garage have not yet been made. The garage would comply with applicable FAA mandated height restrictions to maintain safety. For concern about Health Effects, see response to Frequent Public Comment #24. Regarding Wetland 02, the delineation was completed for wetlands in the study area. Many of the wetlands continue beyond those limits. Regarding lighting the terminal area lighting design has not been completed. Presence of the neighborhood north of the proposed terminal area is described in 5.13. For concern about birds, see response to Frequent Public Comment #18. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Biological Resources (including wildlife) are described in Section 5.2. Regarding CT DEEP letter, see response to CT DEEP comment # 14	Yes
4/23/2023	PC	Anthony Camposano	1188-1193	Tweed HVN EA Letter	Environmental Assessment Letter I live at 48 Hughes Street in East Haven, about a half mile from the north end of the runway at Tweed. My girlfriend and I bought our home years after the Memorandum of Agreement was made between The City of New Haven, the Airport Authority, Town of East Haven and State of Connecticut. There was also a State Law created as a result of that agreement in which the airport would not expand the runway any further than the 5600 feet it currently is. Fast forward to now and you have an airport that has been literally run by paid off elected officials (Sean Scanlon and Tim Larsen, along with current and former elected officials on the Board) that have used their offices and political friendships to sway other elected officials in pushing the tweed expansion and asking for taxpayer funds to do it. The studies for this Assessment were created by computer models. There are No real studies using real data gathered in the neighboring communities. No real air studies, to real noise studies, no studies on the impact of vibration on people's homes, no studies on how the concentration of increased pollution will impact the East Haven's population over the next 43 years. What is the estimated number of children who will be hospitalized for breathing difficulties? What is the acceptable amount of carbon emissions and carcinogens from aircraft that children can be exposed to? How many children developing health issues due being exposed to more frequent and larger jets is acceptable to the EPA and FAA. How much of these pollutants are dumped into our water supply, how much will it increase? Everyone that will be calling the shots for Tweed are all outsiders. They will have no local oversight whatsoever. The Airport Authority has said they can't tell Airlines what to do or what times they can or can't fly. The State has no jurisdiction over them, the City of New Haven handed over any authority they had on a silver platter. And the Town of East Haven acts as if their hands are tied by the Federal Government. The rights to enjoyment of our property and to be able to breathe clean air are now dependent upon the FAA and EPA. The lives of our community and the future of East Haven are in your hands. I ask that you don't take this responsibility lightly and require a comprehensive Environmental Impact Study that will gather real data. I also have a number of questions that I'd like to get answers to in regard to this expansion. I will list them below. What environmental laws or regulations has Tweed Airport Authority acknowledged violating, and what enforcement actions or penalties have been imposed as a result of these violations? Additionally, what is the Federal Aviation Administration's official response to Tweed's environmental violations?	See responses to Frequent Public Comments #9 and #10 regarding noise and air quality field measurements and concerns about noise increases and noise mitigation. See response to Frequent Public Comments # 12 regarding Air Quality. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25.	Yes
4/23/2023	PC	Rosemarie Piscitelli	1194-1195	Noise from Tweed airport.	Hi- I live on 48 Waldo Street in East Haven - off Thompson Ave by Tweed airport. I'm writing to complain about the constant noise from this airport. I lived here for 55 years. I'm use to hearing planes but the noise between all the Avelo and private flights has been crazy. Also every time there's fog or bad weather Avelo jets are trying to land multiple times- more noise. Avelo has more issues and constantly has delayed flights landing in the middle of the night. It's impossible to concentrate or sleep. What will happen when airport expands and more flights? People need to realize how close people's homes are to this airport. There should be no fly times and it should be followed . What noise studies been done in the areas around airport? Any studies done on people who live by and have sleep interrupted and then have to get up to go to work/ school? You aware the areas around tweed airport fall under the environmental protection agency's " environmental justice"designation? So much done at Tweed and no communication with people living around it. Many studies need to be done before airport expands - we need a EIS done ! How is it fair or safe to do such a major expansion that has so many major effects to one area ? Noise, pollution, quality of life, traffic, wetlands, wildlife, flooding - so much more! A EIS is only fair and right thing to do before some major expansion happens ! 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 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. Thank you for your time Rose Piscitelli Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For Environmental Justice community, see response to Frequent Public Comment #20.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/23/2023	PC	Ellen Kannatt	1196	Tweed Expansion	To Whom This May Concern, I am writing to express my concern about the proposed expansion of Tweed New Haven Airport. While I understand the potential economic benefits of expanding the airport, I believe that it will have a negative impact on the environment. The expansion would require clearing acres of land and building new infrastructure, which would inevitably disrupt wildlife habitats and destroy green spaces. Additionally, the increased air traffic would lead to more noise pollution and air pollution in the surrounding areas. As a resident of this community, I strongly urge you to consider the environmental impact of this proposed expansion. We must take into account the long-term effects of our actions on our planet and the health of our citizens. There are other ways to support economic growth and development without sacrificing our environment. I encourage you to explore alternative options that prioritize sustainability and consider the needs of our community. Thank you for your attention to this matter. I hope that you will take these concerns seriously and reconsider the proposed expansion of Tweed New Haven Airport. I strongly encourage an environmental impact study be completed for a more comprehensive coverage of this important issues, prior to expansion. Sincerely, Ellen Kannatt All terms set forth in this email are for discussion purposes only and shall not be binding upon any party unless and until such terms are put into a written document signed by both buyer and seller.	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For air quality concerns, see response to Frequent Public Comment #12. For wetlands, see response to Frequent Public Comment #19. For concern about Health Effects, see response to Frequent Public Comment #24. See Sections 4.3 and 5.2 in the EA for wildlife and vegetation information. Chapter 3 of the draft EA describes the Alternatives Analysis conducted as part of the EA. Appendix L of the Final EA provides additional detail on Alternatives.	No
4/23/2023	PC	Melissa Funaro	1197	The health and well-being of our community and environment	To HVN-EA Public Comments, As a resident of the short beach neighborhood, I am asking for a full environmental impact study be done before any expansion of the runway happens. Environmental impact studies are designed to identify and evaluate the potential impacts of a project on the environment, wildlife, and human health. These studies involve a detailed analysis of a wide range of factors, including air and water quality, noise pollution, and the effects of construction and traffic on local ecosystems. By conducting such a study, we can gain a clearer understanding of the potential impacts of an airport expansion on our community and environment and use this information to make informed decisions about whether or not to proceed with the project. It is also important to reduce emissions and promote sustainable transportation. While airports are an important part of our transportation infrastructure, it is also important to explore ways to minimize their impact on the environment and promote more sustainable modes of transportation. Ultimately, any decision about the expansion of the runway should be based on a careful consideration of all the relevant factors, including the potential impacts on the environment, wildlife, and human health, as well as the economic benefits and costs. By conducting a comprehensive environmental impact study, we can ensure that all relevant information is taken into account and that any decision is made in the best interests of our community and environment. Concerned citizen, Melissa Funaro Clark Avenue Branford, CT	For EIS, see response to Frequent Public Comment #1.	No
4/23/2023	PC	Sarah Sorenson	1198	Tweed	April 22, 2023 To Whom it May Concern: My name is Sarah Sorenson and I live in Short Beach. I am extremely concerned about the expansion of Tweed New Haven Airport. The FAA must do a much more thorough review of the environmental impacts. The air quality, wetlands, noise level, and traffic conditions among other factors will all be negatively impacted. Tweed was meant to be a small recreational facility for local flight enthusiasts. Expansion will create untenable decline in our quality of life. As a social worker employed by the Veterans Health Administration I am intimately aware of how much health damage is done by toxic chemicals by loud noises and by increasing environmental stress. What will you do to mitigate these impacts? At the very least complete the EIS. Sincerely, Sarah Sorenson Sent from my iPhone	See responses to Frequent Public Comment #1, 12, 19, and 10 respectively regarding request for an EIS, and concerns about air quality, wetlands, and noise. Traffic is addressed in Section 5.11 of the EA. No adverse impact is expected as a result of the Proposed Action, with implementation of the described mitigation measures. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25.	No

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4/23/2023	PC	Roger Senserrich	1199	Tweed airport enviromental assesment	My name is Roger Senserrich, and I am a resident of East Haven, Connecticut. I live less than a mile from the Tweed airport runway. I am writing in support of the terminal expansion and against the need for further environmental assessments. The proposed terminal expansion will take place entirely within the airport grounds, without any takings or construction impacts outside the property. As the current assessment details, the project includes extensive work to ameliorate the impact of the current facilities, moving the terminal building from a residential area to an empty, industrial neighborhood. It includes additional interventions to reduce flooding and protect surrounding areas, and it moves most ground operations away from residential areas. In addition to the new terminal facilities, the runway extension will help reduce the impact of the airport, as the assessment details. Planes are more efficient when operating at capacity, and the extension will ensure that 737-800 craft can do so in a safe manner. It will also not lead to additional flights or freight traffic, as the runway and terminal facilities prevent further expansion from predicted levels. The new terminals will better accommodate current and future travel needs. As Avelo has pointed out, and the assessment details, flight operations will not be reduced in the absence of the project. Current flight patterns and traffic will remain the same in the current terminal. These facilities, however, are not just overcrowded, but face frequent flooding. The new terminal will improve the travel experience. Finally, it is important to stress how critical Tweed airport is for both East Haven and the broader New Haven area. The airport and flight operations employ hundreds of people in our community. The impact, however, goes much further than that; the connectivity generated by the airport is critical to attracting business investment and talent to our region. This requires airport facilities that are comfortable, efficient, and welcoming, so they are usable for frequent business travel. This project will support this goal. I encourage the FAA to greenlight this project as soon as possible and ensure that Tweed completes this project as soon as possible. Roger Senserrich (Please withhold my personal information from the public record) 103 Prospect Rd, East Haven, CT 06512 rsenserrich@gmail.com <mailto:rsenserrich@gmail.com>	Supportive comment is noted and is included in the project record.	No
4/23/2023	PC	Nancy Meyer-Lustman	1200		Dear Tweed, As a resident of the short beach neighborhood, I am asking for a full environmental impact study be done before any expansion of the runway happens. Environmental impact studies are designed to identify and evaluate the potential impacts of a project on the environment, wildlife, and human health. These studies involve a detailed analysis of a wide range of factors, including air and water quality, noise pollution, and the effects of construction and traffic on local ecosystems. By conducting such a study, we can gain a clearer understanding of the potential impacts of an airport expansion on our community and environment and use this information to make informed decisions about whether or not to proceed with the project. It is also important to reduce emissions and promote sustainable transportation. While airports are an important part of our transportation infrastructure, it is also important to explore ways to minimize their impact on the environment and promote more sustainable modes of transportation. Ultimately, any decision about the expansion of the runway should be based on a careful consideration of all the relevant factors, including the potential impacts on the environment, wildlife, and human health, as well as the economic benefits and costs. By conducting a comprehensive environmental impact study, we can ensure that all relevant information is taken into account and that any decision is made in the best interests of our community and environment. Expanding the airport would inevitably lead to increased air and noise pollution, which would have a harmful effect on the health and well-being of local residents. The increased number of flights would also lead to a significant increase in greenhouse gas emissions, exacerbating climate change and its consequences. Additionally, the expansion could potentially harm local ecosystems and threaten wildlife habitats. Furthermore, it is important to consider the long-term effects of this expansion. As our understanding of the environment and its interconnectivity improves, it is becoming increasingly clear that the impact of human activity can be irreversible. We must therefore exercise caution when considering projects that could have such far-reaching effects on our surroundings. In light of these concerns, I urge you to carefully reconsider the expansion of Tweed New Haven Airport and to take into account the potential negative impact it could have on the environment. I hope that you will give this matter the serious attention it deserves and take action to protect our natural surroundings. Thank you for your attention to this important issue. Sincerely, Nancy Meyer-Lustman, PHD Yale Department of Psychiatry Sent from my iPhone	For EIS, see response to Frequent Public Comment #1.	No
4/23/2023	PC	Linda Robinson	1201	Tweed airport - we need and EIS	>> Dear Tweed and FAA, >> As a resident of the Short beach neighborhood in Branford, I am asking for a full environmental impact study be done before any expansion of the runway happens. Environmental impact studies are designed to identify and evaluate the potential impacts of a project on the environment, wildlife, and human health. >> These studies involve a detailed analysis of a wide range of factors, including air and water quality, noise pollution, and the effects of construction and traffic on local ecosystems. By conducting such a study, we can gain a clearer understanding of the potential impacts of an airport expansion on our community and environment and use this information to make informed decisions about whether or not to proceed with the project. >> It is also important to reduce emissions and promote sustainable transportation. While airports are an important part of our transportation infrastructure, it is also important to explore ways to minimize their impact on the environment and promote more sustainable modes of transportation. >> Ultimately, any decision about the expansion of the runway should be based on a careful consideration of all the relevant factors, including the potential impacts on the environment, wildlife, and human health, as well as the economic benefits and costs. By conducting a comprehensive environmental impact study, we can ensure that all relevant information is taken into account and that any decision is made in the best interests of our community and environment. >> Expanding the airport would inevitably lead to increased air and noise pollution, which would have a harmful effect on the health and well-being of local residents. The increased number of flights would also lead to a significant increase in greenhouse gas emissions, exacerbating climate change and its consequences. Additionally, the expansion could potentially harm local ecosystems and threaten wildlife habitats. >> Furthermore, it is important to consider the long-term effects of this expansion. As our understanding of the environment and its interconnectivity improves, it is becoming increasingly clear that the impact of human activity can be irreversible. We must therefore exercise caution when considering projects that could have such far-reaching effects on our surroundings. >> In light of these concerns, I urge you PLEASE to carefully reconsider the expansion of Tweed New Haven Airport and to take into account the potential negative impact it could have on the environment. I hope that you will give this matter the serious attention it deserves and take action to protect our natural surroundings. >> Thank you for your attention to this important issue. Linda H Robinson LCSW Assistant clinical professor of psychiatry Yale University school of medicine	For EIS, see response to Frequent Public Comment #1.	No

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4/23/2023	PC	Peggy Carpenter	1202	EIS request	I am writing as a concerned citizen of the New Haven area community living in Branford , Ct A thorough Environmental Impact Study is needed to accurately look the comprehensive long term effects on air pollution and it's damaging effects on people and the natural environment . We have only incomplete data. There is no input from DEEP, EPA and Army Corp of Engineers. Air pollution is monitored 3 miles away from the airport . This site is NNW of the airport which is not a very reliable sample since the prevailing winds come from the west . For such a sensitive , small parcel of land it seems like the issue of impact needs to be thoroughly studied to get accurate and true data . The Environmental assessment is deficient and is not comprehensive.Increased air traffic, increased ground traffic can only be disadvantageous to air quality and increases pollution. The needed EIS would accurately look at ozone and hydrocarbon impacts on our ever increasing fragile environment . Respectfully submitted, Peggy Carpenter 176 Clark Ave Branford, Ct 06405 2033761720 Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. DEEP, EPA, and the Army Corps of Engineers have all commented on the EA. See Agency comments and responses. Regarding the air quality monitoring station locations, see frequent public comment response #14. For concerns about air quality, see frequent public comment response #12.	No
4/23/2023	PC	Darlene Piscitelli	1203-1206	Avport response to letter, expansion, noise/ pollution	Hi My name is Darlene and I live on Waldo Street , East Haven. My neighborhood is at end of Thompson ave by Tweed . The new terminal would be built right behind Burgess street with little patch of trees between it. I'm writing today in concern of a response from Andrew King from Avports. Someone who lives right by the New Haven terminal complained about noise, engine or something loud running and jet fumes. He responded with what it was -I attached pictures to this email his response. My concern is the parts I circled. First the odor - he claims once terminal moved to east side the odor will dissipate on airport before reaching neighborhood where she lives. So my question is what happens to the homes and neighborhoods on the East side when terminal there? We already smell fumes and the wind usually blows east / southeast - my neighborhood gets worse of it. Will be worse when terminal right next to us! Second the noise. Again it's mentioned once moved to east side the noise won't bother neighbors . So what about the neighbors and my neighborhood on the east side right by new terminal ? It's already loud ! Third the acknowledgement . Admits the annoyance of the pollution and noise but it will be better for them - the New Haven side - once it's moved to the East Haven side ! He is admitting there is a problem and not fixing it - it's just getting moved to another area that will effect a different neighborhood!!!! Everyone involved in this expansion needs to take into consideration the homes and people who live so close and lived here for years! This really is not the area for a larger airport! Before expansion and new terminal built what is going to be done about the issues I mentioned above for people on east side? It's a problem admitted by Avports and response was basically saying " it won't bother you once terminal moved to East side". So my questions are who is going to look into this problem/ situation? What noise and pollution studies been done? You can't just ignore it-people live here and lives will be effected! We need more testing & studies. We need a full EIS done !!! It's the right thing to do ! Please do a EIS !!! Thank you for your time , Darlene Piscitelli Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Note that the proposed east side terminal will be further removed from nearest residents than the existing west side terminal.	No
4/23/2023	PC	Margaret Kilgore	1207	cc: SaveOur ShorelineCT@gmail.com, gail.lattrell@faa.gov, cheryl.j.quaine@faa.gov, lisa.lesperance@faa.gov, richard.doucette@faa.gov, paul.aresta@ct.gov, cash.david@epa.gov, timmerman.timothy@epa.gov, garcia.ariel@epa.gov, ocpostoffice@niaid.nih.gov,au...	bcc: Wanda Bubriski To the Tweed Airport Authority, I attended your Public Meeting on April 1, 2023 at the East Haven High School, seeing first the school library, where McFarland Johnson had information on posters explaining the EA, Environmental Assessment, with findings to study the proposed expansion of the facility (a longer runway to accommodate the larger 737-700's and 800's) would still meet the FAA requirements for the larger facility, and therefore, an EIS (Environmental Impact Study,) which is detailed, time consuming and expensive would not be necessary. Yet, to date, even with the number of 737's being less than what was used in the EA, the augmented noise and air pollution levels have been at levels above what the study projected. Plus, the expansion would include adding 29 ACRES OF COASTAL FLOOD PLAINS to the footprint of the current airport. And, as well, in the expansion area there are 19 species of migratory birds that are currently on the list of concerned birds! And, at this point in time, the number of flights per day is HIGHER than the number of flights listed in the EA! So then, how much ADDITIONAL DAMAGE will occur when the number of large planes and larger number of passengers are going to & from the airport, IF THE EA IS APPROVED? The surrounding areas deserve having an EIS conducted to assess the impact of the additional noise and land usage in an area so close to residential areas as well as Morris Cove, which is in New Haven Harbor. Thank you in advance for your consideration, Margaret Kilgore	For EIS, see response to Frequent Public Comment #1. For noise levels in EA, see response to Frequent Public Comment #11. For birds, see response to Frequent Public Comment #18. For wetlands, see response to Frequent Public Comment #19.	No

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/24/2023	PC	Margaret Wheeler	1208	FW: Electric Taxing System, Complaints data	Director Federal Aviation Administration New England Airports Division P: (781) 238-7603 C: (781) 539-4143 (best number) E: gail.lattrell@faa.gov From: Margaret Wheeler <mcwr914@gmail.com> Sent: Monday, April 24, 2023 10:31 AM To: trafter@flytweed.com; Lattrell, Gail (FAA) <gail.lattrell@faa.gov> Subject: Electric Taxing System, Complaints data Mr Rafter, Could you please tell me 2 things. 1) Does the Avelo 737-700 and 737-800 use green electric taxi systems? And if not, can an APCU unit be added to the new terminal and the jets fitted with such equipment as shown in this link? https://simpleflying.com/how-green-taxis-electric-system-could-save-airlines-thousands-of-jet-fuel-gallons/ 2) Can you send me the number and type of complaints made by the public since Jan 2021 about each category such as low flying planes, noise ordinances violations, jet fuel odors, vibrations etc. And can you please include any resolutions made by airport operations to remediate the issues such as spoken to pilots or management about practices remediation practices, visited or called public, added new abatement equipment. Thank you. Respectfully Yours,	Ground handling equipment, including aircraft tugs and "green electric taxi systems" are provided by airlines at their discretion. As described in Sections 2.2.3.1 and 5.1.3.1 of the EA, the proposed terminal will include provisions for pre-conditioned air and shore power. Compiling operating complaints and how they are addressed are beyond the scope of the EA.	No
4/24/2023	PC	Rebecca Casey	1209	Tweed New Haven CT,EIS request	To Whom It May Concern, I am requesting a EIS to be done at the Tweed airport, and that the U.S Fish and Wildlife be consulted . I have noticed the following major changes since Avelo has been at Tweed. Living on Alfred and Concord Street New Haven I experience foul air-so much so I cannot open windows or back door when a jet is on the tarmac. Please check greenhouses gas emission from the jets-idling , landing and take-off. I also can hear the jets regularly, and cannot have a simple outdoor conversation during that time. Please check appropriate sound levels are being adhered to. They take off/land every 15 minutes or so during busy days. Living here for 6 years now, there is always flooding at Tweed with a rain storm-furthur proof that filling in these wetland is a big mistake. Please check the airport's' viability during flood periods-sea level requirements I have also noticed a decline in the Osprey traveling their route to and back from the Cove-my home is in a wind zone. Please consult the US Fish and Wildlife regarding newly endangered shore birds. THESE ARE DISTURBING. THE JETS TOWER ABOVE THE HOUSES AND FLY LOW, ESPECIALLY IF THEY ABORT LANDINGS, SUCH AS DURING THE RECENT FOG IN THE COVE WHERE THEY OVER FOR MUCH LONGER PERIODS OF TIME. I AM CONCERENED FOR MY SAFETY. Thank you in advance for your hard work, my heartfelt thanks as this is my home.	For EIS, see response to Frequent Public Comment #1. For concerns about fumes and odors, see response to Frequent Public Comment #12. For sound/vibrations, see response to Frequent Public Comment #10. For greenhouse gas emissions, see response to Frequent Public Comment #15. For sea level rise, see response to Frequent Public Comment #16. For flooding, see response to Frequent Public Comment #17. For birds, see response to Frequent Public Comment #18. Consultation wtih USFWS and CT DEEP regarding threatened and endangered species (including birds) is described in Sections 4.3 and 5.2 of the Draft EA.	
4/24/2023	PC	Jules Scanley	1210	calculating DNL levels	Hello Mr. King, Mr. Rafter and McFarland Johnson EA team; Can you tell me precisely how the 10 dB is added to nighttime airport noise to calculate the DNL? If you were making real measurements, every 2 seconds as done in the 2012 noise study, do you add 10 dB to all measurements between 10 pm and 7 am? Also, do you use the LEQ or the Max measurements.. Thank you, Jules Scanley Lighthouse Rd. New Haven	The noise modeling uses Sound Exposure Level (SEL) as its base metric, which is the "noise dose" from a specific aircraft operation at a specific receiver location, derived from controlled field measurement data. In the noise model inputs, each flight is classified as "day" (7am - 10pm) or "night" (10pm - 7am). Nighttime flights are weighted the additional 10 dB. The computer model sums all SEL noise energy for an average annual day to arrive at the Average Day Night Sound Level (DNL) for that receiver, and does the same for a hundred thousand receiver points to derive noise contours. Similarly, calculating DNL from field measurements at a specific location also adds 10 dB to all sounds from 10pm to 7 am. Adding 10 dB to every 2-second sample at night has the same result, mathematically, as adding 10 dB to the SEL of every noise event and then summing the energy. Please see Appendix I for more information.	no

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/24/2023	PC	Clarice Begemann	1211-1212	Tweed Airport Proposed Expansion needs an EIS	HVN-EA McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 April 23, 2023 To whom it may concern; As a health care professional caring for people in the Tweed New Haven area, I think a complete Environmental Impact Statement is mandatory for the proposed expansion of Tweed New Haven Airport. Air quality is worse near airports, due to the burning of fuel from airplanes, and increased traffic emissions from travelers getting to the airport. Asthma is worsened by such pollutants, and the community surrounding the airport, a large part a racial justice community, already has higher levels of asthma than the average community in CT. As Secretary of the Friends of the Farm River, I am concerned that increased deicing chemicals will enter the watershed and flow into the Sound, and adversely affect the tidal Farm River and its Estuary. The airport is known to flood already, and with the predicted increased flooding due to climate change, there may be more of these pollutants entering the watershed during high rain/snow events. The deicing pads may not be able to absorb the chemicals. The proposal reduces the amount of marsh, which is like a sponge, and without it, flooding will increase further. For all the reasons above, a complete Environmental Impact Statement is necessary to gather more information about how the environment and the people surrounding Tweed New Haven will be impacted by the proposed runway extension and expanded taxiways and decreased marshland acreage. Sincerely, Clarice Begemann, APRN Fair Haven Community Health Center Residence: 41 Highland Avenue	For EIS, see response to Frequent Public Comment #1. For flooding, see response to Frequent Public Comment #17. For concerns about air quality, odors and fumes, see response to Frequent Public Comment #12. For flooding, see response to Frequent Public Comment #17. For concern about wetlands, see response to Frequent Public Comment # 19. For concern about water quality, see response to CT DEEP comment #3. Also note that de-icing discharges are regulated by CT DEEP. De-icing operations will be conducted in accordance with applicable permit conditions. For concern about Health Effects, see response to Frequent Public Comment #24.	Yes
4/24/2023	PC	Margaret Wheeler	1213	RE: Environmental Justice Emergency at Tweed: Analysis and Alternatives of EA	Thank you for your comment. I am forwarding it to the project's public comment address. Cheryl Cheryl Quaine Environmental Protection Specialist Federal Aviation Administration New England Regional Office |Airports Division Cheryl.J.Quaine@faa.gov Schedule: Mon-Thur From: Margaret Wheeler <mcwr914@gmail.com> Sent: Monday, April 24, 2023 3:49 PM To: attorney.general@ct.gov; edith.pestana@ct.gov; anniedecker@ct.gov; Quaine, Cheryl J (FAA) <Cheryl.J.Quaine@faa.gov>; Lattrell, Gail (FAA) <gail.lattrell@faa.gov>; Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>; timmermann.timothy@epa.gov; norcross.ieffrey@epa.gov; Doucette, Richard P (FAA) <Richard.P.Doucette@faa.gov>	Google drive link contains comments that were previously submitted. For fumes/odors, see response to Frequent Public Comment #12. For Environmental Justice community, see response to Frequent Public Comment #20.	No
4/24/2023	PC	Joseph Janiga	1214-1216	Tweed New Haven EIS request	I am writing to express my concerns over the expansion of Tweed New Haven Airport and the need for an Environmental Impact Statement. The current Environmental Assessment that was prepared for Tweed and Avports by McFarland Johnson is flawed and lacks in depth studies on terrestrial traffic, environmental degradation, noise and air pollution as well the social and cultural implications on a community that already has serious health and economic issues . The basing of the study on air pollution using the sensors at Criscuolo Park in Fair Haven (New Haven) is faulty for two reasons. Number one: it is three miles from the airport so the air quality in the residential area surrounding the airport proper is not measured at all. The area around the airport has six schools that range from seven eighths of a mile to two point four miles and serve over seventeen hundred of East Havens' three thousand students. These students are exposed to ultra fine particles (UFP's) of jet exhaust that are highly invasive and cause a variety of cancers, cardio-pulminary problems and damage down to the genetic level. These particles are so small that they can cross the blood - brain barrier and are found in higher concentrations near airports when planes are powering up at take off and reversing thrust during landings. These particles are impossible to filter. East Haven and New Haven are also Environmental Justice Communities due to a variety of health and economic issues including asthma and other diseases. I am including a bibliography of current studies pointing out the damage done to the communities surrounding both large and small airports. I have also included a press release from the Connecticut Attorney General, William Tong who stated that the worse health effects from jet aircraft occur from particulate matter emitted during take offs and landings , mostly impacting communities that live ,work and go to school near airports. Air quality studies should have been done closer to the airport and radiating out to the surrounding neighborhoods and communities and should have included ultra-fine particulates. The people of East Haven and New Haven also deserve a field survey of the flora and fauna in the area that has been disturbed and degraded by the work done over the past year as well as the land that comprises the projected footprint . This area supports a variety of wildlife and is one of the few open lands left on the south side of I-95. Included in this area are brackish water and fresh water environs that serve as a buffer zone for flooding and seasonal runoff. This area is bowl shaped, is just above sea level and drains Morris Creek and Tuttle Brook. At between eight to twelve feet above sea level the back filling of this area for a parking area of up to 3000 vehicles and a four to six gate terminal will create increase drainage problems for an area already prone to flooding. There is no discussion of how this will be mitigated. The airports' projected footprint would drastically effect what is left of the inland wetland and render the area useless for water retention. That would jeopardize the local amphibian and reptile community as well as migratory and resident birds. The Environmental Review also ignores the damage it has done and will do. It will increase traffic on local streets and neighborhoods as people looking to avoid traffic find cut-throughs and short cuts to the new terminal. High Street which links the north end of the town with the south end of town is already a bottle neck at various times of the day and evening. With increased traffic exiting I-95 at the High Street exit traffic will come to a standstill and back up to I-95. This exit is located on a curve and oncoming traffic and can't see the back up. This traffic will also clog Main Street and Hemingway Avenue.It will bring gridlock and increased pollution. The use of Hemingway Avenue and Main Street to access the new terminal will mar social and cultural events on the East Haven Green as it fronts both Main Street and Hemingway Avenue. East Haven will no longer be allowed to close off Hemingway Avenue for its Fall Festival. This traffic will also spoil weekly band concerts and other events.Thompson Avenue , a thickly settled residential area, is regularly used by jet fuel tanker trucks and large dump trucks carrying fill. This should not be a route for tankers carrying over five thousand gallons of fuel or trucks carrying ten to sixteen yards of fill. The final result of this development by Tweed and Avports will be the destruction of a of a small blue collar city. The airport will saddle quiet neighborhoods with airport traffic. Cultural and social events on the East Haven Green and Main Street will be marred by increased traffic that will pose a danger to pedestrians. Property values will drop and taxes will have to be raised as no revenue will come from Tweed. A somewhat compromised wetland will be destroyed and its ability to drain and retain runoff will be lost. There will be an increase in air, noise and water pollution in residential areas that will lead to a variety of illnesses in both children and adults. This is being done at a time that the future of life as we know it on the planet hangs in the balance. For these reasons the development of Tweed New Haven Airport should be halted and that is why I am requesting an Environmental Impact Statement on this development. Thank you for your time and consideration.	For EIS, see response to Frequent Public Comment #1. For air quality monitoring station, see response to Frequent Public Comment #14. For concern about air quality, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concerns of traffic analysis findings included in the EA, see response to TEH Comment 12, #13, and #14. For concerns of traffic through neighborhoods, see response to TEH Comment #14. For concerns on locations with existing traffic issues, see response to TEH Comment #14. For concern of traffic impacts near the New Haven Town Green, see response to TEH Comment #15. For wildlife see Sections 4.3 and 5.2 of the EA, Frequent Public Comment #18, and CTDEEP Comment Response #14. For wetlands see Frequent Public Comment #19.	no

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4/24/2023	PC	Johan Sigg	1217	we need an EIS	Dear FAA, The air quality in Wards 17 and 18 in New Haven is not great. As a resident of Ward 17, I want to ask you to please do a serious EIS and measure the air quality as it is now, and project what it has become with 4,084 more flights, - and what it will be if Tweed is allowed to expand and increase the flights to much greater numbers. All the air pollution from the power generating plant, (the fumes and exhaust, the particulate matter) is significantly higher than in any other wards in the city because of the prevailing NE direction of the wind and the uphill breeze, a natural convection phenomenon. We also have the exhaust from all the giant turbines and machinery required to treat the sewage, and the diesel exhaust from all the ships whose powerful engines run 24/7 to power the ships. In addition to all that, we have the 24/7 semi traffic from fuel tankers coming to load up in the harbor. Adding more 737 flights will definitely increase the noise and the air pollution in our neighborhood - I hope we can agree on this common sense reality. We deserve to know from a scientific point of view how the air quality has already changed from the added Avelo flights - so we need ACTUAL air quality and particulate matter studies - AND we need to know and deserve to know - as taxpayers to the city, state and federal government - how the air we, our children, our aging parents, our local wildlife and our parks (yes, remember that plants and trees breathe too) - will be affected by this proposed expansion. And let's not forget the added pollution of the vehicles that carried 1.5 million passengers to Tweed through a residential neighborhood in the last 17 months. WE NEED AN EIS, a serious study of the impact on our environment. Respectfully, Sam, Michele, Annie, Catherine and Johan Sigg 932 Townsend Ave New Haven, CT 06512	For EIS, see response to Frequent Public Comment #1. For field measurements not taken, see response to Frequent Public Comment #9. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	no
4/24/2023	PC	Eileen F. Dunn	1218-1219	WE NEED AN ENVIRONMENTAL IMPACT STUDY NOW!!	Dear fellow concerned citizens, As a resident of the Short Beach Branford neighborhood, I am asking that a full Environmental Impact Study (EIS) be completed before any expansion of Tweed NH Airport proceeds. The EIS is designed to identify and evaluate the potential impact of such a project on the environment, wildlife, and human health. The EIS should be completed by an appropriate regulatory body that is independent of all entities with a financial stake in the outcome. As you are aware, these studies involve a detailed analysis of a wide range of factors. Air and water quality, noise pollution, the effects of construction and traffic on local ecosystems (avian, flora and fauna, etc...), should all be measured by the EIS before further development of Tweed NH Airport. This formal study provides a clear understanding of the impact of a such an expansion on the health of our community and the environment. The results provide information to make informed decisions about when and if expanding the airport should occur. At a time of global climate change it is critically important to reduce emissions and promote sustainable transportation. Expanding Tweed airport will likely lead to increased air and noise pollution. This will have a harmful effect on the health and well-being of residents and the environment. The increased number of flights would also lead to a significant increase in greenhouse gas emissions, exacerbating climate change and its consequences. I am very concerned that an expansion of the airport will ultimately harm local ecosystems and threaten wildlife habitats. Furthermore, it is important to consider the long-term effects of this expansion. As our understanding of the environment and its interconnectivity improves, it is becoming increasingly clear that the impact of human activity can be irreversible. We must, therefore, exercise caution when considering projects that could have such far-reaching effects on our environment. By conducting a comprehensive EIS, we can ensure that all relevant information is considered BEFORE moving ahead with the expansion of Tweed. The voices of ALL PARTIES with an investment in this expansion should be HEARD! Sincerely, Eileen F. Dunn Eileen F. Dunn, LCSW, FABP Phone: 203-444-0126 email: eileenbd@me.com <mailto:eileenbd@me.com> Chair, Scientific Meetings Comm. WNEPS Assistant Clinical Professor Department of Psychiatry	For EIS, see response to Frequent Public Comment #1. For concern about Air Quality, see response to Frequent Public Comment # 12. For concern about Noise, see response to Frequent Public Comment #10. For greenhouse gas emissions, see response to Frequent Public Comment #15. For concern about Health Effects, see response to Frequent Public Comment #24. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. For wetlands see Frequent Public Comment #19. For wildlife see Sections 4.3 and 5.2 of the EA.	no
4/24/2023	PC	Ginny Bales	1220	Re: Tweed Airport, East Haven CT	To Whom it May Concern, I urge the FAA to conduct a complete EIS of the Tweed Airport proposed expansion. I am a homeowner and I live at 38 Notch Hill Road, North Branford, CT 06471. A friend of mine attended the public meeting on April 1st about the proposed expansion of Tweed Airport in East Haven, CT. The testimony she heard from East Haven city officials, East Haven and Branford residents, numerous environmental experts and a Yale physician who talked about potential dangers to children, convinced her and also me of the need for a thorough and impartial EIS. Here are some concerns: 1. the EA's failure to acknowledge the expansion will lead to increased passenger and freight flights 2. the failure to consider the impacts of increased flights on air quality in the surrounding residential environmental justice neighborhoods 3. the failure to consider increased greenhouse gas emissions 4. flooding, sea level rise and resilience issues 5. impacts to tidal wetlands from future taxiway expansions 6. specific mitigation for inland wetlands 7. stormwater impacts to surface water quality and coastal resources 8. the effects of noise levels which have been documented to be unhealthy: noise levels for those living close to runways have already been documented to be at higher decibel levels than are acceptable. With more frequent flights and possibly larger planes, this bad situation would undoubtedly get worse. Thank you for your consideration. Sincerely, Ginny Bales	See response to Comment # 294. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. For concerns regarding potential freight operations, see Frequent Public Comment Response # 6. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about Sea Level Rise, see response to Frequent Public Comment # 16. As described in 5.14.1, no tidal wetlands impacts are anticipated. See Appendix L of the Final EA for further discussion of wetland mitigation. Detailed mitigation measures will be determined during the permitting process, subsequent to completion of NEPA process. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6.	no

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4/25/2023	PC	Jean Edwards-Chieppo	1221-1222	Re: Impact of NOx Emissions on the Environmental Justice Community of East Haven	On Mon, Apr 24, 2023 at 5:13 PM Sandra Reiners <sandra.reiners@comcast.net <mailto:sandra.reiners@comcast.net> > wrote: Attorney General Willam Tong, State of Connecticut Edith Pestana Environmental Justice Administrator Connecticut Department of Energy and Environment Protection` Annie Decker Chief of Legal Connecticut Department of Energy and Environment Protection Dear Attorney General Tong Dear Mses. Pestana and Decker, There are some very serious developments taking place at Tweed New Haven Airport which, I believe, have an immediate and deleterious impact on citizens' health for a wide swath around the airport, but most significantly for the Environmental Justice communities of East Haven which border the airport to the north and the east. The enormous increase in flights from Tweed starting in November 2021 continues unabated. Today on average 24 flights per day depart and arrive here. This compares with an estimated 2 flights per day in the pre-Covid years. A 12-fold increase in operational activity has taken place without any Environmental Assessment being done to model the impact of this enormous increase in operations and resulting air pollution. And now the Airport's advisors have prepared an EA which uses as its baseline 2022 operations, i.e. AFTER this enormous build-up in operations and concludes that its expansion plans will have no significant environmental impact because fewer but larger aircraft 737-800s can then be used. These aircraft will emit higher levels of NOx and lower levels of some other pollutants but it is the NOx emissions that are the critical factor that will greatly impact the Environmental Justice Community of East Haven. This area is already an area of severe non-attainment of EPA NAAQS and suffers from the highest asthma rates in the State. Additionally, it is an area where actions that could potentially affect air quality are not permitted to negatively compromise the State Implementation Plan. The EA concludes that the de minimis threshold of 25 additional tons of NOx is not exceeded between an "action" vs "no action" scenario in the AEDT computer model that is employed. However, the opposite conclusion would be reached if the baseline of 2019 were used, i.e. before the vast increase in flight operations.	For use of 737-800, see response to Frequent Public Comment #7. For Environmental Justice community, see response to Frequent Public Comment #20. See response to EPA comment #1 regarding baseline conditions. The Master Plan did identify the terminal as a constraint however, since completion of the Master Plan, a number of interim temporary measures have been implemented to accommodate expected passenger volumes. These have included deploying temporary modular trailers to provide additional space and re-opening the original terminal for public use. The original terminal was previously closed to the public. For concern about Health Effects, see response to Frequent Public Comment #24	no
4/25/2023	PC	Ian E Cassell	1223	Public comment/Draft EA for Tweed	To whom it may concern, One of the main environmental concerns associated with airport expansion is increased noise pollution. Longer runways would allow larger planes to use the airport, potentially leading to an increase in the frequency and volume of noise generated by aircraft. This can be particularly problematic for people living near the airport, who may experience sleep disturbance and other negative health effects. Another concern is the impact on local ecosystems. Airports require significant amounts of land, which can lead to the destruction of wildlife habitats, wetlands, and other natural areas. The construction and operation of an expanded airport could also lead to increased emissions of greenhouse gases, which contribute to climate change. Moreover, airport expansion could also have adverse effects on water and air quality, due to increased traffic and pollution from aircraft and vehicles. In conclusion, the expansion of Tweed Airport could have significant environmental impacts, including noise pollution, habitat destruction, air and water pollution, and increased greenhouse gas emissions. These impacts would need to be much more carefully considered and addressed before any expansion plans proceed. The current draft EA is flawed and incomplete. I ask the authorities to force a very much needed EIS for this project. Ian E Cassell 51 Pope Street New Haven, CT. 06512 203.468.1160	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For wetlands, see response to Frequent Public Comment #19. For wildlife see Sections 4.3 and 5.2 of the EA. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. For concern about Greenhouse Gas emissions, see Frequent Comment # 15.	no
4/25/2023	PC	Ken Engelman	1224-1229	EA Comments - Presented EA is Insufficient/Incomplete (to the Health and Wellness of CT Residents)	Hello EA Comment Readers, FAA staff, CT elected officials, and members of the media BCC'd. Please look at these four attached photos and add them and this email to the 2023 presented EA comments so they are on record. These photos are NOT photoshopped. My family, neighbors, and I sincerely feel your presented EA is insufficient while also being incorrect in stating there will be no significant impact to people, pets, animals, sea life, or the pristine Connecticut Shoreline environment we chose to invest in. We are the original investors in Connecticut and we should have a say in what happens to our lives, homes, health, wellness, and environment around us. Your EA also doesn't address countless health concerns, wellness concerns, declining property value concerns, Branford traffic concerns, or the many other points many of us have made numerous times since November 2021 – and are all well-documented. Why ignore our concerns? Why steamroll over our concerns? Why harm us people where we live and the taxpayers who 'feel' the consequences of Avelo 700-800 airplane flights in and out of Tweed located in a residential/environmental justice community? There is no question that your computer modeling is inconsistent and wrong. Just like AI has proven, computer modeling is unreliable, untrustworthy, and fallible, and should not be relied upon for massive 40+ year decision like this. Computer modeling doesn't feel vibrations from these massive planes, it does not see the cracks in walls or the windows vibrate, and it doesn't force businesspeople to place business calls on mute to stop the insane sounds flying over residential homes up to 5 miles away in Branford. *Placing Goldman Sachs (Avports, Avelo, Tweed, etc.) wants and needs before Connecticut taxpayers wants and needs is wrong especially when we have been publicly begging all of you for a full EIS so intelligent decisions can be made that AFFECT OUR FAMILIES WHERE WE LIVE. Pushing this airport expansion through as quick as possible without expert analysis of data not yet collected is selfish and one-sided because it appears you do not care about us who elected you. Respected Mayors, State Reps, Senators, Save The Sound and other nonprofits, college professors, medical experts, and expert scientists, etc., have repeatedly requested/demanded a full EIS before proceeding and yet you most of you choose to ignore this, which some may say is a dereliction of duty. Why? Because elected officials are supposed to protect the people who elected them from harm (and corporate greed). It appears many of you have lost your way because of 'money first' attitudes/politics and that is shameful. Ignoring calls for real data from the EPA, US Army Corp of Engineers, US Fish & Wildlife, and the Dept of Health (among others) so you can make an intelligent decision that could permanently change the Connecticut shoreline forever, is wrong. Again, placing the priorities of a private investor(s) over the health, wellness, and finances of us people who live, work, and play here is incomprehensible. With this, please implement a full EIS and prove you are not harming us where live or the surrounding environment we invested to live in. Or here is another option - place this Goldman Sachs/Tweed agenda onto an upcoming ballot so we the people can properly vote on this plan, for using manipulated data to sway public opinion via local media advertising/free ticket giveaways is nothing more than a marketing scheme (the 1 million+ customers statement should not include Avelo's free flights, tickets given away in promotional campaigns, or $59 fares because it is not accurate). If you are confident Connecticut residents want this expansion – then let us vote on it in a fair and very public way. Thank you for including this in the EA public comments and I welcome your response.	For EIS, see response to Frequent Public Comment #1. For concern regarding 737-800 operation see response to Frequent Public Comment #7. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	yes

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4/25/2023	PC	Ann Davis	1230	Please do an Environmental Impact Study for Tweed/New Haven airport	I am writing to urge you to do an Environmental Impact Study on the development of Tweed/New Haven airport. I have lived in the Short Beach neighborhood in Branford for 30 years and before retirement, had a career in scientific research. I have been working in my neighborhood to improve the quality of our water for the last 5 years. As a classically trained scientist, I am very aware of unintended consequences. This can be seen especially in the case of our environment and unfortunately there is no going back. The Environmental Assessment document was prepared by a company hired by the people who wish to expand the airport. In fact, MacFarland Johnson state on their website "It is our goal to proactively identify and resolve environmental issues before they evolve into obstacles that could negatively impact your project's ultimate success." They have an agenda so this document is not an investigation of how the local environment will be affected, but how can we convince the authorities that the impact will be minimal. The airport should never have been built in that location in the first place. There are many residences in the area affected by noise and exhaust fumes and it is on a coastal flood plain. Whatever mitigation is made now is unlikely to be adequate in the next 20 years with global warming and the increasing severity of costal storms. I understand the need for a local airport, but please take the time to really understand the environmental cost, both the obvious problems and the not so obvious ones that I believe can only be identified by experts in the field undertaking an unbiased Environmental Impact Study. I do not presume to judge what the outcome should be, but I must insist that partisan posturing should not be the deciding factor. Let's not miss this opportunity to make good well-informed decisions especially since they will affect generations to come. Ann C Davis DVM, PhD	For EIS, see response to Frequent Public Comment #1. The EA was prepared in accordance with FAA Order 1050.1F. For concerns about noise and fumes, see frequent public comment responses #10 and #12.	no
4/25/2023	PC	Donald L. Filer	1231	Tweed comments	To whom it may concern, I have had an opportunity to read the draft Environmental Assessment of the proposal to lengthen the Tweed runway and to build a new terminal and parking garage on the east side of the Tweed airport property and write to submit comments. I strongly support the proposals and hope they will proceed as soon as possible. The positive impact on the environment from reduced travel to other airports seems to far outweigh any negative impacts. Further, the impacts are limited to the immediate area surrounding the airport, areas already impacted to some extent. I have used the new Avelo service from Tweed on numerous occasions and will continue to use this service as much as possible for both business and pleasure travel. Avoiding trips to NY area airports and to Bradley have resulted in shorter car trips to get to the airports, saving on gas and carbon emissions, as well as reducing the congestion on I-95 and I-91. Please consider these comments and I hope to see approval of these proposals. Sincerely, Donald L. Filer 360 State Street #2222 New Haven CT 06510	Support comment noted.	no
4/25/2023	PC	Sandra Reiners	1232-1233	PUBLIC COMMENT TWEED NEW HAVEN AIRPORT ENVIRONMENTAL ASSESSMENT	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Cheryl Quaine Environmental Protection Specialist Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Mses. Lattrell and Quaine, For most of my professional life I've worked as an analyst with Moody's Investor Service and JPMorgan. I've analyzed the credit-worthiness of municipalities and corporations, Canadian provinces, airport revenue bonds, hydro facilities, etc. I'm used to reading footnotes and appendices and fishing for the facts that justify the credit-worthiness of the project or the bond issuance. I find the line of reasoning used in some parts of the EA illogical. The EA uses a presumed future airline passenger growth for the no-action alternative which is flawed. And in then measuring this against the action alternative one arrives at a result that depicts the action alternative as preferable to the no-action alternative. How do we know the assumption is flawed? Because the airport told us so only 1 1/2 years ago in their Master Plan Update. They told us that the runway extension is needed to accommodate their much lower estimate of forecasted demand. Also, that terminal area improvements were needed to accommodate this lower forecast of demand for commercial service. Specifically, they state that WITHOUT the airport expansion projects, future growth will be constrained under the several scenarios they project. After all, how could the 2.5 million passengers who would be leaving and returning pass through the airport without expansion? How could the no-action airport handle the aircraft turnaround for flights on average every 15 minutes with the current taxiways, aprons, terminal size? One must conclude that the current physical plant at Tweed cannot support that kind of traffic.	For EIS, see response to Frequent Public Comment #1. For air quality concerns, see response to Frequent Public Comment #12. For baseline conditions, see response to EPA Comment #1. For concern about the location of the Air Quality Monitoring station, see Frequent Comment #14.	no

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4/25/2023	PC	David Gersz	1234	EA / traffic for East Haven	My name is David Gersz and I live at 99 Forbes Place East Haven. My family and I have lived in East Haven for over a hundred years. There are no positive outcomes for the proposed expansion of Tweed. Common sense tells us this will mean more traffic and pollution in a highly dense residential area. In the recent EA only eleven intersections were studied in East Haven. There was no study done at Forbes Place and Kimberly Avenue which is Exit 51 off of 95 North. Five years ago, this intersection was studied by State engineers who concluded that it is one of four of the worst intersections in the State. To date nothing has been done to alleviate this problem where many accidents occur. Can you tell me what are your proposals to fixing this problem before this danger becomes worse with high traffic from the airport? Sent from my iPhone	For concerns of traffic analysis findings included in the EA, see response to THE Comment #12, #13, and #14. For concern about Air Quality, see response to Frequent Public Comment # 12.	no
4/25/2023	GO	Al Paolillo, State Representative and Martin Looney, State Senator	1235-1236	FW: Tweed Testimony	Please find attached written comments from State Representative Al Paolillo and State Senator Martin Looney regarding Tweed's draft EA. Thank you. Jason Knight, Constituent Engagement Coordinator Connecticut General Assembly 300 Capitol Avenue | Hartford, CT 06106 Jason.Knight@cga.ct.gov <mailto:Jason.Knight@cga.ct.gov> Phone: 860.240.8568 _____ State Representative Al Paolillo, 97th District An electronic copy of the Draft EA can be accessed at www.tweedmasterplan.com/nepa-documents <http://www.tweedmasterplan.com/nepa-documents> and www.flytweed.com <http://www.flytweed.com/> . The public is invited to attend a public information workshop and hearing for the Draft EA on Saturday, April 1, 2023. The public is encouraged to attend this "open house" style meeting to get more information and to ask questions from 10:00 AM to 1:00 PM. The formal hearing and public comment session will be held following the workshop from 1:30 to 3:30 PM. MEETING LOCATION: East Haven High School 35 Wheelbarrow Lane East Haven, CT 06513 Language translation services for Spanish speakers will be available. For additional language translation services, special communication or accommodation needs, please contact the project team five business days prior to the meeting at (929) 506-8918 or specialrequests@mjinc.com <mailto:specialrequests@mjinc.com> . The workshop location is ADA compatible. Every reasonable effort to accommodate special needs will be made. The FAA encourages parties to review the Draft EA and provide written comments during the public comment period. Please be aware that your name, physical address, email address, or other personally identifiable information in your comment may be available to the public at any time. You may include a request to withhold your personal identifying information; however, the FAA cannot guarantee that they will be able to do so. Written comments will be accepted until May 1, 2023 (extended from April 16), via mail or email at: HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 hvn-ea@mjinc.com <mailto:hvn-ea@mjinc.com> The document will be available for review beginning on March 2, 2023. Comments received on the Draft EA in writing	Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about Health Effects, see response to Frequent Public Comment #24.	yes
4/25/2023	PC	Margaret Wheeler	12367-1238	EA public testimony 4-25-23	EA testimony Public Hearing 4-25-23 Tweed public airport has been maintained and improved by state and local tax payers for decades. It is not going away. A residential Environmental Justice Community with 17000 residents, several schools, daycares, parks, beaches and sensitive coastal wildlife resources surrounds the airport. As a retired professor, biochemist with Masters in Environmental Scientist, a member of several environmental groups with professional input, I feel qualified to discuss the details of the EA that prove that hazardous levels of pollutants from both current and proposed actions have direct and cumulative effects on public health. Also the EA leaves out Alternatives and abatement measures that serve to decrease NOX emissions levels, mitigate traffic hazards, improve faulty noise abatement efforts and lessen current flooding events. The Proposed Alternative uses biased data that serves the business plan of a single private equity firm(Avelo). They seek to max out 737-700(800) jets capacity on a longer runway and continue to lure the public with cheap, non-stop flights to longer distances. The EA shows how Avelo stages a purpose and need by bringing in larger jets with weight limits, lower capacity, to long destinations. Using cheap $49 flights, they want the FAA to see overcrowded terminals and parking/traffic that disturbs neighborhoods. Who's to stop future plans for them staging even longer runway needs by bringing larger planes, at cheap rates that go longer distances citing the same weight and capacity limits? However, Avelos CEO, states that once they get more space and profit they will sell, profit shareholders and move on. (see reference) All of this at the expense of public health. Where are the EA Alternatives that would best serve to reduce pollution and noise at a small airport in the middle of the neighborhood? And where are abatement measures to protect the community? This is why an EIS and further study is needed. 1. The EA leaves out comparisons to lower noise and less polluting jets that fit shorter runways. The Next Gen 5 A220-100, with 2900 mile range on a 4800 ft runway carrying up to 125 passengers. The Newport Beach community praised the changes this jet use made. 2. How will NOx levels be abated from a range of 4 to 17 times higher than EPA limits thereby further raising ozone and asthma rates. 3. How will the Heat Island Effect from more asphalt and rooftop be factored in to contribute to higher ozone, temperatures, + GHG s? 4. What Alternatives reduce on site traffic, parking, and emissions? Why not purchase electric shuttles and use offsite parking. Current weekend only off site parking from 10 to 6 pm is impractical.	For Environmental Justice community, see response to Frequent Public Comment #20. For concern about Health Effects, see response to Frequent Public Comment #24. Airports do not control airline pricing, fleet mix, and destinations. For concerns about Greenhouse Gas emissions, see response to Frequent Public Comment #15. As described in chapter 3, off-site parking was determined to be impractical due to lack of a suitable site. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	no

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4/25/2023	GO	Tracy Everson, 5th District Representative	1239-1241	Tweed Airport Public Comments at second hearing 4.25.23 and additional comments	Hello. My name is Tracy Everson. I live at 23 Mill Creek Rd in Branford, 3.5 miles from Tweed New Haven. I am an elected member of the town of Branford's Representative Town Meeting in the 5th District, and serve as the Minority Leader. I am also a member of the town of Branford Coastal Vulnerability Working Group, looking at the state of Connecticut's projected sea level rise of 20 inches or one foot, 8 inches by 2050 and the impact to our town. As you are well aware, the airport already experiences flooding given it is only 12 feet above sea level. Such a substantial investment in a low-lying area - smack dab in the middle of a densely populated, mostly residential neighborhood - I'm not sure how a full environmental review could be skipped with major proposed changes regarding the new terminal on the East Haven side and the runway extension in marshlands. Branford has a population of approximately 28,000. I am here to advocate for a full environmental impact statement on behalf of the people in my town and my constituents who are concerned about the long-term health effects and environmental impact of an expanded Tweed. We are relying on the Federal Aviation Authority to require complete due diligence - first. An environmental assessment should not be considered "enough," given its based on modeling and projections. The EA notes that 50% of the flights pass over Branford at low altitudes as they approach the airport to land. I can go out on my deck and watch Avelo go by overhead or sit on my couch and see the plane lights come toward my home. The amount of noise is impossible to ignore. Scientific research tells us that increased asthma levels result from airport proximity. The low approach over Branford brings planes perilously close to what were once quiet neighborhoods. No one asked us - the residents - if it was ok to increase the flights above our town. A study released last year by researchers in New Jersey found that people who live under a flight path in that state may have a 70% higher risk of heart attack due to the noise and air pollution. Decisions regarding Tweed's expansion were made by the Tweed Airport Authority. There are two appointed members from Branford who sit on that board. They do not answer to voters in town. (submitted verbally via second Zoom public hearing held 4/25/23 - unable to finish the remainder due to 3 minutes limit)	For EIS, see response to Frequent Public Comment #1. For sea level rise, see response to Frequent Public Comment #16. For concern about Health Effects, see response to Frequent Public Comment #24.	no
4/26/2023	PC	Edwin Hayden	1392	Edwin Hayden-140 Meadow Street, East Haven.26April23	I urge the FAA to conduct an environmental impact study (EIS) in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations, and other applicable FAA orders, directives, and guidance. The EIS will evaluate the potential direct, indirect and cumulative environmental impacts that may result from the proposed Tweed New Haven Airport expansion.	For EIS, see response to Frequent Public Comment #1.	no
4/26/2023	PC	Gregory Thompson	1393	Gregory Thompson-17 David Drive, East Haven.26April23	I have lived in the Foxon area all my life and we have never had so much noise from planes flying over now. You can hear the roaring of the plane engines taking off all the way in Foxon. I can just imagine how bad it would be if the airport is expanded. I can't imagine how terrible it is living near the center. Gregory Thompson Gthomp5749@aol.com 06512 17 David Dr East Haven, CT 06512.	For noise/vibrations, see response to Frequent Public Comment #10.	no

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4/26/2023	PC	Jonathan Toro	1394	Jonathan Toro-74 Frank Street, East Haven.26April23	April 21, 2023 Jonathan Toro 74 Frank Street East Haven, CT 06512 HVN-EA Public Comments McFarland Johnson 49 Court Street Suite 240 Binghamton, New York 13901 To Whom It May Concern, I am writing regarding the expansion of Tweed New Haven Airport in New Haven, CT and my opposition to its development. I have lived in East Haven my entire life, and now reside on Frank Street which is about a half mile from the airport. I have two young children and am concerned about the increase in local traffic, including large tanker trucks, jet noise and air pollution. I am especially worried about the air pollution, as it is highly toxic and highly invasive and can cause a variety of cancers, cardiovascular and pulmonary diseases. My children are elementary school aged, and their bodies don't need this kind of toxic exposure. Often times, the first thing and the last thing they hear is the noise from 737, 700's, and 800's taking off and landing. It is loud and if the wind is blowing in, we can smell them as they fly over our streets. You are expanding our airport built on a wetland in the center of a densely populated area. There are hundreds of children living and attending schools in this area. The airport is surrounded by six schools that range in distance from seven tenths of a mile to two tenths of a mile to two point four miles and according to contemporary research the UFP's (ultra- fine particles) can spread from ten to twelve miles invading the lungs of children and adults. For these reasons I am opposed to this development. Thank you for your time and consideration. Sincerely,	For wetlands concern, see response to Frequent Public Comment #19. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise, see response to Frequent Public Comment #10. For concerns of traffic analysis findings included in the EA, see response to #14. Operational needs, including fuel deliveries, will be determined during the final design process.	no
4/26/2023	PC	Salvatore Ferrara	1395	request for eis	i live near tweed on the east haven ct side and the noise and fumes are affecting our outdoor life.my wife has lupas and fumes are so bad she cant sit in our yard.i am requesting an eis.thank you.sal ferrara 57 waldo st.east haven ct 06512.	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12.	no
4/26/2023	PC	Linda Martens	1396-1398	Tweed and much needed EIS	I have lived in the Morgan Point area of East Haven for nearly 42 years. My husband as a child had lived nearby and wanted his infant son to experience living by the Sound. We have deeded access to three beach areas nearby and my son enjoyed everything beach life offers. At a young age he was fishing off the nearby rocks. He was swimming at age four. He learned to crab in Morgan Creek and continued this past time until recently. Often crabs he caught in the summer were cleaned, frozen and used for our Christmas Eve sauce. My husband passed away in 2016 and my son then sold his own home and moved back with me. I had visions of growing old in my home with all my memories. Then Avelo "happened". I am not going to reiterate the many issues that are now public knowledge regarding the poorly run and unsafe Avelo Airlines. I have limited my questions about what protections are in place for the residents of Morgan Point that now have large planes flying overhead at all hours. (Yes they do come in in the early hours of the morning). I will restrict my questions to water purity. Some planes fly directly over Lake Saltonstall so how often is our drinking and bathing water tested. Morgan Creek where my son crabbed and where I still see people crabbing all summer is of great concern for the runoff from the nearby runways. Is anyone testing this water for its quality for the fish that are taken from it for food on a regular basis? Many of my friends and neighbors belong to the local beach club a short walk down the beach. Therefore, how are the planes affecting the quality of the Sound. Have there been appropriate water tests done before the onslaught of Avelo and at intervals afterward to check the degradation of the water quality in the area pre and post Tweed expansion timeline– a simple scientific research basic. We need a better environmental testing than the sham one size fits all process that was pushed through. Our health is in your hands and I demand answers and an EIS. Linda Martens 145 Morgan Avenue East Haven, Connecticut	For EIS, see response to Frequent Public Comment #1. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6.	no

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4/26/2023	PC	Mario Piscitelli	1399	EA-traffic study	My name is Mario Piscitelli and I live on & Waldo Street in East Haven. I was looking at the Traffic study in the EA. Who did study ? They know the town of East Haven and drive the streets / intersections? How can EA mention the large increase of vehicles through this town and think there's going to be minor impact ? The whole north high street bridge area is a nightmare. Traffic gets backed up on the exit ramp and both sides of the bridge- how can this area handle all the extra traffic? The main roads airport traffic will travel from highway to Proto drive -they not big enough to handle traffic. East Haven is not a huge town with huge multi lane roads to handle it. Now some of the intersections you think will have no /minor changes such as Thompson / Dodge ? Once the airport traffic starts on the roads going to airport the residents of East Haven and probably airport travelers are going to find alternate routes to avoid the traffic. They will start to use Dodge,Thompson ave and all the other side roads in town. Do you realize there's all residential neighborhoods , people and kids walking /riding bikes all over, Tuttle School and Memorial Field -a playground / ballpark - all in these areas? Area of Memorial Field can get very crowded/ congested when games -and there's a lot. What about our town green where many events happen being right on the main road leading to airport ? There is no way a proper traffic study has been done and it needs to be . There has to be a full EIS ! I know there's a big push and rush to do expansion but reality is the roads and town of East Haven are not big enough to handle the traffic of a larger airport . I want to know if a full traffic study & EIS is not done who are the people making that decision??? God forbid there is an accident where someone is injured or killed ! With a school, bus stops, residential neighborhoods and a park/ ball field in middle of all this - what if a kid gets killed ? I want to know who wouos be responsible! I would think no one involved with expansion would want the blame or guilt for a tragedy cause the right thing was not done !! Please do a full EIS ! Thank you for your time and if a full traffic study and EIS is not done I'll be waiting for your response of the names of the individuals who decided not to do it. Mario Piscitelli Sent from my iPhone		no
4/26/2023	PC	Ken Engelman	1400-1401	EA Comments - Your EA is not detailed enough to make intelligent decisions	April 22, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street Suite 240 Binghamton, NY 13901 HVN-EA@mjinc.com <mailto:HVN-EA@mjinc.com> Hello Tweed HVN EA Community Comment Reviewers, My name is Ken Engelman and I live at 12 Midwood Road Branford, CT 06405. We invested in a wonderful home 18 years ago and it is just 3 miles away from Tweed airport, so your growth plans including flying these gigantic planes in a residential beach community scare me, my wife, and my family. I read through your presented EA and it appears to be biased (paid for) to help you get what you want while ignoring our well-documented health, wellness, and environmental issues. Your EA ignores our concerns, Branford residents impacts and Branford traffic studies, the financial aspects of our home values declining (people do not pay top dollar to live next to your airport – but they will pay top dollar to live surrounded by nature/beaches as we have done before your Avelo planes began service), and much more. Additionally, your EA ignores all the concerns we have shared and NO ONE has proven we will not be harmed by your company/companies actions. It's interesting that your paid for EA says there will be no impact yet expert scientists all around the blame projects like this for global warming and climate change – which is why we now have such severe storms here in CT and around the world.	For EIS, see response to Frequent Public Comment #1. Property values are addressed in Frequent Comment # 23. For traffic analysis study area, see response to Frequent Comment #3. For concerns of traffic through neighborhoods, see response to TEH Comment #14. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about the study area, see response to Frequent Public Comment #3. Airfares are determined by the air carriers and are not controlled by the airport. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. For concern about wetland see response to Frequent Public Comment # 19. For concern about Greenhouse Gas emissions see response to Frequent Public Comment # 15	no
4/27/2023	PC	Adrian Bonenberger	1402	Tweed Master Plan / Expansion Environmental Review	Sir or Ma'am, I am writing to urge you and the FAA to make the most rigorous examination possible of the environmental impact this airport's expansion will have on the Greater New Haven area. Frankly I'm not sure what good it will do; the science has been settled when it comes to chemicals and pollution, we know that more and greater air traffic will have a serious and deleterious impact on people living in the area, and damage local wildlife and precarious marine and coastal ecosystems. In that sense the assessment is not determining it — it's essentially laying out what is known through common sense in an official document. We ought as a community and as a transparent democratic nation at the very least make a comprehensive record of what we know will occur when the expansion happens. In this way, when our descendants are dealing with our own greedy and shortsighted choices, they will at least have some sense of who it was that did it to them. Respectfully, Adrian Bonenberger	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about noise/vibration currently being experienced and increases and operations increase in the future see response to Frequent Public Comment #10. The EA found no adverse effect on coastal resource and wildlife - see sections 5.4 and 5.2.	no

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4/27/2023	PC	Derek Albert	1403	FW: Tweed	FYI Director Federal Aviation Administration New England Airports Division P: (781) 238-7603 C: (781) 539-4143 (best number) E: gail.lattrell@faa.gov From: derekalbert1@yahoo.com <derekalbert1@yahoo.com> Sent: Thursday, April 27, 2023 10:40 AM To: Lattrell, Gail (FAA) <gail.lattrell@faa.gov> Subject: Tweed Where is the environment impact statement? I went to the open house they had on April 1st about the tweed expansion and I proved that all the data the experts had was wrong. We dont need tweed to expand l. When they are so many other airports in the	For EIS, see response to Frequent Public Comment #1.	no
4/27/2023	PC	Jeff Bigda	1404	Tweed	I'm a current resident of East Haven, CT. 26 Foxon Hill Road EA is insufficient to know what the impact of the Tweed expansion would be for the surrounding communities and shoreline. Im requesting for the FAA to provide a full EIS study. Myself and my community are being impacted by the possible expansion of tweed. Thank you! Sent from my iPhone	For EIS, see response to Frequent Public Comment #1.	no
4/27/2023	PC	Gretl Gallicchio, 10,000 Hawks	1405-1407	Fwd: Request for extension of time to comment	Good afternoon, I am forwarding this email, originally sent on April 12, 2023. We have not yet received a reply, nor any acknowledgement of our request, and I want to be sure there was no error in its receipt on your end. Please see the attached letter. We look forward to your prompt response. Thank you, Gretl Gallicchio on behalf of 10,000 Hawks ---------- Original Message ---------- From: "hawks@10000hawks.org hawks@10000hawks.org" <hawks@10000hawks.org> To: "trafter@flytweed.com" <trafter@flytweed.com> Cc: "cheryl.j.quaine@faa.gov" <cheryl.j.quaine@faa.gov>, "gail.lattrell@faa.gov" <gail.lattrell@faa.gov>, "hvn-ea@mjinc.com" <hvn-ea@mjinc.com>, "ljv333@gmail.com" <ljv333@gmail.com>, "lianneaudette@gmail.com" <lianneaudette@gmail.com>, "vivawack@gmail.com" <vivawack@gmail.com> Date: 04/12/2023 1:59 PM EDT Subject: Request for extension of time to comment 	Regarding the request for a comment period extension, see response to Frequent Public Comment # 2 and Appendix D.	yes

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4/27/2023	PC	Catherine Suski	1408	Yes! Expand Tweed	Hi, I just got back from the airport after a flight on Avelo and it's a game changer for me. Living in Milford, I usually get the choice of nearly 70 miles to NYC airports or 50 to Bradley, adding 1.5 to 2.5 hours to most trips. That's pollution too! It's time for accessible air travel in this region. It's a benefit to both business and leisure travelers. Catherine Suski Milford, CT Sent from my iPhone	Support comment noted.	
4/27/2023	PC	Gabriela Campos	1409-1416	Fwd: Tweed NHVN Questions and Concerns shred w City Plan	<attorney.general@ct.gov <mailto:attorney.general@ct.gov> >, <fn-ceq-nepa@ceq.eop.gov <mailto:fn-ceq-nepa@ceq.eop.gov> >, <Looney@senatedems.ct.gov <mailto:Looney@senatedems.ct.gov> >, <alphonse.paolillo@cga.ct.gov <mailto:alphonse.paolillo@cga.ct.gov> >, <rosa.schedule@mail.house.gov <mailto:rosa.schedule@mail.house.gov> >, <richard_blumenthal@blumenthal.senate.gov <mailto:richard_blumenthal@blumenthal.senate.gov> >, <richard.doucette@faa.gov <mailto:richard.doucette@faa.gov> >, <gail.lattrell@faa.gov <mailto:gail.lattrell@faa.gov> > Please take note of all that was shared ahead of the EA draft to our version of the zoning board, City Plan Commission, in the attached PDF. This is just one of many instances of disregard for the knowingly inappropriate land use. The same concerns persist - nothing has been addressed. Things have only gotten worse. Mayor Elicker claimed at SCROG that residents concerns have been addressed. This could not be further from the truth - I have been so appalled by his behavior in this process. His office has ignored all of our concerns and even told a neighbor to call the airport that he didn't have anything to do with their late night scheduling of flights and the disturbances it causes. Mayor Elicker has repeatedly ignored our request for our laws which the FAA says are valid to be followed. He certainly has not returned my calls or notes on this - instead he had the then new Director, Tom Rafter, call me as a way to not have to answer me. At the time Rafter had just started his job and of course was not aware of our local laws or the previous communication the FAA had w former ED Scanlon. Yet another example of Mayor Elicker choosing to ignore residents and neglecting his sworn duties to serve the interest of the residents. Elicker added insult to injury when he spoke out against the process yesterday at SCROG and said that supporting an EIS should the FAA deem it necessary was an unreasonable amendment to make to a resolution he supported…. The resolution Elicker supported stated that SCROG supports the the findings of the EA draft - a document those voting admitted to not reading. This is a huge dereliction of duty… Matt Hoey who is a member of the TNHAA and a member of SCROG refused to entertain what the chairperson Cofrancesco had asked for, which was for the vote to be tabled until next month when more members were there. Hoey yelled a very loud and forceful NO! When I raised a point of information during executive session, which was that Tweed/TNHAA & the FAA could easily agree to o extend the Public Comment Period in order to accommodate the chairperson's request for more inclusivity. This seems to me like a blatant CEQ violation, not to mention that I think our AG should look into the lack of ethical behavior happening around this project. I agree with the EA Draft as noted in multiple places the current setting is "not compatible Land Use"	For EIS, see response to Frequent Public Comment #1. For flooding, see response to Frequent Public Comment #17. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. For concern about the nearest air quality measuring station see response to Public Comment #14. Regarding wetland impacts, please refer to Section 5.14 of the EA for clarification on impact acreage. Also for wetlands see Frequent Public Comment #19, and CTDEEP Comment Response #3 for wetland mitigation. Please refer to Sections 4.3 and 5.2 of the EA for biological resources and CTDEEP Comment Response #14 for listed species mitigation.	yes
4/27/2023	GO	Michael Luzzi	1417-1431	Town of East Haven - Comments on the Tweed New Haven Airport NEPA Draft Environmental Assessment - Runway 02-20 Extension and Terminal Expansion Program	To whom it may concern: Attached please find the following written correspondence. Kindly enter each into the public comment record with respect to the above referred matter. 1. Letter dated April 26, 2023 from the Honorable Joseph A. Carfora, Mayor, Town of East Haven, Connecticut; 2. Letter dated April 26, 2023 from Edward R. Lennon, Jr., Police Chief, Town of East Haven, Connecticut; 3. Letter dated April 26, 2023 from Christopher Rosa, Assistant Fire Chief, Town of East Haven, Connecticut ; and, 4. Letter dated April 26, 2023 from Michael J. Luzzi, Esquire, Town Attorney-Town of East Haven, Connecticut. Thank you. Michael J. Luzzi, Esquire Law Offices of Michael J. Luzzi, LLC Town Attoerney – Town of East Haven, Connecticut 1172 Townsend Avenue	See Response to TEH Comments #1-#29.	yes

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4/27/2023	PC	Linda Cummings	1432-1434	Public Trust & Health Depend on a Full EIS for Tweed	To HVN-EA Public Comments, As a life-long educator and resident of East Haven, CT. my home, health, livelihood and community are deeply threatened by the proposed expansion of Tweed airport. I strenuously OPPOSE expansion – and demand a full and transparent environmental impact study (EIS), as required by the FAA, to identify and evaluate the potential impacts this project will have now, and for future generations. I cannot turn a blind eye to its inevitable and costly loss of human health and public trust – as well as the environmental, economic, and psychosocial degradation of our communities. High-density residential communities, as well as endangered coastal wetlands, marine and wildlife species adjacent to Tweed depend on this habitat for our survival. We have co-existed with the Tweed as a small regional airport and made many accommodations in time and taxes to pay for its frequent flooding and environmental damage to our beaches, roadways and infrastructure – including the lack of proper storm water drainage, re-routing of Morris Creek and coastal erosion of our wetlands. The EA fails to identify potential wetland mitigation and provides no analysis as to how the airport expansion will impact flooding in the surrounding areas. As taxpayers and multi-generational residents, we cannot bear the economic and health consequences of this reckless and unnecessary expansion, especially when there are more cost-effective and environmentally sustainable solutions already proposed – such as expanded green-rail service to Bradley International airport, 45 miles to the north. What is particularly incomprehensible is how the existing EA omits or unjustifiably dismisses significant environmental and public health concerns and, without analysis, disregards prior and current laws and regulations, such as the 2021 State of Connecticut Executive Order No. 21-3 by Governor Ned Lamont's to curb climate change in CT effective immediately. https://portal.ct.gov/-/media/Office-of-the-Governor/Executive-Orders/Lamont-Executive-Orders/Executive-Order-No-21-3.pdf. In July 2022 Governor Lamont went further, enacting Public Act 22-25, https://portal.ct.gov/DEEP/Air/Mobile-Sources/Public-Act-22-25 <https://portal.ct.gov/DEEP/Air/Mobile-Sources/Public-Act-22-25> , a landmark new law that establishes statewide goals for zero-emission for by 2030. How does our state's "Clean Air Act" square with the substantial increase of GHG at Tweed by adding more flights, a new terminal and larger aircraft taking off and landing? Studies show passenger planes emits an average of 2 metric tons of carbon dioxide per hour, the sum total of one average car circling the globe twice! The Tweed Authority's overt violation of the intent of Public Act 22-25 is not only inhumane, it is possibly illegal and may constitute the basis, among others, for a class action lawsuit by citizens and residents of East Haven, an environmental justice community. There must be a full EIS before proceeding. Tweed's runway is currently 5,600 feet long because it is built in a marsh! This is why the Attorney General Tong of CT fought so hard in 2019 against expansion and defending existing state laws protecting the wetlands and coastal communities. The airport	For EIS, see response to Frequent Public Comment #1. For Environmental Justice community, see response to Frequent Public Comment #20. The EA is a federal NEPA document prepared in accordance with FAA Order 1050.1F. For concern about Health Effects, see response to Frequent Public Comment #24. No adverse effect on wildlife was identified - See section 5.2 of the EA. See section 5.14.1 of the EA for a description of wetland impacts and proposed mitigation. Additional details on wetland mitigation have been provided in Appendix L. Public outreach measures are described in Appendix D. The referenced taxiway projects are shown on the Airport Layout Plan, for long term planning purposes. The Proposed Action has independent utility from the referenced taxiway projects.	no
4/27/2023	PC	Derek Albert	1435	Where is the eis	what will be done about flooding? How will expanding tweed help with the traffic? How will expanding tweet and allowing more commercial jets help with the noise pollution that we already have? How well expanding sweet help the environment? I went to the open house on April 1st I asked the experts that were there I stumped every single one of them where's the data? Sent from Yahoo Mail on Android <https://go.onelink.me/107872968?pid=InProduct&c=Global_Internal_YGrowth_AndroidEmailSig__AndroidUsers&af_wl=ym&af_sub1=Internal&af_sub2=Global_YGrowth&af_sub3=EmailSignature>	For flooding, see response to Frequent Public Comment #17.	no
4/27/2023	PC	Maureen Moore	1436	FAA EIS: Tweed Airport Expansion	Connecticut residents and visitors to our state, spend hundreds of millions of dollars each year to swim, fish, sail, kayak, hunt and birdwatch. However at this moment 50 native bird species and 13 native fish species are listed as endangered, threatened, or of special concern due to air and water pollution, destruction of habitat and climate change. For those of us who live on or near the Connecticut shoreline, escalating storm flooding, coastal and wetland flooding, tidal surges and abnormally high tides are terrifyingly real, resulting in astronomical insurance premiums. Https://portal.ct.gov The biggest environmental issue in Ct. is climate change. "Climate change in Ct. has increased health concerns about diseases, clean air and water quality." People in Ct. will continue to " experience increased risks from precipitation, heat and drought due to climate change." Do aviation activities pollute the air and water? Does aviation accelerate climate change? Do bears....? Airplanes burn fossil fuels releasing CO2, lead, sulfur dioxide, nitrogen oxide, ozone, and particulate matter. Airplane contrails may seem harmless but they create a significant warming impact. Airports generate additional pollution hazards due to their extensive handling of jet fuel and de-icing chemicals contaminating nearby water bodies. Aircraft have become more fuel efficient however, overall emissions have risen as the volume of air travel has increased producing the highest and fastest growth of individual emissions. Our Changing Climate-Ct.gov: Challenges of climate change in Ct. " offer opportunities for innovative and resilient actions that target protection of the environment." A green economy " creates a new focus on the economy, capital and infrastructure, investment, employment and skills and positive social and environmental outcomes." Tweed Airport expanding in an Environmental Justice Community, in the middle of marshlands, along the fragile Ct. coastline is perilously and morally misconceived. The 2021 Tweed Airport Masterplan accepted by the FAA is flawed, misleading and deceptive making the EA insufficient in its assessment and need for an EIS crucial. Respectfully, Maureen Vener 61 Little Bay Lane Branford, Ct.	For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Regarding request for an EIS, see response to Frequent Public Comment #1.	no

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4/27/2023	PC	Sue Asher	1437	Tweed Expansion EIS	I am writing to support the request for a full EIS. I live on the shoreline in Branford and already I am kept awake late at night or awakened early in the morning by planes flying low overhead. During the day the noise is just as bad and more frequent. I have lived here for six years and I used to be so happy it was quiet. No more! The planes are loud!! They disrupt and disturb those of us who are unfortunate to live in their flight path. The least that could be done is an EIS conducted by a non-biased group. Sue Asher 42 Summer Island Rd. Branford, CT	For EIS, see response to Frequent Public Comment #1. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	no
4/27/2023	PC	Jack Callahan	1438-1439	HVN-EA Public Comments	To whom it may concern, Please find attached a letter regarding Tweed New Haven Airport's Draft Environmental (EA) of proposals to lengthen the runway and construct a new terminal. Regards, Jack Callahan	Support comment noted.	yes
4/27/2023	PC	Alan Haroskewicz	1440	Tweed Airport	As a concerned citizen, I cannot support the expansion of Tweed New Haven airport. Environmental studies are crucial to any construction project. The green consequences of Tweeds expansion needs to be fully vetted. Please do not expand the airport. Sincerely Alan Haroskewicz	Comment noted.	no

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4/28/2023	PC	Gabriela Campos	1441-1448	Fwd: Tweed NHVN Questions and Concerns shred w City Plan	Given that I did not a receive a receipt letter I am resending this email <attorney.general@ct.gov <mailto:attorney.general@ct.gov> >, <fn-ceq-nepa@ceq.eop.gov <mailto:fn-ceq-nepa@ceq.eop.gov> >, <Looney@senatedems.ct.gov <mailto:Looney@senatedems.ct.gov> >, <alphonse.paolillo@cga.ct.gov <mailto:alphonse.paolillo@cga.ct.gov> >, <rosa.schedule@mail.house.gov <mailto:rosa.schedule@mail.house.gov> >, <richard_blumenthal@blumenthal.senate.gov <mailto:richard_blumenthal@blumenthal.senate.gov> >, <richard.doucette@faa.gov <mailto:richard.doucette@faa.gov> >, <gail.lattrell@faa.gov <mailto:gail.lattrell@faa.gov> > Please take note of all that was shared ahead of the EA draft to our version of the zoning board, City Plan Commission, in the attached PDF. This is just one of many instances of disregard for the knowingly inappropriate land use. The same concerns persist - nothing has been addressed. Things have only gotten worse. Mayor Elicker claimed at SCROG that residents concerns have been addressed. This could not be further from the truth - I have been so appalled by his behavior in this process. His office has ignored all of our concerns and even told a neighbor to call the airport that he didn't have anything to do with their late night scheduling of flights and the disturbances it causes. Mayor Elicker has repeatedly ignored our request for our laws which the FAA says are valid to be followed. He certainly has not returned my calls or notes on this - instead he had the then new Director, Tom Rafter, call me as a way to not have to answer me. At the time Rafter had just started his job and of course was not aware of our local laws or the previous communication the FAA had w former ED Scanlon. Yet another example of Mayor Elicker choosing to ignore residents and neglecting his sworn duties to serve the interest of the residents. Elicker added insult to injury when he spoke out against the process yesterday at SCROG and said that supporting an EIS should the FAA deem it necessary was an unreasonable amendment to make to a resolution he supported…. The resolution Elicker supported stated that SCROG supports the the findings of the EA draft - a document those voting admitted to not reading. This is a huge dereliction of duty… Matt Hoey who is a member of the TNHAA and a member of SCROG refused to entertain what the chairperson Cofrancesco had asked for, which was for the vote to be tabled until next month when more members were there. Hoey yelled a very loud and forceful NO! When I raised a point of information during executive session, which was that Tweed/TNHAA & the FAA could easily agree to o extend the Public Comment Period in order to accommodate the chairperson's request for more inclusivity. This seems to me like a blatant CEQ violation, not to mention that I think our AG should look into the lack of ethical behavior happening around this project. I agree with the EA Draft as noted in multiple places the current setting is "not compatible Land Use"	Comment noted.	yes
4/28/2023	PC	Alana Haroskewicz	1449-1452	Fwd: Tweed NHVN Questions and Concerns shred w City Plan	Please see below submission. No confirmation receipt was received when it was sent. Thank you Begin forwarded message: > >> On Apr 27, 2023, at 1:48 PM, Gabriela Campos <Gaby.gabriela.ella@gmail.com> wrote: >> >> Please take note of all that was shared ahead of the EA draft to our version of the zoning board, City Plan Commission, in the attached PDF. This is just one of many instances of disregard for the knowingly inappropriate land use. >> >> The same concerns persist - nothing has been addressed. Things have only gotten worse. >> >> Mayor Elicker claimed at SCROG that residents concerns have been addressed. This could not be further from the truth - I have been so appalled by his behavior in this process. His office has ignored all of our concerns and even told a neighbor to call the airport that he didn't have anything to do with their late night scheduling of flights and the disturbances it causes. >> >> Mayor Elicker has repeatedly ignored our request for our laws which the FAA says are valid to be followed. He certainly has not returned my calls or notes on this - instead he had the then new Director, Tom Rafter, call me as a way to not have to answer me. At the time Rafter had just started his job and of course was not aware of our local laws or the previous communication the FAA had w former ED Scanlon. Yet another example of Mayor Elicker choosing to ignore residents and neglecting his sworn duties to serve the interest of the residents. >> >> Elicker added insult to injury when he spoke out against the process yesterday at SCROG and said that supporting an EIS should the FAA deem it necessary was an unreasonable amendment to make to a resolution he supported…. The resolution Elicker supported stated that SCROG supports the the findings of the EA draft - a document those voting admitted to not reading. This is a huge dereliction of duty… Matt Hoey who is a member of the TNHAA and a member of SCROG refused to entertain what the chairperson Cofrancesco had asked for, which was for the vote to be tabled until next month when more members were there. Hoey yelled a very loud and forceful NO! When I raised a point of information during executive session, which was that Tweed/TNHAA & the FAA could easily agree to o extend the Public Comment Period in order to accommodate the chairperson's request for more inclusivity. This seems to me like a blatant CEQ violation, not to mention that I think our AG should look into the lack of ethical behavior happening around this project. >>	Duplicate comment	no
4/28/2023	PC	Gabriela Campos	1453	Letter Receipt Notices	Why is it that some people get a confirmation receipt and I have yet to receive one for my EA letters? This seems a bit odd. Are we playing games? Or are we treating every letter equally as the law requires? Just tested this and it happened again. Another community member received a receipt and I have yet to receive any. This is quite disturbing And I would question the validity of this entire process given that people are not being treated equally. -- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	Auto-replies were provided as a courtesy. The situation described by the commentor was later corrected.	no

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4/28/2023	PC	Deborah Bradley	1454-1457	Fwd: NO TO EXPANSION-FINAL EMAIL	_____ From: Deborah Bradley <debbiebradley1003@gmail.com> Sent: Thursday, April 27, 2023 9:43 PM To: Lattrell, Gail (FAA) <gail.lattrell@faa.gov>; Richard.P.Douchette@faa.gov <Richard.P.Douchette@faa.gov>; cherly.j.quaine@faa.gov <cherly.j.quaine@faa.gov> Cc: hawks@10000hawks.org <hawks@10000hawks.org> Subject: NO TO EXPANSION-FINAL EMAIL I would like this put in as the EA comments! * I realize you all want statistics and actual facts, however, I feel it is important that everyone knows how our lives will be changed, how the future of East Haven will be changed, how the community will be forever changed. Living this-is Reality at this time is what I could provide. How can something be approved with only the "EA"--who ever did that has no clue. We need a FULL ENVIRONMENTAL IMPACT STUDY!!!!!! We deserve this!!! And not buy someone who will benefit $$$$, but from independent experts who know what they are doing. Hello, My name is Deborah Bradley. I live at 84 South End Rd, East Haven, CT 06512. My house is on the corner of South End Rd. and Silversands. Right across from the private road, Minor Rd, in which 1 resident spoke at the 4/1/23 meeting, and 2 residents spoke at the recent zoom meeting. I purchased my home on 12/26/85, I was 24 years old. I was aware of being under the short runway. This never bothered me until Avelo came into the picture. The effect this has had on my mental health, stress and anxiety is off the charts. I recently, last year, left a job that I had to leave due to stress of running a nursing home during and currently with COVID. I was planning an early retirement. But now, that is out of the question with the current situation at Tweed. I currently work a PT job on Hemingway, came home Saturday afternoon, sat at my computer and within 1 hour, 3 planes flew over my house. I like to relax and enjoy my time off on Sundays, that too is now ruined, as I count the planes coming and going. That weekend with all the diversions was	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For air quality, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For flooding, see response to Frequent Public Comment #17. See Frequent Public Comment #23 regarding property values. For traffic, see response to TEH #14 and TEH#15.	no
4/28/2023	PC	Joan Sayers	1458	Jet fuel particulates effects on waterways	My name is Joan Sayers and I have been a resident of East Haven for seventy years. I live at 6 Liberty Avenue and I'm writing today about my concerns about jet pollution in our water supply systems. I have been a hiker for over thirty years and a favorite tranquil spot(used to be) is Lake Saltinstall in Branford. Since Avelo came to Tweed there is nothin peaceful about this area as Avelo jets fly low over the lake. In the short amount of time thal hike, about an hour and a half, threes jets pass overhead. Benzene, toluene, ethylbenzene,and xylene are extremely toxic to all life and the cause of Enviromental problems. We all know that these carsinogens and small particulate matter are emitted from these jets but I didn't see any data in the recent EA concerning data on the safety of the drinking water. Not only am I concerned about the safety of the public drinking water from Saltonstall but the de-icers and runoff at Tweed go into the creek and make their way to Long Island Sound, where people fish and swim. We all know that these pollutants are not only toxic to humans but also reduce the oxygen level in the water and harm all aquatic life. Are there plans to sample the water at the lake and the Sound? Why wasn't this information included in the recent EA? The community needs answers to these questions and an EIS is required.	For EIS, see response to Frequent Public Comment #1. It is beyond the scope of the EA to take water samples, which would only described existing conditions without identifying sources of contaminants. De-icing runoff is discharged to the sewer system in accordance with applicable permits. No change do the disposal of the runoff is proposed. For concern about Health Effects, see response to Frequent Public Comment #24.	no
4/28/2023	PC	Anthony Russell	1459	EIS	We need the EIS to show everyone that our neighborhoods are being impacted by the noise and pollution!!! Sent from my iPhone	For EIS, see response to Frequent Public Comment #1.	no

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4/28/2023	PC	Maria DeAngelis	1460	Tweed Environmental Assessment Comment	After reviewing the draft EA, I want to voice my opinion in opposition of the airport expansion. I live less than 5-miles from Tweed and travel Route 142/Hemingway Ave on a daily basis, and would like to point out the frequency of it flooding. Often times a good stretch of Rt 142 is underwater, not because of a storm, but because it is a high tide. The fact that the airport runway needs to be built up is indicative of this reality. It begs the question of longevity. It appears to me that this expansion plan is not forecasted out long enough into the future, and the airport will likely be obsolete in a relatively short period of time based on the conditions, low elevation, and proximity to a body of tidal water. Where is the wisdom of a short-sighted investment. As a neighbor, I am already noticing substantially increased noise from the many Avelo flights currently operating from Tweed. It is common to be woken up, in the early morning and at night, from a plane flying overhead. And I am very concerned about the increased pollution and the effects of it on my health, and would like to see further study of this. I also want to know the plan to accommodate increased traffic. Furthermore, from my reading of the EA, it appears that this is not an expansion, but more accurately it is a redevelopment. When existing improvements need to be raised, runways need to be elevated and lengthened, and new obscenely large buildings and parking garages need to be constructed, and residences will be demolished, it is clearly an entirely new infrastructure — not an expansion. In my opinion, the EA is mislabeled. I am not an environmental expect, but living on the Shoreline I have learned much about the migratory birds throughout the seasons and the marine life, and it is obvious that they will be negatively impacted by both the construction and the expanded operations. I demand further investigation and analysis on the impact of the environment. Thank you from A Concerned Neighbor, Maria	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For flooding, see response to Frequent Public Comment #17. For birds, see response to Frequent Public Comment #18. For concern about Health Effects, see response to Frequent Public Comment #24. Chapter 1 of the EA describes the Proposed Action.	no
4/28/2023	PC	Robert Cote	1461	Tweed New Haven Airport	I see in the local newspaper that they are trying to get an impacted report for how Tweed New Haven Airport increased flights impact the town of Branford. I live in Branford 8 miles from the airport and loud, low flying jets are the new normal. I have filled close to 100 noise, low flying jet and sometime the smell of jet fuel complaints to Tweed New Haven Airport with on responds. My Uncle lives a half mile from the airport in East Haven. He says it's a lot louder at my house in Branford, 8 miles from the airport then at his house. The politician must live in other towns, if they lived in Branford they would have stopped this. Looking for help. Robert Cote	For increased noise levels, see response to Frequent Public Comment #11. For fumes/odors, see response to Frequent Public Comment #12.	no
4/28/2023	PC	Jules Scanley	1462	Re: calculating DNL levels	Hello Mr. King, Mr. Rafter, HVN-EA, McFarland Johnson, Mayor Carfora, Representative Paolillo, Lorena and Jean, I need a reply to the email below for my response to the Tweed New Haven Environmental Assessment. My first email on this was sent this Monday. I would agree that it should have been sent sooner but it is NOT a complicated question. McFarland Johnson: Please forward this email to your team that does noise analysis. I need to know how the DNL levels are calculated. I do not need to be told the equation for adding dB levels. I can look that up anywhere. I need to know if you add 10 dB to ALL measurements between 10 PM and 7 AM or only to noise events above a certain threshold or only to aircraft generated noise. BTW - If it is only added to aircraft generated noise then this is an impossible calculation for me. Several flights are not publicly available on Flight Aware, the Tweed website or other locations. Thank you for your assistance with this. Best Regards, Jules Scanley Lighthouse Rd. New Haven On Mon, Apr 24, 2023 at 1:50 PM Jules Scanley <jules.scanley@gmail.com <mailto:jules.scanley@gmail.com> > wrote:	The noise modeling uses Sound Exposure Level (SEL) as its base metric, which is the "noise dose" from a specific aircraft operation at a specific receiver location, derived from controlled field measurement data. In the noise model inputs, each flight is classified as "day" (7am - 10pm) or "night" (10pm - 7am). Nighttime flights are weighted the additional 10 dB. The computer model sums all SEL noise energy for an average annual day to arrive at the Average Day Night Sound Level (DNL) for that receiver, and does the same for a hundred thousand receiver points to derive noise contours. Similarly, calculating DNL from field measurements at a specific location also adds 10 dB to all sounds from 10pm to 7 am. Adding 10 dB to every 2-second sample at night has the same result, mathematically, as adding 10 dB to the SEL of every noise event and then summing the energy. Please see Appendix I for more information.	no

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4/28/2023	PC	Petrina Yoxall	1463-1465	Fwd: Loud plane and excessive fumes	-----Original Message----- From: east.haven.friends@gmail.com To: talia0303x@aol.com Sent: Fri, Apr 28, 2023 7:47 am Subject: Re: Loud plane and excessive fumes Thank you so much for all of your work. With the clock running out, please forward and include the HVN-EA@MJinc.com in every email so that it's part of the final record. On Apr 28, 2023, at 7:42 AM, talia0303x@aol.com wrote: Mr. King, I am pleased to hear the problem with Veoci has been solved, now I can report the two arrivals that woke us during the night. I originally wrote on March 12, 2023 regarding the planes behind the terminal: Sun, Mar 12, 2023 3:55 Plane running up next to the terminal. Excessive noise and fumes. A higher concentration of homes being subjected to this situation. Why are the larger planes starting near the terminal? This is a fairly new practice. The planes in this area are most	For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12.	no
4/28/2023	PC	Deborah Bradley	1466-1468	NO TO TWEED EXPANSION	I would like this put in as the EA comments! * I realize you all want statistics and actual facts, however, I feel it is important that everyone knows how our lives will be changed, how the future of East Haven will be changed, how the community will be forever changed. Living this-is Reality at this time is what I could provide. How can something be approved with only the "EA"--who ever did that has no clue. We need a FULL ENVIRONMENTAL IMPACT STUDY!!!!!! We deserve this!!! And not buy someone who will benefit $$$$, but from independent experts who know what they are doing. Hello, My name is Deborah Bradley. I live at 84 South End Rd, East Haven, CT 06512. My house is on the corner of South End Rd. and Silversands. Right across from the private road, Minor Rd, in which 1 resident spoke at the 4/1/23 meeting, and 2 residents spoke at the recent zoom meeting. I purchased my home on 12/26/85, I was 24 years old. I was aware of being under the short runway. This never bothered me until Avelo came into the picture. The effect this has had on my mental health, stress and anxiety is off the charts. I recently, last year, left a job that I had to leave due to stress of running a nursing home during and currently with COVID. I was planning an early retirement. But now, that is out of the question with the current situation at Tweed. I currently work a PT job on Hemingway, came home Saturday afternoon, sat at my computer and within 1 hour, 3 planes flew over my house. I like to relax and enjoy my time off on Sundays, that too is now ruined, as I count the planes coming and going. That weekend with all the diversions was HORRIFIC. The fog is NOT going away from this area, this entire situation AS IS, is one big accident waiting to happen. I realize it is all about the $$$ for Tweed and its investors--who do not live anywhere near Tweed, but this airport is in the middle of a residential community!!! How many homes will be taken? Will my home be taken? I can only picture an runway expansion in my backyard. I cannot afford to sell my home, it is not worth very much, I PAID my mortgage off 15 years ago. My home will either be taken, or I will be forced to live with the damage the rest of my life. I have no money for another piece of property, nor can I afford another mortgage. I am currently not working full time, but I am going to have to return, so much for early retirement. So many issues: Safety-includes air pollution : As shown with all of the diversions the other weekend. Again, the Fog is NOT going away, and it will continue to be a safety hazard forever, and you want to expand the number of flights????? From my front window, as planes are landing, I could literally look out my window--count all the wheels on the plane and all the lights. That is not an exaggeration. I live right on the flight path, as do many others. How long before a plane comes crashing through one of our homes??? I	Duplicate comment. See response to Comment # 474.	no
4/28/2023	PC	Jennifer Good	1469-1470	Tweed Environmental Assessment	To Whom It May Concern, Please see attached letter concerning the Tweed Environmental Assessment. I'm happy to discuss further if helpful. Jennifer Jennifer Good President & CEO O: 203 304 2499 | D: 203 903 9897 | Time zone: EST 195 Church Street, Floor 16, New Haven, CT 06510 www.trevitherapeutics.com DISCLAIMER: This email message and any attachments hereto are confidential and are intended solely for the information and use of the intended recipient(s). If you are NOT an intended recipient (or authorized agent), you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by return e-mail or telephone and delete and destroy all copies of the original message from your files. ----	Support comment noted.	yes

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4/28/2023	PC	Jules Scanley	1471-1472	Re: calculating DNL levels	Excellent, Thank you! Very easy. Best, Jules On Fri, Apr 28, 2023 at 8:48 AM Andrew King <AKing@avports.com <mailto:AKing@avports.com> > wrote: Good morning, Jules. This is from our team. "Luckily, this is very straightforward. Whether DNL is measured or calculated by computer, any sounds from 10pm to 7am are increased by 10 dB. The math works the same to add 10dB to instantaneous levels (like the maximum) or to time-averaged levels (like event Leq or hourly Leq)" Hope this helps. Andrew King HVN Community Liaison C +18326239051	Refer to Comment #480.	no
4/28/2023	PC	Kathy Battista	1473-1475	letter regarding Tweed Airport EA	Please find attached a letter regarding my concerns. I would appreciate a prompt response. Sincerely, Dr Kathy Battista _____ April 28th, 2023 To all involved in Tweed EA, Re Tweed Airport Expansion I write regarding the Tweed Airport proposed expansion. I am a resident of the Short Beach community, which is located just 1 mile from the airport in question. My name is Dr Katherine Battista. I am an art historian, curator and published author. I work with major museums, galleries and non-profits and I travel several times a year, both nationally and internationally for work. I am a native Nutmegger, having grown up in Meriden, CT. After over a decade in the United Kingdom and then in New York City, I bought a home in Branford in 2012. My decision to move to Branford was entirely based on the pristine nature nearby: hiking trails, kayaking opportunities on rivers and most importantly, the Long Island Sound, as well as the wonderful beaches. I bought this house to get away from the noise of the city, including the endless flow of airplanes overhead. As I understood from my realtor in 2012, there was a MOA limiting the number of flights over Tweed for 20 years. The fact that this was overturned in 2019 is very disturbing to me as a citizen of this community for over a decade. I work from my home office and the increased flight traffic is already a violation of the quiet and peaceful enjoyment of my home. In addition to the daytime flights, there have been several airplanes flying overhead, which disturbs my sleep and has affected my health. When I cannot sleep it greatly affects my ability to work the next day. It also leads to depression and anxiety, which I am now medicated for. The insomnia and fatigue have been exacerbated by the flights taking off and landing at Tweed. Air monitors placed by citizen scientists have registered airplane noise as high as 90.5 decibels, far above the acceptable noise standards set by the FAA. Currently 70% of Northern Arrivals circle over my home in Branford and this is expected to increase by 2.5 times, according to the EA draft. In addition to the noise, current air emissions data has registered high levels of NOx 7.7, which is higher than the minimum acceptable levels established by the EPA.	For EIS, see response to Frequent Public Comment #1. For noise ordinance violations, see response to Frequent Public Comment #4. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA.	yes
4/28/2023	PC	Kim Zolvik	1476-1478	Re: Tweed Environmental Assessment Public Comment Period	Please include this letter in the EA public comments. Mr. King, Mr. Rafter, Thank you for your delayed response. With all due respect, you haven't answered all of my concerns. This is representative of the treatment the residents of the towns surrounding Tweed have consistently been afforded. Virtually none. Last year, I asked then TAA Director Sean Scanlon to join me at my home in hopes of discussing what we're experiencing. Maybe a jet or two would fly over demonstrating the experience. He declined claiming his busy schedule campaigning for comptroller (conflict of interest?). This after he reached out to me wanting to talk. Mr. Scanlon claims he knocked doors but every person I talk to has never heard from him. I'll add here I have yet to receive a response from anyone at Tweed nor the FAA regarding the numerous noise, air quality and safety concerns I've reported thru the Community Concern website. Where do any of them stand? Regarding the public meetings, or rather, lack of. There just have not been enough. We've been sequestered into tiny boxes to watch a countdown in a virtual space that doesn't allow for questions to be answered. When the few in-person meetings have occurred, same gig. I include the April 1st Open House as one of those that we couldn't ask questions, though I tried. And with every question, I was directed to submit a public comment. Lots of pointing to boards but not one question answered. Regarding "The April 1 public meeting recording is virtually inaudible rendering it inaccessible.", it has not been added to the website and you haven't responded to this ask, even to decline. In today's tech world, this is truly low-hanging fruit (especially with a stenographer recording the speakers) and could have easily been added, furthering community engagement. Many people I've spoken to who couldn't attend the meeting due to kid's sports, readying for holidays, other commitments, tried to view this video, strained to hear and understand, then gave up. Regarding documents in Spanish. Why hasn't Tweed made these available in the second most spoken language in this town, state, country? Again, low-hanging fruit. Not having these documents in Spanish for a project that will be the most transformative ever for this county leaves people in the dark and uninformed. I don't know what data was used to determine if these documents are legally required to be translated but whatever it was, it's inaccurate. To the FAA, please move to an Environmental Impact Statement on this project. The surrounding communities - people, families, workers (you want us healthy, right?) children, mothers, fathers, siblings, uncles, grandparents, friends, and on - have not been thoroughly and meaningfully engaged, considered, supported and informed in the process for a project that will forever change our towns, our quality of life and our meaningful enjoyment of our properties.	Comments regarding Mr. Scanlon are noted. Comments submitted through the Community Concerns website are outside of the EA process. The Public Outreach events are further described in Appendix D. Note that project representatives and subject matter experts were available for questions and answers for a 3 hour period during the April 1 event. The transcript of the hearing and the video recording were made available on the project website tweedmasterplan.com. See response to Frequent Public Comment # 21 regarding Spanish translation of documents. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. Regarding request for an EIS, see response to Frequent Public Comment #1.	no

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4/28/2023	PC	Gritli Rabin	1479	Tweed Airport Expansion	I live in Branford right over the border of East Haven, near Short Beach. I recognized over the last two years how many more low flying airplanes come over our house. The noise is disturbing and I worry about the air pollution, especially that our air is so polluted without the airport. There are many evenings, especially in the summer, when the air smells really polluted around here. Thinking about our abused environment, I really find the idea of expanding the airport, near the delicate wetlands, a crazy idea and hope somebody will stop it for the good of the people and for our precious environment, and generations to come. Sincerely, Gritli Rabin 203 376 9667 <http://www.avg.com/email-signature?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=webmail> Virus-free.www.avg.com <http://www.avg.com/email-signature?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=webmail>	For noise/vibrations, see response to Frequent Public Comment #10. For concerns about air quality, fumes and odors, see response to Frequent Public Comment #12. Published approach procedures are utilized by aircraft approach HVN.	no
4/28/2023	PC	Mary Turcio	1480	Tweed expansion	I can't begin to tell you how this expansion and large plans have absolutely effected our lives , I live on burgess st in east haven and the noise level planes taking off make is horrifying, my windows rattle and it sounds like the plane is coming right through my bedroom ! It's so scary !! I am 68 years old and have lived here for 38 years and have never experienced anything like this . The smell from the fumes of those planes is obnoxious! I can't even enjoy sitting outside on my deck . I am so worried of the health effects this expansion is already having on us , and can't even imagine when the cars from the new terminal (which will be right in front of my house) and more larger planes come ! I beg you to reconsider this expansion. How would you like to be sleeping at 11:30 at night and to be woken up by the roar of plane taking off 100 yards from you , sounding like a plane coming through your bedroom ? How would you like it if you were enjoying a simple day outside and then have to run inside because of the smell of jet fuel permeating the air you breathe ? And even at that when I go inside it still permeates the inside of my house too ! Not to mention the wildlife here all be pushed into my backyard! We need people who care about our quality of life here not the almighty dollar . Please please reconsider this plan for the sake of everyone in this area . I want to love living here again . Sent from my iPhone	For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. Biological Resources (including wildlife) are described in Section 5.2.	no
4/28/2023	PC	Christen Richard	1481	No to expanding tweed	> Hello, > I am an East Haven resident and I am greatly upset over the proposed expansion of Tweed. When I bought my house in 2020, Avelo was not there yet. Right now, I can clearly hear the planes roaring over head. When I go walking on Cosey beach ave, I can taste the exhaust when the planes fly over. That means they are also polluting the Sound, our wetlands, the animals and me! > > The report now states that there will be 4000 parking spaces instead of 1600 and there will be 19 acres of wetlands removed?!? That is insane. It already floods so bad that I can't get past the intersection of Hemingway and Short Beach rd, to leave my neighborhood. Where will all that water go? Please stop this expansion. Everyone but East Haven will benefit. > Thank you > Christen Richard, LCSW > 61 Henry st > East Haven, Ct 06512 > > Sent from my iPhone	For fumes/odors, see response to Frequent Public Comment #12. For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19.	no

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4/28/2023	PC	Gabrielle Firth	1482-1483	letter requesting more extensive testing be done for Tweed Expanison.	hvn-ea@mjinc.com SaveourshorelineCT@gmail.com Gail.lattrell@faa.gov Cheryl.j.quaine@faa.gov 04/29/23 To Whom It May Concern, I am writing this letter to encourage a more intensive study be done on the effects of the expansion of the Tweed NH Airport. My concerns have to do with the environmental effects of the expansion, which will no doubt pose a threat to the marsh ecosystems of the Farm River and further down the Shoreline. After attending a Public Hearing , held by the airport, it was obvious that the people in favor of the expansion have a bias approach in their best interest. With global warming and so many other factors we face today, I would like a more extensive study on the potential health effects that may affect young children, pregnant mothers, asthmatics, etc.. Please take into consideration the effects of this air traffic and large jets on a small shoreline community. Thank you so much, Gabrielle Firth Branford, CT	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about the study area, see response to Frequent Public Comment #3. The aircraft fleet reasonably expected to utilize HVN is considered throughout the EA.	yes
4/28/2023	PC	Marian Lucibello	1484	Fwd: Environmental Impact Statement for Tweed New Haven Regional Airport	Sent from my iPhone Begin forwarded message: From: Marian Lucibello <lucibellom1953@sbcglobal.net> Date: March 30, 2023 at 9:12:53 PM EDT To: gail.lattrell@faa.gov, katie.dykes@ct.gov, HVN-EA <HVN-EA@mjinc.com> Cc: hawks@10000hawks.org Subject: Environmental Impact Statement for Tweed New Haven Regional Airport We respectfully request a more comprehensive EIS in order to fully determine the implications to our neighborhood of the expansion of Tweed New Haven Airport. We have many specific questions that need to be answered, but our main concern is the indoor quality of the air in our home. My husband is a Marine Corps disabled veteran, serving proudly in Viet Nam earning a Purple Heart. Since Tweed has ramped up its departures and arrivals, he has developed a persistent, nagging, mucus-filled cough. His doctor's are unable to determine the cause of this coughing. We have tried changing his inhalers, using OTC medications for cough/mucus/allergies, all to no avail. The constant coughing persists. I look forward to hearing from you to make an appointment to come into our home with the proper testing equipment to evaluate the indoor air quality. By the way, we have lived here since 1978.	For EIS, see response to Frequent Public Comment #1. Evaluation of indoor air quality is beyond the scope of the EA.	no
4/28/2023	PC	John A Gallalee	1485	Environmental Assessment	To Whom It May Concern: I am strongly opposed to letting the airport expansion go forward without an Environmental Impact Statement, for the following reasons: 1. We don't need an expanded airport. Bradley airport is less than an hour away. 2. Neighbors of the airport are already suffering SIGNIFICANT environmental effects of the increased number of flights since Avelo began operations. 3. The project is smack dab in the middle of an environmental justice community. 4. Wetlands would be negatively impacted. 5. Migratory birds would be negatively impacted. 6. Noise from the jets is horrendous already and would increase markedly. 7. High rates of respiratory illness, especially asthma, would be worsened. 8. Property values for miles around would decrease. 9. Water pollution from runoff, especially de-icing, would harm Long Island Sound. 10. Traffic congestion would be very bad. 11. The project is in close proximity to multiple schools, parks and open spaces, as well as the waters of the Sound. All of these would be SIGNIFICANTLY affected by the expansion of the airport. (I am a child psychiatrist and the importance of getting children outdoors, in nature, cannot be overestimated.) The greed of the few should not outweigh the well-being of the many. Thank you for your consideration, and thank you in advance for doing what's right. Sincerely, John A. Gallalee, MD Branford, Connecticut	Regarding Bradley - As described in Chapter 2, HVN has no ability to control passenger travel decisions. Directing people to other airports would not address the Purpose and Need. See response to EPA comment #1 for baseline conditions. For concern about Noise, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Property Values, see response to Frequent Public Comment # 23.Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Schools and parks are identified in Chapter 4 of the EA. Potential impacts on those resources are described in the relevant resource categories in Chapter 5. For wetlands see Frequent Public Comment #19. For migratory birds, see Frequent Public Comment #18.	no

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4/28/2023	PC	Martha Valdez	1486	Avelo Noise Complaint	Good afternoon, My name is Martha Valdez, and I am a resident of 182 Beach Avenue, East Haven, CT 06512. I had previously had an email conversation with Sean Scanlon regarding the level of noise the Avelo planes generate and what was being done about it. Since he has left, there has been no communication from anyone at the Avelo or Tweed. The noise inside my house is unbearable, it has impacted my sleep, my peace of mind, and my work. The plans wake me up at night, I can never get a full night's rest; when I am on a conference call even with all windows closed, I am unable to hear the person on the other side of the call impacting my work, as this has caused me to miss critical information being shared. We are unable to watch TV without interruption, since the Avelo flights are so loud. Our house does not have central air conditioning, must keep our windows open and being on the direct flight path I am dreading the summer, since the noise will be unbearable and will scare my grandchildren. My grandson cries every night when he visits because the planes wake him up at night, even now with the windows closed. Can you imagine when the windows are open how the noise will be? What is being done to mitigate the level of noise? How will you ensure the planes stay within the required/legal decibel levels? Will you be conducting studies to monitor the impact of this noise on both adults and children? How is the noise and light pollution impacting the wildlife including the fish? I know none of these questions were answered in the study Tweed paid for, however, I am calling on the FAA to conduct a full environmental study (EIS) Looking forward to receiving answers to these questions. Regards, Martha Valdez	For noise mitigation, see response to Frequent Public Comment #10. For EIS, see response to Frequent Public Comment #1.	no
4/28/2023	PC	Martha Valdez	1487	Avelo Pollution	Good afternoon, My name is Martha Valdez, and I am a resident of 182 Beach Avenue, East Haven, CT 06512. I am writing this letter to request the FAA conduct a full and thorough environmental study (EIS). Our house is on the take-off and landing path of the Avelo flights. The air pollution generated by the Avelo planes leaves a greasy film on our cars, having our cars constantly being dirty and who knows what these chemicals are doing to the paint, etc is bad enough, but the thought that we are constantly exposed to these chemicals is frightening. I am asthmatic, my grandsons are asthmatic and breathing the polluted air will just make us sicker. What will the future hold for my grandchildren and me? In addition to our health, due to the pollution we have decided to forego our vegetable garden. We cannot in good conscience eat vegetables that are constantly being sprayed with jet fuel and other chemicals. What is the impact of these chemicals on farming? Is the jet fuel residue penetrating the soil? What are you doing to mitigate this issue? I didn't have a large farm, but I grew enough vegetables to last my family through the summer and fall; I would like to be able to grow vegetables again. What is the impact of so many flights on asthmatics? How will the increase in the number of flights decrease my breathing ability and life expectancy? and most importantly what are you doing to fix this? I am calling on the FAA to conduct a full environmental study (EIS) to determine the impact of jet fuel and other chemicals on the health of vulnerable populations, including but not limited to asthmatics, farming, wildlife including fish. Looking forward to receiving answers to these questions. Regards, Martha Valdez	For EIS, see response to Frequent Public Comment #1. For concern about Air Quality, see response to Frequent Public Comment # 12. For concern about Health Effects, see response to Frequent Public Comment #24. Biological resources are described in Section 5.2.	no
4/28/2023	PC	Karen Kernan	1488	On behalf of the generations to come	Dear Colleen D'Allessandro, This letter is not a protest to the expansion of the Tweed airport, but a sincere and urgent request for an Environmental Impact Statement in order to identify and prevent avoidable and irreversible errors. There is always a better/worse option, and in this case, you have the power to chose for the highest good. There is no debate that this project will impact air quality, noise pollution, the eroding coast, and struggling wildlife. And it will cause an inevitable reduction in the current affordable housing in the area around Tweed. Much of this is true of almost all development. But it's now up to you how much damage will be done or prevented. So I strongly urge the FAA to ensure that however this expansion be done, the project: *Results in the least harm possilbe to the community and the environment, and *Considers the future, because all these issues are becoming increasingly urgent Preparing an Environmental Impact Statement at this late point is an imperative to ensure the best possible outcome. I see this as a responsibility, both practical and ethical, of the members of FAA who are reviewing these letters from a deeply concerned community. They are concerned for the quality of their own lives, yes, but also for those of generations to come. Please imagine that you live in the area of the proposed expansion and consider the power you have to reduce the preventable damage this development will certainly do without that more thorough assessment. Please give your power to prevent harm equal weight to the pressure from those who will profit from a speedier approval but will not have to live every day with the results of your decision. Sincerely, Karen Kernan 576 Leetes Island Road Branford, CT 06405	For EIS, see response to Frequent Public Comment #1.	no

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4/28/2023	PC	Gale Zucker	1489-1490	EIS needed for Tweed Airport ASAP!	Hello, As a local resident of the area affected by Tweed New Haven Airport in Connecticut and the proposed expansion, I urge you, the FAA, to require an Environmental Impact Statement to scientifically quantify the effects of the proposed airport expansion on our air quality, on the marine life, on the water quality in Long Island Sound, on the sound quality, on the flood plain, and on our community life. I am writing to tell you of my concerns, observations and experience as a resident of the Short Beach section of Branford CT, 3 miles from the airport. I have owned my home here since 1992, have raised two children here and now have three grandchildren in the neighborhood. I am concerned for their health and well being. As the population has grown, route 142 aka Short Beach Road has remained a busy road with one lane in each direction. The roads approaching Tweed from the west and north are similarly crowded at present. How will increased airplane arrivals and departures and their correlating increased vehicles on our roads be accommodated? What about the pollution this will generate? How will our safety be insured? What about access to emergency services for both the airport and the surrounding community? Of great concern is Route 142/aka Short Beach Road as it intersects Coe Ave/Hemenway Ave enroute to Tweed Airport from the east, about 1.75 miles from my home. There are frequent floods. It is not unusual for there to be impassable flooding several times a month year round, not just during heavy rains . It floods with moderate rains that coincide with high tide an/or winds. A severe weather event does not need to be happening to have the road completely submerged. It is unfathomable that this was ignored in the EA released earlier this year. Instead, this intersection was suggested as an "alternative route" in bad weather to get traffic to and from the airport. It is not likely to be passable. I am concerned about the air quality in our community with increased air traffic so close to a dense population, with increased risk of asthma in children and respiratory challenges to adults . I want to know what levels of particulate from air traffic and vehicular traffic can be expected, and how they will be monitored and mitigated. What kind of effects will the expansion have on the ozone level? The EA did not quantify its findings scientifically with evidence based data. We need an Economic Impact Statement based in scientific data collected and quantified in our community—not computer modeling that leaves out critical factors. I would like to know what the environmental impact of Tweed 's expansion will be on our waterways , specifically Morris Creek, Long Island Sound, the Farm River and the water along Lighthouse State park. Will we still be able to swim, fish, boat safely? What of the endangered marine life, plants and birds in our area? Also large in my concerns is how the filling in of acres of wetlands to accommodate the expansion will affect our area. How will the fill be brought in to the site? What is the environmental impact of the traffic to haul in that much fill? How will the fill affect the floodplain? Has the Army Corps of Engineers approved a plan of this magnitude? Will our local waters be contaminated by runoff from fill in this specific aspect of the proposed expansion?	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19. For traffic analysis conducted , see Appendix K for the Traffic Study included in the EA. For flooding, see response to Frequent Public Comment #17. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about Air Quality, see response to Frequent Public Comment # 12. Agency coordination conducted to date is summarized in Appendix D. Applicable permits will be obtained prior to construction. Construction of "fast and clean" transportation to other airports would not address the Purpose and Need (see Section 2). For wildlife and aquatic species, see Section 4.3 and 5.2 of the EA.	no
4/28/2023	PC	Jean Perry Phillips	1491	Draft Environmental Assessment for Tweed New Haven Airport	Please confirm that documents submitted to this email address will be accepted even if the file size is many MB. Please also confirm that documents submitted to this email address via the use of a "sharefile" or similar system will be accepted. Thank you, Jean Perry Phillips _____ Jean Perry Phillips Attorney Pullman & Comley LLC 90 State House Square Hartford, CT 06103-3702 T 860 424 4368 • M 860 918 5274 • F 860 424 4370 jphillips@pullcom.com <mailto:jphillips@pullcom.com> • www.pullcom.com <http://www.pullcom.com/> V-card <http://www.pullcom.com/vcard-200.vcf> • Bio <http://www.pullcom.com/attorneys-200.html> • Directions <http://www.pullcom.com/contact.html> <https://ftp.firmseek.com/pullman/images/pc100_logo_250px.jpg>	Comment noted	no
4/28/2023	PC	Lori Foster	1492-1495	EIS Needed at Tweed New Haven Regional Airport	The noise level from my residence at 24 Uriah Street, New Haven, CT 06512 to the end of Tweed runway 2 is roughly 500 feet. The attached picture is what I do everytime one of the Avelo jets (737-700 and 737-800) or a Lear Jet owned by a private owner being from from Tweed flies adjacent to my home. I'm appalled that an EIS is not being considered and we need to beg for one. The last EIS was done 1999...25 years ago. This requested EIS MUST contain the larger 737-800 jet, which isn't even supposed to be flying out of Tweed at this time. The 800 series was only to start departing Tweed upon the expansion of the #2 runway. Considering all future flights into Tweed New Haven Regional Airport, all privately owned aircraft, since 1999 that has flown into Tweed, all Lear jets and all future freight aircraft MUST be outlined in this requested EIS. Please review the attached decibel level reading at my home property. These jets are deafening, and I am losing my hearing. My quality of life has been destroyed. The Tweed General Aviation Noise Abatement Guide is not being regulated. Avelo planes land all hours of the night. Flights have arrived at 2:51a. Exemptions The following categories of aircraft are exempt from the Noise Ordinance: • Aircraft operated by the Federal Government, State of Connecticut or any county or city in Connecticut. • Aircraft used for emergency purposes during an officially proclaimed emergency. • Civil Air Patrol aircraft engaged in a search and rescue mission. • Aircraft which require a landing or take-off for the preservation of life or property. Run-Ups, Ground Power Units, Auxiliary Power Units • Engine Run-Ups shall be conducted only in designated locations. Contact Airport Operations for more information. • Engine Run-Ups, the use of GPUs and the use of APUs are prohibited between the hours of 10:00pm-7:00am, except those essential to the operation of a scheduled	For EIS, see response to Frequent Public Comment #1. For concern regarding 737-800 operation see response to Frequent Public Comment #7. For noise/vibrations, see response to Frequent Public Comment #10. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA. For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For noise ordinance violations, see response to Frequent Public Comment #4.	yes

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4/28/2023	PC	Larry Bee	1496	Tweed NHV airport EIS	Hello, The environmental assessment, that was prepared for Tweed new haven airport is lacking in many important aspects in its content. There is no noise data only computer modeling. Why wasn't there any data collected, seems New haven has noise statutes in place, aren't these valid? Why is the airport allowed to operate regularly outside of the FAA guidance for operating times and level of noise? The air pollution data is inconclusive and without a complete picture. Is there a plan to collect more complete data? The operation of this small airport during fog and or wet runway events is extremely problematic as most flights need to be diverted as the pilots are unable to successfully land the planes and must divert and typically return to their origination point and/or another airport hours away. It seems that the airline is landing planes of a size "737-800" of which they committed to not bring to HVN because they are too large for the facilities and to do so would not be without peril. How is the airport allowed to land such large aircraft on this short runway? The lengthening of the existing runway at HVN, will disrupt numerous natural resources which are already at risk with regard to existing environmental regulations/goals. It is also apparent that the elevation of the airport puts it at risk for substantial flooding events now and in the future. Has the CTDEEP been involved with this process? Has the State Aquaculture division been consulted on any shoreline impacts? Has the corp of engineers been consulted with regards to any work being done within the coastal water ways and how flooding concerns will be addressed, both on site and offsite as a result of the airport infrastructure project? I believe that the finding of the EA are incomplete and the need for a full Environmental Impact Statement is warranted with inclusion of all relevant information and data. I would like my letter included in the EA comments. Larry Bee 20 Church Street	For EIS, see response to Frequent Public Comment #1. For field measurements not taken, see response to Frequent Public Comment #9. For concern about Air Quality, see response to Frequent Public Comment # 12. For low visibility concerns, see response to Frequent Public Comment #8. For 737-800 operations see response to Frequent Public Comment #7. For concerns about flooding, see response to Frequent Public Comment #7. Agency coordination, including CT DEEP is described in Appendix D. Further, CT DEEP, the EPA, and the Corps of Engineers have all provided comments. No shoreline impacts were identified. No work in coastal waterways are proposed.	no
4/28/2023	PC	Kevin Buterbaugh	1497-1498	Comments on Tweed Environmental Assessment	This email is to request a complete environmental impact statement as part of the expansion of Tweed. Below is my commentary. Dr. Kevin Buterbaugh 222 Lighthouse Road New Haven, CT 06512 The Tweed Environmental Statement argues that expansion will lead to less emissions not more. The idea appears to be that since planes can be filled to a higher capacity - fewer flights will occur. However, the object of the expansion is to allow larger planes and more of them over time. Thus, the expansion will not mean we have a lower rate of emissions but higher. The report does not provide any information for how the above stated conclusion was determined. There is no evidence that an attempt to model future pollution was done or that any type of study was done to assess what an expanded Tweed would do to human health. The idea that a bigger Tweed would have no adverse impact on health - without any real evidence - is on its face flawed. Below is what science knows about airports and air pollution and their effects on human health. Aircraft are significant polluters and these pollutants have health effects. One of the primary sources of pollution from aircraft is ultra-fine particulate matter. As a recent Massachusetts report stated: Ultrafine particles (UFPs) are also important to consider because they are the major particulate fraction emitted from aircraft engines. In addition, UFPs are capable of efficiently carrying and transporting large amounts of absorbed or condensed toxic air pollutants into the respiratory tract."	For EIS, see response to Frequent Public Comment #1. Chapter 2 describes reasonably foreseeable air traffic projections for 2026 and 2031. For concern about Air Quality, see response to Frequent Public Comment # 12. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative impacts are described in Section 5.15 of the EA.	no
4/28/2023	PC	Gabriela Campos	1499-1501	Re: Letter Receipt Notices	Multiple community members are reporting this to be an issue It should be an equal automatic reply for every single letter Not a random email after the fact that I got this afternoon - which was just a sentence or two… This is what another community member received last night immediately after sending a letter Everyone's letters should all receive the same immediate reply I searched my email for letters from HVN-ea all I had were the meeting notices. I will look again…. Nevertheless it is very concerning that this is happening. Gabriela On Fri, Apr 28, 2023 at 8:39 AM Andrew King <AKing@avports.com <mailto:AKing@avports.com> > wrote: Good morning. Thank you for your email. So that we can better understand what is happening, could you please confirm that you have checked your spam filter. Secondly, if that doesn't reveal an issue, would you please screen record a submission? Lastly, could you please send me you last submission? Thank you for bringing this to our attention. Andrew King	All public comments submitted during the HVN Draft EA 60-days public comment period were received and are included as part of Appendix D in the Final EA. The automatic reply was generated by Outlook. Additional courtesy email confirmations were sent on 05/01/2023.	no

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4/28/2023	PC	Darlene Piscitelli	1502	Getting our emails?	Just curious-does everyone who sends a EA letter to you - are you sending a response or automatic response that it was received to every email? Seems some people get a response on maybe one but many of us have not gotten any type of response. I know there's a lot of emails sent but this Tweed expansion has a lot we are concerned about that effects our lives everyday . An EIS is important and we want to make sure all our letters on read, concerns heard and been received . I just need to know if we didn't any type of response does that mean our letter was not received. Thank you for your time Darlene Sent from my iPhone	All public comments submitted during the HVN Draft EA 60-days public comment period were received and are included as part of Appendix D in the Final EA. The automatic reply was generated by Outlook. Additional courtesy email confirmations were sent on 05/01/2023.	no
4/29/2023	PC	Gabriela Campos	1503-1508	Fwd: Deforestation of at risk species taking place Now	To Whom It May Concern The EA Draft presented by Mac Farland Johnson lacks a fair bit of information. There was approximately a forested wetland that previously protected the neighborhood near Memorial Field in East Haven, it was destroyed in the September of 2021 This was done with the ruse of addressing the epic failure of water filtration and Tweed's decade's long inability to properly process its toxic chemicals - dumping them directly into our waterways that flow through a nature preserve that is home to Ospreys and a number of endangered species. Tweed promised to repair wetlands within a relatively close distance in exchange for this ecological barbarity. This of course doesn't replace the precious bat habitat...we need bats; they are vital to the ecological web. Former Director & State Rep. Sean Scanlon promised a community meeting just on the Tuttle Brook Issue... we are still waiting.... We are still waiting for that project to be completed... We are still waiting for the area to be revegetated as per DEEP guidelines... we are still waiting to see the filtration system fully functional... in fact they bungled it the first time - had to be re-done... We have not seen any proof that they met their mitigation obligations. One would think they would make it into another photo-op opportunity, they're all about the cameras.... unless I'm filming the work happening. They called the cops on me for being on a public street while making a video about this particular issue, infringing on my rights to travel peacefully on a public road. According to NEPA wetlands are an irreplaceable resource. The UN states that destroying ecological systems - such as this one creates an increase in zoonotic viruses. Bats and their ecological benefit to humans have been known for decades. Given that this is a wetland area, bat habitat and a healthy bat population are important to our overall health. Maintaining healthy ecosystems is considered a human right and a necessity to create resilience as sea levels rise and climate changes, especially along coastlines. This deforestation of wetlands had nothing to do with addressing Tuttle Brook being dumped into ... clearly that aspect of the project was not completed. It has been neglected and disregarded, it was all just a box to check so the TNHAA could get their 1970's dream of the big planes coming back even after the deadly crashes that haunt us all (many have PTSD like symptoms) What was completed was the very large access road that wasn't needed for operations as they were back in 2019/2020...lights that were clearly not consistent with the use of the airport at the time...everything was intended to step by step do the set up for decimating an ecologically sensitive area. So that they can now claim, It Was Like That Already. It wasn't this was a carefully orchestrated step by step plan, that clearly aimed to circumvent the process, the intent of our laws, guidelines and regulations...	For EIS, see response to Frequent Public Comment #1. For wetlands see Frequent Comment #19. For wildlife and listed species see Sections 4.3 and 5.2 of the EA. For wetland mitigation see Appendix L and also CTDEEP Comment Response #3.	yes
4/29/2023	PC	Darlene Piscitelli	1509-1515	Noise ordinance/EA/EIS	My name is Darlene and I live at 48 Waldo Street. I'm writing you because i saw that there is a noise ordinance for New Haven- see attached photos. If this is true why are there planes landing all crazy times after midnight and nothing being done about it? Has any noise studies for homes around airport been done in new haven & east haven? When flights more than double with expansion it's going to be worse with these late flights. All of us who live here are constantly being woken up , losing sleep and then have to get up early for work & school. Not only does law need to be followed but a EIS needs to be done. Thank you for your time Darlene Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For noise ordinance violations, see response to Frequent Public Comment #4. For concern about Noise study, see response to Frequent Public Comment #10.	no

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4/29/2023	PC	Richard Miller	1516-1517	Fwd: Request for comments to be added to EA and consideration for a true environmental assessment to be completed	Begin forwarded message: From: R Miller <1armorcoated@gmail.com> Date: April 28, 2023 at 11:06:50 AM EDT To: 1armorcoated@gmail.com Subject: Request for comments to be added to EA and consideration for a true environmental assessment to be completed April 28, 2023 I would like the following to be included in the comments regarding the environmental assessment that was completed on behalf of Tweed New Haven Airport Authority and its tenants in regard to the airports desire to expand into critical wetlands that will include changes to the 200 year flood plain.. I urge you to please consider a true and exact environmental impact study to include the potential for disturbing toxic chemicals that may leach into waterways and the air if disturbed. Under the clean air and water act and as a stake holder in an Environmental Justice town we should be afforded the value of actual scientific input and real time data especially since it appears that it contradicts the findings of the assessment provided by Tweed in many areas. I am mostly concerned with the contamination of wetlands and nearby waterways, improper storm water management practices and a potential for that contamination to effect the local population and wildlife.. As a low lying coastal community we are subject to flood hazards and there should be consideration that this contamination that has made its way to Morris creek and beyond could just as easily effect the nearby public water supply at lake saltonstall. The plan to fill in marshland and displace water does not account for where that water will end up. Only a true environmental impact study can conclude the potential outcomes for such drastic changes to our last natural defense against severe flooding.. Please consider the following in your decision This is a lie found in the EA the results taken by CT DEEP show oil gas and pcbs consistent with hydraulic fluid. There are also pfas found in samples which would be consistent with the break down of round up over time in Morris creek.. the EA deflects any possible connection to airport activities even though Tuttle brook and Morris creek both are exposed to their storm water runoff,. Interestingly enough the EA does mention significant industrial activity in the area which would also indicate a need to exercise	For EIS, see response to Frequent Public Comment #1. For Environmental Justice community, see response to Frequent Public Comment #20. For wetlands see Frequent Comment #19.	no
4/29/2023	PC	Petrina Yoxall	1518-1519	Veoci site	I have been unable to file a Veoci complaint since April 22, 2023. I notified Exec. Director T. Rafter of the problem on that date. On April 27, I received an email from A. King informing me that the problem had been rectified. As of this time I am still unable to use the site, the problem still exists. This is a major issue as perhaps hundreds of complaints have gone unfiled due to the this problem. I am concerned that we are again being stifled. The airport management has been made aware of the problem yet it still remains. The people should not be silenced, we have a right to have our voices heard. Sincerely, Petrina Yoxall 146 Stuyvesant Ave. New Haven, CT. 06512 (203)530-3165 I have been unable to file a Veoci complaint since April I have	Comment noted. The airport takes noise complaints seriously. Please note that noise complaint reporting is outside the scope of the EA.	no
4/29/2023	PC	Joan Sayers	1520	Wetlands	My name is Joan Sayers and I live at 6 Liberty Avenue, East Haven and have live here for seventy years. The history of certain streets flooding in East Haven and Morris Cove goes back as long as I've been alive and probably before that. The area in and around Tweed are wetlands and if there was a solution to fixing these problems I'm sure that it would have been done long ago. But the proposal to expand the runway and build a terminal at Tweed over wetlands defies logic. The streets in and around Coe Avenue and in Morris Cove flood during heavy rains never mind during a tropical storm or hurricane. In the recent EA I didn't see any data or solutions that would not make the current flooding problems worse. Bringing in dumptruck loads to "fill in" wetlands doesn't address the flooding of the streets surrounding Tweed. Do you have solutions to these problems? And why is Tweed allowed to build over wetlands when the general population is not allowed to? These questions prove that a more in depth analysis of the flooding problems needs to be explored further. We need an EIS.	For EIS, see response to Frequent Public Comment #1. For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19.	no

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4/29/2023	PC	Nancy McDowell	1521-1525	Fume and Air Quality comments to be added to Tweed's EA	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 to oppose the Tweed airport expansion until a full Environmental Impact Statement is conducted. Ever since Avelo 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. Avelo is currently operating 6 planes going to 15 destinations. This translates to approximately 26 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 Avelo is operating are too big for this airport. The airport exists in the middle of densely populated residential settings. The planes are loud and fly low to the ground as they take off and land. I feel the ground shake 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 Avelo began operating. Every time a plane takes off or lands I am being exposed 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 can't do that any longer. I have a garden. Are my crops safe to eat? Where are the environmental studies to show that the air quality is safe for the residents living in close proximity to the airport? What is this proposed expansion and current increase in plane activity doing to my health and my pets health? On December 9, 2022, the Avelo plane XP345 going to West Palm Beach was idling at the south end of the runway to take off to the north. I brought my puppy outside for his morning potties. The fumes from this plane were horrible. The stench just hung in the air. I began to feel a burning in my eyes and lungs. I got inside as quickly as I could but the burning sensation stayed in my lungs for several hours. How are these fumes affecting my health and the health of my pets? I don't get such strong odors as often as people who live closer to the terminal report. I smell the odors several times a week though. When the runway is extended 639 feet closer to me, I'm sure this will change. Since the terminal is going to be built closer to me on the East Haven side, I am sure to get more fume smells from the planes idling at the terminal. The EA report indicates that there will be less of a problem with fume odors because the new terminal will be close to the industrial park. The report states fewer residents will be affected by the noise and fumes. Since I live close to the industrial park, my life will be greatly impacted by this planned expansion. I will be exposed to more noise and fumes than I currently get. Tweed is not placing any value on my life by downplaying these issues. Does the EA include any studies along the expanded runway concerning how fumes and air quality will impact residents who are now essentially closer to the runway? Were these studies testing air quality in real time? 1. An article from The ATSDR Agency for Toxic Substance and Disease Registry	For EIS, see response to Frequent Public Comment #1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Existing and reasonably foreseeable aircraft operations for all types in 2026 and 2031 are described in Chapter 2 and further detailed in Appendix I. For concern about Noise and Vibration, see response to Frequent Public Comment #10. As described in the EA, the proposed terminal would include provisions for pre-conditioned air and shore power to significantly reduce the need for air craft idling. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no
4/29/2023	PC	Lynne Bonnett & Dana Walker	1526-1527	letter to Tweed Authority re public participation	Lynne Bonnett, New Haven PAC representative Dana Walker, East Haven PAC representative Tweed Airport Authority April 16, 2023 Via email C/o Tom Rafter trafter@flytweed.com <mailto:trafter@flytweed.com> We appreciate that you have planned a supplemental public hearing on April 25, 2023, and have included the announcement in Spanish. However, multiple residents have noted that they would like an in-person option at a more central location in East Haven, and closer to the airport such as the Senior Center for the meeting. Notably there has not been adequate outreach to affected communities in East Haven. Branford and the Annex that have informed residents of the proposed expansion and the upcoming supplemental public hearing. Many have not been informed in	For extension of comment period, see response to Frequent Public Comment #2.	no
4/30/2023	PC	Rachel Heerema	1528-1591	Full transcription from Nov. 18, 2021 "public forum" attached	Making sure that residents statements from "Public Forum" 11/18/21 are entered into the official document Please open up PDF's and Word File and print in their entirety with out changes Thank you Gabriela --------- Forwarded message --------- From: <10000hawks@gmail.com> Date: Wed, Dec 1, 2021 at 1:40 PM Subject: Full transcription from Nov. 18, 2021 "public forum" attached To: <hvn-ea@mjinc.com> CC: Gabriela Campos <Gaby.gabriela.ella@gmail.com>, Lorena <ljv333@gmail.com> 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 -- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	All public comments recevied and related to the HVN Draft EA 60-days public comment period are included as part of Appendix D in the Final EA.	Yes

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4/30/2023	PC	Rachel Heerema	1592-1599	: Support for a "No Build" alternative	Wanted to ensure that this previous comment is added to the public record Kindly enter the article in its entirety attached via the link. Thank you Respectfully Gabriela From: rachel heerema Sent: Wednesday, December 8, 2021 10:39 AM To: hvn-ea@mjinc.com Subject: Support for a "No Build" alternative 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 220 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."	See Chapter 2 of EA for purpose and need of the Proposed Action.	Yes
4/30/2023	PC	Rachel Heerema	1600-1604	Fwd: [10kHawks] Air Quality monitoring onsite at Tweed New Haven Airport?	"Please ensure this previous communication/questions are part of the official record Thank you Also please note that since neither Sean Scanlon, nor Mayor Elicker were will willing to partner with the community in air monitoring the community received donations towards some air monitors Please consider that in the FOIA documents shared with you by Lorena Venegas there is communication between Sean Scanlon & the FAA - in which Sean Scanlon was checking to see if the FAA would pay for air monitoring during the EA - it appears that since it would have to come out of the Tweed budget someone decided not to move forward with that crucial data collection. In more recent months the organization 10,000 Hawks has received a grant from the Green Fund for a more robust air quality study. Had Elicker & Scanlon worked with the community we would have more robust and accurate numbers to present to you at this juncture It is our collective sincere hope that you move to an EIS so we can fully explore the potential cumulative impact on this area that already has the highest asthma rates in the state Let's make sure that we hve accurate and actionable data w an EIS as double the dangerous amounts of VOCs have been detected as early as 6:30 am Thank you Gabriela	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	No
4/30/2023	PC	Rachel Heerema	1605-1606	Fwd: [10kHawks] Measuring Volatile Organic Compounds at Tweed-New Haven Airport	Please add this conversation to the official record as originally intended Thank you in advance Gabriela --------- Forwarded message --------- From: rachel heerema <rachel@greenrachel.com> Date: Wed, Feb 2, 2022 at 1:07 PM Subject: [10kHawks] Measuring Volatile Organic Compounds at Tweed-New Haven Airport To: HVN-EA <hvn-ea@mjinc.com>, Sean Scanlon <sscanlon@flytweed.com>, mayorelicker@newhavenct.gov <mayorelicker@newhavenct.gov>, Michael Piscitelli <mpiscite@newhavenct.gov>, smatteson@newhavenct.gov <smatteson@newhavenct.gov>, Sal DeCola <WARD18@newhavenct.gov> CC: 10000-hawks@googlegroups.com <10000-hawks@googlegroups.com> 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 Sensit SPOD. These systems can be combined with EPA-compliant TO-15 canister captures that would allow for a lab analysis of specific VOCs (and very accurate concentrations) of the offending compounds.	For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	No

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4/30/2023	PC	Gabriela Campos	1607-1609	Fwd: Thank you for your message	"Please enter this note from April '22 into the record Thank you in advance Gabriela My name is Gabriela Campos of Stewart St, New Haven. For the past few nights I have been woken up after midnight, due to very loud 737s 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 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. The Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106 states that, "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." My ability to attend to my life is becoming increasingly imapired due to the cumulative impacts of sleep deprivation.	For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For noise/vibrations, see response to Frequent Public Comment #10. For explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA, see response to Frequent Public Comment #11. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Gabriela Campos	1610-1612	Fwd: Airport Noise & Sleep	"Please add this previous communication to the public record Kindly open all links and attachments and add them as well Thank you --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Mon, Apr 4, 2022 at 11:22 PM Subject: Airport Noise & Sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>, Doucette, Richard (FAA) <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov> My name is Gabriela Campos of Stewart St, New Haven. For the past few nights I have been woken up after midnight, due to very loud 737s 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.	Duplicate comment	No
4/30/2023	PC	Donna Dagenais	1613	Tweed New Haven Airport	"Good Morning I am writing to you to voice my opinion about the expansion at Tweed New Haven Airport. I am requesting that an Enviornmental Impact Study is done by an impartial panel from the Federal Government. From what I can gather, the prior Enviornmental Assesment that was done is faulty. It was conducted by the interested party and leaves out important information regarding the surrounding areas. I do not put faith in a study that was conducted by the party requesting the expansion. As a private citizen of Branford for over 50 years, I have already seen the damage the increased airline traffic has caused. While kayaking last year, I witnessed the disturbance of wildlife on more occasions than I can count. I have seen birds disturbed from nests and babies left alone in the water when their parents are scared off. I have been unable to hear the person in the kayak less than 1 foot away from me... all because of 1 plane taking off. I can only speak to what I have seen in my town but it's safe to assume that If it's this bad here, it must be so much worse on the areas directly next to the airport. We work very hard to keep our water, shoreline, and air clean so our wildlife can thrive and for us to enjoy responsibly.	For EIS, see response to Frequent Public Comment #1.	No

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Gabriela Campos	1614-1637	Noise Impact, Land Use Laws & Communication w Tweed/ Avports & Elicker	Kindly open this pdf to be presented as my testimony Gabriela	Attachment documents dialogue with previous Executive Director. The dialogue primarily discusses the City of New Haven Noise Ordinance. See response to Frequent Public Comment # 4	Yes
4/30/2023	PC	Michele Sigg	1638	A REAL Environmental Impact Report	To those who need to hear this and the powers that be: I am quite shocked at the lack of honesty among our political leaders. Particularly since Mayor Elicker used to be head of the New Haven Land Trust and should continue to be an advocate for the environment which contributes to the well being of all. We demand a REAL ENVIRONMENTAL IMPACT REPORT be completed and submitted to the committee for consideration in this huge disruption of our natural and human space, here in East Haven / New Haven. Is it possible that leaders can hear the voice of the animals, birds and wetlands, as well as those living near the airport above the din of economic gain, greed and political manoeuvering? I hope and pray that it is possible. Sincerely, Dr. Michele Sigg, New Haven resident Research project director Boston University School of Theology	For EIS, see response to Frequent Public Comment #1. For birds, see response to Frequent Public Comment #18.	No
4/30/2023	PC	Virginia Kozlowski, REX Development	1639-1640	Tweed New Haven Airport Public Comment	Hi, I have attached my public comment regarding Tweed New Haven's Airport EA. Thank you. Ginny Kozlowski 203-641-8449 DEVELOPMENT203.821.3682 I PO Box 1576New Haven, CT 06506 I rexdevelopment.com HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments April 25, 2023 Dear McFarland Johnson, On behalf of the REX Development (the US EDA Economic Development District for South Central Connecticut), I would like to express support for Tweed-New Haven Airport (HVN) and its Environmental Assessment (EA) to expand the airport through the extension of the runway and the construction of a new terminal. REX Development creates and oversees the South Central Connecticut Comprehensive Economic Development Strategy (CEDS). The CEDS identifies the need for robust air service and the importance of an excellent quality of life to attract and retain businesses and residents. One of the issues raised at multiple community outreach meetings regarding the Environment Assessment is the potential increase in noise in the neighborhoods .ibutting the airport. To minimize the noise Impact and sustain the residents' quality of life, the Environmental Assessment directly addresses these concerns by extending the runway and relocating the terminal to shift ground noise away from residences. In conjunction with the expanding Residential Sound Insulation Program, these changes provide appropriate actions to address aircraft noise concerns.	Supportive comment is noted and is included in the project record.	Yes

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4/30/2023	PC	Gabriela Campos	1641		"Kindly add to my testimony on the sleep disturbance conversation Have. A great Sunday https://sites.uci.edu/morningsignout/2019/07/19/what-is-sleep/ https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5449130/ https://radiusnm.com/long-term-consequences-sleep-deprivation/ https://www.researchgate.net/publication/317120392_Short-_and_long-term_health_consequences_of_sleep_disruption https://pubmed.ncbi.nlm.nih.gov/28579842/ -- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	Comment noted.	No
4/30/2023	PC	Robin Nade	1642-1643	Request for EIS Tweed New Haven	Here is my request in the attached signed letter seeking an EIS Kindly acknowledge receipt to this email address. Thank you. Robin Nade April 29, 2023 Ms. Gail Lattrell Director, New England Region Federal Aviation Administration gail.latrell@faa.gov Ms. Cheryl Quaine Federal Aviation Administration Environmental Protection Specialist cheryl.j.quaine@faa.gov hvn-ea@mjinc.com Dear All: Re: Tweed Airport Expansion, Environmental Impact Statement Request . I write to ask that the FAA order an Environmental Impact Study on the Proposed expansion of Tweed Airport. I live at 34 Forest Road Extension in the Granite Bay Area of Branford, CT. Google maps lists my house as 3.7 miles from Tweed's main entrance. The Environmental Assessment does not address the impacts of Tweed's proposed increased activity on my neighborhood. In particular, the EA does not address how the pollution of particulates and noise from air traffic will diminish the health and reduce the life expectancies of my neighbors and me.	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. EPA provided formal comments on the EA. See Agency comment responses.	Yes
4/30/2023	PC	Thomas Amtruda	1644	Tweed New Haven Airport Expansion Environmental Assessment	"Hello: My name is Thomas Amatruda. I live at 65 Morse Place in New Haven, approximately 2,100 feet west of Tweed-New Haven Airport. With the Tweed-New Haven Airport Expansion and the larger jets and added flights, jet engine exhaust (gases and particles/soot) is an issue at my home. When the wind is from the northeast, the east or the southeast or the wind speed from any direction is low (~less 5 mph), jet engine exhaust blankets my home and yard on every take-off. For your information, for wind direction and speed, I am referencing Wunderground.com, Tweed New Haven Regional Airport Station. If my windows are open, the jet engine exhaust permeates my home. To attempt to maintain a semblance of healthy indoor air quality (IAQ), I have no option but to keep windows closed regardless of the weather. The American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE), of which I am a member, studies, publishes, dictates and oversees indoor air quality methods and practices for residential, commercial and industrial buildings. Per ASHRAE Fundamentals Chapter 16, Ventilation and Infiltration, residential buildings experience infiltration or air leakage. Infiltration/air leakage is defined as "the flow of outdoor air into a building through cracks and other unintentional openings and through the normal use of exterior doors for entrance and egress". In summary, the exterior envelopes of residential homes are not air tight. There is outdoor air entering through the exterior envelope. The volume flowrate of infiltration/air leakage depends on many factors (construction, use of doors, wind speed, wind direction, etc.). So, even with my (new and upgraded) windows and doors closed, outdoor air, laden with jet engine exhaust gases/particles, is entering my home. In addition, due to the exhaust issue, my regular outdoor activities in my yard and neighborhood have been limited. Jet engine exhaust gases and particles are harmful to my health. How will the jet engine exhaust gas/particle issue at my home and in my surrounding neighborhood be mitigated? Note, Nathan Hale School is two blocks from my home and closer to the Airport. The heating, ventilating and air conditioning (HVAC) units at the school are required by Mechanical Code to provide outdoor air for ventilation to the School's occupied spaces. Any jet engine exhaust gas/particles in the area of the HVAC units will be drawn into the units and distributed to the occupied spaces of the school via the ductwork systems. Jet engine exhaust gases and particles are harmful to the students, teachers and faculty of the school. How will the jet engine exhaust gas/particle issue be mitigated at the School? For these reasons, I politely ask the FAA to require an Environmental Impact Statement on the proposed expansion of Tweed-New Haven Airport. Our health depends on a thorough, detailed and complete study of the effects of the Airport Expansion. In addition, I ask that ongoing outdoor air pollution monitoring equipment be put in place at the airport and in the surrounding communities along with IAQ monitoring at Nathan Hale School. Thank you for your time.	For EIS, see response to Frequent Public Comment #1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Air quality monitoring is beyond the scope of the EA.	No

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4/30/2023	PC	Jody Rowell	1645-1646	Concerns and questions related to Tweed/HVN	This is a copy of what was previously sent with no email back saying it was received Hello. Please find the attached document regarding the EA. Jody L. Rowell 169 Concord Street, New Haven, CT 06512 Jody Rowell 169 Concord Street, New Haven, Connecticut 06512 March 30, 2023 Attn: HVN-EA@mjinc.com Dear Sir/Madam: I am writing today as a member of the Morris Cove community and a close neighbor of Tweed/New Haven airport. I have lived in Morris Cove for over ten years, and while I purchased property near an airport, I believed the word of my local and state representatives that the airport would not expand for multiple decades. Now I know that sometimes my representatives and the law cannot be trusted. I am approximately 1.5 blocks from the landing strip of HVN. Since its burgeoning growth over the last year, I am regularly forced to close my windows due to the deafening sounds of the airport and the intensely dense presence of diesel fuel coming into my windows. I am also a psychotherapist that has been working from a home office. Now, with the increased traffic and larger planes utilizing the airport, I have had to purchase costly equipment and am seeking out a place to move my office as the noise from the airport interrupts my sessions, making it impossible to hear each other. This will come at a significant cost to my small business. I have spent some time reading the Environmental Assessment conducted by the airport and it has not answered some particularly important questions I have about the possible expansion not to mention the current issues happening around Tweed. The EA is based on data that is approximated not measured and does not consider what environmental and health impacts are truly going on now even prior to an expansion. What specifically are the plans that will be implemented to decrease the amount of diesel fuel/exhaust dropped on the community and the vulnerable wetlands that surround the airport? How will the airport mitigate the noise pollution both in the community and in my home? I have asthma and I have noticed increased symptoms with the increase of plane fumes in my yard and my home?	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For air quality, see response to Frequent Public Comment #12. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about Health Effects, see response to Frequent Public Comment #24.	Yes
4/30/2023	PC	Rosemarie Piscitelli	1647	EA / need EIS	"My name is Rosemarie Piscitelli and I reside at 48 Waldo Street in East Haven. I'm writing today to ask that a EIS is done before any expansion happens at Tweed. Everyone has to take into consideration that people lived around this airport for years and before you do something this major that will effect many lives a EIS is needed. The right studies on everything has to be done. What happens if after it's done the noise is too much,people's health declines from pollution,flooding ,small town of East Haven can't handle the traffic- and so much more? If people in Branford are bothered by noise and smell of fumes how bad is it for everyone who live here? Honestly if a EIS not done then more is involved and hidden. I will believe it's all about politics, money and big corporations involved. I'm hope I'm proven wrong and right thing done and EIS done . Also remember this is an environmental justice area. 1050.1F Appendix B B.9.2.1. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 59 Federal Register 7629, (February 16, 1994) requires federal agencies to incorporate environmental justice into their planning processes by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. The Executive Order directs federal agencies to provide public involvement opportunities for low-income or minority populations. The Executive Order directs each federal agency, whenever practicable and appropriate, to collect, maintain, and analyze information assessing and comparing environmental and human health risks posed to populations identified by race, national origin, or income and use this data to identify multiple and cumulative exposures on these at-risk populations. The Executive Order also directs that, to the extent practical and appropriate, federal agencies use this information to determine whether the Other Environmental Laws and Requirements proposed action and alternatives have a disproportionately high and adverse effect on minority or low income populations. To read the full text of this Executive Order, see http://energy.gov/em/downloads/executive- order-12898-federal-actions-address-environmental-justice B.9.2.2. Department of Transportation Order 5610.2, Environmental Justice in Minority and Low-Income Populations This Order was issued to comply with Executive Order 12898. This Order outlines the DOT's commitment to the principles of environmental justice and presents a program for department- wide implementation. The Order established environmental justice policy "to actively administer and monitor [DOT's] operations and decision making to ensure that nondiscrimination is an integral part of its programs, policies, and activities." The Order emphasizes identifying and evaluating environmental, public health, and interrelated social and economic effects; proposing measures to avoid, minimize, and/or mitigate disproportionately high and adverse effects; and eliciting public involvement from affected communities.	For EIS, see response to Frequent Public Comment #1. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Mario Piscitelli	1648	Fwd: EA-traffic study	I'm resending because I didn't get a reply first time - if you got this already I'm sorry Sent from my iPhone Begin forwarded message: From: Rosemarie Piscitelli <REDSOXRP@yahoo.com> Date: April 26, 2023 at 10:33:22 PM EDT To: hvn-ea@mjinc.com Subject: EA-traffic study My name is Mario Piscitelli and I live on & Waldo Street in East Haven. I was looking at the Traffic study in the EA. Who did study ? They know the town of East Haven and drive the streets / intersections? How can EA mention the large increase of vehicles through this town and think there's going to be minor impact ? The whole north high street bridge area is a nightmare. Traffic gets backed up on the exit ramp and both sides of the bridge- how can this area handle all the extra traffic? The main roads airport traffic will travel from highway to Proto drive -they not big enough to handle traffic. East Haven is not a huge town with huge multi lane roads to handle it. Now some of the intersections you think will have no /minor changes such as Thompson / Dodge ? Once the airport traffic starts on the roads going to airport the residents of East Haven and probably airport travelers are going to find alternate routes to avoid the traffic. They will start to use Dodge,Thompson ave and all the other side roads in town. Do you realize there's all residential neighborhoods , people and kids walking /riding bikes all over, Tuttle School and Memorial Field -a playground / ballpark - all in these areas? Area of Memorial Field can get very crowded/ congested when games -and there's a lot. What about our town green where many events happen being right on the main road leading to airport ? There is no way a proper traffic study has been done and it needs to be . There has to be a full EIS ! I know there's a big push and rush to do expansion but reality is the roads and town of East Haven are not big enough to handle the traffic of a larger airport . I want to know if a full traffic study & EIS is not done who are the people making that decision??? God forbid there is an accident where someone is injured or killed ! With a school, bus stops, residential neighborhoods and a park/ ball field in middle of all this - what if a kid gets killed ? I want to know who wouos be responsible! I would think no one involved with expansion would want the blame or guilt for a tragedy cause the right thing was not done !! Please do a full EIS !	Duplicate comment. See reponse to Comment # 456.	No

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4/30/2023	PC	Rosemarie Piscitelli	1649-1650	Fwd: Noise from Tweed airport.	Sent from my iPhone Begin forwarded message: From: Rosemarie Piscitelli <REDSOXRP@yahoo.com> Date: April 23, 2023 at 4:08:10 PM EDT To: hvn-ea@mjinc.com, tweedcommunityletterrecords@gmail.com, fn-ceq-nepa@ceq.eop.gov, paul.aresta@ct.gov, auusersupport@hq.doe.gov, cenae-pa@usace.army.mil, lisa.lesperance@faa.gov, Richard.doucette@faa.gov, Secretaryscheduler@dot.gov, Sscanlon@flytweed.com, senator_murphy@murphy.senate.gov, jahana.hayes@mail.house.gov, jim.himes@mail.house.gov, rosa.schedule@mail.house.gov, richard_blumenthal@blumenthal.senate.gov, looney@senatedems.ct.gov, alphonse.paolillo@cga.ct.gov, attorney.general@ct.gov, 9-AWA-NoiseOmbudsman@faa.gov, 7-AEA-BDL-FSDO@faa.gov, trafter@flytweed.com, skuang@newhavenct.gov, mayorsoffice@townofeasthavenct.org Subject: Noise from Tweed airport.	For concern about Noise and Vibration, see response to Frequent Public Comment #10. Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about the noise ordinance see response to Frequent Public Comment # 4. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Alana Haroskewicz	1651-1652	EA Comment Jet Fumes	"Hello, I would like the following to be submitted as a comment for the EA for Tweed New Haven Airport. I am a resident of East Haven I live approx 725 feet from the back entrance to Tweed by Robison Aviation. Upon reviewing all of the EA documents it is my conclusion that my neighborhood will be the one most effected by the terminal move and the expansion plans. As it stands now with the expanded service at Tweed my neighborhood has suffered the most. We are constantly smelling the jet fuel fumes, when the planes idle. At times the planes will idle for 45 plus mins. The neighborhood fills up with jet fumes that smell like kerosene and it burns your eyes. Your throat feels raw. You will develop a headache and at times even feel nauseous. As stated in the NEPA guidelines 1950.1F Chaoter1 sections 1-1.3.3.The effects ion such pollutants needs to be considered. I don't feel that has been the case.Thepollution from these planes will spread their poison in a 12.5 mile radius negatively impacting a huge portion of the population. Ref: https://iopscience.iop.org/article/10.1088/1748-9326/10/3/034001/meta?fbclid=IwAR1XTvRrq3F-8--TVWEkSOTkY99gkO4psl01wlpKeSsvpKD9XefcfMY_UTk This study will provide you with the negative impacts to the surrounding communities. Mind you this is just Air quality. I have not even touched on the social or economic impact. Also reviewing the MDS for Aviation fuel and OSHA recommendations. OSHA limits workers to a max of 8 hours exposure to jet fumes a day WITH the employee wearing protective gear. How to do plan to mitigate the harm from the fumes for the surrounding community? Are you going to suggest or provide gas masks for us to wear at home and while are asleep? I cannot enjoy my yard any longer due to the fumes. I can't even open my windows on a nice day be use my house will smell like jet fuel fumes.At times the stench is so back it permeates the house with he windows closed. The is 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://rdcu.be/cOVsV I have seen nothing in the EA that addresses these concerns. Modeling that was used was from a sensor approach 3 miles away upwind from the airport. So the EA does not even come close to presenting accurate realtime data. What I would like to see happen is the following: • 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.	Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. As described in Sections 2.2.3.1 and 5.1.3.1, the proposed terminal would include provisions for pre-conditioned air and shore power to significantly reduce the need for air craft idling.	No
4/30/2023	PC	Patricia Brill-Piscitelli	1653-1656	Tweed Airport - NEPA	"Hi All, My name is Patricia A. Brill-Piscitelli and our Family built our home in 1990. I am writing to say that the Tweed Airport, in it's original format and location, was very useful and an upgrade understandable. You have undoubtedly heard and read the objections. Sitting at my relatives home outside last summer prompted me to get involved. The Air, Noise and Pollution made it unbearable to have a Family picnic. The amount of Homes, Condo's, Apartments and Business's in such close proximity are dangerous in many ways. I will touch down on a few things and hope that it makes sense and a difference. Thank you for your time!! Sincerely, Patti Patricia A. Brill-Piscitelli, President Insurance Services Inc. 106 Clark Avenue Branford, CT 06405 Office (203) 481-8636 Fax (203) 481-3360 Cell (203) 982-3507 Patti@Piscitelliinsurance.Com ******* Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. Objective * To Show how Alternative Proposals using Public Comments are Missing in EA and need to be added to an EIS. FAA Order 1050-1f 2-5.1. * An EIS should incorporate the Alternatives listed below which include solutions to current and future airport planning. Proposed Alternatives from public comments addressing Environmental impacts are listed below and should be considered in an EIS. FAA Order 1050-1f 2-5.	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concerns about air quality, fumes/odors, see response to Frequent Public Comment #12 For concern about Health Effects, see response to Frequent Public Comment #24. Appendix D describes the Public Outreach efforts completed as part of the EA. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For wetland mitigation see Appendix L and also CTDEEP Comment Response #3.	No

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4/30/2023	PC	joan sayers	1657	Migratory birds	"I'm writing to you about the proposed expansion and how this will adversely affect one of the largest migratory pathways for raptors and other birds including endangered species. I have been an avid bird watcher for many years and in the spring and fall I have followed the migration of birds that hug our coastline and have rest stops at Lighthouse Point Park which is down the street from Tweed. This is an ancient pathway for these birds and Lighthouse is a haven for bird lovers. I'm sure this topic is not typically addressed by expanding airports, but it should be. This topic should not discount the importance of our ecosystem and the affects on our environment. But I would hope that they would show concern for their pilots, crew and passengers. There is a more likely chance of birds being sucked into a jets engine in a high traffic bird path. There are hundreds of bird strikes on jets reported to the FAA yearly but the chances increase when there are 223 million migratory birds on this pathway around Tweed. Was this likely scenario included in the recent EA report? Our community, and those in harms way should be alerted to the dangers and to the negative affect on our ecosystem and enviroment. That is why I implore you to do a more I depth, comprehensive study on the totality of repercussions to our enviroment. We need as EIS. Everyone has the right to a healthy enviroment. Joan Sayers 6 Liberty Street East Haven, Ct	For EIS, see response to Frequent Public Comment #1. For birds, see response to Frequent Public Comment #18. Also see BCEC Comment REsponse #4 for migratory birds.	No
4/30/2023	PC	Alana Haroskewicz	1658-1659	EA comment Wetlands and Flooding	"Hello, I request the following to be included as part of the EA comment. I am a resident on East Haven and I live on the East Haven side of Tweed near the Robinson Aviation entrance. We are an Environmental Justice community. I am writing to you today to express my concerns about the lack of information about flood mitigation and preservation of the surrounding wetlands. My concern is the filling of over 31 acres of wetlands for the proposed terminal space. How can you consider this no impact? This is a significant impact. What is the reasoning behind filling what your people consider previously disturbed wetlands? Again the data presented in the EA doesn't present the whole picture.The wetland surrounding Tweed and the adjacent communities are an extremely valuable and necessary resource. They need to be preserved and allowed to expand not retract. In the age of climate change, global warming extreme weather will continue to rise in frequency. Wetlands are natures way of protecting us.Please review some of the studies I have included below: "Federal scientists are studying whether heat-trapping carbon dioxide can be sucked out of the atmosphere and sequestered in restored salt marshes, seagrass beds and mangrove swamps. And those wetlands can in turn protect communities along the coast from rising seas and fierce, frequent climate-driven storms." https://www.eenews.net/articles/u-s-eyes-wetland-restoration-as-hedge-against-climate-change/ Because of their low topographic position relative to uplands (e.g., isolated depressions, floodplains), wetlands store and slowly release surface water, rain, snowmelt, groundwater and flood waters. Trees and other wetland vegetation also impede the movement of flood waters and distribute them more slowly over floodplains (Figure 18 and figure 19 on the next page). This combined water storage and slowing action lowers flood heights and reduces erosion downstream and on adjacent lands. It also helps reduce floods and prevents waterlogging of agricultural lands. Wetlands within and downstream of urban areas are particularly valuable in this regard, counteracting the greatly increased rate and volume of surface-water runoff from pavement and buildings. Preserving and restoring wetlands, together with other water retention, can often provide the level of flood protection otherwise provided by expensive dredging operations and levees. https://www.epa.gov/sites/default/files/2016-02/documents/wetlandfunctionsvalues.pdf "Flooding is among the most common and costly natural disasters in the United States. Flood impacts have been on the rise as flood mitigating habitats are lost, development places more people and infrastructure potentially at risk, and changing rainfall results in altered flood frequency. Across the nation, communities are recognizing the value of flood mitigating habitats and employing green infrastructure alternatives, including restoring some of those ecosystems, as a way to increase resilience." https://www.frontiersin.org/articles/10.3389/fenvs.2019.00054/full	For EIS, see response to Frequent Public Comment #1. For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19. See Appendix L and also CTDEEP Comment Response #3 for wetland mitigation. For carbon sequestration please see Appendix L. For Environmental Justice community, see response to Frequent Public Comment #20.	No
4/30/2023	PC	Marian Lucibello	1660	FAA must require an EIS - Environmental Impact Statement as best choice for City of New Haven and Town of East Haven, CT"	We respectfully request a more comprehensive EIS in order to fully determine the implications to our neighborhood of the expansion of Tweed New Haven Airport. We have many specific questions that need to be answered, but our main concern is the indoor quality of the air in our home. My husband is a Marine Corps disabled veteran, serving proudly in Viet Nam earning a Purple Heart. Since Tweed has ramped up its departures and arrivals, he has developed a persistent, nagging, mucus-filled cough. His doctor's are unable to determine the cause of this coughing. We have tried changing his inhalers, using OTC medications for cough/mucus/allergies, all to no avail. The constant coughing persists. I look forward to hearing from you to make an appointment to come into our home with the proper testing equipment to evaluate the indoor air quality. By the way, we have lived here since 1978. Thank you, Michael and Marian Lucibello 77 Hyde Street New Haven, CT 06512 203-415-2245	For EIS, see response to Frequent Public Comment #1. There is no requirement to evalute the indoor air quality within each residence. However, the EA evaluated the effects on outdoor air quality and concluded that emissions associated with the construction and operation of the Proposed Action would be below USEPA *de minimis* thresholds for all criteria pollutants. Therefore, the Proposed Action would not cause a significant outdoor or indoor air quality impact. For additional information on health effects from USEPA-regulated criteria pollutants, see response to Frequent Public Comment #24.	No

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4/30/2023	PC	Alana Haroskewicz	1661	Noise and Sleep EA Comment	"My name is Alana Haroskewicz, I live n the East Haven side Tweed approx. 750 ft from the back entrance known as the Thompson Aviation side. At least 4 nights out of a 7 day week I am awakened by noise coming from the airport. The humming sound starts at approx 1:30am and it doesn't stop. Planes land anywhere from 12:00am to 3:45am. There is absolutely no regard for the people in the sounding communities. .	For noise ordinance violations, see response to Frequent Public Comment #4.	No
4/30/2023	PC	Joe Piscitelli	1662	Tweed Airport - NEPA	" To Whom it May Concern, My name is Joseph Piscitelli, I live in The Short Beach section of Branford Connecticut 06405. Our family has lived here for over 35 years we are approximately 1.5 miles directly East of Tweed. As a Small Regional Airport Tweed wasn't a bad neighbor, but since Avelo Airlines moved into Tweed our lives have changed dramatically with the increased level of Jet Engine sounds and Air pollution drifting over our Home. We believe that it is causing an increase of our Health risks and definitely effecting our Environment. We are surrounded by sensitive Wetlands, Rivers and Long Island Sound, that is the home to thousands of Wildlife animals. My concerns our several. Health, with the high density of housing surrounding Tweed where the average lot size is less than 50x 80 with thousands of Condominiums and many Parks and Beaches, what Research was done to protect our Communities Health? Secondly, what research was done on the effects on our Environment - Air, Wetlands and Long Island Sound. Thank You for your efforts Best Joe Piscitelli *Wire Fraud is Real*. Before wiring any money, call the intended recipient at a number you know is valid to confirm the instructions. Additionally, please note that the sender does not have authority to bind a party to a real estate contract via written or verbal communication. "	For noise/vibrations, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24.	No
4/30/2023	PC	Gloria DePalma	1663	Tweed Airport	"I live on 82 Burgess Street in East Haven. Last left off Thompson Ave. My house is butted up against airport property. I'm begging to please not allow this airport to expand. My son has severe asthma and the fumes are atrocious!! He has to keep his window shut and can't go outside often. We have an inground pool and can't be outside to enjoy it. Also the revving engines are a nightmare. They take off and land at times in the middle of the night. Sometimes my house shakes. This expansion is not fair to the surrounding houses. I don't understand how ANYONE is allowing this. We are a small community. I lived here in 1954 and the airport was just a small regional one with no issues. We need an EIS immediately. Please help a fellow human being!! Also the water pollution will be a problem. Need to worry about cancer causing chemicals in our drinking water. And need to stop the 20000 gal fuel tank proposed to be installed. This will be right across the street from my house. Id have to worry about leakage. AND most important is the risk of a crash. You never know when there will be a mechanical problem that causes a plane to crash. It happened before. Sincerely Gloria DePalma Sent from the all new AOL app for iOS	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For air quality, see response to Frequent Public Comment #12.	No

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4/30/2023	PC	Alana Haroskewicz	1664-1666	Noise and Sleep EA Comment	"I apologize. I accidentally hit send before my letter was completed. I will continue the letter on this page. Please see the below. Begin forwarded message: Subject: Noise and Sleep EA Comment Date: April 30, 2023 at 11:50:21 AM EDT To: hvn-ea@mjinc.com My name is Alana Haroskewicz, I live n the East Haven side Tweed approx. 750 ft from the back entrance known as the Thompson Aviation side. At least 4 nights out of a 7 day week I am awakened by noise coming from the airport. The humming sound starts at approx 1:30am and it doesn't stop. Planes land anywhere from 12:00am to 3:45am. There is absolutely no regard for the people in the surrounding communities. . There is a noise ordinance active on the city of New Haven side that doesn't allow planes after a certain time and before a certain time, Plus there are sound restrictions. Neither law is being adhered to. The 800 planes that now come in are so loud my house shakes, my windows rattle and my bed will shake. It feels like a mini earth quake. How is this being a good neighbor? When will you start adhering to the existing laws? Why are planes allowed to depart other airports to head to Tweed knowing they will ;land at midnight or later? This sleep deprivation has started to effect my performance at work. The margin of error has increased with all the late night flights. I have also developed heart problems over the past year. This was never an issue before. 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.	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about the noise ordinance see response to Frequent Public Comment #4. For concern regarding 737-800 operation see response to Frequent Public Comment #7. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	No
4/30/2023	PC	Gabriela Campos	1667-1713	Resubmitting EIS REQUEST LETTERS FOR THE PUBLIC COMMENT RECORD	-- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	Commentor resubmitted EIS request letters from various officials. Regarding request for an EIS, see response to Frequent Public Comment #1.	Yes
4/30/2023	PC	Gabriela Campos	1714-1788	Submitting for the public comment record	Please add to the public comment as timeline data Please open all PDF's and links Thanks you	Comment noted.	Yes

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4/30/2023	PC	Edward Fitzgerald	1789	EIS request	Good morning FAA staff My name is Edward Fitzgerald,I live at 348 Burr Street New Haven CT. I live approximately 500 feet from the North end of Tweed runway 20. I am writing to strongly request that Tweed New Haven Airport be required to do a full EIS before expansion of any kind can be allowed to occur. I feel that Tweed Airport is located in an environmentally fragile area with multiple occurrences of terminal flooding which will only be exacerbated by global warming and sea rise. I have many other environmental concerns; however, my main concern is the excessive noise and vibrations caused by Tweed's use of 737-700's and especially 737-800's. Since the beginning of Avelo service at Tweed in November of 2021 the walls of my home have been cracking at an alarming rate. (My house was built in 1940's and has been noise abated during Tweed's noise abatement program due to being in the 65DB noise contour). Since November of 2021 I have been in contact with Sean Scanlon regarding the ever-increasing number and length of cracks appearing, Mr. Scanlon hired a structural engineering company to come to my home to visually inspect and measure the cracks. (Advanced Engineering Technologies Inc.- Ravi Sharma, P.E.PH.D.) was the first employee to inspect my home followed by two subsequent visits by other employees of the engineering firm who both noted increases in the number of cracks and the lengthening of some. This process continued all through 2022 with dozens of messages and emails between me and Mr. Scanlon. This entire time I expressed to Mr. Scanlon that he needed to install physical real time noise and vibration monitors near or at my home to conclusively prove what was causing the damage to my home. (Since the engineering firm would only say it was a possibility that excessive noise, hence vibration was causing the damage). Finally In November of 2022 I scheduled a meeting with Sean Scanlon (Executive Director of Tweed New Haven Airport and William Soucy (Officer of Advanced Engineering Technologies.) at my home so both of these gentlemen could physically see the damage which was being done to my home by the noise and vibration caused by Avelo's 737s. Both men agreed that the damage they witnessed was unacceptable and that a large-scale study needed to be done. Not just on my home but the surrounding area. Mr. Scanlon said he would speak to the FAA. Mr. Scanlon has since left his position as Tweed's Executive Director only to message me that he would give my info to incoming Director Thomas Rafter. As of now I have not heard a word from Mr. Rafter. Due to the ongoing physical damage being done to my home since the beginning of Avelo service at Tweed I feel very strongly that an independent Environmental Impact Statement needs to be done before any expansion at Tweed New Haven Airport. I also request that as part of that EIS that real physical noise and vibration monitors be used to calculate in real time what we as neighbors of Tweed have been experiencing. (Using Computer algorithms to produce future or existing noise contours is ridiculous as proven by neighbor's calibrated noise recording devices). In closing, I ask the members of the FAA staff to please take into account all those who will be affected by the huge scope of Tweed's expansion project. From the waterways, fish, birds, animal habitat, flooding to the individual homeowner protecting their unalienable rights from being trampled on for the sake of profit! Please require a full EIS!!! (If copies of email threads between me and Sean Scanlon are needed to verify my accounts let me know, since none of this info was ever recorded or reported at Tweed Airport Authority Board meetings) efitzgerald@snet.net Thank you	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA.	No
4/30/2023	PC	Gabriela Campos	1790-1793	Resubmitting for the public comment record	Branford Conservation and Environment Commission Branford Town Hall P.O. Box 150 Branford, Connecticut 06405 June 8, 2022 Colleen D'Alessandro Regional Administrator New England Region Federal Aviation Administration 1200 District Avenue Burlington, MA 01803-5299 Colleen.dalessandro@faa.gov Dear Deputy Administrator D'Alessandro, We are writing to express our concerns about the planned expansion of the Tweed-New Haven Airport ("Tweed") and to request that the Federal Aviation Administration ("FAA") prepare an Environmental Impact Statement ("EIS") as required by the National Environmental Policy Act ("NEPA") for projects that may result in significant environmental repercussions. The Branford Conservation and Environment Commission (the "Commission") is pledged to protect the environmental resources in our town and in adjacent areas that would affect our local environment. We believe that the proposed Tweed expansion will result in serious threats to those resources as outlined below. An EIS is Required Adequately Measure Tweed's Environmental Impact An EIS is required because the lesser review offered by an Environmental Assessment ("EA") fails to address the complex issues presented by the proposed project. First, this is a controversial and historic project. Tweed proposes to extend its runway and develop a new terminal area.1 Expanding the airport has a fifty-year record of litigation and community opposition. A state law preventing the expansion of the runway at Tweed was overturned by a federal court in 2019. But, the decision of a federal court on the legitimacy of state law does not waive the FAA's obligations under NEPA to rigorously assess the project's threat to the local environment. Under Section 102(2)(C) of NEPA, major federal actions that significantly affect the "quality of the 1 See https://www.tweedmasterplan.com.	Duplicate of Letter Received from BCEC. Comments are addressed in agency comment responses.	Yes
4/30/2023	PC	Gabriela Campos	1794-1799	Adding to the record for public comment	Please add to the official record this letter Please use full contents of PDF Thank you	Commentor submitted attachment consisting of a November 2022 "Notice of Violation" issued by CT DEEP for a Greater New Haven Water Pollution Control Authority (GNHWPCA) project that occurs partially on airport property. The GNWPCA project is unrelated to the Proposed Action.	Yes

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4/30/2023	PC	Mike	1800-1802	Tweed New Haven Airport	Neighbors that live around Tweed New Haven airport, we ask that environmental protection agency does a thorough investigation (EIS) on the impact that It will have in the surrounding area of the airport. On Saturday 4/15 I couldn't even work in my back yard between the noise (listening to my radio)and the fumes it was impossible to stay out there. Back in 2018 my father's house fell under the noise abatement and was insulated. Dealing with John Hanson he told us the FAA does a noise study every 5 years. Nothing done yet and I live 4/10 of mile away. Along with the environmental issues.The people in Morris Cove have been dealing with flooding issues. By expanding the runway. where's the run off from there going to go.As you can see by the pictures I posted,the city of New Haven hasn't even dealt with the existing problem.These pictures are along Dean Street south side of the airport. Do the right thing and give Us airport neighbors a fair assessment. Sent from my iPad	For EIS, see response to Frequent Public Comment #1. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Flooding, see response to Frequent Public Comment # 17. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6.	No
4/30/2023	PC	Gabriela Campos	1803-1806	Submitting for the record	Kindly add the contents of this 7/22 Patch Article to the record Thank You Date: Wed, Jul 6, 2022 at 5:25 PM Traffic & Transit East Haven Mayor, GOP Lawmakers 'Urging Swift Action' At Tweed Airport They tell Tweed director Scanlon, Avelo Airlines, and Avports they need to address neighbors complaints about engine noise, jet fuel smell. EAST HAVEN, CT —East Haven's mayor and two of its state lawmakers penned a letter to Tweed New Haven Airport's director and the chiefs of Avports and Avelo Airlines to put all on notice that East Haven neighbors are fed up with jet engine noise, and the smell of jet fuel. Patch emailed Sean Scanlon, the airport's executive director, for comment and this post will be updated once one is received. The letter signed by East Haven Mayor Joseph A. Carfora, state Rep. Joseph Zullo and state Sen. Paul Circarella shares its, and neighbors' "quality of life concerns." Namely, that since Avelo Airlines has significantly increased the number of flights per day heading to its now 14 non-stop destinations from its handful of inaugural flights to Florida only in November 2020. "Neighbors living in the vicinity of Tweed New Haven Airport have been voicing their justifiable concerns about the negative impacts the increase in flights in and out of the airport are having." "We hear them loud and clear," the letter dated Wednesday reads. "...the volume of flights has directly impacted the quality of life for those residing near the airport." Saying they "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," the officials wrote. It appears that the letter is a follow-up to conversations that have already been had.	Press Report noted	No
4/30/2023	PC	Rachel Heerema	1807	Resubmitting for the official comment period record	Date: Mon, Nov 29, 2021 at 9:53 PM Subject: RE: Air pollution linked to more severe mental illness From: rachel heerema Sent: Monday, November 29, 2021 9:49 PM To: hvn-ea@mjinc.com Subject: FW: The Guardian: Air pollution linked to more severe mental illness 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. 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. Thank you, Rachel Heerema	For air quality, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For Environmental Justice community, see response to Frequent Public Comment #20.	No

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4/30/2023	PC	Lynne Bonnett	1808-1811	Resubmitting for official public comment period	Kindly print letter in its entirety and credit author Public comment Re Tweed New Haven Airport Authority's Environmental Assessment Submitted by Lynne Bonnett, April 28, 2022 via email to hvn-ea@mjinc.com NEPA Category: Hazardous Materials, Pollution Prevention, and Solid Waste. I am concerned that theTweed New Haven Airport Authority releases harmful de-icing materials that include PFAS (per- and polyfluoroalkyl substances) into our environment directly, indirectly and cumulatively. New Haven Tweed Authority's permit DSN 201-1 indicates that the de-icing fluids used at the airport are routed to two 12,000 gallon tanks on site where the PH is adjusted to neutral and then pumped to the Greater New Haven Water Pollution Control Authority (GNHWPCA) where it is likely included in the sludge material that goes to the incinerator on site operated by Synagro New Haven. Solids as well as water soluble chemicals in the inflowing water adhere to the colloidal sludge material, are dewatered and then incinerated in a multiple hearth incinerator that operates 24/7 throughout the year. Anne Hulick of Clean Water Action writes, "PFAS chemicals never break down in the environment and are linked to kidney, liver, testicular cancers, thyroid disruption, low birth weights and decreased immunity after vaccines in children." The State of CT passed legislation in 2021 to ban PFAS in fire fighting foam that is used in training exercises as well as in certain packaging that contains PFAS. Governor Lamont signed the legislation in July of 2021 saying that this legislation was important to protect our health and environment. https://portal.ct.gov/Office-of-the-Governor/News/Press-Releases/2021/07-2021/Governor-Lamont-Signs-Legislation-Banning-Use-Of-PFAS We do not fully understand what happens to PFAS when they are incinerated. https://www.epa.gov/sites/default/files/2019-09/documents/technical_brief_pfas_incineration_ioaa_approved_final_july_2019.pdf https://www.ewg.org/news-insights/news/feeding-waste-cycle-how-pfas-disposal-perpetuatescontamination The second reference, "Feeding the Waste Cycle: How PFAS 'Disposal' Perpetuates Contamination"clearly indicates the cyclical nature of this problem. I quote from the article:	PFAS substances are used for firefighting, not de-icing. A variety of de-icing and anti icing chemicals are utilized to maintain safe operations during icing conditions. Spent deicing and anti icing fluid is captured and discharged to the sewer system per applicable permits. The Proposed Action will include measures to continue capturing and discharging to the sewer system.	Yes
4/30/2023	PC	Margaret Wheeler	1812-1816	Missing Tweed Alternatives from Public Comments	Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. Objective * To Show how Alternative Proposals using Public Comments are Missing in EA and need to be added to an EIS. FAA Order 1050-1f 2-5.1. * Proposed Alternatives from public comments addressing Environmental impacts are listed below and should be considered in an EIS FAA Order 1050-1f 2-5. FAA Order 1050-1f 2-5. Public Involvement. NEPA and the CEQ Regulations, in describing the public involvement process, require Federal agencies to: consider environmental information in their decision-making process; solicit appropriate information from the public; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; and provide the public with this information and allow it to comment on these findings. Public involvement is also required when the FAA revises its rules, or proposes substantial changes to its NEPA implementing instructions. Strategic planning is needed to successfully integrate public involvement and NEPA. Failure to complete public participation can delay the process and, therefore, the proposed action FAA Order 1050-1f 2-5.1. Timing and Extent of Public Involvement. The FAA, or when applicable, the applicant, must provide pertinent information to the affected communities and agencies and consider their comments at the earliest appropriate time and early in the process of preparing an EIS. The extent of early coordination will depend on the complexity, sensitivity, degree of Federal involvement, and anticipated environmental impacts. Comments received during early coordination/scoping and during public review of a draft NEPA document on the potential impacts of the proposed action and any reasonable alternatives identified must be considered. Additional information regarding public involvement is discussed in Paragraphs 6-2.2 for EAs and 7-1.2 for EISs. The length of public comment periods is discussed in Paragraphs 6-2.2.g and 7-1.2.d.	For EIS, see response to Frequent Public Comment #1. Appendix D describes the Public Outreach process used in the EA. Comments received prior to the start of the public comment period are compiled in Appendix D-2.	No
4/30/2023	PC	Donna Roy	1817	Urge for TWEED EIS	I urge the request of a full Environmental Impact Study for the expansion of Tweed. I disagree with the expansion. Thank you. Sincerely , Donna R. -- CONFIDENTIALITY NOTICE: The information contained in this transmission is CONFIDENTIAL and is intended only for the use of the recipient(s) listed above. If you have received this email in error, please notify me immediately by return email and promptly delete this message and its attachments from your computer system. The Branford Public School District does not discriminate on the basis of race, color, national origin, sex, disability, age, religion, sexual orientation, gender identity or expression or on any other basis prohibited by law in its programs and activities and provides equal access to the Boy Scouts and other designated youth groups.	For EIS, see response to Frequent Public Comment #1.	No

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4/30/2023	PC	Margaret Wheeler	1818-1819	Tweed Ozone and Deicing Issues EA	OZONE AND DEICING ISSUES Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf 1050-1f2-5. Public Involvement. NEPA and the CEQ Regulations, in describing the public involvement process, require Federal agencies to: consider environmental information in their decision-making process; solicit appropriate information from the public; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; and provide the public with this information and allow it to comment on these findings. Public involvement is also required when the FAA revises its rules, or proposes substantial changes to its NEPA implementing instructions. Strategic planning is needed to successfully integrate public involvement and NEPA. WHERE IN THE EA ARE OZONE LEVELS IN EMISSION STUDIES ? HOW MUCH OZONE WILL BE ADDED to an already severe ozone nonattainment area in an Environmental Justice area? OZONE WILL ALSO INCREASE FROM THE HEAT ISLAND EFFECT? More asphalt and roof tops. NOX AND VOCS from emissions increase ozone in an already nonattainment area. Heat islands are built up areas that are hotter than their rural surroundings. As buildings and roads replace open land and vegetation, formerly permeable and moist surfaces become impermeable and dry. That leads to higher temperatures. Warmer temperatures in heat islands can lead to higher concentrations of ozone. https://www.epa.gov/sites/default/files/2020-10/documents/webinar.uhi__0.pdf	For EIS, see response to Frequent Public Comment #1. Appendix D describes the Public Outreach process used in the EA. As described in Appendix I, ozone precursors (NOx and VOC) were evaluated. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. No change to de-icing fluid disposal is proposed, It will continue to be captured and discharged to the sewer system in accordance with applicable permits.	No
4/30/2023	PC	Margaret Wheeler	1820-1821	Alternatives in EA disregard public input	Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. Objective * To Show how Alternative Proposals using Public Comments are Missing in EA and need to be added to an EIS. FAA Order 1050-1f 2-5.1. * An EIS should incorporate the Alternatives listed below which include solutions to current and future airport planning. Proposed Alternatives from public comments addressing Environmental impacts are listed below and should be considered in an EIS. FAA Order 1050-1f 2-5. FAA Order 1050-1f 2-5. Public Involvement. NEPA and the CEQ Regulations, in describing the public involvement process, require Federal agencies to: consider environmental information in their decision-making process; solicit appropriate information from the public; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; and provide the public with this information and allow it to comment on these findings. Public involvement is also required when the FAA revises its rules, or proposes substantial changes to its NEPA implementing instructions. Strategic planning is needed to successfully integrate public involvement and NEPA. Failure to complete public participation can delay the process and, therefore, the proposed action FAA Order 1050-1f 2-5.1. Timing and Extent of Public Involvement. The FAA, or when applicable, the applicant, must provide pertinent information to the affected communities and agencies and consider their comments at the earliest appropriate time and early in the process of preparing an EIS. The extent of early coordination will depend on the complexity, sensitivity, degree of Federal involvement, and anticipated environmental impacts. Comments received during early coordination/scoping and during public review of a draft NEPA document on the potential impacts of the proposed action and any reasonable alternatives identified must be considered. Additional information regarding public involvement is discussed in Paragraphs 6-2.2 for EAs and 7-1.2 for	Appendix D describes the Public Outreach process used in the EA. The alternatives considered in the EA closely resemble those considered in the Master Plan. Regarding request for an EIS, see response to Frequent Public Comment #1. The terminal area alternatives have been modified to accommodate the reasonably foreseeable passenger volumes that are projected in the EA. Additional details on wetland mitigation are described in Appendix L. As described in Chapter 3, off-site parking is not feasible; redevelopment of the existing west side terminal; directing passengers to other airports do not meet the project and need. The airport does not control which airlines and aircraft use the airport. The airport does not control flight paths, which are dictated by safety, weather, and air traffic control needs. Implementation of a noise monitoring system may be considered in a future Part 150 study. Tweed New Haven Airport Authority has an established environmental committee. Ground handling equipment is provided by the airline and not determined by HVN. HVN conducts water quality sampling and submits reports in accordance with applicable water quality permits. Fundamentally, the alternatives suggested by the commentor do not address the Purpose and Need of the Proposed Action.	No
4/30/2023	PC	Rafaela	1822	TWEED EIS	I urge the request of a full Environmental Impact Study for the expansion of Tweed. I disagree with the expansion. Thank you. Sincerely, Rafaela	For EIS, see response to Frequent Public Comment #1.	No

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4/30/2023	PC	Kathy	1823	TWEED EIS	> I urge the request of a full Environmental Impact Study for the expansion of Tweed. I disagree with the expansion. Thank you. > > Sincerely , Kathy > «любовь и мудрость»	For EIS, see response to Frequent Public Comment #1.	No
4/30/2023	PC	Margaret Wheeler	1824-1825	No Notice of Tweed Plans to EJ and Minority Hispanic Community	Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. How will the FAA handle Tweed Airports lack of notice to EJ Communities, a clear violation of NEPA regulations FAA order 1050-1f 2-5.2? The Hispanic Community was not notified about public hearings and there are no translated documents to Spanish. One Public Hearing to Introduce the Master Plan took place in East Haven on Dec 12th 2021. There was no mention of terminals, traffic and parking coming to the East Haven side of town designated as an Environmental Justice Community. The draft EA was not written in Spanish and it was evident that NO members of the Hispanic Community testified at the April 1st 2023 public hearing. For over 2 and a half years the Tweed Authority were asked by the 10,000 hawks environmental group to make efforts to engage the minority populations surrounding and under the flight path ceiling. A large Hispanic and low income Environmental Justice Community surrounds the Tweed Airport in East Haven, Other EJ areas, New Haven Annex and Fair Haven are directly under the 3000 ft ceiling and with in one nautical miles of Tweed Airport. These areas are already in a severe ozone non- attainment area and are exposed to several other pollution sites. According to FAA order 1050-1f 2-5.2. The responsible FAA official must, to the extent practicable, make every effort to notify potentially affected minority populations and low-income populations of proposed actions and their impacts. The FAA should make direct contact with minority and low-income community groups, organizations, and/or leaders in communities affected by the activity, https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf	For EIS, see response to Frequent Public Comment #1. For Environmental Justice community, see response to Frequent Public Comment #20. Appendix D describes the Public Outreach process used in the EA, including providing Spanish translation at the April 1 meeting. .For concern regarding availability of Spanish language documents, see response to Frequent Public Comment # 21.	No
4/30/2023	PC	Juliana Roy	1826	EIS TWEED	I urge the request of a full Environmental Impact Study for the expansion of Tweed. I disagree with the expansion. Thank you. Sincerely , Juliana R. Get Outlook for iOS	For EIS, see response to Frequent Public Comment #1.	No

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4/30/2023	PC	Love Wisdom	1827	Stop Tweed!!!	I urge the request of a full Environmental Impact Study for the expansion of Tweed. I disagree with the expansion!!!!	For EIS, see response to Frequent Public Comment #1.	No
4/30/2023	PC	Gabriela Campos	1828-1831	Resubmitting for the official comment period	Thank you for resubmitting the letter from 6/22 w all of its links as attachments in their entirety for the record of the official comment period of the draft EA Gabriela ——— 4/30/23 I would like to add that since the attached letter was written in June of 2022 I have learned that DoT requires that any project happening in and area that has 15% or more of the population that speaks in another language all documents must be easily accesible in that language - in the NHPS Nathan Hale which is just a few blocks away from the airport and where fumes can be smelled at the entrance every morning as the children walk in - and certainly throughout the day in their class rooms and in the play ground, that school has a 40% Latina/e/x population most of which it's their second language and/or they speak or understand very limited English. I have requested translation on multiple occasions in person and in writing. It is my understanding that Congresswoman's DeLauro's Office also requested translation and an extension to give equal access to everyone. The deadline for the official comment period is tomorrow at the end of business - and I have yet yo see any attempt at satisfying this level that provides equal access. A large sector of impacted families with children have been further disenfranchised in these Environmental Justice Communities , this is a Civil Rights Violation that could have been easily addressed. Simply checking off boxes does not represent the spirit of the law in this situation I request that everything is translated and made available with equal time for all languages represented at 15% or more, in schools within a five mile radius I thank you all for your prompt attention on this Civil Rights Violation	For concern regarding availability of Spanish language documents, see response to Frequent Public Comment # 21. Appendix D describes the Public Outreach process used in the EA. For concern about Environmental Justice, see response to Frequent Public Comment # 20. EPA has provided formal comments on the EA.	No
4/30/2023	PC	Kathryn Roi	1832	No Tweed	I urge the request of a full Environmental Impact Study for the expansion of Tweed. I completely disagree with the expansion. This is against the health of the Sound. Thank you. Best wishes, Kathryn	For EIS, see response to Frequent Public Comment #1.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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4/30/2023	PC	Georgia Crowley Lieber	1833-1834	Tweed New Haven Airport Expansion and Climate	April 30, 2023 To whom it may concern, My name is Georgia Lieber and I reside at 18 Hampton Road in East Haven, CT. I am writing to express my concern regarding the proposed expansion of the Tweed-New Haven Airport (HVN). Why is the Federal Aviation Administration (FAA) considering this expansion with so much hard evidence showing the direct correlation between emissions from air and vehicle travel and the warming of our planet? As the current draft Environmental Assessment (EA) lays out, Tweed-New Haven Airport Authority and Avports is seeking to expand the current airport terminal, lengthen the runway, and increase the number of parking spaces in order to ultimately increase the number of flights run by a low-cost carrier. The EA's projections of expected aviation activity (Table 2.1, p. 2-3) are faulty, flawed by a "fundamental inconsistency," as engineer Dr. Marshall Cox and East Haven Mayor Carfora explained at the Public Meeting on April 1, 2023, based of their expert reviews: The Proposed Action's runway extension and addition of a massive modern terminal would generate significantly more net operations and enplanements than the No Action alternative would, all things being equal. Therefore, this expansion is directly in conflict with efforts by the current federal administration, including President Biden and the Environmental Protection Agency, to address and curb climate change. Page 4-15 of the draft the EA acknowledges that "aircraft jet engines, like other vehicle engines, produce CO2, water (H2O) vapor, N2O, CO, oxides of sulfur, unburned or partially combusted hydrocarbons or VOCs, particulates, and other trace compounds, all of which contribute to greenhouse gases." Moreover, the EA notes that "research has shown that there is a direct link between fuel combustion and GHG emissions." Additionally, the EA states that "aircraft are probably the most often cited air pollutant source, but they produce the same types of emissions as cars." According to the Economic Report of the President (ERP) released to Congress on March 2023, "The United States has implemented major domestic legislation to achieve its own goals to reduce emissions to 50–52 percent below 2005 levels by 2030 and to reach net-zero emissions by 2050." (ERP p. 274) According to the draft EA, current enplanements at HVN in 2022 were 351,506, up from 42,000 in 2019. Regarding the EA's projections, either the Proposed Action results are valid estimates or the Proposed No Action figures are valid, but both cannot be valid. Let us accept hypothetically that the Proposed Action projections are valid. The EA projection with the Proposed Action anticipates 665,000 enplanements by 2026 and 1.2 million enplanements by 2031. Representatives from the Tweed-New Haven Airport Authority and Avports project an increase in overall air travel at Tweed over the next ten years of 348% from 2022 levels and 2,911% from the 2019 level. This is not conducive to the reduction in emissions stated in the ERP. The ERP notes that, "…[current] construction is often designed to standards based on historical weather conditions, such as a 1-in-100-years rain event, and conditions exceeding these design thresholds can produce dangerous conditions that have high	For EIS, see response to Frequent Public Comment #1. For greenhouse gas emissions, see response to Frequent Public Comment #15. For concern about forecasts, see response to Frequent Public Comment # 3. For concern about Environmental Justice, see response to Frequent Public Comment # 20. The EA was prepared in accordance with FAA Order 1050.1F and describes the potential environmental, social, and economic consequences of the proposed action.	No
4/30/2023	PC	Joelle Marie Innocenti	1835-1841	Tweed New Haven Airport Expansion. Environmental Assessment comments - 6/17/22	-----Original Message----- From: ctjoelle@aol.com To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>; Sent: Fri, Jun 17, 2022 11:56 pm Subject: Tweed New Haven Airport Expansion. Environmental Assessment comments - 6/17/22 My name is Joelle Marie Innocenti and I reside in, 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. 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. I lived here in East Haven 20 years ago for several years on Stoddard Road, less than a mile from Tweed. This was back when United Airlines operated flights to Chicago. It was never this bad. Never this loud. Never this frequent. I moved away to care for a sick loved one. When she passed, I knew I would be back to my wonderful shoreline town again and reconnect with long lost friends. Upon arriving in December of 2020, it was heaven! I was so happy to be back. When Avelo started operations in late 2021, it was barely noticeable due to the small number of flights. I was excited about having some Florida flight options nearby, and my husband used this airline to visit family in Florida. However, as the months have progressed, and the number of flights has now increased to an intolerable level, I can't even enjoy my yard, after investing tens of thousands of dollars to fence in and beautify my yard, due to the noise and fuel smell. My dog is terrified to go outside. Last night (and as usual) – or rather this morning (6/17), two planes were delayed and arrived at 12:30 am and 1:30 am. I have a very demanding job and I need my sleep. I work from home part of the time and am disrupted during my daily job duties, multiple	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For concern about Quality of Life, see response to Frequent Public Comment #25. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA. For Environmental Justice community, see response to Frequent Public Comment #20.	Yes
4/30/2023	PC	William Barker	1842	EIS	To whom it may concern: Yes , we need a EIS ! Not only for the environment but for the human race. Again this weekend after working 16 hours plus was awakened by a jetliner. This is insane and I'm glad I did not get called back in to work. Working for a utility on high voltage equipment not a good combination. Other household members work in the medical field and are also impacted . One of them actually is in emergency room. Thank you for your time William Barker 84 Francis st. East Haven ct. 203-980-8602	For EIS, see response to Frequent Public Comment #1. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22.	No

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4/30/2023	PC	Sandra Reiners	1843-1850	PUBLIC COMMENT, TWEED NEW HAVEN AIRPORT	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Cheryl Quaine Environmental Protection Specialist Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Mses. Lattrell and Quaine, FAA Remarks regarding Tweed Airport, effective February 23, 2023 note that the airport is closed to aircraft over 78 DB during daytime hours and to aircraft over 73 and even 68 DB during nighttime hours:	For EIS, see response to Frequent Public Comment #1. For noise ordinance violations, see response to Frequent Public Comment #4. Note that the ordinance specifies the aircraft operation, specific noise metric, and measurement distances which apply to the stated decibel values. For use of 737-800, see response to Frequent Public Comment #7. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	Yes
4/30/2023	PC	Christopher H. Gottschalk	1851	EIS needed for Tweed expansion	To whom is may concern: I am a resident of Stony Creek in Branford, CT. I am deeply concerned about the environmental impact of the proposed expansion of Tweed-New Haven airport (HVN). It is clear that the current report, the Economic assessment (EA) prepared by a private consulting firm hired by Tweed and submitted for comment, is grossly inadequate in terms of evaluating the potential impact of the proposed expansion of HVN. With a plan to more than double the number of flights daily through this small, regional airport and to increase the number of large planes, there will clearly be huge impacts in terms of noise and air pollution, local traffic, and wetlands. A glaring omission of the current EA is the complete absence of any input from the DEEP, EPS, or Army Corps of Engineers, which is required by Federal law (see Council of Environmental Quality). As of this writing, no such input has been provided. The proposed expansion includes adding over 60,000 cubic yards of landfill to a coastal flood plain and digging in wetlands—clearly something with significant impact on local ecology. Local residents in East Haven have already recorded decibel levels of 90 dB due to low-flying planes coming into and out of Tweed, yet FAA policy indicates that levels above 75 are “unacceptable”. Based on the projected increases in flight volume, the amount of nitrogen oxides released will be over 400 tons by 2031, or 20 times higher than whatever computer “model” was used in the current EA estimates. The lack of input from local and federal agencies is unacceptable and illegal. The notion that the proposed expansion is of “no significance” is preposterous. For the safety and protection of residents of East Haven, Branford, and surrounding communities, and to achieve the goal of proper stewardship of our local ecology, it is essential that we have a full Environmental Impact Study (EIS) as a first step in providing meaningful data about the potential impacts on our communities and how to mitigate them. Doing any less than this would be shameful and irresponsible. P. Christopher H. Gottschalk, MD FAHS Professor of Clinical Medicine (Neurology) Director, Headache & Facial Pain program Chief, Section of General Neurology Yale University President, Alliance for Headache Disorders Advocacy (AHDA)	For EIS, see response to Frequent Public Comment #1. Noise, air quality, traffic, and wetlands are addressed in Sections 5.9, 5.1, 5.11, and 5.14.1 respectively. For noise/vibrations, see response to Frequent Public Comment #10 and #11. Also see Frequent Public Comment #19 for wetland discussion. For air quality concerns, see response to Frequent Public Comment #12. Appendix D describes agency consultation conducted during the EA. Further, CT DEEP, EPA, and the Corps of Engineers, among others, submitted formal comments on the EA.	No
4/30/2023	PC	Sandra Reiners	1852-1853	PUBLIC COMMENT TWEED NEW HAVEN AIRPORT	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Cheryl Quaine	For EIS, see response to Frequent Public Comment #1. The EA was prepared in accordance with FAA Order 1050.1F. For use of 737-800, see response to Frequent Public Comment #7. It is beyond the scope of the EA to address the finances of an aircraft operator.	No

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4/30/2023	PC	Ramon Rodriguez	1854	Tweed airport expansion	I urge the request of a full Environmental Impact Study for the expansion of Tweed. I disagree with the expansion. Thank you. Sincerely ," Ramon Rodriguez Sent from my T-Mobile 4G LTE Device	For EIS, see response to Frequent Public Comment #1.	No
4/30/2023	PC	Georgia Crowley Lieber	1855-1857	The Impact of Tweed New Haven Airport Expansion on Environmental Justice Communities	To whom it may concern, My name is Georgia Lieber and I reside at 18 Hampton Rd in East Haven, CT. I am writing to you as a resident of an environmental justice municipality as designated by the Environmental Protection Agency. As noted in the Draft Environmental Assessment in Section 4.12.3, Executive Order No. 12898, issued February 11, 1994, requires that each federal agency incorporates Environmental Justice (EJ) into its mission, which includes "the 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." According to the Connecticut's Department of Energy and Environmental Protection (CT DEEP), an environmental justice community is defined by the Connecticut General Statutes as: * a distressed municipality, as designated by the Connecticut Department of Economic and Community Development; OR * defined census block groups where 30% of the population is living below 200% of the federal poverty level. Designation as environmental justice communities is implemented for three key reasons, including: * To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. * To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. * To prevent the denial of the reduction in, or the significant delay in, the receipt of benefits by minority and low-income populations. Page 4-48 of the draft EA stresses that the study area only included the project site. However, if you look at the communities surrounding the proposed expansion, you will note that the neighborhoods outside of the footprint studied within the Environmental Assessment fall under the category of environmental justice municipalities. This includes the neighborhoods of East Haven that directly abut the airport property, Branford Hills, which is directly under flight paths of most departing and arriving flights, and Fair Haven, one of New Haven's most economically distressed neighborhoods. In 2019, before Tweed's current expansion, for New Haven residents, asthma-induced hospitalization and ER visits were already two times the state average level and for East Haven residents next to the airport, that rate is three times the CT average (DataHaven, 2019 cited in CT Examiner article 2022). According to the draft EA, McFarland Johnson projects an increase in overall air travel at Tweed over the next ten years of 348% from 2022 levels and 2,911% from the 2019 level should the proposed expansion be realized. The draft EA acknowledges that "aircraft jet engines, like other vehicle engines, produce carbon dioxide, water vapor, nitrous oxide, carbon monoxide, oxides of sulfur, unburned or partially combusted hydrocarbons or VOCs, particulates, and other trace compounds." Additionally, the EA states that "aircraft are probably the most often cited air pollutant source, but they produce the same types of emissions as cars." This is an air quality and health issue. In addition to the particulates that will impact the health of residents, what will be the mental health impact of the increased noise pollution that we are already experiencing and that is projected to increase	For EIS, see response to Frequent Public Comment #1. For Environmental Justice community, see response to Frequent Public Comment #20. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about the study area, see response to Frequent Public Comment #3. For concern about Quality of Life, see response to Frequent Public Comment #25. Appendix D describes the Public Outreach process used in the EA. For concern regarding availability of Spanish language documents, see response to Frequent Public Comment # 21.	No
4/30/2023	PC	Amanda Sullivan	1858	EIS Needed	Hello, My name is Amanda Sullivan and I live on 62 Edgar St in East Haven across from Tweed Airport. I am writing in solidarity with my fellow neighbors calling for an EIS to be conducted. My husband and I attended the informational open house and public comment session at East Haven high school. I was alarmed at the many indequices the current EA revealed. Below are a couple of examples: * The future terminal on the East Haven side is to be built on stilts in a major flood zone according to the specialists we talked to. How does this area safely hold room for over four jumbo jets and the proposed six tier parking garage? We already have issues with flooding on our properties and in our town streets specifically in that area. No convincing concrete evidence was provided to remedy this issue. I find it hard to believe that drainage systems can replace the natural effectiveness of the marshes. * When talking with the air quality specialist they informed us that the device measuring device was over 3 miles away in North Haven. How does this accurately measure the air quality in the surrounding area around Tweed? I have had jet fuel fumes flood the inside of my home and yard. I have new windows. I don't want central air: it would be an exorbitant cost to install in my home. I wish to have the freedom to enjoy my backyard with my future family without the worry of jet fuel fumes and pollutants. Please consider this with the utmost care and respect to the citizens of East Haven. * I plan to start a family soon. I find it hard to believe that increased air traffic in a heavily populated area won't bring extra pollutants as the studies suggest. Is Tweed willing to put young children and pregnant women in harm's way in the name of economic gain? * What about the wildlife in the area? We have large migrations of birds that come through annually and delicate coastal ecosystems. This needs to be taken seriously. Through this letter and the comments provided I am writing to urge the FAA to do their part. Tweed must be a responsible neighbor and be held to the same criteria as the rest of us and conduct an EIS. Sincerely, Amanda Sullivan	For EIS, see response to Frequent Public Comment #1. For air quality, see response to Frequent Public Comment #12. For air quality monitoring station, see response to Frequent Public Comment #14. For flooding, see response to Frequent Public Comment #17. For birds, see response to Frequent Public Comment #18.	No

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4/30/2023	PC	Charles Schneider	1859	EIS	Hello, My name is Charles Schneider and I live on 62 Edgar St in East Haven across from Tweed Airport. I am writing in solidarity with my fellow neighbors calling for an EIS to be conducted. My wife and I attended the informational open house and public comment session at East Haven high school. I was alarmed at the many indequices the current EA revealed. Below are a couple of examples: * The future terminal on the East Haven side is to be built on stilts in a major flood zone according to the specialists we talked to. How does this area safely hold room for over four jumbo jets and the proposed six tier parking garage? We already have issues with flooding on our properties and in our town streets specifically in that area. No convincing concrete evidence was provided to remedy this issue. I find it hard to believe that drainage systems can replace the natural effectiveness of the marshes. * When talking with the air quality specialist they informed us that the device measuring device was over 3 miles away in North Haven. How does this accurately measure the air quality in the surrounding area around Tweed? I have had jet fuel fumes flood the inside of my home and yard. I have new windows. I don't want central air: it would be an exorbitant cost to install in my home. I wish to have the freedom to enjoy my backyard with my future family without the worry of jet fuel fumes and pollutants. Please consider this with the utmost care and respect to the citizens of East Haven. * I plan to start a family soon. I find it hard to believe that increased air traffic in a heavily populated area won't bring extra pollutants as the studies suggest. Is Tweed willing to put young children and pregnant women in harm's way in the name of economic gain? * What about the wildlife in the area? We have large migrations of birds that come through annually and delicate coastal ecosystems. This needs to be taken seriously. Through this letter and the comments provided I am writing to urge the FAA to do their part. Tweed must be a responsible neighbor and be held to the same criteria as the rest of us and conduct an EIS. Sincerely, Charles Schneider	See response to Comment # 565	No
4/30/2023	PC	Alana Haroskewicz	1860-1861	EA Comment Climate Change	My Name is A Haroskewicz. I live in East Haven approx 725 ft from Tweeds back entrance by Robinson Aviation. I would the following to be included with the comments for the EA. I further more would like to ask the FAA to move to a full Environmental Impact Statement (EIS.). While the EA draft may be a large document. It is lacking some key information. What or rather how does Tweed work to comply with the inevitable results of climate change? The airport is in a bowl and one side is 12ft lower than the other side. There has been little to no information about this parking garage, No architectural drawings of it. And why does all oil the drawings submitted obliterate the surrounding community? How can filling in 31 acres of wetlands combat climate change? How can increased emissions for cars and planes help fight climate change? 1050.1F Chapter 16 qualifies wetlands as an irreplaceable resource. As stated in 40 Code of Federal Regulations (CFR) § 1502.16 of the Council on Environmental Quality (CEQ) Regulations, the Federal Aviation Administration (FAA) must identify, as part of the environmental consequences discussion in an Environmental Impact Statement (EIS), any irreversible or irretrievable commitments of resources which would be involved in the proposed action or reasonable alternative(s), should they be implemented. WHILE discussion of irreversible or irretrievable commitments of resources is not required in an Environmental Assessment (EA), it is evident that an EIS is in order, as a much smaller proposed action required an EIS (published in 1999). Filling of wetlands is considered to be irreversible & irretrievable, this has already been done with the creation of the airport; with the relocation of Tuttle Brook and more recently under the 2020EA. Given the Climate Crisis and the magnitude of carbon capture that wetlands provide, this should be sufficient cause to push for an EIS and start investigating this impact. According to Part 1050.1FChapter 3 on Climate “Increasing concentrations of GHGs in the atmosphere affect global climate.2 GHG emissions result from anthropogenic sources including the combustion of fossil fuels.” Whereas, the proposed action and increased activity since November of 2021 of the same amount of flights previously flown in a year, now taking place in a month, with goals to increase even more so - would result in an increase in GHG emission. https://www.faa.gov/sites/faa.gov/files/about/office_org/headquarters_offices/apl/3-climate.pdf Executive Order 11990, Protection of Wetlands, and DOT Order 5660.1A, Preservation of the Nation’s Wetlands Section 2(a) of the Executive Order states “each agency, to the extent permitted by law, shall avoid undertaking or providing assistance for new construction located in wetlands With the current climate situation we need to preserve out wetlands not destroy them further or fill them in. Anthropogenic greenhouse gas (GHG) emissions are largely responsible for climate change and will likely disrupt both society and global ecosystems (Hoegh-Guldberg et al. 2018). This has led to calls to mitigate these emissions (UNFCCC, 2015). Several mitigation practices have been suggested, ranging from increasing the efficiency and reducing reliance on the burning of fossils fuels, carbon capture storage, and the restoration and conservation of existing natural carbon sinks (Lal 2008)	For EIS, see response to Frequent Public Comment #1. Resiliency measures to be incorporated into the project are described in Chapters 3 and 5. The EA is based on preliminary planning information. Additional details on the parking garage are not available at this time. As described in Section 5.14.1, 9.28 acres of wetland impacts are expected. Wetland impacts would be mitigated in accordance with applicable permit conditions - see Appendix L and also CTDEEP Comment Response #3. For greenhouse gas emissions, see response to Frequent Public Comment #15.	No
4/30/2023	PC	Kevin Buterbaugh	1862	A supplement to my earlier comments on the environmental assessment for Tweed.	This is an addition to my comments on the Tweed environmental assessment. The Tweed assessment states that the ends of the runway will be raised 3 to 6 feet in order to prevent flooding due to climate change. Efforts to armor or raise structures at Tweed risk pushing water into the neighborhoods that surround it. Water must go somewhere. If it cannot flood the runway, then it will flood somewhere else. A proper environmental impact statement would examine where this flooding will occur and the impacts it will have on people in the the surrounding area as well as the environment. This is not done in the assessment. Moreover in the section on climate risks - Tweed states that models showing 2 feet of sea level rise, which is not the forecast by 2050, will cause regular flooding of the airport. This is a misinterpretation of the data. The models show that Tweed will be inundated at these levels. It is not regular flooding that will occur, much of the current airport, including the runway, will be permanently underwater. Attempts to stop this by raising flood gates etc, will flood other areas of the coast. Again, these affects must be properly examined, and the report does not do this. It should also be noted. Models show that flooding in Tweed will not just come from Morris Creek. If we see the forecast level of sea level rise, flooding will come up the Farm River and then connect to Tweed along Hemingway Drive. Hemingway, already is flooding during high tides. This flooding will expand to Tweed. Thus, Tweed would need flood gates on the Farm River as well, and this would have significant impacts in both East Haven and Branford. The report, essentially, dismisses climate change, since it is unclear what will happen. But this is not true. There are models that produce valid data that should be used in assessing the impacts of Tweed's project on coastal resilience. An environmental impact statement would allow these risks to be properly examined and weighed.	For EIS, see response to Frequent Public Comment #1. As described in Chapter 3, the runway ends are being raised to meet FAA design standards which will provide an added benefit of making them less prone to flooding. As described in Section 5.14.3 a corresponding "cut" will mitigate the proposed fill. The State of Connecticut projects 20 inches of sea level rise by 2050. See also response to Frequent Public Comment # 17 regarding flooding.	No

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4/30/2023	PC	Georgia Crowley Lieber	1863-1864	The Impact of Tweed New Haven Airport Expansion on Air Quality	My name is Georgia Lieber and I reside at 18 Hampton Road in East Haven, CT. I am writing you to express my concern regarding the proposed expansion of the Tweed-New Haven Airport and the impact that this significant project will have on the surrounding communities, especially as it pertains to air quality section of the Environmental Assessment (Section 5-1). In Section 4.2 and reiterated in Subsection 5.1.4 Significant Thresholds, the EA correctly states that New Haven County has been classified as "severe" by the EPA in ozone conformity. On page 5-7, the EA states that the increase in nitrogen oxides emissions (one of two ozone pollutants listed in Table 5-1) can be attributed to the 737-800 engines. And yet, this draft EA clearly outlines a goal of the airport to move to near total 737-800s usage over the next 10 years. Why is the FAA putting commercial profit over the health and wellbeing of humans and the environment that are directly impacted by this proposed expansion? Subsection 5.1.3.1 Aircraft Operational Activities on page 5-3 states that the Proposed Action would reduce the number of aircraft operations and related equipment compared to the No Action alternative. The EA, however, does not include any data or evidence that supports this assumption. For example, if No Action is taken, what is the evidence to show that enplanements will continue to grow at the same rate? It should be noted that the HVN Authority hired consultants from McFarland Johnson to assess the impact of an airport expansion and write the Environmental Assessment, a document that should specifically address different indicators including air quality. The lack of sincere analysis and the false assumptions included by McFarland Johnson in this Environmental Assessment are extremely concerning. Why is the FAA considering the facts set forth in this EA when it is clear that a thorough and comprehensive study of an expansion has not been conducted? Subsection 5.1.3.3 Additional Ground Access Vehicles and Parking Areas on page 5-4 states that the Proposed Action would result in a "slight increase in vehicle trips" over the No Action alternative. According to the draft EA, as part of the expansion, 4,000 parking spaces are to be added to the airport. Moreover, the traffic study (Appendix K) confirms that ridership would increase by a rate of 900 vehicles per hour. As noted above, the assumption that the projected enplanements will remain the same with or without expansion is flawed – and therefore the assumption of a "slight increase" in vehicular traffic is also unsubstantiated. I ask again, what studies have been conducted or data collected to confirm the statements included in this EA? Without evidence of a study, they are misleading and false. As a mother and educator, I am particularly concerned about the impact of particulates tied to jet and automobile engine emissions on the health of our children and our more vulnerable populations. The East Shore and Fair Haven neighborhoods of New Haven, the town of East Haven, and areas of Branford, which are family-rich neighborhoods, are all directly impacted by the air quality tied to the expansion of Tweed New Haven Airport and the 737-800 flights that are regularly taking off and landing over our homes. Why has the HVN Authority, Avports and the FAA not taken the time to study the health implications of this massive expansion within such a dense residential area? According to Dr. Shirley McCarthy, a Professor Emeritus at Yale University, noise and air pollution from airplanes disturbs sleep, increases the use of psychotropic medicines, worsens hypertension, decreases the cognitive performance of adults and the academic performance of children, and reduces lifespans for those within 12.5 miles of an airport (McCarthy, 2022). In 2019 before Tweed's expansion, for New Haven residents, asthma-induced hospitalization and emergency room visits were already two times the state average level; for East Haven residents next to the airport, this rate is three times the CT average (DataHaven, 2019 cited in CT Examiner article 2022). Yet the EA does not address any of these statistics nor include data showing that it has sincerely evaluated the air quality impact of increased emissions.	For air quality, see response to Frequent Public Comment #12. The airport does not control the aircraft fleet mix or destinations. For enplanement forecast and its impact on traffic forecast, see response to Frequent Public Comment #5. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about forecasts, see response to Frequent Public Comment # 3. Chapter 2 describes reasonably foreseeable enplanements and operations for the years 2026 and 2031. Regarding traffic, see response to TEH comments #4 and 14. Regarding request for an EIS, see response to Frequent Public Comment #1.	No
4/30/2023	PC	Yin Ho	1865-1866	Is Tweed really good for business?	To Whom It May Concern: I am a long-time resident and homeowner in the Short Beach neighborhood in Branford (just across the East Haven border), a former emergency medicine physician, a health technology entrepreneur, a parent, an advocate, and a concerned citizen, and I am writing this letter with the request that the parties pushing hard for the expansion of Tweed take a step back and consider the holistic and overall impact this expansion will have on the quality of life for the communities surrounding the airport and whether New Haven's business community will really benefit from simply having easier access to more flights from Tweed. We should honestly acknowledge that the Greater New Haven area is not a big business community which truly needs an expanded regional airport. As an experienced health technology entrepreneur, I can assure everyone that the "thriving" biotech ecosystem that is cited in the EA has in reality been languishing for over 20 years. New Haven has not had the political or organizational structure to support the kind of ecosystem that fosters technology company concentration, and simply providing a larger regional airport will not create an immediate impetus for outside capital to flow into the area nor does it create long-term incentives for emerging companies to stay. If there was a real societal goal to foster and support a thriving business economy in New Haven, then a better investment would be to improve access and facilitate travel to the three nearby existing international airports: Bradley, LaGuardia, and JFK. Allowing fast and efficient access to these airports would be the most cost effective and accretive way to support real and lasting growth in industry. Frankly, I am rather surprised our elected representatives and local government haven't considered this a more viable and sustainable way to encourage business growth. Greater New Haven's charms exist largely because it is NOT a big business kind of place. The natural beauty of glacier-carved East and West Rock, the rivers, Long Island Sound, the woods, the wetlands, the wide variety of flora and fauna, the birds, and the ecology are what make this area so special. The quiet, fresh air, sense of space is what has contributed to the quality of life that has attracted many to the area and has always been understood by the residents, the small and medium size business owners, Yale University, and all who visit. Even the draft Environmental Assessment notes the wetlands, low rise single family residences and neighborhoods, Morris Cove, Quinnipiac River, and New Haven Harbor. Throughout the report, there is acknowledgement that the air quality and the noise quality will be affected, but because the numeric estimates of harm do not exceed any Federal or agency thresholds, there is no meaningful objection against the expansion. The draft Environmental Assessment does not acknowledge the impact this expansion will have on the quality of life that has made the Greater New Haven area such a beloved community for its residents and ultimately keeps them here. It cannot be lost on anyone reading the report that it was commissioned and written from the perspective that Tweed's current situation is unsustainable and that its size is inappropriate. Several times, Tweed's unsustainable congestion situation is raised and it is within that context that this report was commissioned and written. When a situation is framed as being unsustainable and unworkable, this automatically creates an implicit bias on the assessors a priori to find a way to make it work. And that makes the report less credible and therefore not an appropriate basis to determine feasibility for the expansion.	For concern about Air Quality, see response to Frequent Public Comment # 12. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	No
4/30/2023	PC	Dana Walker	1867	RE: Public Comment to EA -smelling jet fuel fumes in our yard	Dear FAA and Tweed Airport Authority representatives: Why do we now smell jet fuel fumes in our yard? We live approximately 1 mile from the end of the Tweed Airport runway and have been here for 11 years. Prior to the start of Avelo's operations at Tweed, this smell was never detected, and even after Avelo first arrived, we did not detect it. However, over the last ~11 months, we clearly smell jet fuel on our back porch – mainly in the morning. The typical time we smell this is between ~7:30 – 10:30 a.m. It is less predictable as to what days this disturbing smell will be present; it's usually 1-3 days a week. Surprisingly, the smell has still been readily detectable, and at least as frequent in winter months. It is important to point out, that jet fuel has a distinct smell; this is not the smell of diesel or gasoline from ground vehicles. My family and I are aware that this smell is not only repelling, it also reflects our inhaling jet fuel exhaust including incompletely combusted fuel components expected to include carcinogens, such as benzene. For these reasons, we now have completely stopped our family walks in the mornings, which has driven down our quality of life and social interactions. Notably, we and our neighbors also have intermittently detected this same jet fuel smell at even later times during the day when waking along Old Town Highway in the Morgan Point area. There seems no action we can take, other than to wear half- face air-purifying respirators with organic vapor cartridge when active outside, and that we have recently purchased. This situation is terribly frustrating because of the utter unfairness– and it's very scary –as this will only get worse should further jet traffic be allowed at Tweed airport. Please address the question given above and heed these comments. I worry that we will learn only later, in ~10 years that this neighborhood has become a hotspot of cancer and respiratory disease. Respectfully, Dana B. Walker 177 Morgan Ave, East Haven, CT	For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25.	No

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Alana Haroskewicz	1868-1870	EA Comment Environmental Justice	Good Afternoon, My Name is A Haroskewicz I live in East Haven on the back end of Tweed approx 725ft from the entrance to Robinson Avaition. I have lived in East Haven all of my life.I am the 4th generation of my family to live in this town.I am writing to make you aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's "Environmental Justice" designation. 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" (1050.1F Chapters. 12) Through this whole NEPA process to date this has not been the case. We are limited to 3 mins to speak at meetings. Most of the meetings are listening meetings we are unable to ask questions. And if by chance questions get asked they are never answered. Would this have been the case if you were in Fairfield, Woodbridge or Greenwich? 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. Being that my town is an EJ community we are already over burdened with pollution, sewage and oil tanks in the harbor. Increased air traffic, the noise the smells would impose an unfair burden on my community. We have the highest asthma rate in the state. The EPA requires that we are given appropriate opportunity to participate in decisions. This has not happened with regard to Tweed.The Mayor of New Haven told us tuff luck and dismissed our concerns. The Mayor of East Haven was dismissed when he asked for the decision to accept the EA be delayed till all the board members had a chance the read the 660 page document that was given to the board members less than 48 hours before the meeting. The EPA also states that 'the rule-writers and decision makers seek out and facilitate the involvement of those potentially affected' We have not been sought out. Any concerns we have brought to the table have been dismissed scoffed at ridiculed or disregarded. We had made the ED Sean Scanlon aware of protected birds nesting in the parkinglot area but cars were parking on the grass. WE reached out to him along with the Audubonsociety but he ignored our pleas to put up some string and sticks to	For Environmental Justice community, see response to Frequent Public Comment #20. Appendix D described Public Outreach conducted as part of the EA. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Cumulative Impacts are addressed in Section 5.15.	No
4/30/2023	PC	Georgia Crowley Lieber	1871-1872	Tweed New Haven Airport Expansion - Traffic Implications for East Haven	My name is Georgia Lieber and I reside at 18 Hampton Road in East Haven, CT. I am writing to express my concern regarding the proposed expansion of the Tweed-New Haven Airport (HVN) and specifically the impact of rerouted traffic on the town of East Haven, an environmental justice community that has publicly opposed the proposed airport expansion. A review of the draft Environmental Assessment and accompanying Traffic Study (Appendix K) indicate that, based on the relocation the primary airport terminal to the east side of the airport project area, access to the airport would be transferred from New Haven (via Townsend Ave) to East Haven (via Hemingway Ave/Coe Ave/Proto Dr). On page 2-2 of the EA, it states that a purpose of the proposed expansion is to "include associated landside (parking and roadways) infrastructure…in way that efficiently utilizes available land within the airport developed footprint." However, the traffic implications of the proposed airport expansion have much broader implications on the affected communities than simply the airport project footprint. While the draft Environmental Assessment addresses traffic patterns at a micro level, including the Existing Level of Service (Table 4-11), nowhere in the draft EA or accompanying traffic study is the impact on East Haven residents fully and comprehensively addressed. First and foremost, according to East Haven Chief of Police Edward Lennon during the public hearing on April 1, increased traffic to the airport would require additional police and fire resources, impacting response times to criminal activity and emergencies. Thus, the overall safety, health and security of East Haven residents will be directly harmed should this proposed action be put in place. Why was this information not studied and presented in the EA? For those who do not reside in East Haven, it may not be clear that Hemingway Avenue/Coe Avenue (a continuous avenue that links East Haven's coastal neighborhoods to Route 1) are the main artery connecting residents from the south part of the town to its town center – including, but not limited to, a main shopping plaza with a major grocery store (Stop & Shop), the East Haven public library, and Town Hall. This avenue is also the main evacuation route in the event of a major storm, which is critical for coastal residents. Projections should an expansion go forth show a 350-400% increase in traffic along this route, putting additional stress into the day-to-day lives of East Haven residents. For those who live directly on Hemingway/Coe Ave, the increase in traffic are of concern -- adding risk to pedestrian crossings and increasing the rate of emissions. Consider also all the residents who use this roadway daily for their commutes and to access the important amenities listed above. While section 4.6 (Historical, Architectural, Archaeological and Cultural Resources) of the draft EA indicates that "no historic properties were identified within the Area of Potential Effect," the EA does not consider the harm of the proposed traffic reconfiguration on two important East Haven historic sites. Figure 4-5: Cultural Resources clearly shows the location of both the Old Stone Church and the East Haven Green Historic District, both of which are on the National Register of Historic Preservation	For EIS, see response to Frequent Public Comment #1. For concerns of traffic through neighborhoods, see response to TEH Comment#14. For concerns on emergency vehicle access, see response to TEH Comment #8 and #12. For concern of traffic impacts near the New Haven Town Green, see response to TEH Comment #15.	No
4/30/2023	PC	Margaret Wheeler	1873-1874	GHGS offsets, flaws in EA	Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Imp FAA Order 1050-1f 2-5. Public Involvement. NEPA and the CEQ Regulations, in describing the public involvement process, require Federal agencies to: consider environmental information in their decision-making process; solicit appropriate information from the public; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; and provide the public with this information and allow it to comment on these findings. Public involvement is also required when the FAA revises its rules, or proposes substantial changes to its NEPA implementing instructions. Strategic planning is needed to successfully integrate public involvement and NEPA. Failure to complete public participation can delay the process and, therefore, the proposed action On December 16, 2021, the Governor of Connecticut signed Executive Order No. 21-332 which calls for 23 actions supporting recommendations proposed by the Governor's Council of Climate. "The draft EA used biased baseline data for comparisons using 2022 instead of 2019 air emissions. " NEPA Regulations state: "A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations).	For concern about forecasts, see response to Frequent Public Comment # 3. For concern about baseline conditions, see response to EPA Comment #1. For EIS, see response to Frequent Public Comment #1. For concern about GHGs and climate change, see response to Frequent Public Comment #15. For concern about Health Effects, see response to Frequent Public Comment #24. As described in Chapter 3, alternatives directing passengers to other airports do not address the Purpose and Need. As also described in Chapter 3, off-site parking alternatives are not feasible due to lack of suitable properties. The airport does not control aircraft fleet mix or destinations. Ground handling equipment is provided by the airline and not controlled by the airport.	No

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4/30/2023	PC	Margaret Wheeler	1875	Air Emission Studies in the EA show biased baseline	EA Air Emission Studies Use Deceptive Baseline to show lower increase THE FAA SHOULD ISSUE AN EIS AND USE APPROPRIATE 2019 UNBIASED DATA IN AIR EMISSIONS STUDIES UNLIKE THOSE PROPOSED IN THE EA DRAFT USING 2022 RAMPED UP OPERATIONS NEPA Regulations state: "A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). 1. The use of 2022 air emissions data is deceptive and is used to show a lesser increase in impact thereby setting false conditions of no significant impact. Violation of 1508.27(b)(7) above Operations at Tweed were ramped up by increased Avelo flights and larger jets. Prior to this, Tweed in 2019 had different operations and set up a realistic baseline of air emissions. These new measures would show a significant increase in air emission levels. 2. Any future efforts to use the 2022 air emissions data in the EA to create offsets to mitigate ai emissions changes is also flawed and puts public health in greater risk. -- Respectfully Yours, Margaret Wheeler 111 Clark Ave 372 Townsend Ave, New Haven, CT Branford, CT 06405 203-444-5292	For EIS, see response to Frequent Public Comment #1. For baseline forecast concerns, see response to Frequent Public Comment #5 and Response to EPA Comment #1. . For concern about Health Effects, see response to Frequent Public Comment #24.	No
4/30/2023	PC	Dana Walker	1876-1880	RE: (corrected) Re: letter re draft EA from PAC members Lynne Bonnett and Dana Walker	Thank you, Mr. King: We very much appreciate your response. However, we disagree that the outreach you note was adequate, and reiterate that a 90-day review period is strongly justified. A 90-day review period is fully allowed with draft EA documents and most appropriate when plans are particularly complex regarding the environment, the community impacted, or affected by concomitant external events. Pertaining to the proposed expansion plan, all of these are reflected; that is, this plan will have FAA-, and draft EA-acknowledged negative impact on the wetlands, impact a high-density residential area in atypically-close proximity around the entire airport, and includes a State of CT recognized Environmental Justice community. The concomitant external events of climate change exacerbating the already unpreventable flooding issues will ineluctably be made more severe with the proposed plans. A 90-day review is also well justified in that this draft EA is over 200 pages, more than 15 times the FAA "best practices" recommendation of not more than 10-15 page length of the expected EA (https://www.faa.gov/airports/environmental/eis_best_practices/documents), is not presented in Spanish for the significant portion of the impacted airport-adjacent population (and therefore requires the community to generate an interpreted version), and any outreach has entirely excluded the Branford community, a saliently impacted population as was made clear early on prior draft EA, and reiterated to all in the April 1 Public Comment Meeting. You are presumably aware that the PAC (Project Advisory Committee) was established to solicit early community input on key issues considered in the EA. We were selected as members to be representatives of the impacted area based on our knowledge of the community and resources present, as well as experience with DEEP permit applications. However, absolutely no input was ever solicited, including at the single "introductory" PAC meeting that McFarland Johnson construction services firm (MJ) arranged in 2022; rather, only a one-sided MJ presentation of early planning and few questions were allowed. No follow up meetings, email (apart from sending the Army Corps of Engineers weltalnd delineation report) or other outreach was conducted despite our multiple requests for such, and no intentions of a 4000 car parking garages, expansion of a current parking lot and extensive community (off Tweed property) tree removal was ever disclosed to us/ the community for comment in advance the draft EA. In short, there was no engagement with the community through the PAC as we had been told to expect. Your email bulleted items also misrepresent "outreach". For example, "earned media stories" were paid-for (with a government grant) solicitations of receptive local media bodies to cover ribbon-cutting, etc. events. Hence, these were biased purchased advertisements and had nothing to do with public outreach for the EA and provided no relevant information pertaining to environmental or community impacts. "Multiple eblasts" refers to only 2 (2-line) emails to a limited email list announcing the November 2022 "Workshop" and the April 25 "Public Hearing". Paid advertising and press releases of Avelo flight agreements and travel deals does not count as public outreach for the EA, and social media, as you may well know, is quite a limited reach – reflected in the fact that of the many residents we consulted, no one knew of what this referred to (what platform, and who did this reach?). Clearly a large proportion of the community impacted (including Branford residents) was not reached by these Tweed Airport activities, and/or the activity did not cover relevant information to support providing input. In addition, what is noted as "multiple offers to meet with 10,000 Hawks and Keep Tweed Small", seems to refer to Airport persons requesting private meetings with individuals of these organizations in their home, or to provide members of one or more of these groups with lectures from Tweed Airport "experts". Notably, none of these community health-focused organizations represents, or adequately serves as a liaison to the broad community impacted by the proposed expansion plan. We reiterate the need and request - and provide further justification here - for a 90-day draft EA public comment period.	For extension of comment period, see response to Frequent Public Comment #2. Appendix D describes the Public Outreach process used in the EA. For concern about the study area, see response to Frequent Public Comment #3. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Off airport tree removal is not a part of the Proposed Action.	No
4/30/2023	PC	John Graham	1881-1882	Fwd: A Preliminary Analysis of the Economic Impact of Tweed Expansion	--------- Forwarded message --------- From: John Graham <jgraham@ideation.com> Date: Sat, Apr 29, 2023 at 8:01 PM Subject: A Preliminary Analysis of the Economic Impact of Tweed Expansion To: <colleen.dalessandro@faa.gov> Cc: <hawks@10000hawks.org> Summary There are two major negative economic impacts resulting from airport expansion: * Decrease in residential real estate values which result in a smaller tax base for East Haven * Increased illness and death These factors primarily impact those in the immediate neighborhood of the airport whereas the positive economic factors mainly benefit those living a few miles away from the airport and the predominant flight path. Hence the normal NIMBY dichotomy on policy. In addition to these major factors there are additional economic impacts from flooding, traffic congestion, loss of wetlands and of course the clearly non-zero possibility of serious aircraft accidents. These are not considered here and the analysis below is a quick 'back of the envelope' assessment of just the major factors to determine order of magnitude impact. A more detailed and referenced analysis would be needed to formally make the case. Decrease in residential real estate values Residential real estate values are negatively impacted by airport expansion for a variety of reasons: * Noise – often occurring significantly beyond the purported 65 DNI noise contour * Traffic congestion – arriving and departing passengers are often stressed, distracted and more prone to accidents and cargo freight increases heavy truck traffic * Pollution – carbohydrate pollutants both gaseous and liquid significantly increase particularly under the predominant flight path	For noise/vibrations, see response to Frequent Public Comment #10. For flooding, see response to Frequent Public Comment #17. For concern about Property Values, see response to Frequent Public Comment # 23. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Commentor speculation on economic impacts is noted. We note the analysis fails to account for potential benefits such as job creation and community investments.	

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4/30/2023	PC	Margaret Wheeler	1883	EA Stormwater, Ground Water runoff into Coastal Wetlands, Flooding and Wildlife	Stormwater, Ground Water runoff into Coastal Wetlands, Flooding and Wildlife Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. 1050-1f2-5. Public Involvement. NEPA and the CEQ Regulations, in describing the public involvement process, require Federal agencies to: consider environmental information in their decision-making process; solicit appropriate information from the public; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; and provide the public with this information and allow it to comment on these findings. Water quality from increased traffic and discharges Surface water quality, and related coastal resources, are threatened by increased stormwater runoff and pollutants. WIth over 4000 parking spaces proposed an 80,000 sqft terminal,significant impervious surfaces will be added. The increased capacity of the airport will result in increased traffic, intensive land use, aircraft deicing, and vehicular activity, adding to the pollutant levels found on the airport property that will be carried by stormwater into the nearby wetlands and watercourses. The increase in impervious surfaces, combined with the loss of wetland resources, will increase the amount of stormwater runoff carrying these pollutants into the nearby watercourses. Tweed-New Haven Airport Authority's history of noncompliance with its water quality permits raises particular concerns about water quality impacts. The EPA ECHO database indicates that Tweed has been in significant violation of its Clean Water Act pretreatment permit, number SP0002421 issued by CT DEEP, since October 1, 2020.27 At the time that the permit was reissued in 2020, CT DEEP's records indicated that Tweed was already in violation of the permit and was subject to an enforcement action.28 How will the EPA and FAA mitigate both current and future changes in runoff changes?	For EIS, see response to Frequent Public Comment #1. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. Coastal Resources are described in Section 5.4, Biological Resources are described in Sections 4.3 and 5.2. See Appendix L and CTDEEP Comment Response #3 for wetland mitigation information.	No
4/30/2023	PC	Margaret Wheeler	1884-1885	Tweed Runway Length Flaw in EA Need	Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. 109 FAA Order 1050.1F: Connected actions are closely related actions that: (a) automatically trigger other actions; (b) cannot or will not proceed unless other actions are taken previously or simultaneously; or (c) are interdependent parts of a larger action and depend on the larger action for their justification (see 40 CFR § 1508.25(a)(1), CEQ Regulations). Connected actions and other proposed actions or parts of proposed actions that are related to each other closely enough to be, in effect, a single course of action must be evaluated in the same EA or EIS (see 40 CFR §§ 1502.4(a) and 1508.25(a)(1), CEQ Regulations). A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). HOW DOES THE EA LEAVE OUT 2019 DATA AS A BASELINE? A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). The Proposed Need for the Tweed Runway Length Extension in the EA is flawed: 1. The proposal for a longer runway to serve 737 -700 service from Avelo who ramped up demand during 2021 -2022 with discounted flights for $49 to nonstop long distance (1000 mi) to FLA is unjustified. The airline boasted reaching profits within this time period so why the need for a longer runway? 2. These bargain fights have created an unsustainable overload on the facility and need to be dialed back. How can the FAA justify adding larger jets without an Environmental Assessment? 3. What evidence is there that other airlines have been contacted or had interest in the use of Tweed who offer services other than long distance non-stop flights and can accommodate the existing runway? 4. The FAA's waiver to add on 737-800 jets which are rated for longer runways was unjustified and puts the surrounding community in danger. How does the FAA justify the waiver to add 737-800 jets, even if weight limits and capacity are adjusted? 5. The introduction of the larger 737-800 jets burdened the community with more noise and air emissions and unfavorable landing conditions. Alternatives:	For EIS, see response to Frequent Public Comment #1. For baseline forecast concerns, see response to Frequent Public Comment #3. For use of 737-800, see response to Frequent Public Comment #7. The EA evaluates the proposed action and reasonably foreseeable connected actions. The airport has no control over airline pricing decisions, destinations, or fleet mix. The airport has discussions to recruit new airlines routinely. These are often confidential due to competitive concerns by the airlines.	No
4/30/2023	PC	Andrew Laudano	1886	Comment on Draft Environmental Assessment for Tweed New Haven Airport Expansion	Good Evening, I am writing to comment on the Draft Environmental Assessment for the proposed Tweed New Haven Airport expansion. The Environmental Assessment indicates that air pollution levels were predicted using a computer model. However, the Environmental Assessment does not present data in which air pollution is directly measured near the airport. The Appendix reports the level of pollutants measured by the Connecticut Department of Energy and Environmental Protection in New Haven approximately 2 miles away from the airport. There was no data presented in the Environmental Assessment regarding the levels of air pollution close to the airport, where many residents live and where asthma rates are high. In view of the high rates of asthma, it is important, from a public health perspective, to perform measurements of the levels of air pollutants close to the airport. Will air pollution be measured close to the airport and will the air pollution data near the airport be reported in an Environmental Impact Statement? Andrew P. Laudano 67 Holmes Street East Haven, CT 06512 Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. For concern about the nearest air quality monitoring station see response to Frequent Public Comment #14. For concern about Health Effects, see response to Frequent Public Comment #24	No

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4/30/2023	PC	Margaret Wheeler	1887-1888	Tweed EA NOx Ozone	Nox and VOCs are precursors of ozone. The EPA states: For severe ozone nonattainment areas, a major source is defined by section 182(d) as a source that has the potential to emit 25 tons per year. The EA shows current operations at Tweed EA generate NOx at 192.9 tons/year, 7.7 times higher than de minimus levels established by the EPA. In 8 years NOx is projected to rise to 457 tons/year or 18x higher than EPA standards. Baselines used in EA air emissions are biased using 2022 data instead of previous 2019 data thereby creating a false lower level increase in emissions. A 2016 NOX ISA study notes that "epidemiologic, controlled human exposure, and animal toxicological evidence together can be linked in a coherent and biologically plausible pathway to explain how NO2 exposure can trigger an asthma exacerbation" (U.S. EPA, 2016a, p. 1-17) https://www.federalregister.gov/documents/2018/04/18/2018-07741/review-of-the-primary-national-ambient-air-quality-standards-for-oxides-of-nitrogen FAA Order 1050-1f 2-5. Public Involvement. NEPA and the CEQ Regulations, in describing the public involvement process, require Federal agencies to: consider environmental information in their decision-making process; solicit appropriate information from the public; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; 1. Given there is and will be a huge increase in NOX and thereby a greater increase in ozone in an EJ ozone nonattainment area, should the EPA or FAA limit both fleet types ex 737-800 more pollution and flight number operations in order to protect public health from harmful air emissions? 2. Will air monitors be placed around the airport to measure real time NOx, ozone and PM 2.5 so that airport operations can protect the public health of the surrounding community? 3. How will the public health of the surrounding community be monitored? 4. Several schools, daycares and parks are directly in the EJ area and under the flight path, how will the EPA and FAA notify these areas to keep children protected? 5. How can CT DEEP and EPA get involved in air emissions studies now and in the future? 6. Wouldn't an EIS best find ways to monitor and protect the public? 7. Who is going to monitor the current and future changes in NOx and ozone as well as monitor the health effects on the community? 8. Shouldn't air monitors be placed around the airport to protect us from dangerous levels and give us warning? 9. How can we get the EPA more involved? 10. An EIS will take the time to study the air emissions by shifting from computer ADET models to real time data. The baseline 2022 data is already high and uses 2021-22 ramped up operations air emissions data and compares this to 2031 proposed actions. This will show a smaller net change but is not realistic. How can the FAA or public trust that the data accurately reflects the original conditions prior to the ramped up operations and should 2019 air emissions data, prior to ramped up operations, show	For EIS, see response to Frequent Public Comment #1. For baseline forecast concerns, see response to Frequent Public Comment #5. For concern about Health Effects, see response to Frequent Public Comment #24 Appendix D describes the Public Outreach process used in the EA. For concern about Environmental Justice, see response to Frequent Public Comment # 20. The EA evaluated ozone precursors (VOC and NOx). For concern about Air Quality, see response to Frequent Public Comment # 12. Note that the EA bases it's conclusion on a comparison of No Action to Proposed Action in years 2026 and 2031. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	No
4/30/2023	PC	Roseann Vallombroso	1889	Tweed expansion	The FAA must require require an Environmental Impact Statement for the health and safety for the residences that reside in Morris Cove and East Haven. My grave concerns are: air pollution, wildlife, polluted Morris creek, unbearable stench of jet fuel and extremely loud decibel noise all hours of day and night into the early hours of the next day. Traffic that idles In front of homes with engines on emitting pollution in the air where our children play and should have clean air to breathe. The airport has used Roundup which now in Morris Creek. The only stopped when a neighbor questioned the use of Roundup. This airport is densely populated and again for the above reasons I am requesting that you do the right thing with a robust EIA.	For EIS, see response to Frequent Public Comment #1. For concern about odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. The EA does not consider existing operational measures (e.g. use of Roundup).	No
4/30/2023	PC	Gary Beeman	1890	Tweed New Haven EIS	Sent from Mail for Windows There are so many reasons to do a EIS on the Tweed airport expansion I won't list them as we know what the issues are. I guess my primary concern is quality of life. The irritation of every day noise that can't be ignored is maddening. Thirty five years I have lived in Branford and never realized how good we have had it until the last year or so. The prospect of increasing air traffic is taking the so called 'Golden Years' of our life and made them even less inviting. Please do the right thing for humanity. Money, convenience, growth of the industry, everything and everyone else be damned. Please don't ramrod this through without a proper, thoughtful EIS. Gary Beeman	For EIS, see response to Frequent Public Comment #1. For concern about Quality of Life, see response to Frequent Public Comment #25.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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4/30/2023	PC	P Campion	1891-1893	Fwd: FAA Order 150.1F Chapter 12 Section 3 Exhibit 4-1 of FAA Order 1050.1F) RE Tweed New Haven Airport requesting a Full EIS	"Resubmitting for official comment period . Kindly print letter in its entirety ans credit author ---------- Forwarded message --------- From: <pacampf@aol.com> Date: Sat, Apr 29, 2023 at 5:33 PM Subject: FAA Order 150.1F Chapter 12 Section 3 Exhibit 4-1 of FAA Order 1050.1F) RE Tweed New Haven Airport requesting a Full EIS To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, paul.aresta@ct.gov <paul.aresta@ct.gov>, auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, Richard.doucette@faa.gov <Richard.doucette@faa.gov>, Secretaryscheduler@dot.gov <Secretaryscheduler@dot.gov>, senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>, jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>, jim.himes@mail.house.gov <jim.himes@mail.house.gov>, rosa.delauro@mail.house.gov <rosa.delauro@mail.house.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, attorney.general@ct.gov <attorney.general@ct.gov>, gail.lattrell@faa.gov <gail.lattrell@faa.gov>, julie.a.seltsam@faa.gov <julie.a.seltsam@faa.gov>, ocpostoffice@niaid.nih.gov <ocpostoffice@niaid.nih.gov>, skuang@newhavenct.gov <skuang@newhavenct.gov>, mayorsoffice@townofeasthavenct.org <mayorsoffice@townofeasthavenct.org>, ward18@newhavenct.gov <ward18@newhavenct.gov>, ward17@newhavenct.gov <ward17@newhavenct.gov>, ward16@newhavenct.gov <ward16@newhavenct.gov>, ward15@newhavenct.gov <ward15@newhavenct.gov>, ward14@newhavenct.gov <ward14@newhavenct.gov>, ward13@newhavenct.gov <ward13@newhavenct.gov>, ward12@newhavenct.gov <ward12@newhavenct.gov>, ward11@newhavenct.gov <ward11@newhavenct.gov>, ward10@newhavenct.gov <ward10@newhavenct.gov>, ward9@newhavenct.gov <ward9@newhavenct.gov>, ward8@newhavenct.gov <ward8@newhavenct.gov>, ward7@newhavenct.gov <ward7@newhavenct.gov>, ward6@newhavenct.gov <ward6@newhavenct.gov>, ward5@newhavenct.gov <ward5@newhavenct.gov>, ward4@newhavenct.gov <ward4@newhavenct.gov>, ward3@newhavenct.gov <ward3@newhavenct.gov>, ward2@newhavenct.gov <ward2@newhavenct.gov>, ward1@newhavenct.gov <ward1@newhavenct.gov>, ward25@newhavenct.gov <ward25@newhavenct.gov>, ward26@newhavenct.gov <ward26@newhavenct.gov>, ward27@newhavenct.gov <ward27@newhavenct.gov>, ward28@newhavenct.gov <ward28@newhavenct.gov>, ward29@newhavenct.gov <ward29@newhavenct.gov> Greetings,	Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Aircraft taxiing operations and ground support equipment are at the discretion of the airline. We note measures to reduce fuel consumption are beneficial to the aircraft operator as well. For concern about Health Effects, see response to Frequent Public Comment #24. The City of New Haven has an existing noise ordinance in place.	No
4/30/2023	PC	Ken Engelman	1894-1899	Fwd: EA Comments - Presented EA is Insufficient/Incomplete (to the Health and Wellness of CT Residents)	Resubmitting for official public comment period. Kindly print letter in its entirety and credit author Also, see videos attached ---------- Forwarded message --------- From: <kenengelman@gmail.com> Date: Tue, Apr 25, 2023 at 10:11 AM Subject: EA Comments - Presented EA is Insufficient/Incomplete (to the Health and Wellness of CT Residents) To: <hvn-ea@mjinc.com>, Tom Rafter <trafter@flytweed.com> Cc: <mayorsoffice@townofeasthavenct.org>, <paul.cicarella@cga.ct.gov>, <joe.zullo@cga.ct.gov>, <attorney.general@ct.gov>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.delauro@mail.house.gov>, <Louis.Mangini@mail.house.gov>, <Jennifer.Lamb@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <Cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <Katie.Dykes@ct.gov>, <Edith.Pestana@ct.gov>, <Environmental-Justice@epa.gov>, <deep.aircomplaints@ct.gov>, <r1web.mail@epa.gov>, <cash.david@epa.gov>, <timmerman.timothy@epa.gov>, <garcia.ariel@epa.gov>, <paul.aresta@ct.gov>, <fn-ceq-nepa@ceq.eop.gov>, <gail.lattrell@faa.gov>, <cheryl.j.quaine@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <jcosgrove@branford-ct.gov>, Mark Zaretsky <mark.zaretsky@hearstmediact.com> Hello EA Comment Readers, FAA staff, CT elected officials, and members of the media BCC'd. Please look at these four attached photos and add them and this email to the 2023 presented EA comments so they are on record. These photos are NOT photoshopped. My family, neighbors, and I sincerely feel your presented EA is insufficient while also being incorrect in stating there will be no significant impact to people, pets, animals, sea life, or the pristine Connecticut Shoreline environment we chose to invest in. We are the original investors in Connecticut and we should have a say in what happens to our lives, homes, health, wellness, and environment around us. Your EA also doesn't address countless health concerns, wellness concerns, declining property value concerns, Branford traffic concerns, or the many other points many of us have made numerous times since November 2021 – and are all well-documented. Why ignore our concerns? Why steamroll over our concerns? Why harm us people where we live and the taxpayers who 'feel' the consequences of Avelo 700-800 airplane flights in and out of Tweed located in a residential/environmental justice community? There is no question that your computer modeling is inconsistent and wrong. Just like AI has proven, computer modeling is unreliable, untrustworthy, and fallible, and should not be relied upon for massive 40+ year decision like this. Computer modeling doesn't feel vibrations from these massive planes, it does not see the cracks in walls or the windows	For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about Property Values, see response to Frequent Public Comment # 23. Regarding request for an EIS, see response to Frequent Public Comment #1. The airport has no control over airline pricing.	Yes
4/30/2023	PC	Darlene Piscitelli	1900-1904	Fwd: Avport response to letter, expansion, noise/ pollution	"Resubmitting for official public comment period. Kindly print letter in its entirety and credit authoy ---------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sun, Apr 23, 2023 at 7:54 PM Subject: Avport response to letter, expansion, noise/ pollution To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <paul.aresta@ct.gov>, <auusersupport@hq.doe.gov>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.delauro@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <looney@senatedems.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <attorney.general@ct.gov>, <edith.pestana@ct.gov>, <skuang@newhavenct.gov>, <mayorsoffice@townofeasthavenct.org>, <Ward18@newhavenct.gov>, <ward17@newhavenct.gov>, <ward16@newhavenct.gov>, <ward15@newhavenct.gov>, <ward14@newhavenct.gov>, <ward13@newhavenct.gov>, <ward12@newhavenct.gov>, <ward11@newhavenct.gov> Hi My name is Darlene and I live on Waldo Street , East Haven. My neighborhood is at end of Thompson ave by Tweed . The new terminal would be built right behind Burgess street with little patch of trees between it. I'm writing today in concern of a response from Andrew King from Avports. Someone who lives right by the New Haven terminal complained about noise, engine or something loud running and jet fumes. He responded with what it was -I attached pictures to this email his response. My concern is the parts I circled. First the odor - he claims once terminal moved to east side the odor will dissipate on airport before reaching neighborhood where she lives. So my question is what happens to the homes and neighborhoods on the East side when terminal there? We already smell fumes and the wind usually blows east / southeast - my neighborhood gets worse of it. Will be worse when terminal right next to us! Second the noise. Again it's mentioned once moved to east side the noise won't bother neighbors . So what about the neighbors and my neighborhood on the east side right by new terminal ? It's already loud ! Third the acknowledgement . Admits the annoyance of the pollution and noise but it will be better for them - the New Haven side - once it's moved to the East Haven side ! He is admitting there is a problem and not fixing it - it's just getting moved to another area that will effect a different neighborhood!!!! Everyone involved in this expansion needs to take into consideration the homes and people who live so close and lived here for years! This really is not the area for a larger airport! Before expansion and new terminal built what is going to be done about the issues I mentioned above for people on east side? It's a problem admitted by Avports and response was basically saying " it won't bother you once terminal moved to East side". So	Duplicate of Comment 429	Yes

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4/30/2023	PC	Rosemarie Piscitelli	1905-1906	Fwd: Noise from Tweed airport.	reSubmitting for official public period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Rosemarie Piscitelli <redsoxrp@yahoo.com> Date: Sun, Apr 23, 2023 at 4:08 PM Subject: Noise from Tweed airport. To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <paul.aresta@ct.gov>, <aausersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <looney@senatedems.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>, <trafter@flytweed.com>, <skuang@newhavenct.gov>, <mayorsoffice@townofeasthavenct.org> Hi- I live on Waldo Street in East Haven - off Thompson Ave by Tweed airport. I'm writing to complain about the constant noise from this airport. I lived here for 55 years. I'm use to hearing planes but the noise between all the Avelo and private flights has been crazy. Also every time there's fog or bad weather Avelo jets are trying to land multiple times- more noise. Avelo has more issues and constantly has delayed flights landing in the middle of the night. It's impossible to concentrate or sleep. What will happen when airport expands and more flights? People need to realize how close people's homes are to this airport. There should be no fly times and it should be followed . What noise studies been done in the areas around airport? Any studies done on people who live by and have sleep interrupted and then have to get up to go to work/ school? You aware the areas around tweed airport fall under the environmental protection agency's " environmental justice"designation? So much done at Tweed and no communication with people living around it. Many studies need to be done before airport expands - we need a EIS done ! How is it fair or safe to do such a major expansion that has so many major effects to one area ? Noise, pollution, quality of life, traffic, wetlands, wildlife, flooding - so much more! A EIS is only fair and right thing to do before some major expansion happens ! 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	Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to Public Comment #5. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	D Piscitelli	1907-1909	Fwd: EA- air pollution jet fumes.	--------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sun, Apr 23, 2023 at 2:15 PM Subject: EA- air pollution jet fumes. To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <paul.aresta@ct.gov>, <aausersupport@hq.doe.gov>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.delauro@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <looney@senatedems.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <attorney.general@ct.gov>, <edith.pestana@ct.gov>, <skuang@newhavenct.gov>, <mayorsoffice@townofeasthavenct.org>, <Ward18@newhavenct.gov>, <ward17@newhavenct.gov>, <ward16@newhavenct.gov>, <ward15@newhavenct.gov>, <ward14@newhavenct.gov>, <ward13@newhavenct.gov>, <ward12@newhavenct.gov>, <ward11@newhavenct.gov> My name is D Piscitelli and I live on Waldo street in East Haven by the Robinson Aviation side of Tweed airport. I'm writing today in concern of the increase of the jet fume smell in my neighborhood- especially since the Avelo came and increase in flights. There's are times the smell is so bad outside it actually makes you sick and can't even stay outside. Now that it's getting warmer out - we had our windows open and inside our house stunk. We shouldn't be forced to keep windows closed and stay inside our homes. I'm really concerned what will happen when airport expands and the terminal is just few streets away and the flights more than double. Also every time there's fog or slightly bad weather these Avelo jets are trying multiple times to land and circle the area- more pollution . We also will have to add the extra vehicles from fuel trucks and cars parking in huge garage nearby. What studies have been done around this airport with air pollution and dangers of people breathing in these fumes ? Especially my neighborhood where so close and wind usually blows everything right into our direction . Who from Tweed is responsible is people in area start to develop health issues? Many of us lived here for over 50 years and now can't even go outside or open windows - also not so easy to move . Is that fair? The right thing to do for multiple reasons is to do a EIS . We need proper studies done!	Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about odors and fumes, see response to Frequent Public Comment #12. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to Public Comment #5. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. Traffic is addressed in Section 5.11 of the EA.	No
4/30/2023	PC	Agnès Vignery	1910-1912	Request for an EIS	To whom it may concern, I have attached my letter to request an EIS of Tweed Airport to support or revoke its proposed expansion Agnès Vignery Tweed Airport ExpansionAgnès Vignery Request for an Environment Impact Statement (EIS)172 Clark Avenue Branford CT06405 203 435 1486 April 30, 2023 To whom it may concern, I have been on the faculty at the Yale School of Medicine since 1977, and a resident of Branford since 1994. Hence, I had multiple opportunities to fly from Tweed Airport to such destinations as Washington and Philadelphia for work, and for leisure. I have enjoyed the proximity of the airport to my current home, and the possibility of nearly walking to my plane! Although Tweed secured a few flights a week, they were convenient and plenty. However, with the arrival of Avelo, the new low-cost company flying from Tweed, the number of flights and the size of the planes has multiplied by a factor of 20. Many more destinations and flights are available, so planes roar early morning till late in the night. Not counting the cargo planes and the private aircrafts. Although the noise generated by the planes before takeoff and during approach and landing has been extremely disrupting for the residents of East Haven, Branford, West Haven, and Guilford, to name a few, Tweed Airport has made plans to increase further the size of the airport, build a new terminal, extend the length of the runway, and redirect the car traffic to Hemingway Avenue to access the new terminal, rental car companies and an extended parking.	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about cargo/freight operations see response to frequent Public Comment #6. For concern about Air Quality, see response to Frequent Public Comment # 12. As described in Chapter 3, directing passengers to other airports would not address the Purpose and Need of the Proposed Action. For concern about impact to wetlands, see response to Frequent Public Comment # 19. For concern about Health Effects, see response to Frequent Public Comment #24. The Purpose and Need of the Proposed Action is described in detail in Chapter 2 of the EA.	Yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Marshall Cox	1913-1914	Fwd: Tweed EA Comment: Faulty Emissions Analysis and De Minimum Emissions Threshold Violation	RESUBMITTING FOR OFFICIAL PUBLIC COMMENT PERIOD. Kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: Marshall Cox <marshall@radiatorlabs.com> Date: Fri, Apr 14, 2023 at 5:05 PM Subject: Tweed EA Comment: Faulty Emissions Analysis and De Minimum Emissions Threshold Violation To: <hvn-ea@mjinc.com> Cc: Save Our Shoreline <saveourshorelinect@gmail.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <paul.aresta@ct.gov>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <rosa.delauro@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <looney@senatedems.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <attorney.general@ct.gov>, <Katie.Dykes@ct.gov>, <murphy@murphy.senate.gov>, <r1web.mail@epa.gov>, <Aircomplaints@ct.gov> To Whom It May Concern, In evaluating the Tweed expansion EA documents, I've found some very questionable methods for establishing airport activity that are used as a basis for "no-action" calculations. This baseline assumption propagates through most of the document. I will focus exclusively on the impact that correcting this baseline has on emissions, though clearly an improper baseline has broad implications for most of the EA conclusions. The baseline in question is the "2026 No Action" and "2031 No Action" enplanements projections (and the total operations that follow from this). Both of these numbers (665,334 in 2026 and 1,222,551 in 2031) are identical to the enplanement estimates under the proposed action, which has no basis in reasonable market analysis.	For concern about forecasts, see response to Frequent Public Comment # 3. For concern about the baseline conditions and forecasts see response to Frequent Public Comment # 5 and response to EPA Comment #1. Rapid recovery of the leisure travel market after the pandemic has been well documented in a variety of media sources. The airport has no control over airline pricing policies. The Master Plan forecasts were approved prior to the advent of Avelo starting service at HVN and strong market response was unforeseen at that time rendering the comparison to the Master Plan forecasts invalid.	No
4/30/2023	PC	Marshall Cox	1915-1916	Fwd: Tweed EA Comment: Local Emissions Impact	---------- Forwarded message --------- From: M Cox <marshall@radiatorlabs.com> Date: Fri, Apr 14, 2023 at 5:00 PM Subject: Tweed EA Comment: Local Emissions Impact To: <hvn-ea@mjinc.com> Cc: Save Our Shoreline <saveourshorelinect@gmail.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <paul.aresta@ct.gov>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <rosa.delauro@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <looney@senatedems.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <attorney.general@ct.gov>, <Katie.Dykes@ct.gov>, <murphy@murphy.senate.gov>, <Aircomplaints@ct.gov>, <r1web.mail@epa.gov> To Whom It May Concern, After early concerns were raised with Tweed Airport officials on gas fumes and other toxic emissions from the airport, and requesting an air pollution monitoring action be taken, the Tweed Airport leadership said that it was impossible to associate pollution at the airport with the airport activities, as there are other sources of similar pollutants in the region. As this is not true, the community self-funded the deployment of 5 air quality sensors (Awair Omni units), in cardinal directions from the airport as well as one north of I95. While I do have a PhD in Engineering (and a Masters in Materials Science) I am not an emissions or pollution or environmental sensing expert, but since the airport would not consider bringing one on board, it fell to our local group to try and implement these	For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	No
4/30/2023	PC	Marshall Cox	1917-1918	Fwd: Tweed EA Comment: Endangered Species	---------- Forwarded message --------- From: M Cox <marshall@radiatorlabs.com> Date: Fri, Apr 14, 2023 at 4:57 PM Subject: Tweed EA Comment: Endangered Species To: <hvn-ea@mjinc.com> Cc: Save Our Shoreline <saveourshorelinect@gmail.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <paul.aresta@ct.gov>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <rosa.delauro@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <looney@senatedems.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <attorney.general@ct.gov>, <Katie.Dykes@ct.gov>, <Aircomplaints@ct.gov>, <r1web.mail@epa.gov>, <murphy@murphy.senate.gov> To Whom It May Concern, In evaluating the analysis in the EA on the species in the area around Tweed Airport, I noticed the presence of an endangered species that this EA appears to have missed. While the analysis correctly identifies the Northern Long-Eared Bat, and the Monarch Butterfly as being potentially affected by the proposed action, there is no mention of the Roseate Tern, clearly identified in the region of proposed work. https://ipac.ecosphere.fws.gov/location/637OVMRTBZAK5D75CGKRUVNZGY/resources#endangered-species	See Section 5.2.1 for discussion of state and federal listed endangered species. See also Appendix C - CT DEEP NDDB letter. Monarch butterfly and Roseate Tern were not raised as concerns by CT DEEP or USFWS.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Ken Engelman	1919-1931	Fwd: Tweed HVN EA Concerns - Poisoning us for profit?	Resubmitting for official public comment period. Kindly print letter in its entirety and credit authou --------- Forwarded message --------- From: <kenengelman@gmail.com> Date: Wed, Apr 5, 2023 at 11:54 AM Subject: Tweed HVN EA Concerns - Poisoning us for profit? To: <hvn-ea@mjinc.com> Cc: <rosaCT.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <senator_murhy@murphy.senate.gov>, <cohen@senatedems.ct.gov>, <Robin.Comey@cga.ct.gov>, Sean Scanlon <sscanlon@flytweed.com>, <Sean.Scanlon@cga.ct.gov>, <gail.lattrell@faa.gov>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <Jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <attorney.general@ct.gov>, <9-ANE-Noise@faa.gov>, <julie.a.seltsam@faa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <thedley@townofeasthavenct.org>, <ward18@newhavenct.com> Hello HVN-EA, Tom, Connecticut Elected Officials, and Gail from the FAA, My name is Ken Engelman and I live at 12 Midwood Road Branford, CT 06405. I am emailing you all today to support our communities call for a full FAA Environmental Impact Statement. Your published Environmental Assessment is incomplete and is not sufficient to me, or my Branford neighbors, and it does not answer our health, wellbeing, property values, and environmental concerns. Your expansion plans raise serious questions about potential harms to where we live, work, and play. A full Environmental Impact Statement is urgently needed to address our shared concerns, because this EA uses computer modeling which does not include the human experience. The human experience includes sight, sound, smell, touch, and other experiences are felt that a computer cannot experience/understand.	Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about the study area, see response to Frequent Public Comment #3. The EA was prepared in accordance with FAA Order 1050.1F and addresses the subject areas requested.	Yes
4/30/2023	PC	Talia	1932-1933	Fwd: Veoci complaint involving Tweed Airport	Resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <talia0303x@aol.com> Date: Fri, Mar 17, 2023 at 6:16 PM Subject: Veoci complaint involving Tweed Airport To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, paul.aresta@ct.gov <paul.aresta@ct.gov>, auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, gail.lattrell@faa.gov <gail.lattrell@faa.gov>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, Richard.doucette@faa.gov <Richard.doucette@faa.gov>, Secretaryscheduler@dot.gov <Secretaryscheduler@dot.gov>, senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>, jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>, rosa.schedule@mail.house.gov <rosa.schedule@mail.house.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, looney@senatedems.ct.gov <looney@senatedems.ct.gov>, alphonse.paolillo@cga.ct.gov <alphonse.paolillo@cga.ct.gov>, attorney.general@ct.gov <attorney.general@ct.gov>, edith.pestana@ct.gov <edith.pestana@ct.gov>, skuang@newhavenct.gov <skuang@newhavenct.gov>, mayorsoffice@townofeasthavenct.org <mayorsoffice@townofeasthavenct.org>, Ward18@newhavenct.gov <Ward18@newhavenct.gov>, ward17@newhavenct.gov <ward17@newhavenct.gov>, ward16@newhavenct.gov <ward16@newhavenct.gov>, ward15@newhavenct.gov <ward15@newhavenct.gov>, ward14@newhavenct.gov <ward14@newhavenct.gov>, ward13@newhavenct.gov <ward13@newhavenct.gov>, ward12@newhavenct.gov <ward12@newhavenct.gov>, ward11@newhavenct.gov <ward11@newhavenct.gov> Cc: <talia0303x@aol.com> I recently filed a complaint on Veoci regarding the planes running up near the terminal building, this was the response I recieved: Hi, Talia. Thank you for your 81 inquiries over the last 289 days. Much like a gasoline powered car that uses a smaller electrical motor (the starter) to jump start the main engine, an airplane needs a starter too. The difference is that compressed air is used to jump start jet engines, and compressing air can be very loud. There are two ways to manufacture enough compressed air to jump start the main jet engines. 1. Commercial aircraft have what's called an auxiliary power unit (APU), which is a mini-jet engine located in the tail of the aircraft. The mini-jet engine can be used to create the necessary compressed air to jump start the main engines when it's time to go. It	Email correspondence unrelated to the EA. No response required.	No
4/30/2023	PC	Gabriela Campos	1934-1936	Fwd: Natural Resources, Net Zero not possible	Resubmitting for official public comment period . Kindly print letter in its entirety and credit author From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Sent: Thursday, February 23, 2023 5:30 PM To: hvn-ea@mjinc.com; tweedcommunityletterrecords@gmail.com; fn-ceq-nepa@ceq.eop.gov; Aresta, Paul <Paul.Aresta@ct.gov>; auusersupport@hq.doe.gov; Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>; Doucette, Richard (FAA) <Richard.doucette@faa.gov>; Secretaryscheduler@dot.gov; senator_murphy@murphy.senate.gov; jahana.hayes@mail.house.gov; rosa.delauro@mail.house.gov; jim.himes@mail.house.gov; richard_blumenthal@blumenthal.senate.gov; looney@senatedems.ct.gov; lopes@senatedems.ct.gov; joseph.gresko@cga.ct.gov; alphonse.paolillo@cga.ct.gov; Attorney General <Attorney.General@ct.gov>; gail.lattrell@faa.gov; Seltsam, Julie A (FAA) <julie.a.seltsam@faa.gov>; ocpostoffice@niaid.nih.gov; Pestana, Edith <Edith.Pestana@ct.gov>; skuang@newhavenct.gov; mayorsoffice@townofeasthavenct.org; ward18@newhavenct.gov Subject: Natural Resources, Net Zero not possible You don't often get email from gaby.gabriela.ella@gmail.com. Learn why this is important EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe. My name is Gabriela Campos I reside on Stewart St in New Haven, CT. I am writing today because I am concerned about the impact of the use of natural resources in the expanding use and construction of Tweed New Haven Airport. Given the housing crisis, global warming, sea level rise, and proximity to a densely populated area I am very concerned about the activity at Tweed New Haven in the past 18 months, and have become increasingly concerned about their plans. NET ZERO AIRPORTS do not and CANNOT EXIST It is hard to determine what could make an airport truly sustainable given the amount of resources used, the many types of pollution caused and the lack of sufficient data https://iopscience.iop.org/article/10.1088/1748-9326/abb42a AIRPORTS CONTRIBUTE TO GLOBAL WARMING "The consequences of released emissions and by-products in the environment range from human health hazards, low air quality and global warming. This study is aimed to investigate the role of aviation emissions in global warming." An aircraft engine can emit about 3.16 kg of CO2 and around 1.23 kg of H2O for 1 kg of fuel burned [11]. These emissions can further potentially interact with one another, resulting in a higher load on the circumambient atmosphere and on its naturally occurring constituents like carbon dioxide (CO2), methane and ozone that can be the indirect impact of warming [12]. Moreover, air pollution caused by aviation resulted in various trace elements such as Pb, Cu, Cd, Cr and Ni is among the most abundant from aircraft emissions [13]. Carbon dioxide (CO2) is known as the most abundant carbon-based effluent	The Proposed Action and the Purpose and Need stated in the EA do not identify "Net Zero Airport" as a project objective. However, as described in the EA, the Proposed Action will incorporate a number of measures to make the airport more resilient, and energy efficient. Directing passengers to other airports does not address the stated Purpose and Need. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Gabriela Campos	1937-1942	Fwd: TWEED EA - Air Pollution Mitigation & Carcinogens in Jet Fuel	Resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Fri, Feb 24, 2023 at 3:43 PM Subject: TWEED EA - Air Pollution Mitigation & Carcinogens in Jet Fuel To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <paul.aresta@ct.gov>, <auusersupport@hq.doe.gov>, <gail.lattrell@faa.gov>, Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>, Doucette, Richard (FAA) <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.delauro@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <looney@senatedems.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <attorney.general@ct.gov>, Pestana, Edith <edith.pestana@ct.gov>, <skuang@newhavenct.gov>, <mayorsoffice@townofeasthavenct.org>, <Ward18@newhavenct.gov>, Jody Ortiz <ward17@newhavenct.gov>, <ward16@newhavenct.gov>, <ward15@newhavenct.gov>, <ward14@newhavenct.gov>, <ward13@newhavenct.gov>, <ward12@newhavenct.gov>, <ward11@newhavenct.gov>, <rosa.schedule@mail.house.gov> To Whom it May Concern My name is Gabriela Campos Matteson of Stewart St, in New Haven, CT. I am writing today about the harms we regularly experience due to jet fume exposure since the increase in flights from Tweed New Haven Airport, and to express deep concern for the potential of more and larger planes being increasingly used. (Including 737-800's which Tweed Board chair admitted to not having the proper FAA classification for)	For concern about Environmental Justice, see response to Frequent Public Comment # 20. As described in the EA, provision of shore power and pre-conditioned air at the proposed terminal will dramatically reduce the need for aircraft idling in the terminal area. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Cumulative Impacts are addressed in Section 5.15 of the EA.	No
4/30/2023	PC	D Piscitelli	1943-1944	Fwd: Noise / sleep 2:14 am arrival	REsubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Mon, Feb 6, 2023 at 7:39 AM Subject: Noise / sleep 2:14 am arrival To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is D Piscitelli and I reside at 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- 630am 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 ! 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. 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,	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #5.	No
4/30/2023	PC	Roseann Vallombroso	1945	Destruction of wetlands Tweed New Haven Airport	I forgot to add to my previous email which is extremely important is the destruction of wetlands surrounding Tweed New Haven Airport. This is an area that floods and with wetlands that have been destroyed and with new plans to destroy additional wetlands will be catastrophic to the area. This concern must be addressed.	For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	D Piscitelli	1946-1951	Fwd: No sleep / late flights .	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Tue, Jan 3, 2023 at 5:24 AM Subject: No sleep / late flights . To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> Overnight on 1/1/23 into 1/2/23 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 . 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 Research	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #5.	No
4/30/2023	PC	D Piscitelli	1952-1953	Fwd: Noise / late flights at tweed	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Fri, Dec 30, 2022 at 9:38 PM Subject: Noise / late flights at tweed To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is D Piscitelli and I live at 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 . Another issues is all these jets circling over and over for over a 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 . 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 . 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. 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 .	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #5. For concern about the noise ordinance see response to Frequent Public Comment # 4	No
4/30/2023	PC	Gabriela Campos	1954-1964	Fwd: FYI Fwd: Potential Weight & Noise Guideline Violations	resubmitting for oficial public comment period. ZKindly print letter in its entirety and credit author --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Fri, Dec 16, 2022 at 5:51 PM Subject: FYI Fwd: Potential Weight & Noise Guideline Violations To: <Cori.M.Rose@usace.army.mil>, David Cash <Cash.David@epa.gov>, <Frederick.Riese@ct.gov>, <Gregory.Stroud@ctexaminer.com>, Jeffrey Norcross <norcross.jeffrey@epa.gov>, Miller, Russell <Russell.Miller@ct.gov>, <attorney.general@ct.gov>, <cjohnson@savethesound.org>, <curtjohnson51@gmail.com>, <governor.lamont@ct.gov>, <katie.dykes@ct.gov>, <lcruz@cfgnh.org> Cc: <7-AEA-BDL-FSDO@faa.gov>, DEEP.LWRDEnforcement <DEEP.LWRDEnforcement@ct.gov>, <danielle.missell@ct.gov>, <ejhotline@epa.gov>, <environmental-justice@epa.gov>, <kristin.barendregt-ludwig@yale.edu>, <laurasline@sbcglobal.net> --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Fri, Dec 16, 2022 at 3:52 PM Subject: Potential Weight & Noise Guideline Violations To: Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>, Seltsam, Julie A (FAA) <julie.a.seltsam@faa.gov>, <colleen.delassandro@faa.gov>, <fn-ceq-nepa@ceq.eop.gov>, <gail.lattrell@faa.gov>, <hvn-ea@mjinc.com> CC: Chris Kelly <ckelly@savethesound.org>, Cpc Esther Rose <cpc@newhavenct.gov>, Laura Brown <LEBrown@newhavenct.gov>, <Looney@senatedems.ct.gov>, Zaretsky, Mark <mark.zaretsky@hearstmediact.com>, <alphonse.paolillo@cga.ct.gov>, <christine.cohen@cga.ct.gov>, <mayorelicker@newhavenct.gov>	For concern about the noise ordinance, including weight restrictions, see response to Frequent Public Comment # 4. For concern regarding 737-800 operation see reponse to Frequent Public Comment #7	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	R Piscitelli	1965-1966	Fwd: Air quality / jet circling	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Wed, Dec 7, 2022 at 3:36 PM Subject: Air quality / jet circling To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is R Piscitelli and I reside at 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. 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	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #5. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	No
4/30/2023	PC	Darlene Piscitelli	1967-1968	Fwd: Flights after 11pm- noise complaints	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Tue, Nov 29, 2022 at 8:36 AM Subject: Flights after 11pm- noise complaints To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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 a inconvenience to those on flight but think of the inconvenience to everyone around airport that are constantly disturbed by these late flights. Seems everything 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 ! 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	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #5. For concern about the noise ordinance see response to Frequent Public Comment # 4	No
4/30/2023	PC	Joelle Innocenti	1969-1975	Fwd: Tweed New Haven Airport Expansion. Environmental Assessment letter on: Noise, Sleep, Pollution	Resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <ctjoelle@aol.com> Date: Tue, Nov 29, 2022 at 7:39 AM Subject: Tweed New Haven Airport Expansion. Environmental Assessment letter on: Noise, Sleep, Pollution To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, cenae-pa@usace.army.mil <cenae-pa@usace.army.mil>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, 9-AWA-NoiseOmbudsman@faa.gov <9-AWA-NoiseOmbudsman@faa.gov>, 7-AEA-BDL-FSDO@faa.gov <7-AEA-BDL-FSDO@faa.gov>, colleen.dalessandro@faa.gov <colleen.dalessandro@faa.gov>, sscanlon@flytweed.com <sscanlon@flytweed.com>, Senator_murphy@murphy.senate.gov <Senator_murphy@murphy.senate.gov>, Jahana.hayes@mail.house.gov <Jahana.hayes@mail.house.gov>, Jim.himes@mail.house.gov <Jim.himes@mail.house.gov>, Environmental-justice@epa.gov <Environmental-justice@epa.gov>, ejhotline@epa.gov <ejhotline@epa.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, gail.lattrell@faa.gov <gail.lattrell@faa.gov> My name is J Innocenti and I reside at 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. 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. 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 fl 477 left Tweed, headed North, then circled back around East Haven and Branford, to head south to RDU. 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;	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Environmental Justice, see response to Frequent Public Comment # 20. The EPA has formally commented on the EA. See response to agency comments.	Yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Darlene	1976-1977	Fwd: Noise - Avelo landing at 1am	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Mon, Nov 21, 2022 at 11:38 PM Subject: Noise - Avelo landing at 1am To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene and I live at Waldo street in East Haven. I'm writing because again a Avelo flight landed at Tweed after the 11pm no fly time. The Jet landed at at 1:03am on 11/21/22. Said this before - Avelo 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 Avelo 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 sneeky, 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. 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	For concern about the noise ordinance see response to Frequent Public Comment # 4. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	No
4/30/2023	PC	Agnès Vignery	1978-1980	Tweed expansion	To whom it may concern, I am attaching my letter to request an EIS Regards, Agnès Vignery Tweed Airport Expansion Agnès Vignery Request New Haven Airport to complete an Environment Impact Statement (EIS) 172 Clark Avenue Branford CT06405 203 435 1486 To whom it may concern: I have been on the faculty at the Yale School of Medicine since 1977, and a resident of Branford since 1994. Hence, I had multiple opportunities to fly from Tweed Airport to such destinations as Washington and Philadelphia for work, and for leisure. I have enjoyed the proximity of the airport to my current home, and the possibility of nearly walking to my plane! Although Tweed secured a few flights a week, they were convenient and plenty. However, with the arrival of Avelo, the new low-cost company flying from Tweed, the number of flights and the size of the planes has multiplied by a factor of 20. Many more destinations and flights are available, so planes roar early morning till late in the night. Not counting the cargo planes and the private aircrafts. Although the noise generated by the planes before takeoff and during approach and landing has been extremely disrupting for the residents of East Haven, Branford, West Haven, and Guilford, to name a few, Tweed Airport has made plans to increase further the size of the airport, build a new terminal, extend the length of the runway, and redirect the car traffic to Hemingway Avenue to access the new terminal, rental car companies and an extended parking. The specifics of the planned expansion have been described in detail by the FAA, and generated concerns by the neighbors in the face of the lack of attention paid to the dramatic negative impacts the expansion already has, and will have afte4r the next	Duplicate of Comment 589.	Yes
4/30/2023	PC	Darlene Piscitelli	1981-1982	Fwd: Jet fumes	resubmitting for official comment period. kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Mon, Nov 7, 2022 at 3:16 PM Subject: Jet fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is D Piscitelli and I live at 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. 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	For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about the study area, see response to Frequent Public Comment #3. The EA was prepared in accordance with FAA Order 1050.1F.	No

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Darlene Piscitelli	1983-1985	Fwd: Noise,sleep, 12:30am landing	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Fri, Oct 28, 2022 at 1:22 AM Subject: Noise,sleep, 12:30am landing To: Jean Edwards-Chieppo <jeany427@gmail.com>, <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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 knew 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 ! 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 .	For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #5. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24.	No
4/30/2023	PC	Darlene Piscitelli	1986-1987	Fwd: Noise / sleep	resubmitting for official public comment period., Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sun, Oct 23, 2022 at 6:47 PM Subject: Noise / sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I reside at Waldo Street in East Haven. I'm writing because at about 11:40 last night Avelo landed at tweed. Went to sleep early because I had to work and and I was woken, dog started barking & took hour before I fell back to sleep. There is a no fly time for Avelo between 11 pm - 630am. Problem is Avelo always has delays and they are just flying late at night and doing what they want. There is no consideration for people who live close by the airport. Need to do better ! 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 Research -	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about the noise ordinance see response to Frequent Public Comment # 4. The EA was prepared in accordance with FAA Order 1050.1F.	No
4/30/2023	PC	Gabriela Campos	1988-1992	Fwd: Real Time Air pollution readings from Tweed Airport	Submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Fri, Oct 21, 2022 at 4:41 PM Subject: Real Time Air pollution readings from Tweed Airport To: <7-AEA-BDL-FSDO@faa.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>, Sean Scanlon <Sscanlon@flytweed.com>, <Secretaryscheduler@dot.gov>, <attorney.general@ct.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <fn-ceq-nepa@ceq.eop.gov>, <hvn-ea@mjinc.com>, <jahana.hayes@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <rosa.schedule@mail.house.gov>, <senator_murphy@murphy.senate.gov>, <tweedcommunityletterrecords@gmail.com> Greetings, I hope this finds you well My name is Gabriela Campos Matteson I reside at Stewart St in New Haven where I have raised my three sons 16-10 yo for the past 12+ years. My understanding is that this neighborhood has the highest per capita percentage of children… in fact we have a number of daycares, schools and many parks that people from around the region come to enjoy. Since the airport has increased its number of flights my family has experienced additional respiratory problems…my youngest son who never had symptoms of asthma has now developed difficulty going up hills and stairs, and when he had Covid he was unwell longer and coughed more than I did. We know the impact of pollution on growing bodies is more severe… and it's personified in my previously healthy son.	Regarding request for an EIS, see response to Frequent Public Comment #1.For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Environmental Justice, see response to Frequent Public Comment # 20 Cumulative Impacts are addressed in Section 5.15.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Ken Engelman	1993-2004	Fwd: Tweed's Impact on Coastal Resources (Important)	Resubmitting for official public comment period. Kindly print letter in its entirety and credit the author --------- Forwarded message --------- From: <kenengelman@gmail.com> Date: Fri, Oct 21, 2022 at 2:05 PM Subject: Tweed's Impact on Coastal Resources (Important) To: <kenengelman@gmail.com> Cc: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <Jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-ANE-Noise@faa.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <thedley@townofeasthavenct.org>, <ward18@newhavenct.com> Hello decision makers of the Tweed HVN expansion plan, My name is Ken Engelman I reside at Midwood Road Branford, Connecticut 06405. I am not a professional copywriter, speaker, or presenter so please understand I am doing my best to present my concerns as a taxpayer, a good human being, and an engaged citizen who cares about my family, neighbors, community, and environment. I am writing to you all today because I am clearly concerned of the negative impact to Coastal Resources stemming from the already proven harmful Avports/Avelo 737 flights that started in November 2021, let alone plans to extend the runway and build a larger terminal with 6 gates. There are so many things wrong with this plan, I do not even know where to begin, but no politician or private investors' interest should come before us taxpayers and the environment that will be harmed from their business goals. Government scientists and Yale medical doctors all agree expanding Tweed will only harm us people, pets, animals, sea-life, and the environment we all live in - invested in - and yet many of you elected politicians/decision makers appear to want to support this multi-billion dollar private investors plan over our health and well-being. Why are you placing their 'big business' interests before ours? I welcome a reply from each one of you.	The EA was prepared in accordance with FAA Order 1050.1F. Cumulative Impacts are addressed in Section 5.15. Coastal Resources are addressed in Section 5.4. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Traffic is addressed in Section 5.11. For concern about impact to wetlands, see response to Frequent Public Comment # 19.	yes
4/30/2023	PC	Ken Engelman	2005-2006	EA Comments: EA Air Emission Studies Use Deceptive Baseline to show lower increase in Emissions	Hello EA Comment reviewers, FAA, Tweed staff, and CT officials/media BCC'd, THE FAA SHOULD ISSUE AN EIS AND USE APPROPRIATE 2019 UNBIASED DATA IN AIR EMISSIONS STUDIES UNLIKE THOSE PROPOSED IN THE EA DRAFT USING 2022 RAMPED UP OPERATIONS. NEPA Regulations state: "A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). 1. The use of 2022 air emissions data is deceptive and is used to show a lesser increase in impact thereby setting false conditions of no significant impact. Violation of 1508.27(b)(7) above. Operations at Tweed were ramped up by increased Avelo flights with larger jets PRIOR to environment studies which is ethically and morally wrong. Prior to this, Tweed, in 2019 had different operations levels and set up a realistic baseline of air emissions. These new measures may show a significant increase in air emission levels. 2. Any future efforts to use the 2022 air emissions data in the EA to create offsets to mitigate air emissions changes is also flawed and puts public health in greater risk. Thank you, Ken Engelman 12 Midwood Road Branford, CT 06405	For EIS, see response to Frequent Public Comment #.1. For baseline forecast concerns, see response to Frequent Public Comment #5. For concern about Health Effects, see response to Frequent Public Comment #24	no
4/30/2023	PC	R Piscitelli	2007-2008	Fwd: Jet fumes/ pollution	Resubmitting for Official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: R Piscitelli <redsoxrp@yahoo.com> Date: Thu, Oct 20, 2022 at 7:12 PM Subject: Jet fumes/ pollution To: <vn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is RPiscitelli and I live at Waldo street in East Haven. On Thursday- Oct 20th- I smelled jet fumes on and off all day from Tweed. The smell was horrible. We shouldn't have to smell this while outside in our yard- and it's not healthy . 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.	For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. The EA was prepared in accordance with FAA Order 1050.1F.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Antonella Ranalli	2009-2010	Fwd: EIS Request - Tweed New Haven Airport	Resubmitting for Official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Antonella Ranalli <amranalli@hotmail.com> Date: Thu, Oct 20, 2022 at 5:40 PM Subject: EIS Request - Tweed New Haven Airport To: gail.lattrell@faa.gov <gail.lattrell@faa.gov> Cc: sscanlon@flytweed.com <sscanlon@flytweed.com>, cheryl.j.quaine@faa.gov <cheryl.j.quaine@faa.gov>, edith.pestana@ct.gov <edith.pestana@ct.gov>, susan.jacobson@ct.gov <susan.jacobson@ct.gov>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, rosa.scheduledc@mail.house.gov <rosa.scheduledc@mail.house.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>, martin.looney@cga.ct.gov <martin.looney@cga.ct.gov>, camille.sprauve@faa.gov <camille.sprauve@faa.gov> Dear Ms. Lattrell, My name is Antonella Ranalli and I reside at Beachside Avenue in East Haven, CT. I am writing to you this evening because of my deep concern for the increased probability of flooding due to the proposed Tweed New Haven Airport expansion. I have witnessed flooding at the airport on numerous occasions due to heavy rainstorms, tropical storms and hurricanes. Tweed is set in a low point and surrounded by water collecting and flood mitigating wetlands and with an airport expansion all will be lost. Wetlands are vital to protecting our community from flood damage and climate change and must be preserved, as supported below. 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: The economic value of Otter Creek wetlands and floodplains to Middlebury, VT Authors Keri B. Watson, Taylor Ricketts, Gillian Galford, Stephen Polasky & Jarlath O'Neil-	For concern about Flooding, see response to Frequent Public Comment # 17. For concern about wetland see response to Frequent Public Comment # 19.	no
4/30/2023	PC	Joseph Piscitelli	2011-2013	Fwd: Health Concerns and Tweed Airport Expansion	Resubmitting for official public comment period. Kindly print letter in its entirety and credit author---------- Forwarded message --------- From: <aharos13@gmail.com> Date: Thu, Oct 20, 2022 at 4:27 PM Subject: Health Concerns and Tweed Airport Expansion To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <salido57@comcast.net>, <mayorsoffice@townofeasthavenct.org> To Whom it May Concern, My name is Joseph Piscitelli I reside at Clark Avenue Branford 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 on a shoreline is of great importance to me…. Coastal Resources are defined as all natural resources occurring within coastal waters and their adjacent shorelands. Islands transitional and intertidal areas	Coastal Resources are addressed in Section 5.4. Biological Resources, including wildlife, are addressed in Section 5.2. The EA was prepared in accordance with FAA Order 1050.1F. Cumulative Impacts are addressed in Section 5.15.	no
4/30/2023	PC	Margaret Wheeler	2014-2018	Tweed Noise Ordinance Violations	Violations in City Noise Ordinance not Enforced, Noise Monitors needed Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement, The City of New Haven, CT has a noise ordinance that dissuades air flights out of Tweed from 10 pm to 6 am. Violations and enforcement regulations are in the ordinance excluding deemed emergency cases. However, there is abundant evidence that Tweed Airport Authority and management do not enforce these violations and that most violations are not deemed emergencies. https://library.municode.com/ct/new_haven/codes/code_of_ordinances?nodeId=TITIIICO My family lives under the flight path and in the area surrounding Tweed New Haven Airport. People in the community have measured over 90 db when jets fly over. We have been awakened from my sleep between the hours of 10pm and 6am, a clear violation of the City Ordinance. Time PeriodMaximum A-Weighted Sound Level12:00 a.m.—6:00 a.m.68.0 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)This is affecting our health, our ability to do quality work, care for my family and focus in school. I have sent in complaints to the Tweed but received no response. I have recently learned that there are hundreds of complaints and night time violations but no record of how these were handled. Please consider the following in an EIS 1. People who live along the shoreline know that sound travels faster and louder due to higher humidity and offshore breeze. Are these factored into the Noise Contours lines? 2. If someone lives under the 3000 ft ceiling flight path does noise violations count as well? 3. Why are records of complaints and violations and enforcement measures not included in the EA? “the pilot of an aircraft shall be deemed to be the beneficial owner or lessee thereof, and any violation of the provisions hereof shall be charged to said beneficial owner or lessee.(Ord. of 2-4-85)”The following shall be the penalties for violation of this article:(1)First violation: Written warning by certified mail to aircraft owner or lessee.(2)Second violation: Fine of the maximum dollar amount permitted by City Charter imposed on aircraft owner or lessee.(3)Third and subsequent violations: Impoundment of aircraft by the airport manager for seven (7) calendar days and fine of the maximum dollar amount permitted by City Charter imposed on aircraft owner or lessee. (Ord. of 2-4-85) 4. Noise Contour lines use a weighted average based on type of plane, number of operations and more. Are night time violations considered in these studies? 5. An EIS should undertake a real time Noise Study analysis to show accurate noise levels affecting the community. 6. Can the FAA recommend the placement of noise monitors around the airport community and develop a monitoring system and post a monthly report on violations and develop an enforcement plan? 7. Examples;	For EIS, see response to Frequent Public Comment #1. For noise ordinance violations, see response to Frequent Public Comment #4. For concern about Noise and Vibration, see response to Frequent Public Comment #10. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA. Nighttime noise (10p - 7a) is assessed a 10 decibel weighting in the calculation of DNL; Avelo flight schedules were used to determine the day/night split of scheduled operations.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Gabriela Campos	2019-2030	Fwd: Wetlands/ Thompson Ave	resubmitting for official public comment period. Kindly print letter in its entirety sand credit author --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Thu, Oct 20, 2022 at 2:51 AM Subject: Wetlands/ Thompson Ave To: <environmental-justice@epa.gov>, <hvn-ea@mjinc.com> Cc: Jeffrey Norcross <norcross.jeffrey@epa.gov>, Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>, Sean Scanlon <Sscanlon@flytweed.com>, <Secretaryscheduler@dot.gov>, <Susan.Jacobson@ct.gov>, <attorney.general@ct.gov>, <auusersupport@hq.doe.gov>, <bseepublicaffairs@bsee.gov>, <cenae-pa@usace.army.mil>, <ejhotline@epa.gov>, <fn-ceq-nepa@ceq.eop.gov>, <gail.lattrell@faa.gov>, <hq-publicaffairs@usace.army.mil>, <jahana.hayes@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <rosa.delauro@mail.house.gov>, <rosa.schedule@mail.house.gov>, <senator_murphy@murphy.senate.gov>, <tweedcommunityletterrecords@gmail.com> My name is Gabriela Campos I have lived at Stewart St in New Haven and have raised my children here for over a decade. One of the reasons we thought living here would be good for our family with complicated medical needs was the proximity to the ocean. My children have been swimming in water that is likely contaminated by cancer causing chemicals due in part to the carelessness and callousness of the Tweed Airport Management under Avports/Goldman Sachs for the past twenty years We had no idea that TWEED had been dumping all sorts of dangerous chemicals into Tuttle Brook. This body of water runs alongside the airport and has been used as a “drainage ditch” by the airport and then empties out into the Long Island Sound. Tweed hasn’t even been able to comply with basic water quality standards only treating for pH at best.	Commentor describes previous or separate actions that are alleged to have occurred. These are beyond the scope of the EA. For concern about wetland see response to Frequent Public Comment # 19. For sequestration of carbon, see Appendix L. Regarding impervious surfaces and related Water Quality concerns, see response to CT DEEP comment # 3 and # 6. Cumulative impacts are addressed in Section 5.15.	no
4/30/2023	PC	Alana Haroskewicz	2031-2032	Fwd: Kerosene smell inside my home	As per directions resending for official comment period Please open links PDFs and images and add to the letter as attachments as intended Thank you From: Alana <aharos13@gmail.com> Date: Fri, Jun 10, 2022 at 7:26 PM My name is Alana Haroskewicz I live at 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. Per 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	For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about the study area, see response to Frequent Public Comment #3. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no
4/30/2023	PC	Darlene Piscitelli	2033-2034	Fwd: Tweed & noise	resubmitting for Official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Wed, Oct 19, 2022 at 8:42 PM Subject: Tweed & noise To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I live at Waldo Street in East Haven. I’m writing today because at about 3:20am on 10/ 17/22 a Avelo jet landed. Woke me and the dog up. Once the dog is awaken I now have to take him outside to do his business. By time I was able to fall back to sleep my alarm was going off. Avelo always has delayed flights so this whole no flying before 6:30 am or after 11:00 pm is not happening. Tweed / Avelo is just doing what they want. There is no consideration for the people who live close to the airport. You need to stick to your no fly times. You can’t be waking everyone up and disturbing peoples sleep. 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 Research-	For noise/vibrations, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. The EA was prepared in accordance with FAA Order 1050.1F. As described in Section 5.6 a use of Section 4(f) resources is not expected. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Melissa Ranalli	2035-2036	Fwd: EIS for the Proposed Tweed New Haven Airport Expansion	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Melissa Ranalli <melissacranalli@gmail.com> Date: Tue, Oct 18, 2022 at 9:42 PM Subject: EIS for the Proposed Tweed New Haven Airport Expansion To: <gail.lattrell@faa.gov> Cc: Sprauve, Camille (FAA) <Camille.Sprauve@faa.gov>, Sean Scanlon <sscanlon@flytweed.com>, <cheryl.j.quaine@faa.gov>, edith.pestana@ct.gov <edith.pestana@ct.gov>, <susan.jacobson@ct.gov>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, Schedule DC, Rosa <Rosa.ScheduleDC@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <senator_murphy@murphy.senate.gov>, <Martin.looney@cga.ct.gov> Dear Ms. Lattrell, My name is Melissa Ranalli and I reside at Beachside Avenue in East Haven, CT. I am writing to you this evening because on Monday, October 17, 2022 I was startled from my sleep at 3:23am by the deafening sound of an aircraft arriving at Tweed New Haven Airport. Sadly, early morning and late evening arrivals and departures are not an irregular occurrence but an everyday disruption affecting my circadian rhythm and greatly reducing my quality of life. I am extremely concerned with the short-term and long-term negative consequences induced by chronic sleep disruption to my health and the health of the residents in my community. 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 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.	For noise/vibrations, see response to Frequent Public Comment #10. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. The EA was prepared in accordance with FAA Order 1050.1F. The EA was prepared in accordance with FAA Order 1050.1F. Regarding request for an EIS, see response to Frequent Public Comment #1.	no
4/30/2023	PC	Rosemarie Piscitelli	2037-2038	Fwd: Noise / flights scheduled after 11:00pm	resubmitting for official comment period. Kindly print letter in its entirely and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sun, Oct 2, 2022 at 8:56 PM Subject: Noise / flights scheduled after 11:00pm To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>, <jeany427@gmail.com> My name is Rosemarie Piscitelli and I live at Waldo Street in East Haven. I'm writing today because of a scheduled flight after 11:00 on Sat , Oct 1st,2022. There is suppose to be no scheduled flights before 6:30 am and after 11:00pm. There was a Avelo flight scheduled to leave at 10:40 pm from Albany and arrive in New Haven at 11:49pm. Why are there flights scheduled after 11pm? It's not even a delayed flight. I'm not sure exact time it landed but it did wake me up and I had to get up early next morning. So tired of Avelo / Tweed just doing whatever they want - needs to stop . 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 D Research- 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.	For noise/vibrations, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. The EA was prepared in accordance with FAA Order 1050.1F. The EA was prepared in accordance with FAA Order 1050.1F.	no
4/30/2023	PC	Ken Engelman	2039	EA Comments Supporting a full EIS - Stormwater Runoff into Coastal Wetlands, Flooding, and Wildlife	Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. The presented EA is insufficient and is incomplete for the areas that already have been affected, and will continue to do so far into the future. * 1050-1f2-5. Public Involvement. NEPA and the CEQ Regulations, in describing the public involvement process, require Federal agencies to: consider environmental information in their decision-making process; solicit appropriate information from the public; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; and provide the public with this information and allow it to comment on these findings. Water quality from increased traffic and discharges Surface water quality, and related coastal resources, are threatened by increased stormwater runoff and pollutants. With over 4000 parking spaces proposed an 80,000 sq. ft. terminal significant impervious surfaces will be added. The increased capacity of the airport will result in increased traffic in towns surrounding the airport (Branford, North Branford, Guilford, etc.), intensive land use, aircraft deicing, and vehicular activity, adding to the pollutant levels found on the airport property that will be carried by stormwater into the nearby wetlands and watercourses. The increase in impervious surfaces, combined with the loss of wetland resources, will increase the amount of stormwater runoff carrying these pollutants into the nearby watercourses. Tweed-New Haven Airport Authority's history of noncompliance with its water quality permits raises particular concerns about water quality impacts. The EPA ECHO database indicates that Tweed has been in significant violation of its Clean Water Act pretreatment permit, number SP0002421 issued by CT DEEP, since October 1, 2020.27 At the time that the permit was reissued in 2020, CT DEEP's records indicated that Tweed was already in violation of the permit and was subject to an enforcement action.28 * How will the EPA and FAA mitigate both current and future changes in runoff changes? * Who will be responsible for flooding issues to the surrounding community from these changes? * How will the EPA and FAA measure changes to coastal resources such as oyster beds and sensitive wildlife habitats? Please let me know the answers to these questions, and please insist a full EIS is needed/required to make intelligent decisions on such a massive project than will negatively affect people, pets, wildlife, sea life, and the environment. Thank you, Ken Engelman	For EIS, see response to Frequent Public Comment #1. Appendix D describes the Public Outreach process used in the EA. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. For concern about Flooding, see response to Frequent Public Comment # 17.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Matthew Lieber	2040-2045	Fwd: Tweed expansion environmental concerns: Wetlands and Flooding, Climate Resilience	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Matthew Lieber <mlieber8@gmail.com> Date: Tue, Sep 27, 2022 at 9:39 AM Subject: Tweed expansion environmental concerns: Wetlands and Flooding, Climate Resilience To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <hq-publicaffairs@usace.army.mil>, <norcross.jeffrey@epa.gov>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <environmental-justice@epa.gov>, <ejhotline@epa.gov>, <bseepublicaffairs@bsee.gov>, <Susan.Jacobson@ct.gov> Dear Honorable Representatives and Government Officers: My name is Matthew Lieber, and I reside at Hampton Road in East Haven. I am writing today to express my concern about the negative impact upon our coastal resources, including but not limited to coastal wetlands and flood vulnerability, from an expansion of Tweed airport and the associated air traffic that expansion entails. Background and Context Climate change is a reality, along with sea level rise, extreme heat and intensified storm damage, decline in the number of species including endangerment of butterflies, other pollinators, and various species of birds. It is incumbent upon New Haven and our community not to make things worse; practically speaking, we can boost our resiliency with infrastructure development and nourishing our ecosystems including the fragile populations and signs of life in recently dormant areas. We CAN directly affect the health of our regional ecosystems and the level of our climate resiliency to deal with challenges that are already a reality such as coastal flooding, extreme heat, ozone pollution. And we are connected to the global systems through avian migratory networks	Coastal Resources are addressed in Sections 4.3 and 5.4 of the EA. For concern about Flooding, see response to Frequent Public Comment # 17. Use of Roundup and other chemicals for airport maintenance is unrelated to the EA. See Frequent Public Comment #19 and Sections 4.15 and 5.14 in the EA for additional information on wetlands. Appendix L and CTDEEP Comment Response #3 provide addition information on wetland mitigation.	no
4/30/2023	PC	Darlene Piscitelli	2046-2047	Fwd: Constant noise today	Resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sun, Sep 25, 2022 at 2:57 PM Subject: Constant noise today To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I live at Waldo Street in East Haven. I'm writing today - Sept 25th- because of the constant noise coming from Tweed / Robinson today . It's been loud all day but at around 1:00 we had company over and we are sitting outside. I say for least past hour it was even worse with noise. Constant planes/ jets running, taking off and landing . We actually had to stop talking cause we couldn't even hear each other cause so loud . 2:45 - there goes another one ! What's crazy is we can't even sit outside in our own yard and enjoy it. I'm so aggravated I'm writing this whole company is here ! I've lived here for 52 years and what's been happening with noise & fumes since Avelo came has been crazy. What's going to happen when terminal on East Haven side and this gets worse ? You can't expand a airport in a area where theres residential neighborhoods all around it. People shouldn't have to deal with noise all day and breathing unhealthy fumes . You are interfering with the quality of so many lives . Something needs to be done . 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	For concern about Noise and Vibration, see response to Frequent Public Comment #10. The EA was prepared in accordance with FAA Order 1050.1F. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no
4/30/2023	PC	Ken Engelman	2048-2049	EA Comments - More Reasons a full EIS is needed to make intelligent decisions	Dear EA reviewers, Tweed staff, CT Officials and media, FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. 109 FAA Order 1050.1F: Connected actions are closely related actions that: (a) automatically trigger other actions; (b) cannot or will not proceed unless other actions are taken previously or simultaneously; or (c) are interdependent parts of a larger action and depend on the larger action for their justification (see 40 CFR § 1508.25(a)(1), CEQ Regulations). Connected actions and other proposed actions or parts of proposed actions that are related to each other closely enough to be, in effect, a single course of action must be evaluated in the same EA or EIS (see 40 CFR §§ 1502.4(a) and 1508.25(a)(1), CEQ Regulations). A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). HOW DOES THE YOUR EA LEAVE OUT 2019 DATA AS A BASELINE? A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). The Proposed Need for the Tweed Runway Length Extension in the EA is flawed: 1. The proposal for a longer runway to serve 737 -700 service from Avelo who ramped up demand during 2021 -2022 with discounted flights for $49 to nonstop long distance (1000 mi) to FLA is unjustified. The airline boasted reaching profits within this time period so why the need for a longer runway? 2. These bargain fights have created an unsustainable overload on the facility and need to be dialed back. How can the FAA justify adding larger jets without an Environmental Assessment? 3. What evidence is there that other airlines have been contacted or had interest in the use of Tweed who offer services other than long distance non-stop flights and can accommodate the existing runway? 4. The FAA's waiver to add on 737-800 jets which are rated for longer runways was unjustified and puts the surrounding community in danger. How does the FAA justify the waiver to add 737-800 jets, even if weight limits and capacity are adjusted? 5. The introduction of the larger 737-800 jets burdened the community with more noise and air emissions and unfavorable landing conditions. Alternatives: Invite Airlines with lower emission jets such as A220-100 Next Gen 5 used by Delta. It has a 139-passenger capacity and a range up to over 2000 mi with a runway length of 4900 ft. 6. Propose shorter destinations to hubs like those used in Tweed's History, this will allow small lower emitting jets and meet the existing runway length requirements WHY WOULD THE FAA SUPPORT EXPANDING A RUNWAY IN A RESIDENTIAL AREA AND INVITE LARGER, LOUDER, MORE POLLUTING JETS TO THE AREA? Please let me know the answers and please support a full EIS because this affects us people, pets, wildlife and the environment. Thank you.	For EIS, see response to Frequent Public Comment #1. For baseline forecast concerns, see response to Frequent Public Comment #5. Airfares, destinations, and aircraft are not controlled by the airport. Biological Resources (including wildlife) are described in Section 5.2. For concern regarding 737-800 operation see response to Frequent Public Comment #7.	no

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Darlene Piscitelli	2050-2052	Fwd: Jet fumes	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sat, Sep 24, 2022 at 11:29 PM Subject: Jet fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I live at Waldo Street in East Haven. I'm writing you today - Sept 24 - because of her fumes In my neighborhood later today. I was walking my dog around 5:45 pm this afternoon and the smell of fumes was horrible. I walked all the way to end of Thompson Ave - by Burgess street. Smell getting worse and so is the noise . I look up and there's a Avelo jet right there at the end of Thompson in airport. The smell got so much worse but what shocked me was how close this plane was to peoples homes there. Neighbor said that happens a lot. How can you have these large jets that close to this neighborhood / peoples homes ? Between the smell and noise it was horrible. The wind usually blows in this direction so this whole neighborhood always getting fumes. No matter where I walked dog it smelled - started getting a headache. Fumes made me not feel well yesterday too. So again I'll ask how can this airport expand , terminal be closer to this neighborhood and add more flights ? Houses are too close to airport . It's already crazy how close the jet was and for houses right there breathing in those fumes - dangerous ! Not safe for whole area- how can it be when a jet is practically in someone's backyard ? 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	For fumes/odors, see response to Frequent Public Comment #12. The EA was prepared in accordance with FAA Order 1050.1F. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	no
4/30/2023	PC	Darlene Piscitelli	2053-2054	Fwd: Bad air quality all day	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Fri, Sep 23, 2022 at 10:27 PM Subject: Bad air quality all day To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I live at Waldo Street in East Haven. I'm writing because the air quality all day has be horrible. The smell of jet fumes was horrible. It was so bad I can smell it in my house and I had the windows closed ! I went outside a bit to get some things done and smell so bad I started to get a headache. It's ridiculous that the smell is that bad and it's not healthy for people to be breathing that in. I don't know if it was Avelo or private jets from Robinson - probably both - but the smell was from tweed airport. A lot of flights today. This airport cannot to this to people . There are residential neighborhoods too close to this airport - it's not healthy for people. There is not the space here for all these flight and then even more with expansion. 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	For fumes/odors, see response to Frequent Public Comment #12. The EA was prepared in accordance with FAA Order 1050.1F. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. Cumulative Impacts are addressed in Section 5.15.	no
4/30/2023	PC	Marian Lucibello	2055-2058	Fwd: RE Air Pollution/ Jet Fumes	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Marian Lucibello <lucibellom1953@sbcglobal.net> Date: Fri, Sep 23, 2022 at 8:43 PM Subject: RE Air Pollution/ Jet Fumes To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, cenae-pa@usace.army.mil <cenae-pa@usace.army.mil>, gail.lattrell@faa.gov <gail.lattrell@faa.gov>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, Richard.doucette@faa.gov <Richard.doucette@faa.gov>, Secretaryscheduler@dot.gov <Secretaryscheduler@dot.gov>, Sscanlon@flytweed.com <Sscanlon@flytweed.com>, senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>, jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>, rosa.schedule@mail.house.gov <rosa.schedule@mail.house.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, attorney.general@ct.gov <attorney.general@ct.gov>, 9-AWA-NoiseOmbudsman@faa.gov <9-AWA-NoiseOmbudsman@faa.gov>, 7-AEA-BDL-FSDO@faa.gov <7-AEA-BDL-FSDO@faa.gov> My name is Marian Lucibello. I reside at Hyde Street, New Haven, CT My husband and I have lived here since 1978. I am writing today because of the fumes coming from Avelo airplanes at Tweed Airport. The smell of fumes from these planes is constant and overwhelming at times. My husband, a USMC Viet Nam veteran, suffers from COPD. Since Avelo invaded our neighborhood, he has been constantly coughing. His lungs are always congested. His doctors are unable to help him, even though they have changed his inhalers several times.	For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative impacts are addressed in Section 5.15.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Darlene Piscitelli	2059-2060	Fwd: Noise & sleep- flights after 11pm	Resubmitting for official public comment period. Kindly print letter in its entirety sand credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Mon, Sep 19, 2022 at 10:33 PM Subject: Noise & sleep- flights after 11pm To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I live at Waldo ST in East Haven. I'm writing because last night -8/18 - at about 11:50 pm a Avelo 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 Avelo 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. 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.	For concern about Noise and Vibration, see response to Frequent Public Comment #10. As described in Section 5.6 a use of Section 4(f) resources is not expected. For concern about Health Effects, see response to Frequent Public Comment #24.	no
4/30/2023	PC	Darlene Piscitelli	2061-2062	Fwd: Noise at 3am	resubmitting for official comment period, J=Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sat, Sep 17, 2022 at 7:34 PM Subject: Noise at 3am To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I live at Waldo street in East Haven. I'm writing because today - 8/17/22 at about 3:00am I was woken up by a loud jet. I checked and it was a delayed Avelo flight. I was at the meeting in New Haven and we were told starting sept 9th no planes before 630am and after 1100pm. Though I did notice then the trick word " scheduled ". So if a flight is delayed Tweed will just do what they want and fly anytime during middle of the night . How is the fair or working with people who live around airport ? I heard it and planes don't fly over my house - the poor people who do !! I lost sleep and still had to get up early for work & was exhausted . My issue is Avelo always has delays . They are horrible with the flights later in day. This is not the first delayed flight in middle of the night and won't be the last. Since they always have delays maybe they shouldn't schedule later flights so they won't get delayed late at night. People need to realize there are homes all around this airport . You make it sound like you want to work with everyone to make things right but seems airport just does what it wants . Need a better plan cause this not working . Research According to the Noise Effects Handbook published by the Environmental Protection Agency Publication EPA 500-9-82-106	For noise/vibrations, see response to Frequent Public Comment #10. Flight procedures are the responsibility of the FAA.	no
4/30/2023	PC	Rosemarie Piscitelli	2063-2064	Fwd: Air pollution	resubmitting for official comment period. Kindly orint letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Thu, Sep 15, 2022 at 10:24 PM Subject: Air pollution To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Rosemarie Piscitelli and I reside at Waldo Street in East Haven. I'm writing today 9/15/22 because on and off all day I was getting horrible jet fumes at my house. It was a nice day where I had windows open & outside doing yard work. The fumes were so bad at times. I go in the house and smells inside too. It's not healthy to breath these fumes all day and all night. I shouldn't have to close my windows and stay inside cause there's bunch planes taking off / landing today . I shouldn't have to move from my family home of 57 years - I love my home, neighbors and neighborhood. You want to expand this airport when there's homes all around it close by - you are jeopardizing our health and quality of life. The fumes are horrible and someone needs to do proper testing before this airport expands cause what is happening is not right or fair to the people around this airport. 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	For fumes/odors, see response to Frequent Public Comment #12. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Christyn Godfrey	2065-2067	Fwd: Air Pollution/ Jet Fumes	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <christygodfrey28@gmail.com> Date: Wed, Sep 7, 2022 at 5:53 PM Subject: Air Pollution/ Jet Fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Christyn Godfrey and I reside at 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. 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 (MORRIS COVE) and the surrounding neighborhoods and all those who live here. 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	For fumes/odors/air quality, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Cumulative Impacts are addressed in Section 5.15.	no
4/30/2023	PC	Darlene Piscitelli	2068-2069	Fwd: Jet fumes	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Wed, Aug 31, 2022 at 8:15 PM Subject: Jet fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I reside at Waldo street in East Haven. I'm writing because of the jet fumes today - Aug 31st. I had day off and spent it outside 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 terminal 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 . 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.	For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Note that the proposed terminal will include measures that reduce aircraft idling in the terminal area.	no
4/30/2023	PC	Rosemarie Piscitelli	2070-2071	Fwd: Noise	Resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Tue, Aug 30, 2022 at 6:54 PM Subject: Noise To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Rosemarie Piscitelli and I reside at Waldo Street in East Haven, CT. I'm writing today over the noise issues from Tweed the past few days. I understand there was a incident on Sat, Aug 27th - but all those nets 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? 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	For noise/vibrations, see response to Frequent Public Comment #12. As described in Section 5.6 a use of Section 4(f) resources is not expected. Mitigation measures are described in Chapter 5 where appropriate.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Alana Haroskewicz	2072-2076	Fwd: Truck Rollover at Tweed Airport	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <alana13@att.net> Date: Sat, Aug 27, 2022 at 7:47 PM Subject: Truck Rollover at Tweed Airport To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <hq-publicaffairs@usace.army.mil>, <norcross.jeffrey@epa.gov>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <environmental-justice@epa.gov>, <ejhotline@epa.gov>, <bseepublicaffairs@bsee.gov>, <susan.jacobson@ct.gov>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <jim.himes@mail.house.gov>, <julie.a.seltsam@faa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <Mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <Alphonse.Paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <Looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <salido57@comcast.net>, <mayorsoffice@townofeasthavenct.org> Good Afternoon, 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.	For EIS, see response to Frequent Public Comment #1. For Environmental Justice community, see response to Frequent Public Comment #20. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Cumulative Impacts are addressed in Section 5.15.	no
4/30/2023	PC	Darlene Piscitelli	2077-2078	Fwd: Jet fumes	Resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Fri, Aug 26, 2022 at 5:52 PM Subject: Jet fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I live at Waldo Street in East Haven. I'm writing because on Wednesday 8/ 24 at about 930 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 of 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. 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 1.3 Environmental Consequences	For fumes/odors, see response to Frequent Public Comment #12. As described in Section 5.6 a use of Section 4(f) resources is not expected. Mitigation measures are described in Chapter 5 where appropriate.	no
4/30/2023	PC	Ken Engelman	2079-2084	EA Comments: Environmental Impact on Environmental Justice Community	Dear Attorney General Tong as well as FAA, EPA, CT DEEP, EJ representatives, FAA, CT officials and CT Media, We need all your help to protect the public health of the critical Environmental Justice Community surrounding Tweed New Haven Airport. Please review this message and then demand a full EIS to protect us people, wildlife, and the environment. 1. There was an unexpected increase in operations in the past year at Tweed Airport involving Avelo 737-700 and 737-800 jets lured by $19- $49 non-stop flight bargains. Tweed seeks a longer runway citing weight restrictions, a larger terminal and more parking to accommodate demand and overcrowding. Proposed future actions on the EA seek 58 flights in and out a day and with General aviation sharing the one runway this amounts to arrivals or departures every 15 minutes given the 15 hour noise ordinance. But all this comes at a cost to the thousands of residents, schools, and parks directly surrounding the airport including the 17.000 residents who are part of the Environmental Justice Community. The Environmental Justice area here is burdened by a severe ozone nonattainment area with some of the highest asthma rates in the state. There are five other pollution sites within a mile of this area already. The Tweed airport expansion is an immense environmental public threat to the EJ community, that data in the EA is misleading and that safer Alternatives are completely missing. We can prove that there will be huge significant increases in NOx, Ozone, Noise and obstructions to emergency vehicles and evacuation routes due to traffic hazards. Noise and Air Monitors used by citizen engineers and scientists show real time data that greatly surpasses the noise and air emissions model data. At this point there is no limit to future increases in operations and thereby even higher levels of pollution can incur. Air, Noise, Ground Water and Traffic monitors should be installed and data driven operations limits used to protect the public health. A full Environmental Impact Statement with more EPA and public scoping will ensure that both current and future proposals protect pubic health. 2. The draft Environmental Assessment (EA) uses deceptive baseline air emissions data which results in lower net changes in emissions in future proposed actions. The EA shows an over 2.5 X increase in flight operations, and the use of more polluting 737-800 jets by 2031. Computer generated air emissions models generate data with results showing no significant impacts in air emissions or noise. The EA model uses a baseline of 2022 air emissions data when operations were already ramped up with more polluting 737-800 jets. Reference to an EPA air monitoring station over 3 miles away adjacent to I-95 is used as well. This deceptive baseline minimizes current and future changes in emissions in the proposed actions since the baseline is higher. Using computer models from 2019 when operations were at the lowest would be the best baseline. The commercial jet fuel use from then and computer models would surely show greater changes in emissions and GHG values. 3. Local monitoring shows different air emissions data than EA. The current air quality in the area surrounding the Tweed New Haven Airport, in this designated Environmental Justice area, is already burdened with severe Ozone nonattainment, the highest rates of asthma in the state and is close to over 5 other pollution sources within 1 mile. According to the Tim Timmermann of the regional 1 EPA the, the EPA comments on the draft EA will be submitted by May 1st deadline, the same deadline as the public comments. How can the EPA make comments on the draft EA without the public having a chance to see these? Can another extension of public comments beyond May 1st so that the public can see EPA comments be made like residents living in an Environmental Justice Community surrounding the airport work long hours and have not adequate notification of the proposed airport expansion. More time for public notice and help from citizens groups is needed to notify residents in the EJ community on how to understand the EA and airport's future plans. 4. Emergency investigation at CT DEEP as well as with over 30 reports of residents who smell and taste jet fuel(VOCs) when Avelo jets take off. Citizens scientists and engineers have purchased EPA approved air monitors and placed these at several locations	For EIS, see response to Frequent Public Comment #1. For baseline forecast concerns, see response to Frequent Public Comment #5. For use of 737-800, see response to Frequent Public Comment #7. For Environmental Justice community, see response to Frequent Public Comment #20. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Flight schedules are determined by the airlines and can be affected by a variety of factors outside the control of the airport, including weather and air traffic control needs.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Jon DePalma	2085-2087	Fwd: Air Quality Concern	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Thu, Aug 18, 2022 at 12:39 PM Subject: Air Quality Concern To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <jim.himes@mail.house.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <salido57@comcast.net>, <mayorsoffice@townofeasthavenct.org> 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. To Whom it may concern, I have severe asthma. I have to live in my room with windows shut and an	For air quality, see response to Frequent Public Comment #12. Mitigation measures are described in Chapter 5 where appropriate. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no
4/30/2023	PC	Scott	2088-2090	Fwd: Neighbors Concern RE Tweed	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Thu, Aug 18, 2022 at 12:28 PM Subject: Neighbors Concern RE Tweed To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <salido57@comcast.net>, <mayorsoffice@townofeasthavenct.org> 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 To Whom it may concern, 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 norse - 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 .	For noise/vibrations, see response to Frequent Public Comment #10. For wetlands, see response to Frequent Public Comment #19. Coastal Resources are addressed in Section 5.4. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no
4/30/2023	PC	Andrew Serid	2091-2093	Fwd: Air Quality Concern	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Thu, Aug 18, 2022 at 12:06 PM Subject: Air Quality Concern To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <salido57@comcast.net>, <mayorsoffice@townofeasthavenct.org> 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. I grew up In East Haven on Burr st. So there was always minimal noise and no jet fuel odors. I now - live ou Osmond st since 1978. The airport was always Small and mostly prop aircraft. Now The noisè has increased and is noticeable at night. Coversations. 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	For fumes/odors, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. The EA was prepared in accordance with FAA Order 1050.1F. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative Impacts are addressed in EA Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Kathleen Spence	2094	Fwd: Neighbor Complaint	resubmitting for official public comment period.Kindly print the letter and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Thu, Aug 18, 2022 at 11:57 AM Subject: Neighbor Complaint To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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 below I'm opposed to Enlarging this airport & displacing so many people I feel it does not fall into eminet domain The Nerore its communism Rosa Deloro is in error Bloom in that should Bloom some where else- Go fix something else were not broken - 0 - Keep Tweed Smail - Kathleen Spence 115 High Street East Haven CT 06512	Land acquisition and use of Eminent Domain are not proposed.	no
4/30/2023	PC	Joseph Gentile	2095-2096	Fwd: Neighbor Concern and complaint	resubmitting for official public comment period. Kindly print letter and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Thu, Aug 18, 2022 at 11:48 AM Subject: Neighbor Concern and complaint To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <salido57@comcast.net>, <mayorsoffice@townofeasthavenct.org>, <7-AEA-BDL-FSDO@faa.gov> 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. To Whom it may concern, 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 Joseph A Gentile Victor Street East Haven CT 06512	For noise/vibrations, see response to Frequent Public Comment #10. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	PC
4/30/2023	PC	Joan Sayers	2097-2100	Fwd: Environmental Justice	resubmitting fir official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Thu, Aug 18, 2022 at 11:09 AM Subject: Environmental Justice To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <salido57@comcast.net>, <mayorsoffice@townofeasthavenct.org> 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. To Whom it may concern, 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	For EIS, see response to Frequent Public Comment #1. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. The EPA has formally commented on the EA. See response to Agency comments.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	William Barker	2101-2103	Fwd: Noise and Sleep Concern	resubmitting for official public comment period . Kindly print letter and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Thu, Aug 18, 2022 at 10:26 AM Subject: Noise and Sleep Concern To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <mayorsoffice@townofeasthavenct.org> 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. 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 Thank you William Baker	For fumes/odors, see response to Frequent Public Comment #12. As described in Section 5.6 a use of Section 4(f) resources is not expected. Mitigation measures are described in Chapter 5 where appropriate. For noise/vibrations, see response to Frequent Public Comment #10. Cumulative Impacts are addressed in EA Section 5.15 For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Gloria de Palma	2104-2106	Fwd: Air Quality and Noise Concern	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Thu, Aug 18, 2022 at 9:47 AM Subject: Air Quality and Noise Concern To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>, <mayorsoffice@townofeasthavenct.org> 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. To Whom it may concern, I live on the last street off Thompson Ave. I am soooo 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	For fumes/odors, see response to Frequent Public Comment #12. As described in Section 5.6 a use of Section 4(f) resources is not expected. Mitigation measures are described in Chapter 5 where appropriate. For noise/vibrations, see response to Frequent Public Comment #10. Cumulative Impacts are addressed in EA Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Linda Abbott	2107-2109	Fwd: Neighbor Concern (East Haven)	resubmitting for official comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 4:58 PM Subject: Neighbor Concern (East Haven) To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about Health Effects, see response to Frequent Public Comment #24. Children's Health and Safety is addressed in Section 5.10.4. Mitigation measures are described in Chapter 5 where appropriate.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	F percee	2110-2111	Fwd: Land Use Concern	resubmitting for official public comment period. Kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 4:24 PM Subject: Land Use Concern To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <7-AEA-BDL-FSDO@faa.gov> 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 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. F percee Burr St East Haven CT 06512 REF1050.1F Chapter 9 land use 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";'	Land acquisition and use of Eminent Domain are not proposed.. For Environmental Justice community, see response to Frequent Public Comment #20.	No
4/30/2023	PC	Carol Marotti	2112-2114	Fwd: Noise	resubmitting for official public comment period. kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 4:08 PM Subject: Noise To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <7-AEA-BDL-FSDO@faa.gov> 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. To Whom it may concern 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 enviromentall 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. Carol Marotti Gordon Street East Haven,CT 06512	For noise/vibrations, see response to Frequent Public Comment #10. For air quality, see response to Frequent Public Comment #12. See EA Section 5.11 regarding Traffic. For concern about Health Effects, see response to Frequent Public Comment #24. Mitigation measures are described in Chapter 5 where appropriate. Regarding request for an EIS, see response to Frequent Public Comment #1. Cumulative Impacts are addressed in EA Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Renée M Davis	2115-2117	Fwd: Air Quality	re submitting for official public comment period. Kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 3:53 PM Subject: Air Quality To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <Jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-ANE-Noise@faa.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, Tina Hedley <thedley@townofeasthavenct.org>, <ward18@newhavenct.com>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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. To Whom it may concern, 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 Waldo East Haven 06512 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.	For fumes/odors, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative Impacts are addressed in Section 5.15. Mitigation measures are described in Chapter 5 where appropriate. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Rita Mayungas	2118-2120	Fwd: Children's Health	re submitting for official public comet period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 3:44 PM Subject: Children's Health To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <rosa.delauro@mail.house.gov>, <9-ANE-Noise@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>, Tina Hedley <thedley@townofeasthavenct.org> 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. I live in north Haven but I am at my mom's in East Haven alota 7 have a 3 yr old and a 7yr old that my mom watches on occasion. It is hard for them	Children's Health and Safety is addressed in Section 5.10.4. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Mitigation measures are described in Chapter 5 where appropriate.	No
4/30/2023	PC	Dan Laudana	2121-2123	Fwd: RE Air Pollution/ Jet Fumes	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 3:06 PM Subject: RE Air Pollution/ Jet Fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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. To whom it may concern, We live just north of the North I 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	For use of 737-800, see response to Frequent Public Comment #7. For noise/vibrations, see response to Frequent Public Comment #10. For air quality, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	John Landeno	2124-2126	Fwd: Noise and Safety	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 2:05 PM Subject: Noise and Safety To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> 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. To Whom it may concern, 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 Holmes Street East Haven, 06512	For noise ordinance concerns, see response to Frequent Public Comment #10. As described in Section 5.6 a use of Section 4(f) resources is not expected. Approaching aircraft utilize approach procedures developed and published by the FAA. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Mitigation of noise impacts is discussed in Section 5.9. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Lorena Venegas	2127-2129	Fwd: Neighbor concern	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 1:45 PM Subject: Neighbor concern To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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 To whom it may concern, 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"	For Environmental Justice community, see response to Frequent Public Comment #20. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Mitigation measures are described in Chapter 5 where appropriate. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Nancy McDowell	2130-2132	Fwd: Tweed 43 year lease	re submitting for official public comment period. kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Nancy McDowell <mcdowellnancy@att.net> Date: Wed, Aug 17, 2022 at 1:12 PM Subject: Tweed 43 year lease To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org> 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. Thank you, Sent from my iPad	For EIS, see response to Frequent Public Comment #1. For Environmental Justice community, see response to Frequent Public Comment #20. For concern about wetland see response to Frequent Public Comment # 19. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about Health Effects, see response to Frequent Public Comment #24. Mayor Carfora has been engaged in the process and the Town of East Haven has commented formally on the EA. Regarding traffic, see response to TEH comments #4 and 14.	No
4/30/2023	PC	Mattheer A. Lieber	2133-2136	Fwd: Noise and Sleep /Wetlands	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 12:45 PM Subject: Noise and Sleep /Wetlands To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <hq-publicaffairs@usace.army.mil>, <norcross.jeffrey@epa.gov>, <ejhotline@epa.gov>, <bseepublicaffairs@bsee.gov>, <Susan.Jacobson@ct.gov> 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. To Whom it may concern, Since the 737s 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	For use of 737-800, see response to Frequent Public Comment #7. For noise/vibrations, see response to Frequent Public Comment #10. For wetlands, see response to Frequent Public Comment #19. Regarding impervious surfaces and Water Quality see response to CT DEEP comments #3 and #6. As described in Section 5.6 a use of Section 4(f) resources is not expected. Mitigation measures are described in Chapter 5 where appropriate. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Amaher Dori Miho	2137-2140	Fwd: Enviromental Justice	Re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 12:30 PM Subject: Enviromental Justice To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <9-ANE-Noise@faa.gov> 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. To Whom is may concern, 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	For noise/vibrations, see response to Frequent Public Comment #10. For Environmental Justice communities, see response to Frequent Public Comment #20. Cumulative Impacts are addressed in Section 5.15. Regarding request for an EIS, see response to Frequent Public Comment #1.	No
4/30/2023	PC	Putha Pel	2141-2143	Fwd: Noise and Sleep	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 12:12 PM Subject: Noise and Sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> 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 To Whom it may concern, 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 Putha Pel, Prathna Pel Bretton	For wetlands, see response to Frequent Public Comment #19. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	No
4/30/2023	PC	Lisa Cestaro	2144-2146	Fwd: Noise & Sleep	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 12:03 PM Subject: Noise & Sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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. To Whom it may concern, Planes are taking on @ 1am middle a the mesht night 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.	For noise/vibrations, see response to Frequent Public Comment #10. For birds, see response to Frequent Public Comment #18. For wetlands, see response to Frequent Public Comment #19. Mitigation measures are described in Chapter 5 where appropriate. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Linda Delware	2147-2149	Fwd: Air Pollution/ Jet Fumes	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 11:51 AM Subject: Air Pollution/ Jet Fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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. To Whom it may concern, 1 v ame 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.	For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Proposed mitigation measures are described in Chapter 5 where appropriate. Cumulative Impacts are addressed in Section 5.15. Proposed mitigation measures are described in Chapter 5 where appropriate.	No
4/30/2023	PC	Clem Delian	2150-2152	Fwd: AIR QUALITY Air Pollution/ Jet Fumes	re submitting. for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 11:38 AM Subject: AIR QUALITY Air Pollution/ Jet Fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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 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 oloebant thing Clem Delian Bretten St. East Haven CT 06512	For EIS, see response to Frequent Public Comment #1. For air quality/ fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Proposed mitigation measures are described in Chapter 5 where appropriate. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Francis D. Wilson	2153-2155	HVN-Tweed Airport Expansion - EA Comment and Request for Full Environmental Impact Statement study mandate for HNV-Tweed expansion proposal	Dear FAA officials, I request that the project in the subject line be determined to require an EIS study. The HVN Tweed project Draft EA cites "Appendix B for FAA's determination of Part 163 and NEPA applicability for the Project as per their letter dated August 09, 2021." This indicates that determination concerning NEPA rule applicability was made in the period of the former presidential administration, during which former NEPA rules were substantially and significantly weakened to the detriment of multiple non-applicant stakeholders. Alternative project designs outside the scope of the project sponsor, regulatory review parameters by CEQ, and the consideration of cumulative impacts of direct and indirect effects had been quashed by the deleterious NEPA rule changes made in 2017. NEPA has been updated since the determination of NEPA applicability in the draft EA . On Wednesday, 20 April 2022, the Council on Environmental Quality (CEQ) finalized its first of two phases of rulemaking updates to the National Environmental Policy Act (NEPA) regulations. The changes are summarized as follows: 1. Eliminating language requiring agencies to base the statement of purpose and need for a project on the goals of the applicant and the agency's authority when an agency has a statutory duty to review an application for a permit or other authorization (§§1502.13, 1508.1(z)). This change does away with a portion of the 2020 rule that constrained the federal agencies' discretion and flexibility to consider alternative project designs or approaches that are not entirely consistent with the goals of the project sponsor. 2. Re-establishing CEQ NEPA regulations as the baseline for federal agencies' NEPA standards and procedures for implementing NEPA (§ 1507.3). This change makes CEQ's NEPA regulations the "floor" rather than the "ceiling" for NEPA environmental reviews, providing federal agencies with flexibility to tailor NEPA procedures to the specific needs of each agency and its stakeholders. 3. Returning to the previous definitions of "effects," thereby requiring consideration of cumulative impacts and indirect effects (§ 1508.1(g)). This change ensures that federal agencies' NEPA documents evaluate all relevant environmental impacts resulting from the federal action, including climate change impacts. The above changes suggest that the health and environmental effects of the HVN Tweed project be best evaluated under current NEPA rules. In review of the class of pollutants known as particulate matter (PM), consider the following: The typical distribution of particulate matter in turbofan exhaust from high-efficiency CFM56-7b series typical of the 737-700 and -800 airplane is not neatly characterized by the PM2.5 metric which quantifies particles of less than 2.5 micrometers as mass per unit volume instead of number of particles per unit volume.	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. Cumulative Impacts are addressed in Section 5.15. As described in Section 1.2.2, the EA evaluates all of the connected actions in order to preserve funding eligibility. The EA was prepared in accordance with current FAA requirements.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Clona Deialme Delane	2156-2158	Fwd: Air Pollution/ Jet Fumes	re submitting for official public comment period . kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 10:31 AM Subject: Air Pollution/ Jet Fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> 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. To Whom it may concern, 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.	For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24 For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Peoria Depalma	2159-2161	Fwd: Air Quality	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 10:20 AM Subject: Air Quality To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> Below is a neighbors !;etter 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. To Whom it may concern, I an sotined of all the noise and smell 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 amport gour pay my bill?? Totally ridiculous this, why is this happening. And they soon like we don't exist I Peoria Depema Peoria Depalma Street Burgess Street East. Haven 06542	For air quality/fumes/odors, see response to Frequent Public Comment #12. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC		2162-2163	Fwd: Air Quality	Re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 10:12 AM Subject: Air Quality To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> 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 I've on Ferber Pl. East Haven Ct. ice on w/ state engine's 4 yrs, age, Sett was one of the worst intersecton's in the state. There are now jet fuel tan Keris now using this intersection. It the Sanu es, t has been fox, the tours, Th., 737's fly over my home all hrs of the day tnight. I ride my bike thru town, and can snnell the jet fuel on take off The houses in town ilin feet of the take off runway for studies havent been done eruomen talks, uut, Goldman Sachs keep on expandas flights City Forbes ext East Haven CT 06512 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	For fumes/odors, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Proposed mitigation measures are described in Chapter 5 where appropriate. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	DAVID GERSZ	2164-2165	Fwd: Environmental Justice	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 9:56 AM Subject: Environmental Justice To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> 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. To Whom it may concern, this is in reg to 1050.1F Chapter 9 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 Alegheny Airlines in lin1 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 log to be present over the airport to the sound. JUST recently Auelo had to circle a times and in Guilfood and Ton	For low visibility concerns, see response to Frequent Public Comment #8.	No
4/30/2023	PC	Salvatore Ferrara	2166-2167	Fwd: Air Quality Concerns	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Wed, Aug 17, 2022 at 9:41 AM Subject: Air Quality Concerns To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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 To Whom it may concern, I am Concerned about the increased air Travel My wife has Lupus and She cant set in am yard because of the increased funes. Her enjoyment of the out cdoors has been taken away She spends more time indoors because Ие"Да Д-es, — Salvatore Fenara Salvatore in Ferrara Waldo St East Haven CT 06512	For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Air Quality, see response to Frequent Public Comment # 12.Proposed mitigation measures are described in Chapter 5 where appropriate. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Nancy McDowell	2168-2171	Fwd: Safety concerns for Tweed New Haven Airport	resubmitting for official public comment period. Kindly print letter in its entirety and credit authoir --------- Forwarded message --------- From: Nancy McDowell <mcdowellnancy@att.net> Date: Tue, Aug 16, 2022 at 5:41 PM Subject: Safety concerns for Tweed New Haven Airport To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org> My name is Nancy McDowell. I reside at 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. 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. 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	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Roseana Iuvone	2172-2178	Fwd: Airport Expansion & Asthma: East Haven Resident Moved from New Haven	re submitting for official public comment period. Kindly print letter in its entirety and credit autor ---------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Tue, Aug 16, 2022 at 1:24 PM Subject: Airport Expansion & Asthma: East Haven Resident Moved from New Haven To: Hvn-Ea <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, Seltsam, Julie A (FAA) <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, Joseph Carfora - Mayor East Haven <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, zRepresentative Joe Zullo <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, Sen. Cicarella, Paul <paul.cicarella@cga.ct.gov>, <katie.dykes@ct.gov>, <edith.pestana@ct.gov> 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. RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven Dear Sir or Madam:	For Environmental Justice community, see response to Frequent Public Comment #20. Cumulative Impacts are addressed in Section 5.15.	Yes
4/30/2023	PC	Jean Edwards-Chieppo	2179-2180	Fwd: Environmental Justice	re submitting for official public comment period. kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 1:19 PM Subject: Environmental Justice To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> Below letter from a concerned neighbor that was sent to the wrong address. Please contact the neighbor at the listed email, phone or address. Thu, Jun 16, 2022 at 2:53 PM Jean Edwards-Chieppo sjeany427@gmail.com> To: colleen.dalessandro@faa.gov Dear Ms. DAlessandro: I am writing you regarding Tweed New Haven Airport expansion. As an East Haven residentiam 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!	For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Air Quality, see response to Frequent Public Comment # 12. For concern about wetland see response to Frequent Public Comment # 19. Biological Resources (including wildlife) are described in Section 5.2. Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Natalia Vivas	2181-2187	Fwd: East Haven - Environmental Justice missing at Tweed airport expansion	resubmitting for official public comment period. Kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Tue, Aug 16, 2022 at 1:17 PM Subject: East Haven - Environmental Justice missing at Tweed airport expansion To: Hvn-Ea <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, Seltsam, Julie A (FAA) <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, Joseph Carfora - Mayor East Haven <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, zRepresentative Joe Zullo <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, Sen. Cicarella, Paul <paul.cicarella@cga.ct.gov>, <katie.dykes@ct.gov>, <edith.pestana@ct.gov> 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. RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven Dear Sir or Madam:	For Environmental Justice community, see response to Frequent Public Comment #20. Cumulative Impacts are addressed in Section 5.15.	Yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Chrysanne Vogt	2188	Expansion of Tweed/New Haven airport	To whom it may concern: I am appalled at the lack of a comprehensive environmental impact study on the effects of the proposed expansion. It will affect the people, the wildlife and the environment , and so should studied extensively. Should the project go through without proper examination, it will be an irrevocable action which has the potential for great harm. Please take the time to have as much information from as many independent experts as possible before any final decisions are made. Sincerely, Chrysanne Vogt	For EIS, see response to Frequent Public Comment #1.	No
4/30/2023	PC	Lisa Cestaro	2189-2190	Fwd: Noise complaint	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 1:10 PM Subject: Noise complaint To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> Below is a letter from a concerned neighbor that was sent to the incorrect address. Please contact the person at the email , phone or address below. Thank You On Friday, June 17, 2022, 7:59 AM, lisa cestaro </s64255@yahoo.com> wrote: llive on South End Road , Morgan point area in East Haven which is the area to the south of Tweed Airport. I am awakened every morning at 6 am by the roar of Avelo jets flying very low by my home during take off and landings. Despite the fact that it is annoying, my concerns are to the environment that I am noticing since Avelo jet flights began. There are no bee's anywhere, I have a garden full of flowers and have not seen one sport bee. The number of shoreline birds have decreased significantly. There are oil slicks on water in swimming pools and bird baths as we all know that a chemical trail of jet fuel is being spewed everywhere in this low flight areas. T have asthma and have found that I have to use my inhailer more now than ever due to the airplane emissions. The Long Island Sound should be studied now as this area has boats trolling for shell fish in our area which are probably contaminated with these chemical emissions during take off and landings. There has been a definite impact on the environment in a short period of time which I feel needs an extensive investigation and not payoffs to turn heads. The issues have a significant impact health issues as well. It is well documented that living near an airport can be a matter of life or death. I purchased my home 24 years ago and never dreamed that I now have to move to protect my health as Avelo airlines continues to add more flights every month without extensive environmental studies being done. Respectfully and with major concerns, Lisa Cestaro 175 South End Road C17 East Haven, Ct 06512	For EIS, see response to Frequent Public Comment #1. For air quality, see response to Frequent Public Comment #12. For birds, see response to Frequent Public Comment #19. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24.	No
4/30/2023	PC	Zavier Gray Silva	2191-2195	Fwd: Child writes letter about Tweed Airport Expansion - Environmental Justice	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Tue, Aug 16, 2022 at 1:08 PM Subject: Child writes letter about Tweed Airport Expansion - Environmental Justice To: Hvn-Ea <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, Seltsam, Julie A (FAA) <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, Joseph Carfora - Mayor East Haven <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, zRepresentative Joe Zullo <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, Sen. Cicarella, Paul <paul.cicarella@cga.ct.gov>, <katie.dykes@ct.gov>, <edith.pestana@ct.gov>, Lorena Venegas <ljv333@gmail.com> This letter is being sent on behalf of a child 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 via phone, mail as listed on the attached letter. RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven In an article from Children's Educational International " Children's health is linked to every SDG, particularly education SDG4: Ensure inclusive and quality education for all and promote lifelong learning. Poor sanitation, polluted water, and unsafe	For concern about Environmental Justice, see response to Frequent Public Comment # 20. Children's Health and Safety are addressed in EA Section 5.10.4. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Proposed mitigation measures are described in Chapter 5 where appropriate.	Yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Mary Mayer	2196	Why is there no time for a Tweed airport expansion environmental impact study	To those involved in the Tweed expansion decision, As a resident of the short beach community, I feel it imperative to have a full environmental impact study done before any construction of runway extensions and parking facilities begins. These studies are designed to identify and evaluate the potential impacts of a project on the environment, wildlife, and human health, all of which is being ignored with the rush to expand. I worry the increased number of flights will lead to a significant increase in greenhouse gas emissions, exacerbating climate change and its consequences and could potentially harm local ecosystems, threatening wildlife habitats and air quality for residents. Isn't it important to consider the long-term effects of this expansion on air and water quality, noise pollution, and the effects of construction and traffic on local ecosystems? So I ask, why is there not time to do a complete and "fair" environmental study devoid of politics to determine if the Tweed expansion is a viable project. This is an important decision that affects the entire shoreline community and should be given careful consideration and not be solely driven by economic interests. Having a clearer understanding of all of the potential impacts of an airport expansion will allow for an informed decision about whether or not to proceed with the project. Pease remember it is your job to ensure clean air, land, and water to protect human health and the environment. Do your duty and ensure a legitimate full impact study on this project. I hope all of you will give this matter the serious attention it deserves and take action to protect our natural surroundings. I thank all of you for your attention to this important issue. Sincerely, Mary M. Mayer Concerned Branford resident, voter, and taxpayer	For EIS, see response to Frequent Public Comment #1. For greenhouse gas emissions, see response to Frequent Public Comment #15. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Biological Resources (including wildlife) are described in Section 5.2.	No
4/30/2023	PC		2197-2198	Fwd: Noise and Sleep	re submitting for official public comment period. Kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 1:06 PM Subject: Noise and Sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> Below is an email from a concerned neighbor. Please contact them at their phone number or email or address below. dalessandro@faa.gov Help me SLEEP!!! Dear Regional Administrator D'Alessandro, It's Monday morning, and I'm enraged. I've had so little sleep this weekend, with planes taking off & landing after midnight and before 6 a.m. from Tweed-New Haven Airport (HVN). I've been emailing the local airport authority executive director, the mayor, and my alder for the past 7 months, since the Boeing 737's started these crazy-making, sleep-disrupting, LOUD flights. Here's the quote from the director: "the (local noise) ordinance itself is actually unenforceable... due to a federal law passed in 1990. No airport can prevent airlines from operating or can tell them when they can fly. Further, federal law prohibits us from restricting flights or the time of day they take off and land." So, for the rest of our days in this residential neighborhood, we can expect flights of any noise level at any time -- at 2:01 a.m.? 3:46 a.m.? 4:02 a.m.? 5 a.m.? 2:15 a.m.? 11:37 a.m.? 5:55 a.m.? <= is this list of times wearisome and redundant? Imagine our experience being woken up wearily and redundantly for the last seven months! THIS IS A RESIDENTIAL NEIGHBORHOOD. We are working families. Many of us are living here inter-generationally and multi-generationally. Our homes are our only legacy to our children. We don't have the money to move. We have to WORK during the day.	For use of 737-800, see response to Frequent Public Comment #7. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Flooding, see response to Frequent Public Comment # 17. As described in Chapter 2, directing passengers to other airports does not address the project purpose and need.	No
4/30/2023	PC	Petrina Yoxall	2199-2202	Fwd: Environmental Justice	re submitting for official public comment period. Kindly print letter in its entirety and credit autor ---------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 12:56 PM Subject: Environmental Justice To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> The below letter is from a concerned neighbor that was sent to the wrong addresses. Please reach out to the neighbor at the phone number, email or street address below. talia0303x@aol.com Tuesday, June 28, 2022 1:23 AM colleen.dalessandro@faa.gov talia0303x@aol.com Quality of life near Tweed New Haven Airport Ms. Dalessandro, 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 verses GPU units more frequently. I have questioned this and I do not feel Thave received a valid response from Director Sean Scanlon who keeps referring my questions to Avelo personnel. He should have more	For noise/vibrations, see response to Frequent Public Comment #10. For air quality and fumes, see response to Frequent Public Comment #12. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative Impacts are addressed in Section 5.15. Regarding request for an EIS, see response to Frequent Public Comment #1. The construction described in the comment was part of a separate unrelated project. As described throughout Chapter 5, construction best management practices will be utilized to minimize off-site impacts.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Petrina Yoxall	2203-2205	Fwd: noise and sleep	re submitting for official public comment period. Kindly print ;letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 12:45 PM Subject: noise and sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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.dalessandro@faa.gov talia0303x@aol.com Quality of life near Tweed New Haven Airport Ms. Dalessandro, 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 verses GPU units more frequently, I have questioned this and I do not feel Thave received a valid response from Director Sean Scanlon who keeps referring my questions to Avelo 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 rewash 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. I	Duplicate	no
4/30/2023	PC	William Traester	2206-2212	Fwd: East Haven resident Environmental Justice letter on Tweed Airport Expansion	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Tue, Aug 16, 2022 at 12:44 PM Subject: East Haven resident Environmental Justice letter on Tweed Airport Expansion To: Hvn-Ea <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, Seltsam, Julie A (FAA) <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, Joseph Carfora - Mayor East Haven <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, zRepresentative Joe Zullo <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, Sen. Cicarella, Paul <paul.cicarella@cga.ct.gov>, <katie.dykes@ct.gov>, <edith.pestana@ct.gov> 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. RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven Dear Sir or Madam:	For noise/vibrations, see response to Frequent Public Comment #10. For air quality and fumes, see response to Frequent Public Comment #12. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative Impacts are addressed in Section 5.15. Regarding request for an EIS, see response to Frequent Public Comment #1.	yes
4/30/2023	PC	Patricia Ranney	2213-2214	Fwd: Environmental Justice Resident	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 12:40 PM Subject: Environmental Justice Resident To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> 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 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. The EPA requires that we are given appropriate opportunity to participate in decisions.	For Environmental Justice community, see response to Frequent Public Comment #20. The Master Plan Update documents a long history of jet operations at HVN. The Proposed Action is not expected to effect general aviation (private jet) operations. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Cumulative Impacts are addressed in Section 5.15.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Patrick Rowland	2215-2216	Fwd: FAA approval of Tweed extension (mandatory under the terms of the prior lease).	As per directions resending to add to official comment period As agreed please open all links, pdf and images and print as separate documents That are attachments to this letter Thank you ---------- Forwarded message --------- From: Patrick Rowland <patrick@thetaxstar.com> Date: Thu, Aug 18, 2022 at 6:04 PM Subject: FAA approval of Tweedov>, Hello all. I would like to make the following TWO requests under an FOI request. 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 1 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. Please provide me with a copy of that specific notice - complete with acceptance and proof of delivery or mailing. 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). 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. Digital copies are acceptable. Please let me know if you need a deposit for paper copies or delivery of same.	Matters related to the lease are outside the scope of the EA. Any requests for public documents under the Freedom of Information Act should be submitted directly to the federal agency.	yes
4/30/2023	PC	Carol Traester	2217-2223	Fwd:	re submitting for official public period .Kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Tue, Aug 16, 2022 at 12:37 PM Subject: To: Hvn-Ea <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, Seltsam, Julie A (FAA) <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, Joseph Carfora - Mayor East Haven <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, zRepresentative Joe Zullo <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, Sen. Cicarella, Paul <paul.cicarella@cga.ct.gov>, <katie.dykes@ct.gov>, <edith.pestana@ct.gov> 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. RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven Dear Sir or Madam:	For Environmental Justice community, see response to Frequent Public Comment #20. Cumulative Impacts are addressed in Section 5.15.	yes
4/30/2023	PC	Linda Cummings	2224-2227	Public Trust & Health Depend on a Full EIS for Tweed	To HVN-EA Public Comments, As a life-long educator and resident of East Haven, CT. my home, health, livelihood and community are deeply threatened by the proposed expansion of Tweed airport. I strenuously OPPOSE expansion – and demand a full and transparent environmental impact study (EIS), as required by the FAA, to identify and evaluate the potential impacts this project will have now, and for future generations. I cannot turn a blind eye to its inevitable and costly loss of human health and public trust – as well as the environmental, economic, and psychosocial degradation of our communities. We have co-existed with the Tweed as a small regional airport and made many accommodations in time and taxes to pay for its frequent flooding and environmental damage to our beaches, roadways and infrastructure – including the lack of proper storm water drainage, re-routing of Morris Creek and coastal erosion of our wetlands. The EA fails to identify potential wetland mitigation and provides no analysis as to how the airport expansion will impact flooding in the surrounding areas.As taxpayers and multi-generational residents, we cannot bear the economic and health consequences of this reckless and unnecessary expansion, especially when there are more cost-effective and environmentally sustainable solutions already proposed – such as expanded green-rail service to Bradley International airport, 45 miles to the north. What is particularly incomprehensible is how the existing EA omits or unjustifiably dismisses significant environmental and public health concerns and, without analysis, disregards prior and current laws and regulations, such as the 2021 State of Connecticut Executive Order No. 21-3 by Governor Ned Lamont's to curb climate change in CT effective immediately. https://portal.ct.gov/-/media/Office-of-the-Governor/Executive-Orders/Lamont-Executive-Orders/Executive-Order-No-21-3.pdf. In July 2022 Governor Lamont went further, enacting Public Act 22-25, https://portal.ct.gov/DEEP/Air/Mobile-Sources/Public-Act-22-25, a landmark new law that establishes statewide goals for zero-emission for by 2030. How does our state's "Clean Air Act" square with the substantial increase of GHG at Tweed by adding more flights, a new terminal and larger aircraft taking off and landing? Studies show passenger planes emits an average of 2 metric tons of carbon dioxide per hour, the sum total of one average car circling the globe twice! The Tweed Authority's overt violation of the intent of Public Act 22-25 is not only inhumane, it is possibly illegal and may constitute the basis, among others, for a class action lawsuit by citizens and residents of East Haven, an environmental justice community. There must be a full EIS before proceeding. Tweed's runway is currently 5,600 feet long because it is built in a marsh! This is why the Attorney General Tong of CT fought so hard in 2019 against expansion and defending existing state laws protecting the wetlands and coastal communities. The airport sits in in wetlands that flood frequently – as designed by nature – to provide a natural buffer from Long Island Sound and thereby protecting nearby fresh-water drinking sources and the surrounding high-density communities. It is reckless and unsustainable to lengthen Runway 2/20 and future taxiways - especially in light of climate change. Furthermore, the EA engages in illegal & deceptive segmentation and fails to consider "reasonably foreseeable" impacts of the development by omitting the taxiway expansions and other aspects of their master plan. Who pays for the consequences of this disregard of the law, of nature and science? We do - taxpayers and all future generations. Tweed's expansion proposal has been hidden from public participation or scrutiny and rushed through the legal and political channels during the Coronavirus pandemic 2021 with little news coverage and zero public outreach. As a citizen of East Haven, I was never officially informed of these proceedings by either the Town of East Haven, nor the Tweed Airport Authority, nor invited to participate in any of these decisions directly affecting my life. Major decisions had already been made, without public knowledge, by the time we were "invited", after four years of behind-the-scenes negotiations in this final hour, to a 45-day "window of response" during two packed public hearings that were timed and allowed no questioning of the panel. This is NOT a participant democracy and we demand better – and must uphold our rights as citizens. Finally, how can any reasonable argument be made that extending a runway less than a half mile from takeoff & landing - directly over the heart of the Town Beach of East Haven, an environmental justice community - is justified, under any	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19. Additional detail on wetland mitigation is provided in Appendix L. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about wetland see response to Frequent Public Comment # 19. The Master Plan is a 20 year plan. Some of the projects depicted in the Master Plan are not expected in the near or mid-term. The Proposed Action has independent utility from other potential developments shown in the Master Plan. Appendix D describes the Public Outreach process used in the EA.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Margaret Silva	2228-2234	Fwd: East Haven - Environmental Justice Resident letter	Re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Tue, Aug 16, 2022 at 12:31 PM Subject: East Haven - Environmental Justice Resident letter To: Hvn-Ea <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, Seltsam, Julie A (FAA) <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, Joseph Carfora - Mayor East Haven <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, zRepresentative Joe Zullo <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, Sen. Cicarella, Paul <paul.cicarella@cga.ct.gov>, <katie.dykes@ct.gov>, <edith.pestana@ct.gov> 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 via phone, mail as listed on the attached letter. RE: Effect of Tweed New Haven Airport Expansion on Environmental Justice/CT DEEP defined town of East Haven Dear Sir or Madam:	For Environmental Justice community, see response to Frequent Public Comment #20. Cumulative Impacts are addressed in Section 5.15.	yes
4/30/2023	PC	Alana Haroskewicz	2235-2239	Fwd: Truck Rollover at Tweed Airport	As per directions Resending for official comment period As agreed please open PDF's and links and add to letter as intended Thank you --------- Forwarded message --------- From: Alana Haroskewicz <alana13@att.net> Date: Sat, Aug 27, 2022 at 7:47 PM Good Afternoon, 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. 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 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 and event secondly for the potential danger to the surrounding	For Environmental Justice community, see response to Frequent Public Comment #20. Cumulative Impacts are addressed in Section 5.15.	no
4/30/2023	PC	John Graham	2240-2241	Fwd: Neighbor Concern	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 12:31 PM Subject: Neighbor Concern To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> See neighbors letter below. It was sent to the incorrect addresses I am sending to correct places. Please contact the neighbor at the phone number or address below. John D Graham <jdouglasgraham@gmail.com> Monday, June 13, 2022 10:26 AM colleen.dalessandro@faa.gov; mayor@townofeasthavenct.org Tweed Airport Expansion Subject: 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. 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	For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For concern about Property Values, see response to Frequent Public Comment # 23.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Nancy McDowell	2242-2243	Fwd: Neighbor Concern	Re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 12:28 PM Subject: Neighbor Concern To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> Below is a letter from a concerned neighbor, I am sending to correct addresses 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 Nancy McDowell <mcdowellnancy@att.net> Friday, June 10, 2022 5:35 PM colleen.dalessandro@faa.gov; h Call for Public Comments to the FAA 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	For use of 737-800, see response to Frequent Public Comment #7. For noise/vibrations, see response to Frequent Public Comment #10. Aircraft follow approach and departure procedures that are prepared by the FAA and the airline. Compliance with published procedures enhances the safety of operations. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #5.	no
4/30/2023	PC	Gabriela Campos	2244-2254	Fwd: Wetlands/ Thompson Ave	--------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Thu, Oct 20, 2022 at 2:51 AM Subject: Wetlands/ Thompson Ave My name is Gabriela Campos I have lived at 44 Stewart St in New Haven and have raised my children here for over a decade. One of the reasons we thought living here would be good for our family with complicated medical needs was the proximity to the ocean. My children have been swimming in water that is likely contaminated by cancer causing chemicals due in part to the carelessness and callousness of the Tweed Airport Management under Avports/Goldman Sachs for the past twenty years We had no idea that TWEED had been dumping all sorts of dangerous chemicals into Tuttle Brook. This body of water runs alongside the airport and has been used as a “drainage ditch” by the airport and then empties out into the Long Island Sound. Tweed hasn’t even been able to comply with basic water quality standards only treating for pH at best. I am appalled that this has been going on without any repercussions. Even more dismayed that they were permitted to destroy an entire acre of wetlands and old growth trees to allegedly repair this “ditch”.	Duplicate of Comment 617.	no
4/30/2023	PC	Ken Engelman	2255-2260	FW: EA Comments - Presented EA is Insufficient/Incomplete (to the Health and Wellness of CT Residents)	Hello Gail, I want to be sure you received this letter in response to the Tweed EA that is insufficient and incomplete. Only a full EIS will prove we people and our environment will not be harmed by the FAA, Avelo, Tweed, Avports, Goldman Sachs, or the Mayors who are placing ‘business’ for a few over the health and wellness of thousands of us Americans screaming for protection from them harming us and our environment. Please let me know you received this letter and attached images. Thank you, Ken Engelman 12 Midwood Road Branford, Connecticut 06405 From: kenengelman@gmail.com <kenengelman@gmail.com> Sent: Tuesday, April 25, 2023 10:12 AM To: hvn-ea@mjinc.com; 'Tom Rafter' <trafter@flytweed.com> Cc: mayorsoffice@townofeasthavenct.org; paul.cicarella@cga.ct.gov; joe.zullo@cga.ct.gov; attorney.general@ct.gov; senator_murphy@murphy.senate.gov; jahana.hayes@mail.house.gov; jim.himes@mail.house.gov; rosa.delauro@mail.house.gov; Louis.Mangini@mail.house.gov; Jennifer.Lamb@mail.house.gov; richard_blumenthal@blumenthal.senate.gov; Cohen@senatedems.ct.gov; looney@senatedems.ct.gov; alphonse.paolillo@cga.ct.gov; Katie.Dykes@ct.gov; Edith.Pestana@ct.gov; Environmental-Justice@epa.gov; deep.aircomplaints@ct.gov; r1web.mail@epa.gov; cash.david@epa.gov; timmerman.timothy@epa.gov; garcia.ariel@epa.gov; paul.aresta@ct.gov; fn-ceq-nepa@ceq.eop.gov; gail.lattrell@faa.gov; cheryl.j.quaine@faa.gov; lisa.lesperance@faa.gov; Richard.doucette@faa.gov; hvn-ea@mjinc.com; tweedcommunityletterrecords@gmail.com; jcosgrove@branford-ct.gov; 'Mark Zaretsky' <mark.zaretsky@hearstmediact.com> Subject: EA Comments - Presented EA is Insufficient/Incomplete (to the Health and Wellness of CT Residents) Hello EA Comment Readers, FAA staff, CT elected officials, and members of the media BCC’d. Please look at these four attached photos and add them and this email to the 2023 presented EA comments so they are on record. These photos are NOT photoshopped.	See response to Comment 583	yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Georgia Lieber	2261-2264	Fwd: Neighbor concerns	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 12:22 PM Subject: Neighbor concerns To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> See below letter from concerned neighbor It was sent to incorrect addresses. I am forwarding on to correct parties 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"	For use of 737-800, see response to Frequent Public Comment #7. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Environmental Justice, see response to Frequent Public Comment # 20 Regarding request for an EIS, see response to Frequent Public Comment #1.	no
4/30/2023	PC	Claudia Bosch	2265-2267	Fwd: Tweed Master Plan Update - Cumulative Negative impact Make Environmental Impact Statement Necessary	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 12:10 PM Subject: Tweed Master Plan Update - Cumulative Negative impact Make Environmental Impact Statement Necessary To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> Sending Letter for neighbor see letter below 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" From: Claudia Bosch <claudiabosch@sbcglobal.net> Friday, June 3, 2022 9:47 AM	Land/home acquisition is not included in the Proposed Action. For concern about Flooding, see response to Frequent Public Comment # 17. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. The Proposed Action has independent utility from other projects considered in the Master Plan. Aircraft can access the proposed runway end by back taxiing, much as they do now under existing conditions.	no
4/30/2023	PC	Ganha Cason	2268-2271	Fwd: Environmental Justice EA Letter	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Tue, Aug 16, 2022 at 12:00 PM Subject: Environmental Justice EA Letter To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, Sean Scanlon <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> Please see attached letter from neighbor July 6, 2022 Tweed New Haven Airport ATTN: Sean Scanlon, Execulive Director SENT VIA E-MAIL ONLY lo sscanlon@lytweed.com Avelo ATTN Andrew Lew. Chairman CEO SENT VIA E-MAIL ONLY O alex@aveloail.com Avports ATTN: Andrew King SENI VA E-MAIL ONLY IO AKino@avports.com Hot Re: Quality of Life concerns Dear Mr. Scanlon, Mr. Levy, and Mr. King:	For fumes/odors, see response to Frequent Public Comment #12. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about Quality of Life, see response to Frequent Public Comment #25. Cumulative Impacts are addressed in Section 5.15.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Sam Sigg	2272	we need an EIS	My name is Sam Sigg and I am a resident of New Haven. I believe that an EIS is mandated by the current proposal to expand Tweed airport. Also, I just want to know what the impact is going to be on my park, my backyard, my local school, and my entire neighborhood, which borders the airport. In addition, as stated in Code 40 of the Federal Regulations (CFR) § 1502.16 of the Council on Environmental Quality (CEQ) Regulations, the Federal Aviation Administration (FAA) must identify, as part of the environmental consequences discussion in an Environmental Impact Statement (EIS), any irreversible or irretrievable commitments of resources which would be involved in the proposed action or reasonable alternative(s), should they be implemented. The city engineer, Giovanni Zinn, has stated that the airport property "is a bowl." It gathers water and increases flooding to the roads and intersections near the airport. Losing wetlands and drainage will make this worse. We need a real environmental impact study. Respectfully, Sam Sigg 932 Townsend Ave. New Haven CT 06512	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19.	no
4/30/2023	PC	Lorena Venegas	2273-2378	Fwd: 10/27/22 PAC meeting	As per directions Resending for official comment period As agreed please open PDF's and links and add to letter as intended Thank you --------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Wed, Nov 2, 2022 at 1:12 PM Subject: 10/27/22 PAC meeting 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 Criscuolo 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. 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-laying 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.	For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. For concern about wetland see response to Frequent Public Comment # 19.	yes
4/30/2023	PC	Alana Haroskewicz	2379-2383	Fwd: Filling in Wetlands at Tweed?	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana <aharos13@gmail.com> Date: Mon, Aug 15, 2022 at 12:29 PM Subject: Filling in Wetlands at Tweed? To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> Subject: Filling in Wetlands at Tweed? 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	Comments are unrelated to the EA.	yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Lorena Venegas	2384-2386	Fwd: 11/17/22: Tweed parking cease and desist	As per directions Resending for official comment period As agreed please open PDF's and links and add to letter as intended Kindly credit original author Thank you --------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Thu, Nov 17, 2022 at 3:37 PM Subject: 11/17/22: Tweed parking cease and desist To: Lorena Venegas 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 ZaretskyNov. 17, 2022 This is a carousel. Use Next and Previous buttons to navigate 9 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 * * *	Comments are unrelated to the EA.	no
4/30/2023	PC	Rosemarie Piscitelli	2387-2388	Fwd: Noise	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sun, Aug 14, 2022 at 9:07 PM Subject: Noise To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov> Hi My name is Rosemarie Piscitelli and I live at 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 all 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 - is 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 overtired 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	For noise ordinance violations, see response to Frequent Public Comment #4. For concern about Noise and Vibration, see response to Frequent Public Comment #10. As described in Section 5.6 a use of Section 4(f) resources is not expected.	no
4/30/2023	PC	Lorena Venegas	2389-2391	Fwd: No Permit for Area A:Tweed parking violation	As per directions Resending for official comment period As agreed please open PDF's and links and add to letter as intended Please credit original author Thank you --------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Wed, Nov 16, 2022 at 1:20 PM Subject: No Permit for Area A:Tweed parking violation To All 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. 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. 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.	Comments are unrelated to the EA.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Rosemarie Piscitelli	2392-2393	Fwd: Noise / sleep	re submitting for official public comment period.Kindly print letter in its entirety anc credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Fri, Aug 5, 2022 at 10:51 PM Subject: Noise / sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Rosemarie Piscitelli and I reside at Waldo Street , East Haven CT. I'm writing today because on Aug 1 at about 11:30pm for and hour til 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	For noise ordinance violations, see response to Frequent Public Comment #4. For concern about Noise and Vibration, see response to Frequent Public Comment #10. As described in Section 5.6 a use of Section 4(f) resources is not expected.	no
4/30/2023	PC	Darlene Piscitelli	2394-2395	Fwd: Air quality /Tweed jet fumes	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Wed, Jul 27, 2022 at 9:02 AM Subject: Air quality /Tweed jet fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I reside at Waldo Street, East Haven, CT. I'm writing because this morning - Wed - July 27th I woke up to my house stinking 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! 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	For fumes/odors, see response to Frequent Public Comment #12. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no
4/30/2023	PC	Antonia Ginnetti	2396	Fwd: Air Pollution/Jet Fumes	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: toni ginnetti <toniginnetti@gmail.com> Date: Wed, Jul 20, 2022 at 12:48 PM Subject: Air Pollution/Jet Fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Antonia Ginnetti. I reside at Stuyvesant Ave., New Haven, CT. 06512. I am writing because I experienced a very disruptive day on Sunday, July 17. At 10:03 a.m., 11:13 a.m. and 5:00 p.m. there were fumes and noise emanating from Tweed Airport. I would ask that the following laws be addressed: 1050.1F Chapter 1 1050.1F Chapter 1 Sec1 1050.1F Chapter 1 Sec 1.1.3	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. For air quality monitors, see response to Frequent Public Comment #14. The EA was prepared in accordance with FAA Order 1050.1F.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Pasquale Garguilo	2397-2401	Fwd: Air Quality Letter	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana <aharos13@gmail.com> Date: Tue, Jul 19, 2022 at 7:37 PM Subject: Air Quality Letter To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <gail.lattrell@faa.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> Hello please see attached images. My neighbor doesn't have access to email so I am emailing it for him. Thank you To Whom It May Concern: My name is Pasquale Garguilo, I reside at 611 Main St. in East Haven, CT. I am in my 70's and I have lived in this town for over 60 years. I am writing today because I am afraid of health issues associated with airport pollution. I wear my mask all the time to help filter the air, because I am afraid of the cancer causing toxins and other illnesses that are assoicated with these pollutants. I can hear and smell the planes flying over my house starting around 7:20…. and then every couple of hours all day. The flights are supposed to be following our zoning rules for noise. This flights are very early and sometimes late into the night. If I can see the smoke coming out, and I can smell the fumes, I know I am being negatively impacted.	For noise ordinance violations, see response to Frequent Public Comment #4. For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	yes
4/30/2023	PC	Darlene Piscitelli	2402-2403	Fwd: Noise & sleep	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sun, Jul 10, 2022 at 10:47 PM Subject: Noise & sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I reside at waldo street , East Haven CT. I'm writing today to complain about how loud the jets are at Tweed. My sister lives on Bartlett drive in East Haven - not right next to airport but maybe 2 minute drive away. She was watching my 2 year old twin nieces for few days. (July 8-10) The jets are so loud at night / early morning that it kept waking them up. They knew they were jets and kept yelling "loud planes ". They were completely off schedule , overtired and miserable. We had difficult days with them. Luckily they don't live there but they should be able to sleep when they are. I wonder about other kids & familes - how they deal living nearby all the time. What about ones even closer? Poor kids can't sleep and function during day . To many residential neighborhoods too close to this airport for all these jets - and they want to add more flights? 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	For noise ordinance violations, see response to Frequent Public Comment #4. For noise/vibrations, see response to Frequent Public Comment #10. As described in Section 5.6 a use of Section 4(f) resources is not expected.	no
4/30/2023	PC	Darlene Piscitelli	2404-2405	Fwd: Jet fumes	Re submitting for Official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sun, Jul 10, 2022 at 10:22 PM Subject: Jet fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I reside at Waldo Street, East Haven CT. I'm writing because on 7/10/22 four jets landed at Tweed between 9:10-9:15 tonight. Two were pretty much same time - surprised they didn't hit each other. It's a nice night and I have all my windows open. Bad enough it's loud but the jet fumes coming into the house because so many planes landed just made me sick. I had to close the windows . I actually opened them back up and now at 10:00 pm another jet landed and it stinks again. This is insane. This is my property and my house and I don't want tweeds jet fumes coming into my house and making me sick. Too many homes too close to this airport and we shouldn't have to live like this. I lived here for over 50 years and never had these issues- sometimes would get little jet fumes but now with all these extra flights it's just too much. Tweed wants to put a terminal in East Haven & closer to my house ? They want to add more flights / airlines ? What's gonna happen then? This is not the right area to have larger airport ! 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	For noise/vibrations, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Cumulative Impacts are addressed in Section 5.15.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Josh Drazen	2406-2418	Fwd: Abusive noise and flight schedule at Tweed New Haven Airport.	re submitting for official public comment period. Kindly p[rint letter in its entirety and credit author --------- Forwarded message --------- From: Josh Drazen <joshdrazen@yahoo.com> Date: Wed, Jul 6, 2022 at 8:09 PM Subject: Abusive noise and flight schedule at Tweed New Haven Airport. To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, cenae-pa@usace.army.mil <cenae-pa@usace.army.mil>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, Richard.doucette@faa.gov <richard.doucette@faa.gov>, Secretaryscheduler@dot.gov <secretaryscheduler@dot.gov>, Sscanlon@flytweed.com <sscanlon@flytweed.com>, senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>, jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>, jim.himes@mail.house.gov <jim.himes@mail.house.gov>, rosa.schedule@mail.house.gov <rosa.schedule@mail.house.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, attorney.general@ct.gov <attorney.general@ct.gov>, 9-AWA-NoiseOmbudsman@faa.gov <9-awa-noiseombudsman@faa.gov>, 7-AEA-BDL-FSDO@faa.gov <7-aea-bdl-fsdo@faa.gov> Cc: paul.cicarella@cga.ct.gov <paul.cicarella@cga.ct.gov>, joe.zullo@housegop.ct.gov <joe.zullo@housegop.ct.gov> My name is Joshua H Drazen. I live at: South End Road, Unit C-16, East Haven, CT 06512 I am writing to all of you to regarding the nuisance, in terms of noise, vibration of buildings, and potential environmental hazards created by Avelo's increasing flights out of Tweed. This includes their abusive practice of 6 AM flights almost every day, including on Saturdays and Sundays. I am pretty sure if a homeowner mowed their lawn or did construction demolition at 6 AM any day of the week, they'd be violating local noise ordinances. Not to mention they definitely would piss off every one of their neighbors! Avelo is acting in the same manner as a nightmare neighbor due to their use of old noisy 737-700s, coupled with an outrageous schedule of daily 6 AM flights in a densely populated zone. My girlfriend and I are awakened on a daily basis by Avelo's early morning flights, and on a few occasions when Avelo has been delayed, we have been woken up late at night by a few takeoffs and a couple of landings that were after 12 AM and even 2 AM (see	For noise ordinance violations, see response to Frequent Public Comment #4. For noise/vibrations, see response to Frequent Public Comment #10. For flooding, see response to Frequent Public Comment #17.	yes
4/30/2023	PC	Patricia Kane	2419-2420	Environmental Assessment for Tweed Airport	Dear Madam or Sir: My name is Patricia Kane and I live in the Fair Haven Heights section of New Haven, CT. My neighborhood, and Fair Haven on the other side of the Quinnipiac River, both have roots as historic oystering villages, going back to the times of the Quinnipiac natives, the original settlers. Today the river is once again suitable for the oyster industry due to the Clean Water Acts that mandated clean ups of our rivers and waterways for decades. Since the expansion of the Avelo flights out of and into Tweed Airport, my 1860's era home is right under the flight path, as are the oyster beds in the Quinnipiac River. I found no mention of this area in the EA funded by the airport. And no part of Fair Haven or the Heights was included in the area for remediation of noise or pollution. Did you know that a small plane recently had an emergency landing in the area of the oyster beds last summer? I watched the oyster boats re-seed the beds as some fuel likely leaked into the river.	For EIS, see response to Frequent Public Comment #1. For study area concern, see response to Frequent Public Comment #3.	no
4/30/2023	PC	Darlene Piscitelli	2421-2422	Fwd: Noise & concentration	RE sending for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sun, Jul 3, 2022 at 4:20 PM Subject: Noise & concentration To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I live at Waldo Street , East Haven , CT - I'm writing because today - 7/3 at 3:55 pm- a Avelo jet just flew over my house pretty low. First - I thought they were not suppose to fly over our neighborhood. Second it was so loud it scared my dog. He started running and freaking out - didn't know what it was. I thought I was at least safe to sit in my yard with my dog. I watch plane departures / arrivals so I can time when I walk him so he don't freak . It's crazy I have to worry about this now but when I can't even sit in my yard cause a jet just flew over my house when it shouldn't be is just crazy . Said it before - residential neighborhoods too close to tweed- shouldn't have these keys here or do expansion . 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	For concern about Noise and Vibration, see response to Frequent Public Comment #10. As described in Section 5.6 a use of Section 4(f) resources is not expected.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Thomas Amatruda	2423	Fwd: Tweed New Haven Airport Expansion and Jet Engine Exhaust Gases	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: thomas amatruda <engineersunion@yahoo.com> Date: Wed, Jun 29, 2022 at 7:22 PM Subject: Tweed New Haven Airport Expansion and Jet Engine Exhaust Gases To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, cenae-pa@usace.army.mil <cenae-pa@usace.army.mil>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, Richard.doucette@faa.gov <Richard.doucette@faa.gov>, Secretaryscheduler@dot.gov <Secretaryscheduler@dot.gov>, Sscanlon@flytweed.com <Sscanlon@flytweed.com>, jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>, rosa.schedule@mail.house.gov <rosa.schedule@mail.house.gov>, attorney.general@ct.gov <attorney.general@ct.gov>, 9-AWA-NoiseOmbudsman@faa.gov <9-AWA-NoiseOmbudsman@faa.gov>, 7-AEA-BDL-FSDO@faa.gov <7-AEA-BDL-FSDO@faa.gov> My name is Thomas Amatruda. I live at Morse Place in New Haven, approximately 2,100 feet west of Tweed-New Haven Airport. With the Tweed-New Haven Airport Expansion and the larger jets and added flights, jet engine exhaust fumes (exhaust gases) are blanketing my home and yard. If my windows are open, the “fumes” permeate my home. To maintain healthy indoor air quality, I have no option but to keep windows closed regardless of the weather. Spending time outdoors in my yard and neighborhood is a health issue due to these fumes. For these reasons, I politely ask the FAA to prepare an Environmental Impact Statement on the proposed expansion of Tweed-New Haven Airport. Our health depends on a thorough, detailed and complete study of the effects of the Airport Expansion. In addition, I ask that ongoing outdoor air pollution monitoring equipment be put in place at the airport and in the surrounding communities along with IAQ monitoring at Nathan Hale School. I also ask that restriction be put in place for aircraft idling. Thank you for your time. Thomas Amatruda	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24.	no
4/30/2023	PC	Darlene Piscitelli	2424-2425	Fwd: Jet fumes / air pollution	re submitting for official pubild comment period. Kindly print letter in its entirety ans credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Mon, Jun 27, 2022 at 8:17 PM Subject: Jet fumes / air pollution To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I live at 4Waldo Street , East Haven CT. I’m writing because today - June 27th- I was walking my dog by Tweed / Robinson Aviation this morning. I’m not sure exact time- probably 930-10:30ish. 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. 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. 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	For fumes/odors, see response to Frequent Public Comment #12. Cumulative Impacts are addressed in Section 5.15.	no
4/30/2023	PC	Darlene Piscitelli	2426-2427	Fwd: Noise & sleep	re submitting for official public comment period. Kindly print letter in its entirety and credit autor --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sat, Jun 25, 2022 at 5:44 AM Subject: Noise & sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> 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 freaking 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 !! 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.	For noise ordinance violations, see response to Frequent Public Comment #4. As described in Section 5.6 a use of Section 4(f) resources is not expected.	no

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Vivien Hunnicutt	2428-2433		Please open read and file this attachment for HVN EA public comment. Thank you Vivien Hunnicutt On behalf of my neighbor.	Appendix D describes the Public Outreach process used in the EA including agency coordination. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For EIS, see response to Frequent Public Comment #1.	Yes
4/30/2023	PC	Vivien Hunnicutt	2434-2436	Fwd: AIR QUALITY-TWEED	re submitting for official public comment period. kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: <vivawack@gmail.com> Date: Thu, Jun 23, 2022 at 10:17 PM Subject: AIR QUALITY-TWEED To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> RE:Air Pollution/ Jet Fumes My name is Vivien Hunnicutt I reside at Girard Ave. New Haven Ct 06512. I am writing today because on June 22 I woke up to a gloomy - rainy day. Family ritual is to have coffee together prior to everyone going their way. A chance to connect- talk about yesterday and what lies ahead. We sat down around 6:50 a.m. noticing a faint smell IN the living room- only to connect it to a noise in the distance. “Duh” says our son- it’s the plane idling at TWEED. “ when are they going to stop” he says.	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	No
4/30/2023	PC	Darlene Piscitelli	2437-2438	Fwd: Tweed noise	re submitting for official public comment period. Kindly print the letter in its entirety and credit author ---------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Thu, Jun 23, 2022 at 8:18 PM Subject: Tweed noise To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I reside at 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 a 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 a airport that is surrounded by residential neighborhoods with peoples homes so close. It’s not the area to do 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	For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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4/30/2023	PC	Jennifer Servidio Hill	2439-2441	Fwd: Tweed Noise & Concentration	"re submitting fior official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Jennifer Servidio Hill <jservidio@comcast.net> Date: Thu, Jun 23, 2022 at 8:30 AM Subject: Tweed Noise & Concentration To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, cenae-pa@usace.army.mil <cenae-pa@usace.army.mil>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, Richard.doucette@faa.gov <Richard.doucette@faa.gov>, Secretaryscheduler@dot.gov <Secretaryscheduler@dot.gov>, Sscanlon@flytweed.com <Sscanlon@flytweed.com>, senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>, jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>, jim.himes@mail.house.gov <jim.himes@mail.house.gov>, rosa.schedule@mail.house.gov <rosa.schedule@mail.house.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, attorney.general@ct.gov <attorney.general@ct.gov>, 7-AEA-BDL-FSDO@faa.gov <7-AEA-BDL-FSDO@faa.gov> My name is Jennifer Hill I reside at 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. 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	For noise/vibrations, see response to Frequent Public Comment #10.For concern about Environmental Justice, see response to Frequent Public Comment # 20. Cumulative Impacts are addressed in Section 5.15.	No
4/30/2023	PC	Nancy McDowell	2442-2447	Fwd: RE coastal Resources	re submitting for official public comment period. Kindly print letters in its entirety and credit authorn --------- Forwarded message --------- From: Nancy McDowell <mcdowellnancy@att.net> Date: Thu, Jun 23, 2022 at 8:18 AM Subject: RE coastal Resources To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-ANE-Noise@faa.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <thedley@townofeasthavenct.org>, <ward18@newhavenct.com> My name is Nancy McDowell. I reside at 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. 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.	For concern about Flooding, see response to Frequent Public Comment # 17. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Coastal resources are described in Section 5.4. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Jennifer Servidio Hill	2448-2452	Fwd: Coastal Resources	re submitting for official public comment period. kindly print the letter in its entirety and credit author --------- Forwarded message --------- From: Jennifer Servidio Hill <jservidio@comcast.net> Date: Tue, Jun 21, 2022 at 8:09 AM Subject: Coastal Resources To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, cenae-pa@usace.army.mil <cenae-pa@usace.army.mil>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, Richard.doucette@faa.gov <Richard.doucette@faa.gov>, Secretaryscheduler@dot.gov <Secretaryscheduler@dot.gov>, Sscanlon@flytweed.com <Sscanlon@flytweed.com>, senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>, jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>, Jim.himes@mail.house.gov <Jim.himes@mail.house.gov>, rosa.schedule@mail.house.gov <rosa.schedule@mail.house.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, attorney.general@ct.gov <attorney.general@ct.gov>, 9-ANE-Noise@faa.gov <9-ANE-Noise@faa.gov>, gail.lattrell@faa.gov <gail.lattrell@faa.gov>, julie.a.seltsam@faa.gov <julie.a.seltsam@faa.gov>, ocpostoffice@niaid.nih.gov <ocpostoffice@niaid.nih.gov>, mayorelicker@newhavenct.com <mayorelicker@newhavenct.com>, thedley@townofeasthavenct.org <thedley@townofeasthavenct.org>, ward18@newhavenct.com <ward18@newhavenct.com> RE Coastal Resources My name is Jennifer Hill I reside at 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....	For wetlands, see response to Frequent Public Comment #19. Coastal resources are described in Section 5.4. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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4/30/2023	PC	Rosemarie Piscitelli	2453-2454	Fwd: Jet fumes	Re submitting for official public comment. Kindly print letter in its entiore --------- Forwarded message --------- From: Rosemarie Piscitelli <redsoxrp@yahoo.com> Date: Mon, Jun 20, 2022 at 9:43 PM Subject: Jet fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> Hi, my name is Rosemarie Piscitelli and I live on 48 Waldo street, East Haven , CT. I'm writing because at about 8:15 tonight - 6 /20/22- the jet fumes from Tweed airport were so bad that inside my house stunk. It lasted for least 1/2 hour- I ended up having to close windows. Nice night and have windows open with nice breeze and I had to close my windows cause the smell was making me sick. Is this really fair for people to have be locked up in house on a nice night cause the fumes are making us sick? Something needs to be done because this will only get worse when airport expands and there's even more flights. There's a lot of homes / neighborhoods too close to this airport . 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.	For fumes/odors, see response to Frequent Public Comment #19. For concern about Health Effects, see response to Frequent Public Comment #24.	No
4/30/2023	PC	Nancy McDowell	2455-2460	Fwd: RE Air Pollution/ Jet Fumes	"re submitting for official public comment period, Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Nancy McDowell <mcdowellnancy@att.net> Date: Sun, Jun 19, 2022 at 4:07 PM Subject: RE Air Pollution/ Jet Fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Nancy McDowell. I reside at 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 Avelo 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. Avelo started with 3 planes going to 6 destinations. They are up to 5 or 6 planes going to 13 destinations. This translate 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 Avelo 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 Avelo began operating. Every time a plane takes off or lands I am being exposed 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:	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Air Quality, see response to Frequent Public Comment # 12. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
4/30/2023	PC	Nancy McDowell	2461-2464	Fwd: RE Noise and sleep	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Nancy McDowell <mcdowellnancy@att.net> Date: Sat, Jun 18, 2022 at 5:20 PM Subject: RE Noise and sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Nancy McDowell. I reside at 8Roses Farm road, East Haven CT 06512. I am writing today because on June 17, 2022 I was woken up several times during the night and early morning hours from Avelo flights operating out of Tweed New Haven airport. The noise from these planes occurred at approximately 11:40pm, 12:30am, 1am, and 2am. I was then woken up again at 6am with an early morning flight taking off. This is not a typical scenario but it occurs several times a week with, in particular, the 11:40 flight and the 6am flight. Last summer I was visited by 2 gentlemen. One identified himself as the airport manager. They were canvassing the neighborhoods to answer any concerns neighbors had involving the proposed expansion of Tweed New Haven airport. When I asked about the hours of operation, the manager stated that the hours of operation would not change. It would remain 7am to 11pm. This has not proven to be the case. Avelo airlines has frequent flights arriving late at night after the 11pm deadline. There is also a 6am flight that occurs 3 to 4 times a week. Why is this airline allowed to have flights occur outside of the airport hours of operation that cause such a disruption to the surrounding neighborhoods. When I am woken up by the planes I am more tired the next day. I have headaches due to lack of sleep. I am overly irritable. During the June 17th incident with so many planes arriving late I became edgy anticipating when the next noise would arrive. I was unable to fall asleep because I was so tense. After the 1am plane passed I thought they were all in. I had just gotten to sleep when I was woken up by the plane arriving at 2am. This really put me on edge. I was angry and could not relax for several hours. I had maybe an hour of sleep and I was again woken up at 6am with the start of a new day and the noise starting up all over again with 20 flights or more going in or out of the airport. That day I was very irritable, had a headache, and my mind was foggy. I can not function properly with this lack of sleep. 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,	For noise ordinance violations, see response to Frequent Public Comment #4. For noise/vibrations, see response to Frequent Public Comment #10. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Joelle Marie Innocenti	2465-2471	Fwd: Tweed New Haven Airport Expansion. Environmental Assessment comments - 6/17/22	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Tweed Community Letter Records <tweedcommunityletterrecords@gmail.com> Date: Sat, Jun 18, 2022 at 9:26 AM Subject: Fwd: Tweed New Haven Airport Expansion. Environmental Assessment comments - 6/17/22 To: <aharos13@gmail.com>	For high measured noise levels, see response to Frequent Public Comment #6. As described in Section 5.6 a use of Section 4(f) resources is not expected.	Yes
4/30/2023	PC	Rosemarie Piscitelli	2472-2473	Fwd: Jet fumes/ pollution	Re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Tweed Community Letter Records <tweedcommunityletterrecords@gmail.com> Date: Sat, Jun 18, 2022 at 9:25 AM Subject: Fwd: Jet fumes/ pollution To: <aharos13@gmail.com> --------- Forwarded message --------- From: Rosemarie Piscitelli <redsoxrp@yahoo.com> Date: Fri, Jun 17, 2022 at 8:26 PM Subject: Jet fumes/ pollution To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>	For air quality/fumes/odors, see response to Frequent Public Comment #12.	No
4/30/2023	PC	Rosemarie Piscitelli	2474-2475	Fwd: Noise & concentration	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Tweed Community Letter Records <tweedcommunityletterrecords@gmail.com> Date: Sat, Jun 18, 2022 at 9:24 AM Subject: Fwd: Noise & concentration To: <aharos13@gmail.com> --------- Forwarded message --------- From: Rosemarie Piscitelli <redsoxrp@yahoo.com> Date: Fri, Jun 17, 2022 at 8:10 PM Subject: Noise & concentration To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <7-AEA-BDL-FSDO@faa.gov>	For noise/vibrations, see response to Frequent Public Comment #10. For fuels/odors, see response to Frequent Public Comment #12. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Alana Haroskewicz	2476-2481	Fwd: Environmental Justice	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana <aharos13@gmail.com> Date: Fri, Jun 17, 2022 at 7:37 PM Subject: Environmental Justice To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> Hello, My name is Alana Haroskewicz I reside at 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. 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" 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 Greenwich	For Environmental Justice community, see response to Frequent Public Comment #20. Regarding request for an EIS, see response to Frequent Public Comment #1.	No
4/30/2023	PC	Darlene Piscitelli	2482-2484	Fwd: Environmental Justice	re submitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Fri, Jun 17, 2022 at 6:46 AM Subject: Environmental Justice To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> My name is Darlene Piscitellil reside at Waldo St, East Haven, CT.. 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" I feel this is not the case here. If this was happening in a different town this wouldn't be happening. It's like no one cares about this town - especially those near airport. We complain how bad the noise is, low planes flying, house shaking and the constant jet fumes and we get laughed at. All we hear is " what do you expect living near a airport".	For Environmental Justice community, see response to Frequent Public Comment #20. Cumulative Impacts are addressed in Section 5.15.	No
4/30/2023	PC	Lorena Venegas	2485-2497	Fwd: [10kHawks] East Haven Traffic and Tweed New Haven Airport Expansion	As directed resending Please ensure all links are opened and added as well as images, PDFs, etc Kindly credit original author & respond to them Thank you --------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: August 5, 2022 at 1:12:01 PM EDT East Haven Traffic and Tweed New Haven Airport Expansion	Regarding traffic, see response to TEH comments #12-14 in the Responses to Agency Comment.	Yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Georgia Crowley Lieber	2498	Fwd: Flight at 1:52am	Resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Tweed Community Letter Records <tweedcommunityletterrecords@gmail.com> Date: Sat, Jun 18, 2022 at 9:22 AM Subject: Re: Flight at 1:52am To: Georgia Crowley Lieber <gscrowley12@yahoo.com> hey there thanks for writing letters - I saw that you & Mathew sent a few out. Just wanted to let you know that we have new templates up on children's health....consider looking at the Environmental Justice one - it's a slightly different format - let me know what you think Maybe we will see you later gabriela On Fri, Jun 17, 2022 at 2:05 AM Georgia Crowley Lieber <gscrowley12@yahoo.com> wrote: To whom it may concern, My name is Georgia Lieber and I live at Hampton Road, East Haven CT 06512.	For noise ordinance violations, see response to Frequent Public Comment #4 For concern about Noise and Vibration, see response to Frequent Public Comment #10.	No
4/30/2023	PC	Gabriela Campos Matteson	2499-2501	Fwd: Environmental Justice Communities	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Thu, Jun 16, 2022 at 6:43 PM Subject: Environmental Justice Communities To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, Lacroix, Gary R CIV USARMY CENAE (USA) <Gary.R.Lacroix@usace.army.mil>, <Tammy.R.Turley@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <gail.lattrell@faa.gov>, <julie.a.seltsam@faa.gov>, <environmental-justice@epa.gov>, <ocpostoffice@niaid.nih.gov>, <mayorelicker@newhavenct.com>, <mayor@townofeasthavenct.org>, <ward18@newhavenct.com>, <DEEP.aircomplaints@ct.gov>, <joe.zullo@housegop.ct.gov>, <alphonse.paolillo@cga.ct.gov>, <cohen@senatedems.ct.gov>, <looney@senatedems.ct.gov>, <paul.cicarella@cga.ct.gov> Greetings, My name is Gabriela Campos Matteson I reside at Stewart St, New Haven, CT 06512. The communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice designation. 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"	For EIS, see response to Frequent Public Comment #1. For Environmental Justice community, see response to Frequent Public Comment #20.	No
4/30/2023	PC	Darlene Piscitelli	2502-2503	Fwd: Air pollution & jet fumes	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: <redsoxdp@yahoo.com> Date: Sun, Jun 12, 2022 at 5:49 PM Subject: Air pollution & jet fumes To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Darlene Piscitelli and I live at Waldo Street, East Haven CT. I'm writing because of a incident on June 9th from about 5:45pm- 7:30pm - but issues most of the day. All day Thursday there was constant Avelo & private jets taking off and landing. Also jets constantly running at Robinson Aviation. The smell of jet fumes coming into the house & outside was awful most of the day . The worse was later at night - between 5:45-7:30. We had company over and nice night and sitting outside. The smell was so bad that 2 people left after 1/2 hour. The other 2 stayed little longer but didn't want to be breathing that in so they left. This is not the first time we had to deal with fumes but with all these extra flights it's gotten worse. Also now that nice out and we have windows open & outside it's worse! It's not healthy to be breathing these fumes ! We like to enjoy our yard and we have a lot of picnics and parties planned in our yard this summer. Now all I'm thinking is what are we going to do if the yard stinks so bad that people can't tolerate being outside. What's gonna happen when airport expands? Are we not allowed to do normal things cause it smells so bad outside? We have to hide in our house? It's really not fair to expect people who lived in this neighborhood to live like this. We shouldn't have to close windows and lock ourselves in our house when weather is nice. We should be able to have windows open and enjoy our yard & neighborhood. There is too many residential neighborhoods and homes around this airport. This is not the area to have a major airport or expand. There's too many homes and it's not healthy. Research-	For noises/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Claudia Bosch	2504-2505	EIS necessary for HVN Expansion	To whom it may concern, This email is to request a thorough Environmental Impact Statement (EIS) in regard to the planned expansion at Tweed New Haven Airport (HVN). Such an EIS is required by the National Environmental Policy Act since 1) the consequences of the proposed building projects are significant (scope of impacts), and 2) will cause a whole array of adverse effects for the neighboring communities and surrounding environment (severity of impacts). 1) Scope of Impacts When HVN revised its last Master Plan in 2002, an Environmental Impact Statement was part of the process. The EIS was deemed necessary due to the significant impact to wetland resources. The current plan is even more ambitious in its proposed building projects: an extended runway and a new terminal including new parking facilities. The total scope of affected wetlands in the 2023 plan is nearly three times as much as in 2002 (29.50 acres vs. 9.89 acres, https://www.tweedmasterplan.com/master-plan-documents). Because an EIS was necessary back in 2002, it should be necessary in 2023. This necessity for an EIS becomes even more apparent when one regards the new plan as a completely new building project. Throughout the Master Plan the new project is presented as merely an incremental change of already existing infrastructure while in reality it equals something new. The planned terminal is to be built "from scratch" in coastal wetlands. It should be treated as such. Please ask yourself, if such a project would be considered if Tweed would not have started as an airfield for propeller planes next to an existing neighborhood in 1930? The infrastructure project airport came second to the neighborhood. As in 2002 the 2023 plan and thus the DEA are disingenuous. The size of the project is hidden behind a step-by-step approach. The presented environmental impact is artificially kept smaller than what a completed end project will cause. Where are the taxiways mentioned? Where are the safety zones that the FAA would require after the paving of the existing safety zones? The latter one was the reasoning behind the creation of safety zones in 2009. Back then the lack of safety zones made the creation of them necessary. So, if these safety zones from 2009 will be paved in the planned runway expansion, it is safe to say, that new safety zones will be required. The current DEA is mute with regards to these two foreseeable, regulatory necessary projects. In the end, the argument would be again about merely an incremental change. The project needs to be looked at in its entirety: a new terminal, new 4.000 parking spaces and a "new" 7,200 runway (including safety zones). 2) Severity of Impacts	For EIS, see response to Frequent Public Comment #1. The Proposed Action has independent utility from other projects considered in the Master Plan. Aircraft can access the proposed runway end by back taxiing, For concern about sea level rise see response to Frequent Public Comment #16. For concern about impact to wetlands, see response to Frequent Public Comment # 19. For concern about sea level rise, see response to Frequent Public Comment # 16. For concern about Flooding, see response to Frequent Public Comment # 17. Biological Resources (including wildlife) are described in Section 5.2.	No
4/30/2023	PC	Alana Haroskewicz	2506-2507	Fwd: Kerosene smell inside my home	resubmitting for official public comment period. Kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: Alana <aharos13@gmail.com> Date: Fri, Jun 10, 2022 at 7:26 PM Subject: Kerosene smell inside my home To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My name is Alana Haroskewicz I live at 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. Per 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	For fumes/odors, see response to Frequent Public Comment #12. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Cumulative Impacts are addressed in Section 5.15.	No
4/30/2023	PC	Matthew Lieber	2508-2510	Fwd: Tweed jet noise - study and review for mitigation needed immediately	resubmitting for official public comment period. Kindly print letter in its entirety and credit author ---------- Forwarded message --------- From: Tweed Community Letter Records <tweedcommunityletterrecords@gmail.com> Date: Sat, Jun 18, 2022 at 9:20 AM Subject: Fwd: Tweed jet noise - study and review for mitigation needed immediately To: <aharos13@gmail.com> ---------- Forwarded message --------- From: Matthew Lieber <mlieber8@gmail.com> Date: Thu, Jun 9, 2022 at 1:20 AM Subject: Tweed jet noise - study and review for mitigation needed immediately To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>	For use of 737-800, see response to Frequent Public Comment #7. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Georgia Crowley Lieber	2511-2512	Fwd: Avello 737s	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Tweed Community Letter Records <tweedcommunityletterrecords@gmail.com> Date: Sat, Jun 18, 2022 at 9:20 AM Subject: Fwd: Avello 737s To: <aharos13@gmail.com> --------- Forwarded message --------- From: Georgia Crowley Lieber <gscrowley12@yahoo.com> Date: Wed, Jun 8, 2022 at 3:47 PM Subject: Avello 737s To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, cenae-pa@usace.army.mil <cenae-pa@usace.army.mil>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, Richard.doucette@faa.gov <Richard.doucette@faa.gov>, Secretaryscheduler@dot.gov <Secretaryscheduler@dot.gov>, Sscanlon@flytweed.com <Sscanlon@flytweed.com>, senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>, jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>, jim.himes@mail.house.gov <jim.himes@mail.house.gov>, rosa.schedule@mail.house.gov <rosa.schedule@mail.house.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, attorney.general@ct.gov <attorney.general@ct.gov>, 9-AWA-NoiseOmbudsman@faa.gov <9-AWA-NoiseOmbudsman@faa.gov>, 7-AEA-BDL-FSDO@faa.gov <7-AEA-BDL-FSDO@faa.gov>	For high measured noise levels, see response to Frequent Public Comment #11. For concern about Noise and Vibration, see response to Frequent Public Comment #10. As described in Section 5.6 a use of Section 4(f) resources is not expected.	No
4/30/2023	PC	Vivien Hunnicutt	2513-2515	Fwd: Pollution	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Tweed Community Letter Records <tweedcommunityletterrecords@gmail.com> Date: Sat, Jun 18, 2022 at 9:19 AM Subject: Fwd: Pollution To: <aharos13@gmail.com> --------- Forwarded message --------- From: Vivien Hunnicutt <vivawack@gmail.com> Date: Sat, Jun 4, 2022 at 7:57 AM Subject: Pollution To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <jim.himes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> Cc: Vivien Hunnicutt <vivawack@gmail.com>	For concern about Health Effects, see response to Frequent Public Comment #24. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	No
4/30/2023	PC	Gabriela Campos	2516-2517	Fwd: Clarification - Re: FOIA fuel info	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Fri, Jun 3, 2022 at 2:25 PM Subject: Clarification - Re: FOIA fuel info To: Sean Scanlon <Sscanlon@flytweed.com> Thank you for your email Wanted to clarify that by amount of fuel I mean gallons Thank you again for your prompt attention Looking forward to receiving the data soon Gabriela On Fri, Jun 3, 2022 at 7:34 AM Sean Scanlon <sscanlon@flytweed.com> wrote:	Comment is regarding a FOIA request and is unrelated to the EA	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Gabriela Campos Matteson	2518-2519	Fwd: FOIA fuel info	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Thu, Jun 2, 2022 at 11:30 PM Subject: FOIA fuel info To: Sean Scanlon <Sscanlon@flytweed.com> Cc: <fsuriel@flytweed.com>, <hvn-ea@mjinc.com>, <jnielson@flytweed.com> Freedom of Information Act Request Dear Sean I hope this finds you well. I am seeking to further understand some aspects of the operations at the airport. The following is an official request to that end. This is a request under the Freedom of Information Act (FOIA) (5 U.S.C. § 552) I hereby request copies of all records containing the following information or pertaining to: Manufactures and providers for each type of fuel sold and used at Tweed New Haven Airport Authority & Robinson Aviation from May 1, 2020 to June 1, 2022	Comment is regarding a FOIA request and is unrelated to the EA	No
4/30/2023	PC	Vivien Hunnicutt	2520-2522	Fwd: Tweed Not Tweed	" resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Vivien Hunnicutt <vivawack@gmail.com> Date: Wed, Jun 1, 2022 at 5:52 PM Subject: Tweed Not Tweed To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> Cc: Vivien Hunnicutt <vivawack@gmail.com> My name is vivien Hunnicutt I reside at 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 plans on May 31st and June 1 in the wee hours. So same sleep.	For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20. FAA grant assurances require that the airfield be kept open at all times. As indicated in Section 5.6 of the EA, a use of Section 4(f) resources would not occur. See also response to TEH Comment #15.	No
4/30/2023	PC	Gretl Gallicchio	2523-2524	Fwd: Addressing the climate impacts of the proposed Tweed-HVN expansion	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Tweed Community Letter Records <tweedcommunityletterrecords@gmail.com> Date: Sat, Jun 18, 2022 at 9:17 AM Subject: Fwd: Addressing the climate impacts of the proposed Tweed-HVN expansion To: <aharos13@gmail.com> --------- Forwarded message --------- From: Gretl Gallicchio <gretl@att.net> Date: Mon, May 16, 2022 at 12:51 PM Subject: Addressing the climate impacts of the proposed Tweed-HVN expansion To: hvn-ea@mjinc.com <hvn-ea@mjinc.com> Cc: auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, Richard.doucette@faa.gov <Richard.doucette@faa.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, leadbyexample@ct.gov <leadbyexample@ct.gov>, DEEP.climatechange@ct.gov <DEEP.climatechange@ct.gov>, ejhotline@epa.gov <ejhotline@epa.gov>, newhavenclimatemovement@gmail.com <newhavenclimatemovement@gmail.com>, environmental-justice@epa.gov <environmental-justice@epa.gov>, attorney.general@ct.gov <attorney.general@ct.gov>, rosa.schedule@mail.house.gov <rosa.schedule@mail.house.gov>, jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>, senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>, norcross.jeffrey@epa.gov <norcross.jeffrey@epa.gov>, cenae-pa@usace.army.mil <cenae-pa@usace.army.mil>, hq-publicaffairs@usace.army.mil <hq-publicaffairs@usace.army.mil>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, Sscanlon@flytweed.com <Sscanlon@flytweed.com>, 10000 Hawks Google <10000-hawks@googlegroups.com>	For EIS, see response to Frequent Public Comment #1. For greenhouse gas emissions, see response to Frequent Public Comment #15.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Dan Laudano	2525-2533	Fwd:	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Tweed Community Letter Records <tweedcommunityletterrecords@gmail.com> Date: Sat, Jun 18, 2022 at 9:16 AM Subject: Fwd: To: <aharos13@gmail.com> --------- Forwarded message --------- From: Dan <danlaud@gmail.com> Date: Sat, May 7, 2022 at 1:46 PM Subject: To: <auusersupport@hq.doe.gov> Cc: <tweedcommunityletterrecords@gmail.com> My Name is Dan Laudano. I reside at 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 Avelo Airline flights, Boeing 373 jets, landed way too low to the ground, as usual with Avelo	Comment describes existing conditions related to aircraft approaches and is unrelated to the EA. Unsafe operations should be reported to the local FAA Flight Standards Office https://www.faa.gov/about/office_org/field_offices/fsdo.	No
4/30/2023	PC	Dan Laudano	2534-2541	Fwd: Low-flying noisy jets landing at Tween New Haven Airport in New Haven, CT	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Dan <danlaud@gmail.com> Date: Sat, May 7, 2022 at 1:18 PM Subject: Low-flying noisy jets landing at Tween New Haven Airport in New Haven, CT To: <tweedcommunityletterrecords@gmail.com>, <auuserssupport@hq.doe.gov>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Scanlon@flytweed.com>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> My Name is Dan Laudano. I reside at 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 Avelo Airline flights, Boeing 373 jets, landed way too low to the ground, as usual with Avelo 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. Below are iPhone screen snapshots of the Tweed New Haven Airport flight schedule and corresponding FlightAware iPhone application displays 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 Avelo 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://flytweed.com/general-aviation/pilot-resources/, the glide angle of runway 20 is set at 4 degrees: Runway 02/20 Specifications RRUNWAY 02RRUNWAY 20Traffic Pattern:LeftLeftRunway Heading:017 magnetic, 003 true197 magnetic, 183 trueMarkings:PrecisionVisualNonprecisionVisualMarkings Condition:GoodGoodLatitude:41-15-21.7810N41-16-17.038NLongitude:072-53-17.6887W072-53-17.6887WElevation:6.4 ft.12.4 ft.Threshold Crossing: Height:50 ft. AGL57 ft. AGLVisual Glide Path Angle:3.00 degrees3.00 degreesVisual Slope Indicator:4-light PAPI on left4-box VASI on leftRVR	Duplicate - see response to Comment 737	Yes
4/30/2023	PC	John & Madelyn KROUZIL	2542-2545	Fwd: Tweed Airport Concern	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: JOHN KROUZIL <kruzmark@comcast.net> Date: Fri, Apr 29, 2022 at 11:55 AM Subject: Tweed Airport Concern To: hvn-ea@mjinc.com <hvn-ea@mjinc.com>, tweedcommunityletterrecords@gmail.com <tweedcommunityletterrecords@gmail.com>, fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>, auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>, cenae-pa@usace.army.mil <cenae-pa@usace.army.mil>, lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>, Richard.doucette@faa.gov <Richard.doucette@faa.gov>, Secretaryscheduler@dot.gov <Secretaryscheduler@dot.gov>, Sscanlon@flytweed.com <Sscanlon@flytweed.com>, senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>, jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>, rosa.schedule@mail.house.gov <rosa.schedule@mail.house.gov>, richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>, attorney.general@ct.gov <attorney.general@ct.gov>, 9-AWA-NoiseOmbudsman@faa.gov <9-AWA-NoiseOmbudsman@faa.gov>, 7-AEA-BDL-FSDO@faa.gov <7-AEA-BDL-FSDO@faa.gov>	For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	Yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	anthony russell	2546	Fwd: Health concerns	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: anthony russell <tonyr1950@yahoo.com> Date: Wed, Apr 20, 2022 at 8:18 AM Subject: Health concerns To: <tweedcommunityletterrecords@gmail.com> Does anyone care about our health and well being and the toll the jet fuel is doing on us physically and mentally. Sent from my iPhone	For concern about Health Effects, see response to Frequent Public Comment #24. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	No
4/30/2023	PC	Gabriela Campos	2547-2548	Fwd: NOISE SLEEP & Children's Health	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Tue, Apr 12, 2022 at 2:04 PM Subject: Re: NOISE SLEEP & Children's Health To: Sean Scanlon <sscanlon@flytweed.com> Cc: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>, Doucette, Richard (FAA) <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov> Dear Sean, Again thank you so much for taking time to respond and continuing this conversation. I of course went and searched the Advisory Circulars. 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 B737-700 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.	Appendix D describes the Public Outreach process used in the EA. Public comments are considered and one to one responses were prepared for comments received during the 60 day public comment period.. For Environmental Justice community, see response to Frequent Public Comment #20.	No
4/30/2023	PC	Alana Haroskewicz	2549-2551	Fwd: NOISE and Sleep	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Alana Haroskewicz <aharos13@gmail.com> Date: Mon, Apr 11, 2022 at 8:56 AM Subject: NOISE and Sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, <lisa.lesperance@faa.gov>, <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, Senator Christopher Murphy <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov>, <9-AWA-NoiseOmbudsman@faa.gov>, <7-AEA-BDL-FSDO@faa.gov>	For noise/vibrations, see response to Frequent Public Comment #10. Cumulative Impacts are addressed in Section 5.15. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. For concern about the noise ordinance see response to Frequent Public Comment #4.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Gabriela Campos	2552-2553	Fwd: Airport Noise & Sleep	resubmitting for official public comment period. Kindly print letter in its entirety and credit author --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Mon, Apr 4, 2022 at 11:22 PM Subject: Airport Noise & Sleep To: <hvn-ea@mjinc.com>, <tweedcommunityletterrecords@gmail.com>, <fn-ceq-nepa@ceq.eop.gov>, <auusersupport@hq.doe.gov>, <cenae-pa@usace.army.mil>, Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>, Doucette, Richard (FAA) <Richard.doucette@faa.gov>, <Secretaryscheduler@dot.gov>, <Sscanlon@flytweed.com>, <senator_murphy@murphy.senate.gov>, <jahana.hayes@mail.house.gov>, <rosa.schedule@mail.house.gov>, <richard_blumenthal@blumenthal.senate.gov>, <attorney.general@ct.gov> My name is Gabriela Campos of Stewart St, New Haven. For the past few nights I have been woken up after midnight, due to very loud 737s 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	For noise ordinance violations, see response to Frequent Public Comment #4. For high measured noise levels, see response to Frequent Public Comment #11. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about use of field measurements for Noise and/or Air Quality, see reponse to Frequent Public Comment #9.	No
4/30/2023	PC	Gabriela Campos	2554-2558	Fwd: Filling in Wetlands at Tweed?	As instructed resending for official record Pls open links and files and add to record Please note that Scanlons response is pertinent as the CTDEEP Later sent a letter about TWEED not following the letter of law for the permit. Having to them undo some of the fill they had put in. This calls in to question TWEED/AVPORTS ability to stick to agreements once again Cordially GCM Begin forwarded message: From: Sean Scanlon <sscanlon@flytweed.com> Date: August 16, 2022 at 10:53:42 AM EDT To: Alana <aharos13@gmail.com> Subject: Re: Filling in Wetlands at Tweed? Good morning Alana, Here are answers to your questions:	Comments are unrelated to the EA.	No
4/30/2023	PC	Ken Engelman	2559-2561	EA Comments: A Full EIS is needed before decisions are made because CT residents are being harmed daily	Hello EA comment readers, FAA, DEEP, elected officials, CT media, and others cc'd and bcc'd, Please look at these two attached photos. One was taken 2 days ago (4/28/23) and one taken a few weeks ago. Neither were Photoshopped. Both photos show harmful consequences of Avelo 700 and 800 class jet planes flying in and out of a residential neighborhood and environmental justice community. Connecticut residents are being harmed daily and I do not understand why so many receiving this email would NOT want to learn more about the facts/data that continue to harm us before making decisions on this Tweed expansion plan. It just doesn't make sense unless you know the data/facts and you are choosing to ignore them/suppress them just to push your plans through? I do not know, but it is suspect you all choose to ignore our pleas for help against harm so you can appease a billion dollar investment company. * If anyone doubts my statement above about us being harmed – it's proof that a full EIS is needed so that the true experts can study the data/facts and then present them to you all… but the report would need to be "read" before voting for or against the airport expansion, and most SCRCOG members admitted they haven't read the presented EA which is mind-blowing. Since Avelo first started flying in and out of Tweed, Connecticut residents have been harmed in a variety of well-documented ways because a select few are too lazy to drive less than 1 hour to Bradley International Airport which is only 55.8 miles from Tweed. This is not right. We should not be forced to breathe jet fumes in our homes, or place business calls on mute when Avelo planes fly over our homes, or being woken up from sleep in the early AM or late PM, or any number of other well documented health and wellness concerns we have been presenting since November 2021. Plus, we should not be forced to lose money on our home/property values so a billion-dollar investment company can try and make a profit sometime in the future. Our health, wellness, and financial interests should come before theirs. With this, I would like to learn why those serving on the South Central Regional Council of Governments can openly admit they did NOT read the current EA yet they are still allowed to vote for the EA as is. Is this even legal? Please explain to me why SCRCOG members can vote on something they openly admitted they did not read the details of, and then explain who their loyalties belong to. If these representatives are allowed to vote on something so important that will forever change the CT Shoreline forever, even after admitting to not reading the presented EA we all have read, this will be an epic failure in Connecticut leadership that will further harm CT residents and the environment for many years to come. I would also like to learn why so many people receiving this email FEAR having a full EIS implemented. Besides the fact that the EA/EIS should have been conducted prior to Avelo's first flight in and out of Tweed but wasn't, what data do you not want the public to learn about? I want an answer because none of this makes sense, unless some back-room deals were/are happening and being kept from us people. An alternative option to consider: This EA vs. EIS should be on a ballot for all Connecticut constituents/taxpayers to vote on because that will be fair to everyone… having only South Central Regional Council of Government members, and a select few elected officials, who have openly admitted they had not read the entire EA, vote on this project is completely absurd. Those who admitted they didn't read something they are voting on should be immediately fired and new representatives brought on. If you think I am wrong, please explain why and cc everyone on this email.	Pictures illustrate existing conditions. Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about Property Values, see response to Frequent Public Comment # 23.	yes

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4/30/2023	PC	Gabriela Campos	2562-2566	Fwd: Real Time Air pollution readings from Tweed Airport	Resending as directed Kindly open all links and print separately as intended to go with the letters Thank you Respectfully Gabriela --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Fri, Oct 21, 2022 at 4:41 PM Subject: Real Time Air pollution readings for Tweed I hope this finds you well My name is Gabriela Campos Matteson I reside at New Haven where I have raised my three sons 16-10 yo for the past 12+ years. My understanding is that this neighborhood has the highest per capita percentage of children… in fact we have a number of daycares, schools and many parks that people from around the region come to enjoy. Since the airport has increased its number of flights my family has experienced additional respiratory problems…my youngest son who never had symptoms of asthma has now developed difficulty going up hills and stairs, and when he had Covid he was unwell longer and coughed more than I did. We know the impact of pollution on growing bodies is more severe… and it's personified in my previously healthy son.	Duplicate - See response to comment 610.	no
4/30/2023	PC	Lorena Venegas	2567-2572	Fwd: Can't build Tweed airport terminal where it floods	Resending for this for this part of the process as directed Kindly open all attachments and images for the record Credit original author Thanks --------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Fri, Dec 23, 2022 at 2:17 PM Subject: Can't build Tweed airport terminal where it floods To: Lorena Venegas <east.haven.friends@gmail.com>, 10000 Hawks Google <10000-hawks@googlegroups.com>, Jean Edwards-Chieppo <jeany427@gmail.com>, Matthew Lieber <mattlieber@hotmail.com>, W Bubriski <wbubriski@gmail.com>, susan bryson <susanjbryson@gmail.com>, Shirley McCarthy <shirley.mccarthy@yale.edu>, David Gersz <gerszdavid5@gmail.com>, Matthew Lieber <mlieber8@gmail.com>, k zolvik <zolvik@hotmail.com>, Gabriela Campos <gaby.gabriela.ella@gmail.com>, Katie Dykes <katie.dykes@ct.gov>, Margaret Wheeler <mcwr914@gmail.com>, Susan Jacobson <Susan.Jacobson@ct.gov>, <gail.lattrell@faa.gov>, Lauren S King <lauren.s.king@faa.gov>, <fn-ceq-nepa@ceq.eop.gov>, <senator_murphy@murphy.senate.gov>, <richard_blumenthal@blumenthal.senate.gov>, <rosa.schedule@mail.house.gov>, Hvn-Ea <hvn-ea@mjinc.com>, Cheryl J Quaine <Cheryl.J.Quaine@faa.gov>, Liam McEnroe <Liam_McEnroe@murphy.senate.gov>, Lorena Venegas <ljv333@gmail.com> Dear All, 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.	For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19. For traffic, see reposne to Frequent Public Comment # 17.	yes
4/30/2023	PC	Vivien Hunnicutt	2573-2574	Personal request for an Environmental Impact Statement	To the FAA, 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 a long-standing residential neighborhood. The cost to the public and the environment outweigh the benefits to the few. With all do respect I do not believe the current Environmental Assessment has properly evaluated and taken all proper measurements on how the growth will affect its neighbors- meaning all neighbors (to include all people- of all ages, animals, water ways and the rest of our environment) within a 12 mile radius. There are many more towns that will be affected than those noted in the current EA. The current growth of Tweed New Haven airport has negatively Impacted my life. The impact has affected my family, my work, my home, my pet and neighborhood. The noise and air pollution are most worrisome. I can't even begin to imagine what their proposed growth will actually feel like when what is happening today is often unbearable. . My rights to clear air have been taken away. I believe the EPA and DEEP need to revisit the air monitor @ Criscuolo Park that is being used for the record. It's 2.5 miles away and there are many homes, parks and schools in between. Nor do I believe these records include the use of the current 800's that have been flying. My doctor is telling me to move. That is not a solution for me. My rights to a sound sleep have been taken away. On a regular basis these planes are flying after 10:00 p.m. and before 6:30 a.m. I could site all the times this has happened- it would be several pages it would be pain stacking so I won't. The noise wakes me up- then eventually the fumes make their way into the house which angers me so. If I'm lucky to fall back to sleep I wake up angry and irritated. How is this being studied. I have not read anything in the EA regarding noise and mental health. The EPA has done plenty of studies regarding sleep deprivation. I'd Like an Environmental Impact Statement to reference substantial studies to ensure that the public is truly safe. Please do the research in this neighborhood. Talk to residence and their doctors. My doctor is telling me to move. That is not a solution for me.	For study area concern, see response to Frequent Public Comment #3. For noise/vibrations, see response to Frequent Public Comment #10. Appendix D describes the Public Outreach process used in the EA. For concern about the nearest air quality measuring station see response to Public Comment #14.	no

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4/30/2023	LO	Julie Wagner, Branford Land Trust	2575-2596	Tweed Airport Public Comment - Need for Environmental Impact Survey	Hello, Please find attached a letter from the Branford Land Trust advocating for an Environmental Impact Survey for the expansion of Tweed Airport. Thank you, Julie Wagner, PhD Professor, UConn Health President, Branford Land Trust	Biological Resources (including wildlife) are described in Section 5.2. Per section 5.2, USFWS identified no critical habitats in the project area. For EIS, see response to Frequent Public Comment #1.	yes
4/30/2023	PC	Mary Daly	2597-2599	Tweed Expansion and the Human Community: Psychological Costs	Mary I. Daly, Psy. D. 214 Clark Ave. Branford, CT 06405 29 April 2023 To Whom It May Concern: As a clinical psychologist, I am writing to express my concern that the current EA for the Tweed Airport expansion does not take into account the impact of the psychological stress that the East Haven and Morris Cove/New Haven communities adjacent to Tweed Airport are experiencing, and will continue to experience as air and car and truck traffic at Tweed Airport increases. At the recent public hearing, a large number of community members requested an EIS to further assess the impact of the Tweed expansion on the environment. Their concerns and statements indicated that the Tweed Expansion effort has and will continue to have an impact on the human community. People mentioned problems with anxiety and stress due to increased noise, and disrupted sleep due to anxiety and increased noise, and the increased frequency of flights. Others mentioned the threat of decreased home values, as well as decreased enjoyment of the outdoors, and the ability to enjoy the outdoor space around their homes. Others mentioned the fear of increased rates of asthma in themselves and their children. Finally, it was noted that children's ability to play outside is and will continue to be compromised by increased rates of air pollution and noise pollution. As a psychologist, I frequently work with individuals and families who suffer from psychological stress that is related to medical illness and or neighborhood related problems. As an example, when families have children who experience asthma, their medical costs increase, and parents are forced to take time off from work to be home with children and to take them to medical appointments. The cumulative impact of these stressors and costs decreases their standard of living and their emotional well-being. It is important that an EIS fully assessment the potential for psychological and medical problems resulting from a proposed airport expansion. I am writing to express my concern that the current EA does not measure the impact of the Tweed Airport expansion on the human community, either in terms of physical health or psychological and social health. I am writing to support an EIS and a detailed assessment of the psychological and social impacts of a larger, busier airport on communities, families, and adults and children. Sincerely,	For concern about Health Effects, see response to Frequent Public Comment #24.For EIS, see response to Frequent Public Comment #1.	yes
4/30/2023	PC	Gloria Bellacicco	2600-2603	Environmental Impact Study needed for Air Quality	AIR QUALITY for New Haven and East Haven My name is Gloria Bellacicco, I live at 300 Lighthouse Rd in the Morris Cove Section of New Haven. I have lived in the cove since 2009. I live .08 miles from the entrance of Tweed Airport and closer from the take off runways which are approx .04 miles from my home. Since Avelo has started departing and arriving at Tweed with their increased schedule I can smell jet fuel in the air. It is so bad that I have to cover my mouth and retreat into my home.. I installed an ERV system (Energy Recovery Ventilation) in my home. It takes fresh air from outside and exchanges it for the air inside my home. I can not use my ERV system because it sucks in the air outside which smells of jet fuel. I paid thousands of dollars of my own money installing this. I've made several complaints on tweeds website under community concerns and I never hear back from Tweed. I am begging the FAA to do its diligence and conduct an environmental impact study. It's imperative we get an air quality measurement placed in and around the airport . The EA isn't good enough. I can't walk outside without checking the departures or arrival times from Avelo ..New Haven already suffers from the highest asthma rate. Yale has said so! I miss being outside breathing in fresh air. The smell of jet fuel gives me an instant headache and makes me feel ill. For my health, my neighbors health, and all the children who live and play in East Haven and New Haven, I am demanding an Environmental Impact Study be completed prior to Tweed expanding the airport.. we are running out of clean air... and breath. I CANT BREATH! Please see below for additional information Respectfully, Gloria Bellacicco 300 Lighthouse Rd New Haven CT 06512	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24.	no

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4/30/2023	PC	Gabriela Campos	2604-2614	Fwd: Potential Weight & Noise Guideline Violations	Forwarding as directed Please open all links images and PDFs as part of my letter Thank You --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Fri, Dec 16, 2022 at 3:52 PM Subject: Potential Weight & Noise Guideline Violations To whom it may concern 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. 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. 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.	For use of 737-800, see response to Frequent Public Comment #7. Regarding traffic, see response to TEH comments #12-14.	no
4/30/2023	PC	Gabriela Campos	2615-2618	Fwd: TWEED EA - Air Pollution Mitigation & Carcinogens in Jet Fuel	Resending as instructed Kindly open all links PDFs and images as agreed upon Thank you Respectfully GCM --------- Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Fri, Feb 24, 2023 at 3:42 PM Subject: TWEED EA - Air Pollution Mitigation & Carcinogens in Jet Fuel To Whom it May Concern My name is Gabriela Campos of New Haven, CT. I am writing today about the harms we regularly experience due to jet fume exposure since the increase in flights from Tweed New Haven Airport, and to express deep concern for the potential of more and larger planes being increasingly used. (Including 737-800's which Tweed Board chair admitted to not having the proper FAA classification for)	For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no
4/30/2023	PC	Gretl Gallicchio	2619	Fwd: Yet another burden on the Tweed neighborhood	As requested resending previous letters Please open all links, PDFs and images and add to record Kindly credit & respond to original author Thank you --------- Forwarded message --------- From: Gretl Gallicchio <gretl@att.net> Date: Wed, Mar 9, 2022 at 10:55 AM Subject: [10kHawks] Yet another burden on the Tweed neighborhood I live in the East Shore neighborhood of New Haven. Three times in the past week, unfamiliar cars have pulled up and parked on the street in front of my home. The drivers have climbed out with luggage, and proceeded to walk down the two blocks to Tweed, presumably to catch flights. This isn't illegal, because our neighborhood has never needed to have resident-only parking zones. But it is outrageous, especially as Tweed itself admits the only money it's really making right now is off it its parking lots. Now it is snowing, and the plows will not be able to clear my street thoroughly because of these cars. Is this one of the "community benefits" Tweed promised us? Even if the city decides eventually to place resident-only parking signs throughout this area, it will be us residents who get to police that, while our own visiting family and friends will become subject to fines and towing as well.	Comment is not related to the EA	no

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4/30/2023	PC	Lorena Venegas	2620-2621	3/24/22: FOI Public information	Forwarding as directed Please open all files, links, attachments and add to the record Kindly credit and respond to the original author On Thu, Mar 24, 2022 at 2:40 PM Lorena Venegas <ljv333@gmail.com> wrote: Dear Sean: I am offended by your phone call Tuesday morning stating that I cannot see the proposed terminal drawings on publicly-owned land because “you do not have the knowledge to understand them.” The rest of the phone call was just as reprehensible coming from a politician that is supposed to help people. The noise insulation phase 6 bid only has one bidder, Nena Construction from Rhode Island, the same one that Tim Larson picked before you were airport director in 2017. It is clear that no other contractor paid for the $100 bid specifications that you wanted to charge me. There are no jobs for East Haven. Due diligence for East Haven on the Economic analysis has been missing for over a year. Freight and eminent domain remain in the 43-year lease, and cargo remains in the regional plan of transportation at SCRCOG. The redlining of a SCRCOG memo requested by the City of New Haven and confirmed with a phone call directly to Stephen Dudley at SCRCOG on 3/23/22 does not match the airport lease and is not enforceable. Here are the questions that need answers under this Connecticut Freedom of Information request: 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?	Comment addresses items unrelated to the EA. Appendix D describes the Public Outreach process used in the EA.	no
4/30/2023	PC	Lorena Venegas	2622-2626	Fwd: EA submission: 3/19/22 New Haven Register article-Neighbors Speak Out	Please open all files images and links Kindly credit and respond to original author --------- Forwarded message --------- From: Lorena Venegas <ljv333@gmail.com> Date: Sat, Mar 19, 2022 at 11:34 AM Subject: [10kHawks] EA submission: 3/19/22 New Haven Register article-Neighbors Speak Out To: Hvn-Ea <hvn-ea@mjinc.com> TO: FAA Environmental Assessment Report and Project Advisory Committee: I would like to enter this article from the New Haven Register as evidence to be included Environmental Assessment. There are NEPA factors that are significantly impacted more in this article along with residents name and street address including noise, access to information, traffic, air pollution. The correct decision of the FAA is to stop the current process and recommend a full scale Environmental Impact Study of our communities adversely impacted. https://www.nhregister.com/news/article/Tweed-is-growing-and-some-neighbors-say-so-are-17012781.php?fbclid=IwAR1l_B0jlCA5Rkl6be_ZuAxoN8688nf5AJiO0YKkE0dFg3wDpPSoehBc2b8#taboola-3 I am very concerned with the conflicts of interests and lack of independent, scientific evaluations of the wetlands by CT Save the Sound and UCONN CIRCA scientists. The airport publicly-owned land is in a FEMA flood zone that is sinking due to sea level rise, with wetlands topography in more than the seven areas that McFarland Johnson asked to be studied.	Commentor forwarded a press article.	no
4/30/2023		Catherine Sigg	2627	A REAL ENVIRONMENTAL IMPACT	I would like a REAL environmental Impact Statement in the city I live in. WHY should it be fair that a measly airport gets more real estate, when the beautiful animals who have done nothing wrong were here first?	For EIS, see response to Frequent Public Comment #1.	no

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4/30/2023	PC	Lynne Bonnett	2628-2633	Fwd: EA submission: 3/19/22 New Haven Register article- Neighbors Speak Out	Public comment Re Tweed New Haven Airport Authority's Environmental Assessment Submitted by Lynne Bonnett, April 28, 2022 via email to hvn-ea@mjinc.com NEPA Category: Hazardous Materials, Pollution Prevention, and Solid Waste. I am concerned that theTweed New Haven Airport Authority releases harmful de-icing materials that include PFAS (per- and polyfluoroalkyl substances) into our environment directly, indirectly and cumulatively. New Haven Tweed Authority's permit DSN 201-1 indicates that the de-icing fluids used at the airport are routed to two 12,000 gallon tanks on site where the PH is adjusted to neutral and then pumped to the Greater New Haven Water Pollution Control Authority (GNHWPCA) where it is likely included in the sludge material that goes to the incinerator on site operated by Synagro New Haven. Solids as well as water soluble chemicals in the inflowing water adhere to the colloidal sludge material, are dewatered and then incinerated in a multiple hearth incinerator that operates 24/7 throughout the year. Anne Hulick of Clean Water Action writes, "PFAS chemicals never break down in the environment and are linked to kidney, liver, testicular cancers, thyroid disruption, low birth weights and decreased immunity after vaccines in children." The State of CT passed legislation in 2021 to ban PFAS in fire fighting foam that is used in training exercises as well as in certain packaging that contains PFAS. Governor Lamont signed the legislation in July of 2021 saying that this legislation was important to protect our health and environment. https://portal.ct.gov/Office-of-the-Governor/News/Press-Releases/2021/07-2021/Governor-Lamont-Signs-Legislation-Banning-Use-Of-PFAS We do not fully understand what happens to PFAS when they are incinerated. https://www.epa.gov/sites/default/files/2019-09/documents/technical_brief_pfas_incineration_ioaa_approved_final_july_2019.pdf https://www.ewg.org/news-insights/news/feeding-waste-cycle-how-pfas-disposal-perpetuatescontamination The second reference, "Feeding the Waste Cycle: How PFAS 'Disposal' Perpetuates Contamination"clearly indicates the cyclical nature of this problem. I quote from the article:	Commentor incorrectly describes PFAS as used for de-icing. PFAS is used for firefighting. Glycol is the substance of concern in deicing fluid. Spent deicing fluid is captured and discharged to the sewer system per applicable permits. The Proposed Action will include measures to continue capturing and discharging to the sewer system.	yes
4/30/2023	PC	Lisa Bassani	2634-2637	Comments on Tweed EA	Please see the attached letter for my comments on the Tweed Environmental Assessment. It is imperative that the FAA follow the requirements under NEPA and require an EIS. Sincerely, Lisa Bassani 11 Nelson St New Haven, CT 06512 April 30, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 Via email: hvn-ea@mjinc.com To Whom It May Concern: Since 2009, I have owned a home in the Morris Cove neighborhood on Nelson Street, just a few hundred yards away from Tweed airport. I live here with my two girls, ages 8 and 13, who attend the neighborhood's Nathan Hale School. With all of our health and safety in mind, I strongly urge the FAA to follow the law as set out by NEPA and require a full Environmental Impact Statement for Tweed. I echo the concerns already presented to you by Save the Sound and literally hundreds and hundreds of citizens from New Haven, East Haven, Branford and beyond, and strongly urge the FAA to prepare a full EIS that independently assesses in detail: a) the significant rise in particulate matter and dangerous air pollutants from both air traffic and increased ground traffic in surrounding neighborhoods that already face high rates of asthma; b) the true impact of noise pollution across multiple neighborhoods from the larger 737s that includes an independent noise pollution analysis; c) the issue of sea level rise and the increase in both the regularity and severity of storms amidst a rapidly-changing climate that will exacerbate flooding; d) the impacts on inland and tidal wetlands and the associated issue of flooding from the destruction of wetlands in this coastal floodplain bowl, particularly in an area that already suffers from chronic flooding; and many other quantifiable environmental and health impacts from the proposed expansion. Since a smaller expansion of Tweed Airport triggered an EIS in 2002, certainly it is warranted for this more significant expansion.	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For air quality, see response to Frequent Public Comment #12. For flooding, see response to Frequent Public Comment #17. For Environmental Justice community, see response to Frequent Public Comment #20.	yes
4/30/2023	PC	Gretl Gallicchio	2638-2639	Addressing the climate impacts of the proposed Tweed-HVN expansion	As instructed resending Please open all files images and links Kindly credit and respond to original author --------- Forwarded message --------- From: Gretl Gallicchio <gretl@att.net> Date: Mon, May 16, 2022 at 12:51 PM Re: Tweed-HVN Environmental Assessment To whom it may concern: 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 uses of man's environment and the maintenance and enhancement of long-term productivity; and (5) any irreversible and irretrievable commitments of resources that would be involved in the proposed action. 42 U.S.C. 4332(2)(C)." (source: https://ceq.doe.gov/)	For EIS, see response to Frequent Public Comment #1. For greenhouse gas emissions, see response to Frequent Public Comment #15.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
4/30/2023	PC	Daniel Rabin	2640-2641	Fwd: Tweed New Haven Air Pollution	As instructed resending Please open all files images and links Kindly credit and respond to original author GCM --------- Forwarded message --------- From: Daniel Rabin <rabinkux@sbcglobal.net> Date: Thu, Apr 13, 2023 at 6:56 PM Subject: Tweed New Haven Air Pollution To: hvn-ea@mjinc.com To Whom it May Concern, I am a resident in Branford, CT and I am writing with serious concerns about the air pollution inflicted on our communities by Avelo Airlines as well as the proposed expansion of Tweed Airport in New Haven. I should say that I am pro-jobs and pro-infrastructure. I have reviewed Tweed's Environmental Assessment (EA) and I find it seriously deficient. Air pollution has been monitored at Criscuolo Park, some 3 miles NNW of the airport. Since the prevailing wind in New Haven is from the West, this sampling does not reflect the true NO2 or ozone or hydrocarbon impact of increased NHV air or ground traffic. I suspect if another regulatory agency took an important decision based on shoddy data there would be hell to pay. Why would the FAA make an important decision based on low quality data? In my opinion, a detailed Environmental Impact Statement is necessary to weigh the long-term costs and benefits of the Tweed expansion. I'm pretty sure that there will be a big cost to many and a big benefit to a few. Beyond the construction boom we will be left with noise and air pollution, low-paying jobs, decreased property values, and a degraded environment. With all the money being thrown at infrastructure, why not build something that will enhance the community rather than benefit a small number of	For EIS, see response to Frequent Public Comment #1. For air quality, see response to Frequent Public Comment #12.	no
4/30/2023	PC	Gritli Rabin	2642	Re: Tweed Airport Expansion	As instructed resending Please open all files images and links Kindly credit and respond to original author GCM On Fri, Apr 28, 2023 at 11:08 AM gritli rabin <kuxrabin@gmail.com> wrote: I live in Branford right over the border of East Haven, near Short Beach. I recognized over the last two years how many more low flying airplanes come over our house. The noise is disturbing and I worry about the air pollution, especially that our air is so polluted without the airport. There are many evenings, especially in the summer, when the air smells really polluted around here. Thinking about our abused environment, I really find the idea of expanding the airport, near the delicate wetlands, a crazy idea and hope somebody will stop it for the good of the people and for our precious environment, and generations to come. Sincerely, Gritli Rabin <http://www.avg.com/email-signature?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=webmail> Virus-free.www.avg.com	For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	no
4/30/2023	PC	Gabriela Campos	2643-2648	Fwd: Deforestation of at risk species taking place Now	Resending as instructed Forwarded message --------- From: Gabriela Campos <gaby.gabriela.ella@gmail.com> Date: Sat, Apr 29, 2023 at 1:35 AM To Whom It May Concern The EA Draft presented by Mac Farland Johnson lacks a fair bit of information. There was approximately an acre of forested wetland that previously protected the neighborhood near Memorial Field in East Haven, it was destroyed in the September of 2021 This was done with the ruse of addressing the epic failure of water filtration and Tweed's decade's long inability to properly process its toxic chemicals - dumping them directly into our waterways that flow through a nature preserve that is home to Ospreys and a number of endangered species. Tweed promised to repair wetlands within a relatively close distance in exchange for this ecological barbarity. This of course doesn't replace the precious bat habitat...we need bats: they are vital to the ecological web.	The described tree removal is unrelated to the EA.	yes

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4/30/2023	PC	Danielle Schmitt	2649	Against Expansion of Tweed Airport	I urge the request of a full Environmental Impact Study for the expansion of Tweed. I disagree with the expansion. Thank you. Sincerely, Danielle Schmitt	For EIS, see response to Frequent Public Comment #1.	no
4/30/2023	PC	Darlene Piscitelli	2650-2653	Ea- this picture ?	My name is Darlene Piscitelli and I live at 48 Waldo Street in East Haven - my neighborhood is in the pictures I attached . I'm writing because I'm confused & concerned about this picture from EA / airport expansion plans. As you can see in the live picture there's bunch trees between last street - Burgess - and airport . If the other picture the trees seem to be gone . The blue dotted line seems to go right to backyards of houses on Burgess . What is the tan line that I pointed out in purple in other picture ? Why does it go between house and in front of a few? I'd appreciate it if this could be explained . Also if all trees going to be torn town and airport going right to backyards a EIS needs to be done . Thank you Darlene piscitelli Sent from my iPhone	The tan lies are topographic contour lines. The blue and white line depicts the approximate airport property boundary. As described in Chapter 3 and Appendix L, alterantives development intentionally focused on previously disturbed areas consisting primarily of mowed grass former airfield areas. Tree removal is expected to be incidental.	no
4/30/2023	PC	Raymond Prokoski	2654	Tweed Airport EA	I am sending this email to express my concerns over the Draft EA as presented and to request That a full study and Environmental Impact Statement be done before any consideration for the proposed Tweed New Haven Airport expansion is considered. A current 65db contour must be done taking into account the acoustic characteristics of 787s as the current contour and projections rely on data that is not current. Evidence of flights exceeding noise limits exists and no cited data for engine runup have been presented. Noise is a significant concern. The emission of jet exhaust gases and particulates, as well as increased emissions from ground traffic to the airport must be examined as these represent a hazard to public health. Of particular concern is the release of excess jet fuel to achieve landing weight at the airport. JP type fuels are not as volatile as gasoline type fuels and are less likely to evaporate, remaining in a liquid state and contaminating the area in proximity to the release. Air quality in the area is already suboptimal. Access to the airport is by vehicular traffic and the dependence on limited availability of streets, prone to flooding and designed primarily for residential traffic flow, the impact being most likely detrimental to local residents. A hydrological study is also needed to determine how altering the	For EIS, see response to Frequent Public Comment #1. 787's are not anticipated to operate at HVN therefore they are not included in the noise analysis. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	no

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4/30/2023	PC	Allison Beaulieu	2655-2656	Insufficient EA, Require an EIS	Good evening, My name is Allison Beaulieu, a resident and property owner in the Short Beach neighborhood of Branford, Connecticut. I am writing to urge the FAA to undergo a complete Environmental Impact Study (EIS) to thoroughly and properly identify the significant impacts that the Tweed expansion project will have on the surrounding area. After thoroughly reviewing the Environmental Assessment (EA) developed by McFarland Johnson, a firm hired by the same entity that seeks to undergo the expansion, I am concerned about the level of discrepancies and inconclusive data presented and the inherent and obvious bias embedded in the report--which is a travesty. A full EIS is needed to develop a comprehensive understanding of the impacts this expansion will have on the natural environment and health of the local communities. Furthermore, the EA fails to address appropriate consideration of the effects the planned expansion will have on the town of Branford and its residents, located less than 2 miles from the new terminal. Specifically, some of my concerns that have not been adequately studied and addressed in the EA include: -The impact of the increase in motor vehicle traffic on the existing infrastructure (traffic flow, noise pollution, frequent road closings due to flooding and impassable roadways) -The environmental impacts the expansion will have on the watershed area, estuaries, Long Island sound, and other surrounding bodies of water, especially given the airport and proposed expansion is in a flood area that frequently experiences flooding -How the expansion is sustainable given climate change and impending rising sea levels. How can the expansion be justified with the severity and frequency of flooding this area experiences? -Flights are regularly diverted due to unsafe weather conditions, proving Tweed is not located in a geographical position that supports an airport expansion -How does the Tweed expansion impact public health? Air quality, mental health and stress, noise pollution, chronic disease incidence (cancers). What is the risk for illness and disease for the surrounding communities? As a reminder, this airport is in an environmental justice area. The EA does not provide the community or officials with enough comprehensive data to make an informed decision. The FAA would be negligent to accept the EA and not require a full EIS to understand the impacts of the Tweed expansion. These are real people and real lives being significantly impacted by the FAA's decisions and proposed Tweed expansion. The least the FAA could do is do their due diligence and require an EIS. There is no harm in conducting an EIS but there is great harm in not.	For EIS, see response to Frequent Public Comment #1. For study area concerns, see response to Frequent Public Comment #3. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #8. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. Resiliency measures incorporated into the Proposed Action are described in the EA. For concern about Health Effects, see response to Frequent Public Comment #24.	no
4/30/2023	GO	Sarah Miller, City of New Haven's Fair Haven and Fair Haven Heights neighborhoods	2657-2662	Tweed Airport EA Public Comment	HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 Via email: hvn-ea@mjinc.com Dear Madam / Sir, On behalf of residents of the City of New Haven's Fair Haven and Fair Haven Heights neighborhoods, I write to express serious concern regarding significant flaws and gaps in the Tweed Airport Environmental Assessment (EA). Based on these fundamental problems with the EA, I urge the Federal Aviation Administration (FAA) to require a full Environmental Impact Statement (EIS) as required by the National Environmental Policy Act (NEPA), in order to assess the actual impact of the proposed expansion of Tweed-New Haven Airport service on the residents and neighborhoods I serve. The Fair Haven neighborhood that I represent is comprised of a majority Latine, low-income population that already faces enormous social, economic, heath, and environmental challenges. Over half of Fair Haven residents, or fifty-nine percent, are low-income; and seventy-one percent of children fall into this category. More than thirty percent of residents struggle to cover basic needs; and since available figures exclude thousands of undocumented residents, the actual numbers are almost certainly higher. Our neighborhood also faces significant health and environmental burdens. Last year, New Haven County was flagged by the EPA for severe non-attainment of national ozone standards and high levels of fine particulate matter, far in excess of many other locations in the state. We know that both conditions can have serious cumulative effects on health and quality of life, increasing the risk of conditions such as asthma and lung and heart disease, and shortening life expectancy. In addition to high rates of disease and chronic conditions, twenty five percent of adults in Fair Haven have no health insurance, the highest such rate of any neighborhood in the city. These factors contributed to Fair Haven's status as a hotspot for COVID-19 during the darkest days of the pandemic. On top of these stressors, Fair Haven's geography means that our neighborhood faces some of the region's highest levels of vulnerability to flooding and heat due to climate change, including sea level rise up to 20 inches, air warming up to 5 degrees fahrenheit, and significant increases in average annual and extreme precipitation.	For EIS, see response to Frequent Public Comment #1. For noise ordinance violations, see response to Frequent Public Comment #4. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about the study area, see response to Frequent Public Comment #3. The Proposed Action is expected to significantly reduce airport traffic on Fort Hale Rd. Addressing the described access is a key component of the project purpose and need. Regarding request for translation to other languages, see response to Frequent Public Comment #21. For concern about the nearest air quality measuring station see response to Public Comment #14. The existing terminal can accommodate the expected passenger volume and a level of service that does not address the Purpose and Need.	yes
4/30/2023	PC	Darlene Piscitelli	2663	EA / EIS	My name is Darlene Piscitelli and I live at 48 Waldo Street in East Haven. First reason I'm writing is I heard there was glitch/ problem with getting a response that letters were received. I will be my resending my letter so if you get them twice I apologize. Second reason as we are in final hours to get letters in I'm thinking about everyone concerned with expansion . I won't get into reasons - you already know. I just hope you listen and take into consideration everyone's concerns between meeting April 1st, zoom meeting last week, other meetings,phone calls, etc. I also want you to know how many people concerned about expansion that you didn't hear from . About 95% of my neighborhood is concerned about expansion being to close- about 200 homes with concerned people. There's many more all around airport . Concerned if proper studies been done and future of area. We are all people who live here and love our homes , neighbors and neighborhoods. Please do right thing and do a EIS for our safety and quality of life. Everything needs to be checked fully and 100% right in EA - and right now it's not - before anything should be done . Thank you for your time Darlene Piscitelli Sent from my iPhone	For EIS, see response to Frequent Public Comment #1.	no

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4/30/2023	PC	Gloria Bellacicco	2664-2666	protection for endangered Monarch Butterfies	My name is Gloria Bellacicco I live at 300 Lighthouse Rd in the Morris Cove Section of New Haven .. I've lived here since 2009 and shortly afterwards I began planting flowers with nectar for the bees and the Monarch Butterflies. Living on a migration path for birds, Butterflies and hummingbirds is fascinating and soo beautiful ! I was so amazed at how many Monarch Butterflies stopped to rest and feed off the nectar in flowers I eliminated all grass areas from my home and planted all flowers to help the Monarchs go through their 4 life cycles and do you know how many generations a Monarch Butterfly has in a year? My love for Monarchs continued, I purchased another home and planted even more flowers. I became an official Monarch Butterfly Waystation #42952 and this is what I am responsible to do, plant milkweed, plant nectar plants and provide shelter for Monarchs throughout their annual cycle of reproduction and migration. Creating and maintaining a Monarch Waystation contributes to Monarch conservation of the Monarch migration in North America. WE ARE on a migration path! Right here! CREATE, CONSERVE AND PROTECT MONARCH HABITATS! Is Tweed doing their part in conservation? Are they using chemicals to kill the Monarch Butterflies? Which by the way are classified as ENDANGERED by the International Union for Conservation of nature. When were they reclassified? This beautiful Migrating Monarch Butterfly will be put on the endangered list on the Federal level in 2024. We must protect a this endangered Monarch Butterfly! I demand an Environmental Impact Study... an EA isn't good enough! We deserve better.. wildlife deserve better, and those magnificent orange and black Butterflies deserve better. We are mandated by our own federal government to protect them .. What is being done to protect them? I'm doing my part are you? How are you protecting them? Respectfully Gloria Bellacicco Sent from Yahoo Mail on Android	For EIS, see response to Frequent Public Comment #1.	no
4/30/2023	PC	Darlene Piscitelli	2667-2669	Fwd: Concern over tweed expansion	Sent from my iPhone Begin forwarded message: From: Redsoxdp@yahoo.com Date: March 17, 2023 at 10:26:23 PM EDT To: Mayorsoffice@townofeasthavenct.org, joe.zullo@housegop.ct.gov Subject: Concern over tweed expansion My name is Darlene Piscitelli and I like on Waldo Street in East Haven - right off Thompson Ave by Robinson side of Tweed. Obviously I have concerns over the expansion being so close . Someone wrote a complaint to tweed about all the noise of planes running by the terminal and the two photos I sent is the response the person got. My concern is the 2 parts I circled . This person is acknowledging that this is a problem. They know it's loud and the jet fumes are bad . They think the problem is gonna go away when they move the terminal to the east side but there are neighborhoods on this side that would now be dealing with it. They are admitting there's a problem but not resolving it- they are just putting it on the East Haven side. Reality is this expansion will cause a lot of issues for our town and many peoples lives who live close to airport will be hell. We will deal with the noise , pollution, fumes,traffic - plus more. It's already gotten so much worse . I just wanted to share a future problem they are throwing over to East Haven and how they admitted it's a problem but will be moved to east side when terminal built . I'm not sure who's involved in what but I think this town needs to get more involved with all details of expansion and trying to stop it . A response like that should be a concern. Thank you for your time	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	no
4/30/2023	PC	Darlene Piscitelli	2670	Fwd: Need EIS	Sent from my iPhone Begin forwarded message: From: Redsoxdp@yahoo.com Date: March 22, 2023 at 3:30:16 PM EDT To: hvn-ea@mjinc.com, gail.lattrell@faa.gov Subject: Need EIS Hi, my name is Darlene Piscitelli and I live at 48 Waldo Street in East Haven. My neighborhood is on the Robinson aviation side of Tweed airport. The new terminal will be few streets away - just on other side of small patch of woods. I have many concerns over everything being moved to practically my backyard. First the jet fumes. I lived here my whole life - 52 years - and the fumes since Avelo arrived have been horrible . Times you can't be outside without feeling sick. Nice days you open windows and inside the house stinks. What will happen when terminal closer and more flights? Breathing in all these fumes cannot be healthy . Has proper testing been done - besides computer testing ? Our health at risk- better and proper testing needs to be done. What is going to be done about the horrible fumes we shouldn't be breathing in? Second - the noise. We are constantly being woken up by flights landing in middle of the night. Some nights can't get decent night sleep and have to get up to work next morning. Anyone doing anything about the noise and these flights in middle of the night? What about no fly times ? Our neighborhood will be effected most with pollution , noise and then the terminal /garage / lights we will see over the trees. Are there any studies done for this neighborhood that will be strongly effected by all this? What is the plan for our health and quality of life? Please - A EIS has to be done before any expansion happens. Thank you for your time Darlene Piscitelli	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12.	no

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4/30/2023	PC	Darlene Piscitelli	2671	Fwd: EA	Sent from my iPhone Begin forwarded message: From: Redsoxdp@yahoo.com Date: March 22, 2023 at 6:45:05 PM EDT To: hvn-ea@mjinc.com, gail.lattrell@faa.gov Subject: EA My name is Darlene Piscitelli and I live at 48 Waldo street in East Haven. I'm writing today in concern over the traffic report in the EA. It is known that some areas are already horrible with traffic during peak times. High street bridge is one of the worse areas. I've seen traffic backed up onto the highway trying to get off that exit. Traffic backed up north high street and also other direction up to Main Street. Hemingway and Coe Aves other traffic messes. Other areas mentioned are bad too. How is this town gonna handle all the extra traffic with the terminal on the East Haven side? Mention all the extra cars at peak times - how is this town going to be able to handle it? Was any proper traffic studies been done? This is a residential area - people who live here have to battle nightmare traffic everyday ? Does anyone care about the people who live here or is this all about politics and financial gain for someone ? East haven demands and deserves a EIS ! Thank you for your time Darlene Piscitelli Sent from my iPhone	See Appendix K for Traffic Impact Study performed as part of the EA. For EIS, see response to Frequent Public Comment #1.	no
4/30/2023	PC	Darlene Piscitelli	2672-2673	Fwd: Tweed EIS	Sent from my iPhone Begin forwarded message: From: Redsoxdp@yahoo.com Date: April 12, 2023 at 11:39:29 AM EDT To: hvn-ea@mjinc.com, katie.dykes@ct.gov, gail.lattrell@faa.gov Subject: Tweed EIS Hi My name is Darlene Piscitelli and I live at 48 Waldo Street in East Haven. I'm sending a picture of Bradley airport - top and Tweed on bottom. Look at the difference in the pictures. There's not much around Bradley. Look at Tweed - all homes and residential neighborhoods around this airport. They are trying to put a larger airport in a area where there's really no room and too close to peoples homes. What kind of studies been done to guarantee the safety of everyone who lives right by this airport? We already smell jet fumes all day - what about when flights double ? Any studies done to guarantee our health not at risk ? What about noise studies ? People are being woken in middle of night & early morning - what will be done so people can get decent nights sleep? What about traffic studies ? East haven small town with traffic issues already in certain areas. Before a whole airport expansion is done it is only fair for the people who live here and the town of East Haven to do a EIS. There are a lot of risk with this expansion and I doubt tweed and anyone involved want to be responsible if expansion done and something happens & people start with health issues. Please do the right thing first - we need a EIS! Thank you for your time Darlene Piscitelli	Compliance with FAA design standards are intended to maintain the safety of the traveling public as well as people and property on the ground. It is not unusual for airports to have extensive residential development in close proximity to the airport. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. See Appendix K for Traffic Impact Study performed as part of the EA. Regarding request for an EIS, see response to Frequent Public Comment #1.	no
4/30/2023	PC	Darlene Piscitelli	2674	Fwd: Tweed jet fumes	Sent from my iPhone Begin forwarded message: From: Redsoxdp@yahoo.com Date: April 12, 2023 at 5:17:08 PM EDT To: DEEP.aircomplaints@ct.gov Subject: Tweed jet fumes Hi My name is Darlene Piscitelli and I live on Waldo Street in East Haven CT. I live right by Tweed airport - Robinson Aviation is right at the end of my street and the new terminal they want to build will be right near me also . My concerns and reason for writing today is the smell of jet fumes that were outside today. I was working in yard and the smell just got to me so went to sit inside a bit . Problem is cause so nice I opened all the windows in my house and all inside the house stunk. Am I suppose to have to stay locked up in my house with all windows shut all year long ? First nice day and there was issues - what's going to happen rest of summer? What about if they expand airport and there's over 50 flights a day? How is it safe for any of us who live by this airport to be breathing in these fumes all the time? There's no way to keep the airports jet fumes out of our yard & houses. I honestly don't understand how what was suppose to be a little airport and nothing more is trying to expand into a big airport with residential neighborhoods & homes all around it. Is there any proper studies being done in this area? Is it safe for us to live here? How dangerous is it to be breathing in these fumes everyday ? Is a EIS needed? Thank you for your time Darlene Piscitelli Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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4/30/2023	PC	Darlene Piscitelli	2675	Fwd: Tweed EIS	Sent from my iPhone Begin forwarded message: From: Redsoxdp@yahoo.com Date: April 12, 2023 at 10:28:42 PM EDT To: hvn-ea@mjinc.com Subject: Tweed EIS My name is Darlene Piscitelli and I live on Waldo street in East Haven. I'm writing because today was crazy with Tweed airport. First day it's nice out and we have the windows open. I was outside and the jet fumes were horrible. I go inside and all inside the house stinks. It's ridiculous. I shouldn't have to stay trapped inside my house with everything closed . Then the noise today from helicopters ,private & Avelo jets. The ones landing all night have been so loud - sent the dog into a barking frenzy each time. First nice day and I was annoyed whole time. I shouldn't have to live with all this noise and pollution from Tweed in my home . I can't see any of us living near this airport having any quality or healthy life living here. We were told years ago this would only be a small little airport - never what it is now and everything with expansion . What studies been done for our neighborhood ?especially a air quality study cause we already have already bad jet fumes in our neighborhood. We need a EIS done . It's not right or fair to do this expansion without proper studies and EIS . Please do the right thing ! Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12.	no
4/30/2023	PC	Darlene Piscitelli	2676	Fwd: Tweed - EIS	Sent from my iPhone Begin forwarded message: From: Redsoxdp@yahoo.com Date: April 16, 2023 at 11:13:53 PM EDT To: hvn-ea@mjinc.com Subject: Tweed - EIS My name is Darlene Piscitelli and I live on Waldo Street in East Haven. I'm writing because of the craziness last night and tonight at Tweed airport. I understand it's foggy but the number of times these Avelo jets are trying to land and can't is crazy. It's very scary to hear a jet come down so low and have to abort landing. For everyone around airport - it's bad enough how loud jets are and now we gotta hear same jets trying to land multiple times. All the extra noise, fumes, air pollution and fear of a jet crashing into someone's house. People live very close to this airport -what studies been done for our safety ? This area gets a lot of fog cause by ocean - can't change that. Why are they trying to expand a airport in a area where there's problems ? The jets landed at Bradley with no problem. Also what studies were done to be landing these large jets on a short runway and a airport that does not have updated approach lights? There's are pilots saying how unsafe this airport is! This airport is a major accident waiting to happen. There shouldn't be any expansion but if people want to then a EIS has to be done. There should be studies on everything because I doubt anyone wants to be held responsible when a major accident happens - and I say when - not if ! Please do the right thing ! We need a EIS ! Thanks for your time Darlene Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For low visibility concerns, see response to Frequent Public Comment #8.	no
4/30/2023	PC	Darlene Piscitelli	2677-2679	Fwd: EA- air pollution jet fumes.	Sent from my iPhone Begin forwarded message: From: Redsoxdp@yahoo.com Date: April 23, 2023 at 2:15:13 PM EDT To: hvn-ea@mjinc.com, tweedcommunityletterrecords@gmail.com, fn-ceq-nepa@ceq.eop.gov, paul.aresta@ct.gov, auusersupport@hq.doe.gov, gail.lattrell@faa.gov, lisa.lesperance@faa.gov, Richard.doucette@faa.gov, Secretaryscheduler@dot.gov, senator_murphy@murphy.senate.gov, jahana.hayes@mail.house.gov, rosa.delauro@mail.house.gov, richard_blumenthal@blumenthal.senate.gov, Looney@senatedems.ct.gov, Alphonse.Paolillo@cga.ct.gov, attorney.general@ct.gov, edith.pestana@ct.gov, skuang@newhavenct.gov, Mayorsoffice@townofeasthavenct.org, Ward18@newhavenct.gov, ward17@newhavenct.gov, ward16@newhavenct.gov, ward15@newhavenct.gov, ward14@newhavenct.gov, ward13@newhavenct.gov, ward12@newhavenct.gov, ward11@newhavenct.gov Subject: EA- air pollution jet fumes. My name is Darlene Piscitelli and I live on Waldo street in East Haven by the Robinson Aviation side of Tweed airport. I'm writing today in concern of the increase of the jet fume smell in my neighborhood- especially since the Avelo came and increase in flights. There's are times the smell is so bad outside it actually makes you sick and can't even stay outside. Now that it's getting warmer out - we had our windows open and inside our house stunk. We shouldn't be forced to keep windows closed and stay inside our homes. I'm really concerned what will happen when airport expands and the terminal is just few streets away and the flights more than double. Also every time there's fog or slightly bad weather these Avelo jets are trying multiple times to land and circle the area- more pollution . We also will have to add the extra vehicles from fuel trucks and cars parking in huge garage nearby. What studies have been done around this airport with air pollution and dangers of people breathing in these fumes ? Especially my neighborhood where so close and wind usually blows everything right into our direction . Who from Tweed is responsible is people in area start to develop health issues? Many of us lived here for over 50 years and now can't even go outside or open windows - also not so easy to move . Is that fair? The right thing to do for multiple reasons is to do a EIS . We need proper studies done!	For EIS, see response to Frequent Public Comment #1. For low visibility concerns, see response to Frequent Public Comment #8. For noise/vibrations, see response to Frequent Public Comment #10.	no

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4/30/2023	PC	Darlene Piscitelli	2680-2684	Fwd: Avport response to letter, expansion, noise/ pollution	Sent from my iPhone Begin forwarded message: From: Redsoxdp@yahoo.com Date: April 23, 2023 at 7:55:27 PM EDT To: gail.lattrell@faa.gov Subject: Fwd: Avport response to letter, expansion, noise/ pollution Sent from my iPhone Begin forwarded message: From: Redsoxdp@yahoo.com Date: April 23, 2023 at 7:54:05 PM EDT To: hvn-ea@mjinc.com, tweedcommunityletterrecords@gmail.com, fn-ceq-nepa@ceq.eop.gov, paul.aresta@ct.gov, auusersupport@hq.doe.gov, gail.lattrell@faa.gov, lisa.lesperance@faa.gov, Richard.doucette@faa.gov, Secretaryscheduler@dot.gov, senator_murphy@murphy.senate.gov, jahana.hayes@mail.house.gov, rosa.delauro@mail.house.gov, richard_blumenthal@blumenthal.senate.gov, Looney@senatedems.ct.gov, Alphonse.Paolillo@cga.ct.gov, attorney.general@ct.gov, edith.pestana@ct.gov,	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12.	no
4/30/2023	PC	Christine Danilowicz	2685-2688	Fw: Petition for an EIS regarding Tweed New Haven Airport Expansion	The following is an ADDENDUM to my letter (4-19) opposing the expansion of Tweed- New Haven Airport. (Please see my attached letter) Here I will focus on the burden of AIRCRAFT NOISE related to the proposed expansion. The expansion of Tweed New Haven Airport as per the Master Plan of Feb.15, 2023 aims to greatly increase the number of daily air carrier operations. If the runway IS allowed to be extended, by 2031 there will be approx. 56 operations daily (comprising 28 arrivals and 28 departures) (Tweed Master Plan pg.21 table 6) vs. the current approx. 12 operations daily. (6 arrivals and 6 departures). If the runway IS NOT allowed to be extended, by 2031, there will be an average of 68 operations daily. (34 arrivals and 34 departures) In either scenario, the Avelo fleet mix would favor the larger, noisier B-737 800W aircraft over the smaller B-737 700W aircraft. My understanding, after talking with aviation professionals at the Public Meeting on April 1, is that larger aircraft ARE noisier than smaller aircraft. By 2031, then, as per the expansion plan, there will be 2-3 times the amount of commercial aircraft noise incidents inflicted by larger, noisier commercial Avelo aircraft upon adjoining East Haven and Morris Cove, New Haven, communities, as well as neighboring Branford communities versus what currently exists. ADDITIONALLY, within the Master Plan, there is mention of CARGO operations, I believe, which will occur even during night time hours. The plan for use of CARGO operations is not clearly described. My understanding is that cargo aircraft are NOISIER still than commercial aircraft. If the plan for expansion of airport operations at Tweed-New Haven Airport is actualized, there will be more airport-related activity then, both in the air AND on land. It stands to reason, then, that all the other (aforementioned) problems emerging from such activity, including risks to public health and public safety, and endangerment to wetlands will only be magnified in the present, and cumulative in future years.	For EIS, see response to Frequent Public Comment #1. For cargo operations, see response to Frequent Public Comment #6. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about impact to wetlands, see response to Frequent Public Comment # 19.	yes
4/30/2023	PC	Oliver Gaffney	2689-2693	Comment on Draft EA for Tweed New Haven Airport Expansion	Dear McFarland Johnson Team, I am enclosing my comments on the draft EA for the Tweed expansion project. Please kindly confirm receipt in advance of tomorrow's deadline. I am also copying Representative Paolillo and Senator Looney as they have expressed an interest in hearing from their constituents on this issue. Regards, Oliver Gaffney April 30, 2023 Submitted via email to hvn-ea@mjinc.com Colleen D'Alessandro Regional Administrator New England Region Federal Aviation Administration 1200 District Avenue Burlington, MA 01803-5299 RE: Draft Environmental Assessment for Tweed-New Haven Airport Expansion Dear Administrator D'Alessandro, My name is Oliver Gaffney and I am writing to you as a resident of 210 Lenox Street in New Haven living under the main runway approach to Tweed-New Haven Airport ("Tweed"). The draft Environmental Assessment ("EA") prepared for the planned airport expansion is an incurious and inconsistent document that falls short of meeting community needs. It relies too much on speculative modeling and too little on actual field measurement.	For EIS, see response to Frequent Public Comment #1. For study area concern, see response to Frequent Public Comment #3. For noise/vibrations, see response to Frequent Public Comment #10. Eminent domain is not proposed. Project improvements including the access road will be constructed in accordance with applicable standards, including ADA. As described in Section 5.6 a use of Section 4(f) resources is not expected. As described in Section 5.5, the CT SHPO found that the proposed action would not affect historic properties.	yes

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4/30/2023	PC	Rick Moreland	2694-2699	Public Comment on Tweed airport expansion EIS	Attached are my public comments on Tweed, asking for another more complete environmental impact study. Thank you, Richard Moreland Date: April 30, 2023 To: FAA, Board of Selectmen, and to who else this may concern Re: Need for an actuate Environmental Impact Study on Tweed expansion plans I have looked through Tweed's latest environmental impact study, and based on my experiences living 1.5 miles east of the airport, on Hilton Ave in East Haven, Tweed's study can't be valid. It's easy to disprove using basic observations and facts. The truth is that the airport noise had a serious impact on my health and I had no choice but to move from East Haven a year and half ago. I am a light sleeper and have chronic headaches and other debilitating health issues, which I have been struggling with for years. My old house in East Haven desperately needed soundproofing. I was making plans to pay the $30k required to do the work, but when I heard of Tweed's plans to continue to expand, I decided to invest my hard earned money in a different town, farther away from Tweed. After I moved away from the loud noise from the airport, I am able to sleep much better, have regular conversations, watch TV and listen to music uninterrupted. My quality of life has improved. It's been over a year now, and gradually my health has been improving since escaping from the airport noise. I knew about the airport when I bought my house in 2003, but Tweed and New Haven had promised to never expand the airport. I also thought that people whose lives would be impacted by the noise would receive some help, because it is so painfully obvious my house needs soundproofing. I was shocked when I saw just a handful of houses were approved for soundproofing, which is only a very small fraction of the actual homes seriously impacted. It seems dishonest. East Haven had dropped their lawsuit about expanding the safety zone by filling in wetlands, as part of Tweed's promise. Filling in those tidal wetlands probably contributes to flooding in Cosey Beach; the water Tweed displaced, by filling in wetlands, has to go somewhere. I have looked at that prior study, the whole thing seemed like more of a whitewash. I know because I was a top analyst at a Fortune 500 financial institution and it's easy to see the flaws in Tweed's studies. Over and over, Tweed seems to say their hands are tied because of FAA regulations and requirements. That's just not true, other states do much better because they passed laws that improve on FAA standards in regards to being more aware of impacts to local residents from airport expansions, and by	For EIS, see response to Frequent Public Comment #1. Comments regarding a tracking system are noted. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Regarding safety concerns, Compliance with FAA design standards are intended to maintain the safety of the traveling public as well as people and property on the ground.	yes
4/30/2023	PC	Peter Mahakian	2700	Tweed EA	Dear HVN-EA: Do you know there is one individual who has respectfully lived in East Haven for over 70 years, lived within one mile of Tweed and is the original owner (with my father, now passed) of her home which was purchased in 1952? Do you know when veterans purchased new homes on James Street in 1952, they did so long before commercial jet travel was born? Do you know that after the fatal 2013 crash of a Rockwell International Turbo Commander 690B, (killing the pilot along with his son on board, and on the ground a 13-year-old and an infant), there was no effort to reach out to nearby surviving residents? Do you know my mother and I were five doors away at the time of the crash, heard the engine rev in desperation, felt the earth shudder and were traumatized by the event? Do know that every time an Avelo jet passes over our home my mother is reminded of that horrific day? What do you call an act of taking something from someone and not justly compensating them for it? What do you think has been taken from my mother and me? What do you think will make her whole at the age of 103? There must be a full Environmental Impact Study done before proceeding with any expansion of the airport. In addition to studying the impact on the environment, local wildlife/plants and human health, there is one other special "space" that should be taken into account. The environmental space of the human mind and the long and short term effects of repeated and traumatizing abuse through noise, pollution and disrespect! Do you know the difference between right and wrong? Sincerely, Peter Mahakian 14 James Street East Haven, CT 06512-2740	For EIS, see response to Frequent Public Comment #1. Chapter 5 of the EA described the Social, Economic, and Environmental Consequences of the Proposed Action.	no
5/1/2023	PC	Gretl Gallicchio	2701-2710	Tweed-HVN EA fails to properly account for impacts to designated Environmental Justice areas	Please find attached a statement to be be entered as public comment on Tweed-HVN's draft Environmental Assessment. May 1, 2023 Submitted Via E-Mail HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 hvn-ea@mjinc.com To whom it may concern: I would like to call your attention to a grave flaw in the draft Environmental Assessment (EA) prepared for Tweed-HVN's proposed expansion. By repeatedly, arbitrarily, and capriciously limiting its area of study to exclude vulnerable communities to the north, northwest and northeast of the airfield, it fails to account for serious environmental impacts to the residents of those communities. I respectfully request that the FAA require a full Environmental Impact Statement (EIS) for this proposed project in order to investigate and mitigate, if possible, the harms which it may foreseeably bring to those sites. 1. Section 4.12. SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S HEALTH AND SAFETY RISKS of the EA states: "For the purposes of this evaluation, Census Block groups located south of Interstate-95, bordered by the New Haven Harbor to the west and the East Haven Marsh Wildlife Area to the east were included in the study area. The study area assumes that users of the airport would access the Airport via I-95 and the local roadway system from the highway. Therefore, I-95 is used as the northern boundary. The harbor and marsh place natural limitations to the movement of people and transportation of goods to the east, west, and south. The study area for socioeconomics, environmental justice, and children's health and safety risks was also established to be consistent with those areas with the highest potential for experiencing direct or indirect effects from traffic, noise, or air quality (including during construction)." This is a highly capricious definition of a study area, which seems to elide the "users of the airport" and those who will experience "direct and indirect effects" from its expansion into one, meaningless group. The composition of that group is then limited only	Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about the study area, see response to Frequent Public Comment #3. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concerns of traffic analysis findings included in the EA, see response to TEH Comment #12, #13, and #14. Appendix I includes a description of flight tracks for both the No Action and Proposed Action alternatives. For noise and traffic impacts to Section 4(f) properties, see response to TEH Comment #15. Nathan Hale School, Benjamin Jepson School, Tuttle School, Overbrook School, Momauguin School, East Shore Park, Peat Meadows Park and Lighthouse Point Park all lie outside the 65, 70, and 75 DNL noise contours. For concerns about air quality, see response to Frequent Public Comment #12.	yes

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5/1/2023	PC	Talia Sutherland	2711-2713	Fwd: Veoci - Community Concern / Noise Complaint Form - Form Received (#9665) Assigned To You	To Whom it May Concern, I have submitted many Veoci-Community Concern complaint forms sent to Tweed and forwarded to mayor when there were more concerning issues like constantly violating municipal code for noise and lack of enforcement, illegally building parking lot and polluting wetlands despite cease and desist order at the time from city, cars speeding through neighborhood towards airport. Each Veoci complaint since Avelo should be reviewed as part of the EA. Are there any trends? Did multiple people complain of jet odor or noise the same day, certain models of jet (737, 738, etc)? How do the number of complaints compare to other small, residential airports? We need an EIS so these as well as my my previous email questions can be answered. Talia Sutherland From: Talia Sutherland <t.reising@sbcglobal.net> Date: September 26, 2022 at 3:57:19 PM EDT To: Mayor Justin Elicker <MayorElicker@newhavenct.gov> Subject: Fwd: Veoci - Community Concern / Noise Complaint Form - Form Received (#9665) Assigned To You Sent from my iPhone Begin forwarded message: From: Sean Scanlon <sscanlon@flytweed.com> Date: September 26, 2022 at 1:19:18 PM EDT To: t.reising@sbcglobal.net	For EIS, see response to Frequent Public Comment #1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	no
5/1/2023	PC	Christine Danilowicz	2714-2717	FW: Petition for an EIS regarding Tweed New Haven Airport Expansion	From: Christine Danilowicz <c_danilowicz@yahoo.com> Sent: Sunday, April 30, 2023 10:36 PM To: HVN-EA <hvn-ea@mjinc.com> Cc: Lattrell, Gail (FAA) <gail.lattrell@faa.gov>; saveourshorelinect@gmail.com; Christine Cohen for State Senate <senatorcohenct@gmail.com>; Congresswoman Rosa L. DeLauro <congresswoman.delauro@capitolenews.com>; jcosgrove@branford-ct.gov; deep.aircomplaints@ct.gov; q-nepa@ceq.eop.gov Subject: Fw: Petition for an EIS regarding Tweed New Haven Airport Expansion The following is an ADDENDUM to my letter (4-19) opposing the expansion of Tweed- New Haven Airport. (Please see my attached letter) Here I will focus on the burden of AIRCRAFT NOISE related to the proposed expansion. The expansion of Tweed New Haven Airport as per the Master Plan of Feb.15, 2023 aims to greatly increase the number of daily air carrier operations. If the runway IS allowed to be extended, by 2031 there will be approx. 56 operations daily (comprising 28 arrivals and 28 departures) (Tweed Master Plan pg.21 table 6) vs. the current approx. 12 operations daily. (6 arrivals and 6 departures). If the runway IS NOT allowed to be extended, by 2031, there will be an average of 68 operations daily. (34 arrivals and 34 departures) In either scenario, the Avelo fleet mix would favor the larger, noisier B-737 800W aircraft over the smaller B-737 700W aircraft. My understanding, after talking with aviation professionals at the Public Meeting on April 1, is that larger aircraft ARE noisier than smaller aircraft. By 2031, then, as per the expansion plan, there will be 2-3 times the amount of commercial aircraft noise incidents inflicted by larger, noisier commercial Avelo aircraft upon adjoining East Haven and Morris Cove, New Haven, communities, as well as neighboring Branford communities versus what currently exists. ADDITIONALLY, within the Master Plan, there is mention of CARGO operations, I believe, which will occur even during night time hours. The plan for use of CARGO operations is not clearly described. My understanding is that cargo aircraft are NOISIER still than commercial aircraft. If the plan for expansion of airport operations at Tweed-New Haven Airport is actualized, there will be more airport-related activity then, both in the air AND on land.	For concern about cargo/freight operations see response to frequent Public Comment #6. For EIS, see response to Frequent Public Comment #1. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #8. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Quality of Life, see response to Frequent Public Comment #25.	yes
5/1/2023	PC	Richard Moreland	2718-2723	FW: Public Comment on Tweed airport expansion EIS	From: Rick Moreland <rick.moreland@msn.com> Sent: Sunday, April 30, 2023 8:33 PM To: Lattrell, Gail (FAA) <gail.lattrell@faa.gov> Cc: hawks@10000hawks.org; Rick Moreland <rick.moreland@msn.com> Subject: Public Comment on Tweed airport expansion EIS Please see the attached PDF with my comments on Tweed's environmental impact study. Thank you, Richard Moreland Date: April 30, 2023 To: FAA, Board of Selectmen, and to who else this may concern Re: Need for an actuate Environmental Impact Study on Tweed expansion plans I have looked through Tweed's latest environmental impact study, and based on my experiences living 1.5 miles east of the airport, on Hilton Ave in East Haven, Tweed's study can't be valid. It's easy to disprove using basic observations and facts. The truth is that the airport noise had a serious impact on my health and I had no choice but to move from East Haven a year and half ago. I am a light sleeper and have chronic headaches and other debilitating health issues, which I have been struggling with for years. My old house in East Haven desperately needed soundproofing. I was making plans to pay the $30k required to do the work, but when I heard of Tweed's plans to continue to expand, I decided to invest my hard earned money in a different town, farther away from Tweed. After I moved away from the loud noise from the airport, I am able to sleep much better, have regular conversations, watch TV and listen to music uninterrupted. My quality of life has improved. It's been over a year now, and gradually my health has been improving since escaping from the airport noise.	Duplicate. See response to Comment 782	yes

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5/1/2023	LO	Julie Wagner, Branford Land Trust	2724-2745	FW: Tweed Airport Public Comment - Need for Environmental Impact Survey	From: Wagner,Julie <juwagner@uchc.edu> Sent: Sunday, April 30, 2023 8:25 PM To: Wagner,Julie <juwagner@uchc.edu> Subject: Tweed Airport Public Comment - Need for Environmental Impact Survey Hello, Please find attached a letter from the Branford Land Trust advocating for an Environmental Impact Survey for the expansion of Tweed Airport. Thank you, Julie Wagner, PhD Professor, UConn Health President, Branford Land Trust	Duplicate - See response to Comment 749	yes
5/1/2023	LO	Chris Collins, Civic Association of Short Beach	2746-2748	FW: CASB letter of concern regarding Tweed expansion	From: CHRIS COLLINS <cm-collins@comcast.net> Sent: Sunday, April 30, 2023 5:02 PM To: Lattrell, Gail (FAA) <gail.lattrell@faa.gov> Subject: CASB letter of concern regarding Tweed expansion www.shortbeach.org Ms. Gail Lattrell April 30, 2023 Director, New England Region Federal Aviation Administration 1200 District Avenue Burlington, MA 01803-5299 gail.lattrell@faa.gov Dear Director Lattrell: On behalf of the residents of Short Beach, Connecticut, we, the executive board of the Civic Association of Short Beach, write to share our community's serious environmental concerns raised by the planned transformation of Tweed-New Haven Airport ("Tweed") into Southern Connecticut's Airport. Our main concern is to recommend that the FAA prepare an Environmental Impact Statement (EIS) as required by the National Environmental Policy Act (NEPA). The Civic Association of Short Beach in Branford, Connecticut, was established by the Connecticut legislature as a special taxing district in 1895 and was purposed "with protecting the property, health and morals..." of Short Beach residents. It is governed by an unpaid Executive Board, which residents elect. The Board is also charged with the day-to-day operation of administering our zoning regulations, and overseeing our parks, beaches and sidewalks. Short Beach, just two miles from Tweed, is a shoreline community of approximately 2500 residents, covering about 32 acres wedged between the Long Island Sound and the Farm River. Our community lies directly under the pathway of flights to and from Tweed occurring at all times of the day and night. Our area abounds with estuaries and wetlands rich with wildlife, including Osprey, Blue Herons and Bald Eagles. Home to a diverse yet tight human community as well, Short Beach includes many multi-generational families still living in the same houses for over 100 years. In 2017, our unique fabric was listed as the Short Beach Historic District on the National Register of Historic Places administered by the National Park Service. Residents of all ages are active year-round whether fishing, boating, swimming, or walking, hiking, and biking. Route 142, called Shore Drive locally, bisects our community and sees a high volume of foot traffic accessing beaches, US Post Office, or Pizza Parlor and charming small Restaurant	For EIS, see response to Frequent Public Comment #1. For concern about Quality of Life, see response to Frequent Public Comment #25.	yes
5/1/2023	PC	Georgia Lieber	2749-2751	FW: Tweed New Haven Airport Expansion - Traffic Implications for East Haven	From: Georgia Crowley Lieber <gscrowley12@yahoo.com> Sent: Sunday, April 30, 2023 3:13 PM To: HVN-EA <hvn-ea@mjinc.com> Cc: Lattrell, Gail (FAA) <gail.lattrell@faa.gov>; Quaine, Cheryl J (FAA) <Cheryl.J.Quaine@faa.gov>; richard_blumenthal@blumenthal.senate.gov; senator_murphy@murphy.senate.gov; saveourshorelinect@gmail.com; brenda_mallory@ceq.eop.gov; jayni.f.hein@ceq.eop.gov; justin.r.pidot@ceq.eop.gov; jalonne.l.white-newsome@ceq.eop.gov; ryan.s.hathaway@ceq.eop.gov; allison.i.rogers@ceq.eop.gov; Petsonk, Annie (OST) <carol.petsonk@dot.gov> Subject: Tweed New Haven Airport Expansion - Traffic Implications for East Haven My name is Georgia Lieber and I reside at 18 Hampton Road in East Haven, CT. I am writing to express my concern regarding the proposed expansion of the Tweed-New Haven Airport (HVN) and specifically the impact of rerouted traffic on the town of East Haven, an environmental justice community that has publicly opposed the proposed airport expansion. A review of the draft Environmental Assessment and accompanying Traffic Study (Appendix K) indicate that, based on the relocation the primary airport terminal to the east side of the airport project area, access to the airport would be transferred from New Haven (via Townsend Ave) to East Haven (via Hemingway Ave/Coe Ave/Proto Dr). On page 2-2 of the EA, it states that a purpose of the proposed expansion is to "include associated landside (parking and roadways) infrastructure…in way that efficiently utilizes available land within the airport developed footprint." However, the traffic implications of the proposed airport expansion have much broader implications on the affected communities than simply the airport project footprint. While the draft Environmental Assessment addresses traffic patterns at a micro level, including the Existing Level of Service (Table 4-11), nowhere in the draft EA or accompanying traffic study is the impact on East Haven residents fully and comprehensively addressed. First and foremost, according to East Haven Chief of Police Edward Lennon during the public hearing on April 1, increased traffic to the airport would require additional police and fire resources, impacting response times to criminal activity and emergencies. Thus, the overall safety, health and security of East Haven residents will be directly harmed should this proposed action be put in place. Why was this information not studied and presented in the EA? For those who do not reside in East Haven, it may not be clear that Hemingway Avenue/Coe Avenue (a continuous avenue that links East Haven's coastal neighborhoods to Route 1) are the main artery connecting residents from the south part of the town to its town center – including, but not limited to, a main shopping plaza with a major grocery store (Stop & Shop), the East Haven public library, and Town Hall. This avenue is also the main evacuation route in the event of a major storm, which is critical for coastal residents. Projections should an expansion go forth show a 350-400% increase in traffic along this route, putting additional stress into the day-to-day lives of East Haven residents. For those who live directly on Hemingway/Coe Ave, the increase in traffic are of concern -- adding risk to pedestrian crossings and increasing the rate of emissions. Consider also all the residents who use this roadway daily for their commutes and to access the important amenities listed above. While section 4.6 (Historical, Architectural, Archaeological and Cultural Resources) of the draft EA indicates that "no historic properties were identified within the Area of Potential Effect," the EA does not consider the harm of the proposed traffic reconfiguration on two important East Haven historic sites. Figure 4-5: Cultural Resources clearly shows the location of both the Old Stone Church and the East Haven Green Historic District, both of which are on the National Register of Historic Preservation	For EIS, see response to Frequent Public Comment #1. For traffic, see response to TEH Comment #13 TEH Comment #14. The traffic analysis prepared for the EA was based on available planning information. More detailed analysis would be conducted during the Connecticut Department of Transportation Office of State Traffic Administration (OSTA) process. It is assumed OSTA would consider the Proposed Action a Major Traffic Generator and would require a permit application. During the permitting process, OSTA would require a narrative identifying any crash patterns for all existing site drives and off-site impacted locations on State highways. A table of data or collision diagram may be used to show the crash history. If OSTA determines that additional mitigation or traffic safety measures are necessary, OSTA would require further coordination with the Connecticut Department of Transportation and the Town of East Haven and implementation of those measures. As described in Section 5.5, the CT State Historic Preservation Offices (SHPO) issued a finding on October 27, 2022, indicating that no historic properties would be affected by the Proposed Action. See Appendix C for Agencies Correspondence. For Environmental Justice community, see response to Frequent Public Comment #20.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	LO	Karyl Lee Hall, Brandford Conservation and Environment Commission	2752-2777	FW: Comments on Tweed Environmental Assessment	From: Karyl Lee Hall <KLHall@clrp.org> Sent: Sunday, April 30, 2023 2:45 PM To: trafter@flytweed.com Cc: Lattrell, Gail (FAA) <gail.lattrell@faa.gov>; Quaine, Cheryl J (FAA) <Cheryl.J.Quaine@faa.gov>; Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>; richard.doucette@faa.gov; q-nepa@eop.gov; paul.aresta@ct.gov; fn-ceq-nepa@ceq.gov; cash.david@epa.gov; timmerman.timothy@epa.gov; garcia.ariel@epa.gov; r1web.mal@epa.gov; audrey.mayer@fws.gov; suzanne.paton@fws.gov; katie.dykes@ct.gov; edith.pestana@ct.gov; mayorsoffice@townofeasthavenct.gov; Heather Wells-Sweeney <heatherwsweeney@gmail.com> Subject: Comments on Tweed Environmental Assessment Dear Mr. Rafter, Please find attached comments concerning the Tweed Draft Environmental Assessment submitted on behalf of the Branford Conservation and Environment Commission. If you have any questions concerning the comments, please call me at 203-996-4719 (cell) or 203-481-2792. I would appreciate a confirmation that you have received this email and its attachment. Sincerely yours, Karyl Lee Hall	Responses to the Bradford Conservation and Environment Commission are provided in the responses to agency comments.	yes
5/1/2023	PC	Nicholas Edwards-Chieppo	2778	EA Comment	My name is Nicholas Edwards Chieppo, 9 Maturo Drive, East Haven 06512 I would like this to be included in the EA comments. I bought my home 5 years ago and I live in a quiet cul de sac with a dear reserve at the end of the property. It was peaceful and quiet until Avelo began flying directly over my back yard on the south flight path. The noise is horrible and the biggest concern is the pollution being emitted onto my property. I have seen the proposed expansion and I have grave concerns about Morgan Point being cut off from East Haven and becoming part of New Haven. I am asking for a full EIS. Sincerely, Nicholas Edwards Chieppo -- Jean Edwards Chieppo	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24.	no
5/1/2023	PC	John Cox	2779	FW: Environmental Impact Statement for Tweed New Haven Expansion Plans	-----Original Message----- From: John Cox <johncox235@gmail.com> Sent: Friday, April 28, 2023 3:12 PM Cc: katie.dykes@ct.gov; Lattrell, Gail (FAA) <gail.lattrell@faa.gov> Subject: Environmental Impact Statement for Tweed New Haven Expansion Plans I am writing to request that the FAA do a complete Environmental Impact Statement, rather than the Environmental Assessment, to evaluate the impact of Tweed New Haven Airport's expansion plans on the community. As a twenty year resident of Morris Cove, I can confirm that the expansion which has occurred to date has been disruptive and the impact of significantly more air traffic needs to be analyzed and the effects on the people and other living things in the area thoroughly understood. The full information which would result from a comprehensive analysis offers the best hope for wise long term decisions about the airport. Please provide citizens and elected officials with this important tool to guide decision making. Thank you John Cox	For EIS, see response to Frequent Public Comment #1.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	PC	Deborah Rosen & Dennis Masback	2780	TWEED EXPANSION	To: Tweed Airport Authority We are concerned neighbors living near the airport requesting the FAA require an EIS be done before any further construction takes place. Before our area is exposed to potentially harmful environmental changes, it is imperative we have all the facts. Deborah Rosen Dennis Masback Sent from my iPhone	For EIS, see response to Frequent Public Comment #1.	no
5/1/2023	PC	Toni Ginnetti	2781	Re: Need for EIS for Tweed Airport	Need for an EIS at Tweed Airport On Sat, Apr 22, 2023 at 12:49 PM toni ginnetti <toniginnetti@gmail.com> wrote: Gentlemen: My name is Antonia (Toni) Ginnetti. I live at 137 Stuyvesant Ave, New Haven, CT 06512. When my late husband and I bought this house in 1980 we understood we bought near an airport and we always advocated for responsible use of the airport. We were able to enjoy our house and property until the last few months. As a retired, widowed, elderly woman, I can no longer enjoy my home because of the noxious fumes from aircraft that fill the house even with all the windows and doors closed. I have smelled these fumes while walking on Elmer Street and Myron Street and while driving on Dodge Avenue. The following laws should protect me: 1050.1 F Chapter 1, Sections 1, 1.1.3, Section 1.2, Section 1.3, Section 1.3.2 and Section 1.3.3. I request an Environmental Impact Statement to address my air quality concerns.	For EIS, see response to Frequent Public Comment #1. For air quality/fumes/gases, see response to Frequent Public Comment #12. The EA was prepared in accordance with FAA Order 1050.1F.	no
5/1/2023	PC	Gloria Bellacicco	2782-2783	NOISE	Hello My name is Gloria Bellacicco, I live at 300 Lighthouse Rd. in the Morris Cove Section of New Haven. I've lived here since 2009. I have lived in CT my entire life and am familiar with Tweed and what size planes have flown in and out of there. Since moving to the cove we've had other jet carriers other then avelo. For some reason the noise from those jets wasn't that bad. Was it their size? Was it because Tweed was follwoing the city of New Havens noise ordinance? Was it becuase Tweed was following East Havens noise ordinance? Since Tweed New Haven Airport has had Avelo flying in and out of there EVERYTHING has changed. The noise is insanely loud, the arrival and departure times are violate the nosie ordinance which is stll in place, deapite what the mayor of New Haven has said. In April 22 the citizens met with Tweed Officials, Sean Scanlon and New Haven officials, Mayor Elicker, mr Piscitelli and Mr Zin. as well as other officials. Sean Scanlon stated that Avelo has agreed to a volunteer flying times of 6:30 AM until 10:00pm. Have they filled that promise? I will tell you ABSOLUTELY NOT! The unpredictability of these huge jets landing, attempting to land and departing is whatever time Tweed allows.. The community has been bamboozled into believing thier vol agreement was valid. What happened to the noise ordinance in New Haven? or does that only apply to longwharf music, which Mayor Elicker and the police have enforced?! How is TWEED NOT being held accountable? i asked a question at that meeting regarding my home and after leaving my information with mr Piscitelli who assured me he would contsct me he never did .. i see i pattern here. Its a whole bunch of lies and empty promsies. Ive filled out the community concerns compalint forms many many times before I have not had a response to any of my concerns or complaints! This is unacceptable! Tweed has lied to the FAA Tweed has lied to the residents and Tweed has lied to the wetlands commission, Tweed continues to do what they want to do without any consequences. The EA has so many inconsistencies in it, and if anyone one of importance would take the time and read it, they would see that an Environmental Impact Assessment is the only thing that can find the truth. A computerized EA does not. . My home was originally built in the 1800s over the years previous owners have added on. I added 200 Sq feet addition on it with a rooftop deck. I did this legally through the City of New Haven. The city sent building inspectors out and I paid for the permits to have the work done correctly. I followed all the rules! Why do I have to follow rules if Tweed does not? After spending over a hundred thousand dollars of improvements on my little house located at 300 Lighthouse Rd. My home shakes the minute a jet uses thrust when they take off. My home is on granite, I don't have a basement to absorb sound. First I feel the vibration, then I smell the fumes and then the noise of the jet is so loud it makes Having a phone conversation impossible to hear, the noise of these jets flying so close to my home has made talking outside impossible, talking inside the house impossible, scares my dog, scares away the birds (bird migration path) scares wildlife into my tiny yard. I never had coyotes and deer in my backyard before! I mean my yard is the size of a postage stamp! it's fenced in and these animals are walking down my narrow walkway to access the tiny yard. All this noise is creating changes in people and the wildlife .. Has any studies been done for this ? Back to my point, the walls, ceiling and floors of my home has been spray foamed to help keep noise out, I've installed triple Pane windows to help keep noise out.. guess what ? I can still hear and feel the jets. My walls have cracks in them, my window frames have separated! These jets are so loud that when they do violate the noise ordinance I am woken out of a sound sleep.. the entire family is disturbed. We are soo tired all the time ! The stress the noise has caused is almost unimaginable to most people and I promise you that the EA that was done is NOT good enough. Our quality of life is being directly effected by Tweed because they allow Avelo to come and go as they want without any accountability of the noise ordinance and their own volunteer agreement. WE DESPERATELY need an environmental impact study.. I AM PLEADING FOR AN ENVIRONMENTAL IMPACT STUDY! How many aviation accidents have happened in this area? Respectfully Gloria Bellacicco Sent from Yahoo Mail on Android	For EIS, see response to Frequent Public Comment #1. For noise ordinance violations, see response to Frequent Public Comment #4. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22.	no

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5/1/2023	FA	Timothy Timmermann, United States Environmental Protection Agency Region 1	2784-2794	Tweed Airport Draft EA Comments	Ms. Quaine: Our comments on the Tweed Airport Draft EA are attached. Thank you for the opportunity to review and comment. Please contact me with any questions. Regards, Timothy L. Timmermann, Director Office of Environmental Review EPA New England-Region 1 5 Post Office Square, Suite 100 Mail Code 06-3 Boston, MA 02109-3912 Email: timmermann.timothy@epa.gov Telephone: 617-918-1025 E-Fax: 617-918-0025 May 1, 2023 UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION I 5 POST OFFICE SQUARE SUITE 100 BOSTON, MASSACHUSETTS 02109-3912	EPA comments are addressed in Agency Comment responses	yes
5/1/2023	PC	Gloria Bellacicco	2795	Contamination of wetlands, creeks, water supply and beaches	My name is Gloria Bellacicco, I live at 300 Lighthouse Rd in the Morris Cove Section of New Haven. what is the de icing made of for the airplanes at Tweed? Do they cause harm to wildlife? aquatic life ? People? Where is this de icing taking place at Tweed? Does the run off enter the Tuttle brook? Does it enter Morris Creek? Where does Morris Creek end? Does Morris Creek end up at Lighthouse Beach. Isn't that a beach that is free to New Haven residents? Don't most inner city children use that beach? Doesn't New Haven hold summer camps with kids at this beach? Does avelo fly directly over this area as well as over lake saltonstal ? what is lake saltonstal? Is it a water supply for a specific town? Does the jet fuel particles spay over the waterways mentioned? Isn't Morris Creek a preserve? Preserve definition is to maintain something in its original state, to take care of, look after and safe guard. Is Tweed doing that? Is Tweed filling in wetlands which surround these waterways ? How can Tweed and the Mayor of New Haven knowingly harm the residents of New Haven, East Haven and others who come to kayak in the Creeks and swim in the sound? what about those drinking the water from lake saltonstal? Has the water been tested? We need an Environmental impact study.. not an ES Why would Tweed knowingly be putting toxins into the air and over our waterways? Is Yale keeping track of any cancer increases ? Breathing issues? Pregnant women studies been done? How about the babies? any tests or studies done on babies after being exposed several times a day and night from toxins in the water and air ? I don't know the answers.. but I know an ENVIRONMENTAL IMPACT STUDY will find the answers to those questions! I am demanding for an Environmental Impact Study. Also.. the ingredients in the de icing .. does it effect the fish ..because people eat the fish they catch. Who tests the fish and crabs for toxins ? Respectfully Gloria Bellacicco Sent from Yahoo Mail on Android	For EIS, see response to Frequent Public Comment #1. Spent deicing fluid is captured and discharged to the sewer system per applicable permits. The Proposed Action will include measures to continue capturing and discharging to the sewer system. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. See Frequent Public Comment #19 for wetland information.	no
5/1/2023	PC	Jo De	2796	EA public comment	EA comment Sent via email to HVN-EA@mjinc.com May 1, 2023 at 10:21 am My name is Joann Delenick, my address is PO Box 37, Beacon Falls, CT 06403. I live in Beacon Falls where I serve as a member of the Town's Conservation Commission. Two questions: 1. Value of $165M investment for this project. 2. Total number of comments from the public received for this EA 1. Since the 1930's aerial photography of the airport landscape has demonstrated a network of wetlands and coastal topography. At the same time there has never been any sustained commercial success for airline passenger services up until today despite recent demonstrations for additional demand for services. Can you provide more convincing evidence that flooding, other environmental consequences, historical weather conditions, and various other factors will justify the investment of $165M + for the significant remodeling of the airport facility? What provisions are there for the catastrophic loss of this proposed investment due to heavy flooding and hurricanes? 2. Within the past several years what are the total number of comments received from the public concerning airport EA reports posted by the FAA? Due to the above concerns, I request an EIS study. Thank you.	For EIS, see response to Frequent Public Comment #1. The parameters of the investment are outside the scope of the EA. For concern about Flooding, see response to Frequent Public Comment # 17.	no

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5/1/2023	PC	Jeremiah Sutherland	2797-2803	Avelo flying at night from Tweed with large 737 airplanes	Please read the attachment regarding Tweed. My family and I are greatly impacted by what is going on. Thank you all for considering this! Have a blessed day. Jeremiah Sutherland Owner Mr. Handyman of Guilford, North and East Haven 310 Main Street, Suite LL-4 East Haven, CT 06512 Office. 203-884-6601 Cell. 203-645-5191 http://www.mrhandyman.com/guilford-north-east-haven/ Noise & Sleep near Tweed Airport To whom this may concern, I hope you are all doing well! My name is Jeremiah Sutherland, I reside at 49 Sound View Terrace, New Haven CT 06512 . I am contacting you regarding Tweed airport.	For noise/vibrations, see response to Frequent Public Comment #10. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22. Cumulative Impacts are addressed in Section 5.15. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	yes
5/1/2023	PC	derekalbert1@yahoo.com	2804		what will be done about flooding? How will expanding tweed help with the traffic? How will expanding tweet and allowing more commercial jets help with the noise pollution that we already have? How well expanding sweet help the environment? I went to the open house on April 1st I asked the experts that were there I stumped every single one of them where's the data? Sent from Yahoo Mail on Android	For flooding, see response to Frequent Public Comment #17. See Appendix K for the Traffic Study prepared for the Proposed Action. For concern about noise, see response to Frequent Public Comment #10 and detailed analysis data in Appendix I.	no
5/1/2023	PC	Melissa Ranalli	2805-2806	EIS Request - Tweed New Haven Airport	Please find attached - EIS Request Tweed New Haven Airport May 1, 2023 Colleen D'Alessandro Regional Administrator New England Region Federal Aviation Administration 1200 District Avenue Burlington, MA 01803-5299 colleen.dalessandro@faa.gov Dear Deputy Administrator D'Alessandro, As a concerned Connecticut resident, I am requesting an Environmental Impact Statement (EIS) be prepared for the proposed expansion of Tweed-New Haven Airport, as required under the National Environmental Policy Act (NEPA). Please see my study recommendations below: •Conduct a study of the harmful short-term and long-term health effects of aircraft emissions in the communities within a 10-mile radius of Tweed - New Haven Airport. Both large and fine exhaust particles have been found to have the potential to exacerbate both lung and heart conditions. •Conduct a study of the harmful short term and long-term effects of aircraft noise pollution in the communities within a 10-mile radius of Tweed - New Haven Airport. Aircraft noise pollution has been studied to induce high blood pressure, stress and psychological and performance problems caused by sleep disturbance. •Conduct a study of the significant effects on ALL inland and tidal wetlands that may be affected by the expansion. Tweed - New Haven Airport sits in a low point, known for frequent flooding. It is also located in a vulnerable area subject to the effects of rising sea levels and climate change. •Conduct a study of the significant effects on the local and migratory wildlife habitat. The possible increased use of pesticides, habitat encroachment and noise pollution may cause a detrimental drop in the population of local and migratory wildlife. •Conduct a study of the significant effects of increased traffic in both East Haven and New Haven neighborhoods within a 5-mile radius of Tweed-New Haven Airport. Increased traffic causes an uptake in emissions, noise and environmental pollution. All having	For EIS, see response to Frequent Public Comment #1 . The EA was prepared in accordance with FAA Order 1050.1F. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Air Quality, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about wetlands see response to Frequent Public Comment # 19. Biological Resources are addressed in Section 5.2 of the EA. See Frequent Public Comment #18 for birds. Traffic is addressed in Section 5.11 of the EA. For concern about the study area, see response to Frequent Public Comment #3.	yes

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5/1/2023	PC	Marshall Cox	2807-2810	Re: Tweed EA Comment: Endangered Species	To Whom It May Concern, I never received a confirmation of the submission of this comment, so am following up with a PDF version here. Thanks, -Marshall On Fri, Apr 14, 2023 at 4:57 PM Marshall Cox <marshall@radiatorlabs.com> wrote: To Whom It May Concern, In evaluating the analysis in the EA on the species in the area around Tweed Airport, I noticed the presence of an endangered species that this EA appears to have missed. While the analysis correctly identifies the Northern Long-Eared Bat, and the Monarch Butterfly as being potentially affected by the proposed action, there is no mention of the Roseate Tern, clearly identified in the region of proposed work. https://ipac.ecosphere.fws.gov/location/637OVMRTBZAK5D75CGKRUVNZGY/resources#endangered-species	See response to Comment 360 and Comment # 532.	yes
5/1/2023	PC	Marshall Cox	2811-2814	Re: Tweed EA Comment: Faulty Emissions Analysis and De Minimum Emissions Threshold Violation	To Whom It May Concern, I never received a confirmation of the submission of this comment, so am following up with a PDF version here. Thanks, -Marshall On Fri, Apr 14, 2023 at 5:05 PM Marshall Cox <marshall@radiatorlabs.com> wrote: To Whom It May Concern, In evaluating the Tweed expansion EA documents, I've found some very questionable methods for establishing airport activity that are used as a basis for "no-action" calculations. This baseline assumption propagates through most of the document. I will focus exclusively on the impact that correcting this baseline has on emissions, though clearly an improper baseline has broad implications for most of the EA conclusions. The baseline in question is the "2026 No Action" and "2031 No Action" enplanements projections (and the total operations that follow from this). Both of these numbers (665,334 in 2026 and 1,222,551 in 2031) are identical to the enplanement estimates under the proposed action, which has no basis in reasonable market analysis. The most aggressive number that can possibly be acceptable for the 2026 and 2031 No Action enplanements can be found in the FAA-approved market analysis from the final Master Plan. Table 4-5. Assuming an Unconstrained High forecast, in which there is	See response to Frequent Public Comment # 5. For EIS, see response to Frequent Public Comment # 1.	yes
5/1/2023	PC	Marshall Cox	2815-2818	Re: Tweed EA Comment: Local Emissions Impact	To Whom It May Concern, I never received a confirmation of the submission of this comment, so am following up with a PDF version here. Thanks, -Marshall On Fri, Apr 14, 2023 at 4:59 PM Marshall Cox <marshall@radiatorlabs.com> wrote: To Whom It May Concern, After early concerns were raised with Tweed Airport officials on gas fumes and other toxic emissions from the airport, and requesting an air pollution monitoring action be taken, the Tweed Airport leadership said that it was impossible to associate pollution at the airport with the airport activities, as there are other sources of similar pollutants in the region. As this is not true, the community self-funded the deployment of 5 air quality sensors (Awair Omni units), in cardinal directions from the airport as well as one north of I95. While I do have a PhD in Engineering (and a Masters in Materials Science) I am not an emissions or pollution or environmental sensing expert, but since the airport would not consider bringing one on board, it fell to our local group to try and implement these tests (which I both personally deployed and analyzed).	This is a duplicate of Comment 361. See response to Comment 361.	yes

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5/1/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	2819-2832	Save the Sound Comments - Attachments Submitted Separately	To: FAA Please find attached Save the Sound's comments for the Tweed New Haven Airport Draft Environmental Assessment. Due to potential issues with file size, I am sending the seven attachments separately. If you are able to confirm receipt of these, that would be greatly appreciated. Roger Reynolds, Esq. Senior Legal Counsel Save the Sound 127 Church Street, 2d Floor New Haven, CT 06510 Office: 203-787-0646 x105 Cell: 860-997-3223 rreynolds@savethesound.org *** CONFIDENTIALITY NOTICE *** This e-mail may contain information that is confidential or privileged. If you are not the intended recipient, do not read, copy or distribute the e-mail or any attachments. Instead, please notify the sender and delete the e-mail and any attachments. Thank you.	The Taxiway B project shown on the airport ALP is a separate action. The Proposed Action has independent utility from the Taxiway B project. No impact to tidal wetlands is expected. As described in Chapter 2, the existing terminal is not constraining enplanement growth. While the existing terminal can accommodate expected enplanements, but not at a level of service that addresses the project Purpose and Need. See Response to Frequent Public Comment #5 and response to EPA comment #1 for additional information on forecasts and baseline conditions. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. As described in Chapter 2, the Proposed Action is expected to result in fewer commercial operations, which logically should result in a reduced chance of wildlife strikes. Further information on wetland mitigation is provided in Appendix L. Wildlife Impacts are described in Section 5.2. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about impact to wetlands, see response to Frequent Public Comment # 19. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. Regarding Long Eared Bat, as described in Section 5.2.1 of the Final EA, the Proposed Action was resubmitted through the USFWS IPaC system in August 2023. It was determined that the Proposed Action would have "No Effect" on northern long eared bat (See Appendix C).	yes
5/1/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	2833-2846	Attachment 1 - Save the Sound Comments	Please find Attachment 1 to Save the Sound's Comments on the Tweed New Haven Draft EA that were submitted separately. Roger Reynolds, Esq. Senior Legal Counsel Save the Sound 127 Church Street, 2d Floor New Haven, CT 06510 Office: 203-787-0646 x105 Cell: 860-997-3223 rreynolds@savethesound.org *** CONFIDENTIALITY NOTICE *** This e-mail may contain information that is confidential or privileged. If you are not the intended recipient, do not read, copy or distribute the e-mail or any attachments. Instead, please notify the sender and delete the e-mail and any attachments. Thank you.	See Response to Comment 806	yes
5/1/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	2847-2895	Attachment 2 - Save the Sound Comments	Please find Attachment 2 to Save the Sound's Comments on the Tweed New Haven Draft EA that were submitted separately. From: Roger Reynolds Sent: Monday, May 1, 2023 11:16 AM To: hvn-ea@mjinc.com Subject: Attachment 1 - Save the Sound Comments Please find Attachment 1 to Save the Sound's Comments on the Tweed New Haven Draft EA that were submitted separately. Roger Reynolds, Esq. Senior Legal Counsel Save the Sound 127 Church Street, 2d Floor New Haven, CT 06510 Office: 203-787-0646 x105 Cell: 860-997-3223 rreynolds@savethesound.org *** CONFIDENTIALITY NOTICE *** This e-mail may contain information that is confidential or privileged. If you are not the intended recipient, do not read, copy or distribute the e-mail or any attachments. Instead, please notify the sender and delete the e-mail and any attachments. Thank you.	See Response to Comment 806	yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	2896-2899	Attachment 3- Save the Sound Comments	Please find Attachment 3 to Save the Sound's Comments on the Tweed New Haven Draft EA that were submitted separately. Roger Reynolds, Esq. Senior Legal Counsel Save the Sound 127 Church Street, 2d Floor New Haven, CT 06510 Office: 203-787-0646 x105 Cell: 860-997-3223 rreynolds@savethesound.org *** CONFIDENTIALITY NOTICE *** This e-mail may contain information that is confidential or privileged. If you are not the intended recipient, do not read, copy or distribute the e-mail or any attachments. Instead, please notify the sender and delete the e-mail and any attachments. Thank you.	See Response to Comment 806	yes
5/1/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	2900-2901	Attachment 4 - Save the Sound Comments	Please find Attachment 4 to Save the Sound's Comments on the Tweed New Haven Draft EA that were submitted separately. From: Roger Reynolds Sent: Monday, May 1, 2023 11:18 AM To: hvn-ea@mjinc.com Subject: Attachment 2 - Save the Sound Comments Please find Attachment 2 to Save the Sound's Comments on the Tweed New Haven Draft EA that were submitted separately. From: Roger Reynolds Sent: Monday, May 1, 2023 11:16 AM To: hvn-ea@mjinc.com Subject: Attachment 1 - Save the Sound Comments Please find Attachment 1 to Save the Sound's Comments on the Tweed New Haven Draft EA that were submitted separately. Roger Reynolds, Esq. Senior Legal Counsel Save the Sound 127 Church Street, 2d Floor New Haven, CT 06510 Office: 203-787-0646 x105 Cell: 860-997-3223 rreynolds@savethesound.org	See Response to Comment 806	yes
5/1/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	2902-2993	Attachment 5 - Save the Sound Comments	Please find Attachment 5 to Save the Sound's Comments on the Tweed New Haven Draft EA that were submitted separately. Roger Reynolds, Esq. Senior Legal Counsel Save the Sound 127 Church Street, 2d Floor New Haven, CT 06510 Office: 203-787-0646 x105 Cell: 860-997-3223 rreynolds@savethesound.org *** CONFIDENTIALITY NOTICE *** This e-mail may contain information that is confidential or privileged. If you are not the intended recipient, do not read, copy or distribute the e-mail or any attachments. Instead, please notify the sender and delete the e-mail and any attachments. Thank you.	See Response to Comment 806	yes

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5/1/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	2994-2996	Attachment - Save the Sound Comments	Please find Attachment 6 to Save the Sound's Comments on the Tweed New Haven Draft EA that were submitted separately. Roger Reynolds, Esq. Senior Legal Counsel Save the Sound 127 Church Street, 2d Floor New Haven, CT 06510 Office: 203-787-0646 x105 Cell: 860-997-3223 rreynolds@savethesound.org *** CONFIDENTIALITY NOTICE *** This e-mail may contain information that is confidential or privileged. If you are not the intended recipient, do not read, copy or distribute the e-mail or any attachments. Instead, please notify the sender and delete the e-mail and any attachments. Thank you.	See Response to Comment 806	yes
5/1/2023	PC	Eluned Li	2997	Comment on the Environmental Assessment	To whom it may concern, my name is Eluned Li, I live in New Haven, and I appreciate your time and consideration during this comment period! I'm writing as a resident of New Haven with serious concerns about the decisions being made casually that will have lasting and profound effects on life and public health in this region. Since moving to New Haven, I've been hearing so many of my neighbors and community members talk about the way this project has impacted them. Their kids are showing early signs of chronic and disabling illnesses, they are suffering new and debilitating mental health issues, they are not safe to relax in their own backyards. I am hoping to start a family with my husband, but feel very uncomfortable about the dangers of pregnancy with an airport like this in such close proximity. The burden of proof should be on Tweed Airport to clear any safety concerns before being granted permits to subject the children of our shoreline community to the leaded fuel pollution, to poison our freshwater supplies, and to do irreparable damage to remaining local wildlife. Instead, the taxpaying residents of East Haven have been left to fix what was broken: they are having to organize their own neighborhood year after year, mobilizing people and wading through technical documents that are insufficient in answering basic questions about the real world impact of this project. In the meantime, they have to wait and continue to breathe poison in their homes, they have to pay emergency hospitalization bills, not knowing what will happen to their kids. It is like moving mountains for ordinary residents to simply be granted a complete environmental assessment: just so that there is evidence of the danger of their situation, so that there is clarity for both residents and customers at the airport. Somehow, this expansion has been given the go-ahead to without even being required to do basic air quality monitoring. As required by the National Environmental Policy Act, and alongside an overwhelming number of other the area's residents, I am urging the Federal Aviation Administration to prepare an EIS considering taxiway impacts, the effects on island and tidal wetlands, stormwater, flooding, sea-level rise, etc, testing for water quality, emissions, and so many more considerations of risk, cost, and benefit that must be included in our understanding of what having this expanded airport in our city means for us and for future generations. Thank you so much for this opportunity to comment, and for your time and consideration! Best, Eluned	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about air quality monitoring not conducted, see response to Frequent Public Comment #9. The Proposed Action has independent utility from other projects that were considered in the Master Plan, including potential taxiway extension. Aircraft can access the full length of the runway by back taxiing. For concern about impact to wetlands, see response to Frequent Public Comment # 19. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about sea level rise see response to Frequent Public Comment # 16. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. See Sections 4.3 and 5.2 in the EA for discussion of wildlife. See Frequent Public Comment 18 for birds.	no
5/1/2023	LO	Garrett Sheehan, President/CEO Greater New Haven Chamber of Commerce	2998-3000	HVN EA Public Comments from GNHCC	Good morning, Attached please find a letter regarding Tweed New Haven Airport's Environmental Assessment from the Regional Leadership Council signed by Garrett Sheehan. Thank you for your consideration. All the best, Keyri Ambrocio Public Policy & Strategic Communications Specialist Greater New Haven Chamber of Commerce 900 Chapel Street, 10th Floor New Haven, CT 06510 Phone: (203) 390-5575 Email: kambrocio@gnhcc.com <https://events.blackthorn.io/en/6g3OzIx7/2nd-annual-nonprofit-board-and-volunteer-recruitment-fair-4a1UDm8xee/overview> May 1st, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments	Comment noted.	yes

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5/1/2023	PC	Lorena Venegas	3001-3123	EIS is fair for health, air, EJ	Please print out the six (6) pdf attachments and add all contents to the FAA Final Report with answers to all questions per Citizens Guide to NEPA and Federal Regulations for Council on Equity. ++++++++++++++++++++++++++++++++++++++ Dear FAA, Tweed staff, Elected Officials: This weekend, a database glitch that prevents communication from occurring with residents is documented below. It should not happen. It points out how cumbersome the Veoci/Tweed New Haven Airport complaint form remains when residents are complaining that they cannot submit it. All of the Veoci complaints data should be added to the Draft Environmental Assessment as individual public comments as part of the FAA review and analysis. The benefit-cost analysis is missing from Appendix A of the Draft Environmental Assessment (Draft EA). Where is it? It is not on the airport website or any ancillary sites? It was not made publicly available within the last 60 days. That should be reason enough to extend the public comment period to 90 days. I have economists waiting to analyze the report, but it is nowhere to be found. Please send me a copy today. This is a true environmental racism example to exclude information on economics that affects state and federally-defined environmental justice communities. With this letter, I exert Freedom of Information Act to obtain the Draft Environmental Assessment Benefit-Cost Analysis that is cited multiple times in the Draft EA documents, with a special heading and space holder in Appendix A. The document is missing from public view. That should be enough to get an Environmental Impact Statement (EIS)—- errors and omissions of facts that are not privy to public inspection is a NEPA violation. The Environmental Justice section of the Draft Environmental Assessment is missing critical information on demographics, asthma and cancer rates for East Haven, CT. I have attached the DataHaven equity profile report for the Town of East Haven that contains US Census and federal government surveys to question the study are used as not reflective of the population impacted by Airport operations. Via request from US Representative Rosa DeLauro's office as well as community neighborhood group leaders, none of the Draft EA materials were made available to be read in another language. Currently, the East Haven school system diversity includes 19 different spoken languages. This is a negative impact to residents that also have the highest incidence of hospitalization for asthma and other respiratory conditions. Bigger planes generate more air pollution in a topography with sea levels and temperatures rising to deleterious effects on children's health. In speaking to the East Shore Health Director, Mike Pascucilla, he supports better air quality monitoring all along the shoreline towns to measure baseline and over time measurements of cumulative air pollution with recognized crosswind patterns. An EIS would allow East Haven to have state agencies for public health and the environment in more active roles to assess, study, analyze the impacts of air pollution.	Veoci is a system utilized by Tweed New Haven Airport to manage public comments separate from the EA. Per FAA guidance, a benefit cost analysis required for FAA funding not required at this time. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern regarding 737-800 operation see response to Frequent Public Comment #7. Comments on herbicides and TNHAA board members are outside the scope of the EA.	yes
5/1/2023	PC	Sandra Reiners	3124-3125	PUBLIC COMMENT TWEED NEW HAVEN AIRPORT	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Cheryl Quaine Environmental Protection Specialist Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Mses. Lattrell and Quaine,	For Environmental Justice community, see response to Frequent Public Comment #20. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about the baseline conditions and forecasts see response to Frequent Public Comment # 5 and response to EPA Comment #1. In accordance with FAA Order 1050.1F as well as the USEPA's General Conformity Rule (revisions codified under 40 CFR Parts 51 and 93, Subpart W), the proposed action emissions are to be subtracted from the no action emissions to identify the ***net*** emissions that result from a project. ***Net*** emissions are then compared to the USEPA *de minimis* thresholds to determine significance because the intent is to identify the project's contribution to emission quantities of criteria pollutants.	no
5/1/2023	LO	Karyl Lee Hall, Brandford Conservation and Environment Commission	3126-3251	Comments on Tweed Environmental Assessment	From: Karyl Lee Hall <KLHall@clrp.org> Sent: Sunday, April 30, 2023 2:45 PM To: Tom Rafter <trafter@flytweed.com> Cc: gail.lattrell@faa.gov; cheryl.j.quaine@faa.gov; lisa.lesperance@faa.gov; richard.doucette@faa.gov; q-nepa@eop.gov; paul.aresta@ct.gov; fn-ceq-nepa@ceq.gov; cash.david@epa.gov; timmerman.timothy@epa.gov; garcia.ariel@epa.gov; r1web.mal@epa.gov; audrey.mayer@fws.gov; suzanne.paton@fws.gov; katie.dykes@ct.gov; edith.pestana@ct.gov; mayorsoffice@townofeasthavenct.gov; Heather Wells-Sweeney <heatherwsweeney@gmail.com> Subject: Comments on Tweed Environmental Assessment Dear Mr. Rafter, Please find attached comments concerning the Tweed Draft Environmental Assessment submitted on behalf of the Branford Conservation and Environment Commission. If you have any questions concerning the comments, please call me at 203-996-4719 (cell) or 203-481-2792. I would appreciate a confirmation that you have received this email and its attachment. Sincerely yours, Karyl Lee Hall	Branford Conservation and Environmental Commission comments are addressed in agency comments.	yes

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5/1/2023	PC	Suzanne	3152		Sue Gracey . EA is insufficient to know what the impact of the Tweed expansion would be for the surrounding communities and shoreline. Im asking for the FAA for a full EIS study. It's hurting our wildlife Thank you! Sent from my iPhone	For EIS, see response to Frequent Public Comment #1.	no
5/1/2023	PC	Justin Feldman	3153-3154	Tweed Environmental Impact Study	To All It May Concern, I would like to request a full Environmental Impact Study to be performed prior to any further consideration of Tweed expansion. What will be done about the already invasive and excessive noise pollution currently disrupting our lives? I awaken to loud jets first thing in the morning and late at night as is. And this is prior to the proposed expansion. What will be done about the leaded jet fuel air pollution falling on our families and children? The children in my and other affected communities deserve better than a computer generated model created by those who stand to profit from this which has not even been read by the officials elected to protect our interests who have voted on it. Who is going to reimburse me for the loss in property value of my home? What will be done about increased traffic? What will be done about the wetlands? The environmental degradation of the Sound? All so that we can make it more convenient to move money out of our State?	For EIS, see response to Frequent Public Comment #1. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Property Values, see response to Frequent Public Comment # 23. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Note that leaded fuel is utilized by piston powered aircraft. The Proposed Action is not expected to change operations by piston powered aircraft. For concern about impact to wetlands, see response to Frequent Public Comment # 19.	no
5/1/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	3155-3156	RE: Save the Sound Comments - Attachments Submitted Separately	Thank you for the confirmation. I am having trouble filing the Master Plan (Attachment 7) because (1) it is too large, and (2) for some reason my Adobe Acrobat Pro is unable to reduce the file that I downloaded from the Tweed website. It should not be a problem because I did cite to the file on Tweed's website in the comments and it should be an official FAA document, but please let me know if there is anything else I should do to make sure it is included in the record. Best, Roger Reynolds, Esq. Senior Legal Counsel Save the Sound 127 Church Street, 2d Floor New Haven, CT 06510 Office: 203-787-0646 x105 Cell: 860-997-3223 rreynolds@savethesound.org *** CONFIDENTIALITY NOTICE *** This e-mail may contain information that is confidential or privileged. If you are not the intended recipient, do not read, copy or distribute the e-mail or any attachments. Instead, please notify the sender and delete the e-mail and any attachments. Thank you. From: HVN-EA <HVN-EA@mjinc.com>	No response required.	no

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5/1/2023	PC	Eunice Mahler	3157	Tweed New Haven Environmental Assessment Comment	Dear Sir or Madam, I write these comments to request that a full, comprehensive and transparent Environmental Impact Statement be reported on the Tweed/New Haven proposed expansion. In addition, a full, comprehensive and transparent Environmental Justice report should be made and be published. Thirdly, a full, comprehensive and Transparent Economic report be published that includes all the assumptions, with authors and data and dates, used in coming up with the number of passengers, planes and traffic that form the basis of the rational for this airport proposed expansion. Each one of these reports should include all of the neighborhoods that will be impacted: in New Haven, in East Haven, in Branford, in North Branford, in New Haven, in North Haven, in Guilford, in West Haven. All the people in those towns will be affected by the huge increase in traffic to an expanded Tweed/New Haven airport and by the projected volume of airplanes in 2026 and 2030. I live in Branford and this morning was disturbed by the very loud sound of a low flying airplane flying over our backyard, my neighbors and our peaceful marsh. Having more airplanes flying over head will be horrible! I am concerned about increases in air pollutants as well from the airplanes. In addition, given what we know about climate change and the warming of our atmosphere, it seems imprudent and expensive to be designing an expansion of the airport with only a 100 year storm design. It's been measured that the Atlantic ocean and the Long Island Sound water levels have been rising, and will continue to rise. Tweed/New Haven airport is already in the wrong place: a flood zone. This project should be using 500 year storm and 1000 year storm predictions given the rise of CO2 in the atmosphere and the rise in overall temperatures of the climate in New England and the world. Yours, Eunice Mahler 202 Harbor St Branford, CT 06405 Cell: 203-824-2820 Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Air Quality, see response to Frequent Public Comment # 12. For concern about forecasts, see response to Frequent Public Comment # 5. For concern about the study area, see response to Frequent Public Comment #3. The EA describes resiliency measures that will be incorporated into the Proposed Action. For concern about greenhouse gases and climate change, see response to Frequent Public Comment # 15.	no
5/1/2023	PC	Richard Miller	3158-3159	Request for an Environmental Impact Statement to be conducted.	I would like my comments added to the record In the matter regarding the expansion of Tweed New Haven Airport owned and operated by Tweed New Haven Airport Authority more commonly known as The city of New Haven and also the city of East Haven. It should be remembered that the town of East Haven was neither afforded ample time to review or make inputs into the current agreement and as far as my knowledge is concerned has not signed nor consented to this agreement. As an Environmental Justice Town the city of East Haven and its residents have egregiously had their rights infringed upon throughout this process and if there has ever been a case of blatant disregard for the laws this certainly is one. As a stakeholder in the city of East Haven and I assume therefore by proxy into the ownership of Tweed Bew Haven Airport as are all other taxpayers who are stakeholders in their cities. I formally request consideration for a complete environmental assessment to be completed prior to proceeding any further with the current plan as it stands.. I base my request on several concerns bought about by the environmental assessment that clearly indicates some of their conclusions are inaccurate at best or criminally fraudulent. I ask for a complete environmental study based on the fact that during the process of conducting the Environmental Assessment laws regarding Environmental Justice, NHTSB, environmental, including federal clean air and water act laws were violated and disregarded to aid in the completion of the currently flawed assessment.. 1. Safety: The current EA clearly states that a runway needs to be 6000ft(approx) long to land the larger of two planes that Avelo has been landing at Tweed. That's in their own EA… to my knowledge the runway has yet to be extended… Does Boeing have the right to litigation against Avelo for failing to follow its recommendations before or after there's a tradgedy?? The calculations they used to determine runway length show an elevation of KHVN at 13 feet this clearly is either a mistake or is it an admission that they also plan to elevate the runway which would negatively effect all of the surrounding areas as would any increase elevation or filling in of any marshland.. Passenger safety has been put at risk during several attempted landings in heavy dense fog.. one could understand how the first flight might make several attempts but if unable and has to divert, wouldn't it make sense to simply divert other incoming flights until conditions improve rather than to continue to throw planes at the ground and hope they hit the runway?? Tweed has a special storm water permit which they have violated multiple times, they have bypassed monitoring wells with new ditches and have not conducted proper monitoring of wells nor has CT DEEP enforced the conditions of the storm water permit. They have used round up and were cited by CT DEEP. The test results of TuttleBrook and Morris creek were either not conducted or withheld from public review. The soil and water should be tested as there already is known contamination to both. When one reads the current environmental assessment there is an admission of soil and water contamination of TuttleBrook and Morris Creek . The assessment concludes that this contamination has resulted from nearby industry and property owners although morris creek and Tuttle brook run directly through their property and they are required to conduct water testing. Tweed New Haven Airport has been the site of several crashes in the marshes where firefighting foams were used, as well as conducting live on property exercises with foam in the late 1970s and early 1980s,,, CT DEEP testing of Morris Creek have found gas, oil, pfbs,as well as pfas these chemicals can all be directly related to activities at the airport. The soil should be tested to prevent the accidental disruption of toxins which have been encapsulated in the marshland the water should be tested to determine the current level of danger to the public who swims at light house point beach based on the potential for expose to known carcinogenic materials that have already been disturbed by activity on airport property..the environmental study is needed in the interest of public health and safety. In reading the EA it appears that the desired length of the runway is approx 9000 ft which will require further expansion at a later date?	For EIS, see response to Frequent Public Comment #1. For use of 737-800, see response to Frequent Public Comment #7. For Environmental Justice community, see response to Frequent Public Comment #20. The Runway Profile will be raised, as described in Chapter 3. As described, in Chapter 3, an 8000 foot runway would address all requirements but is not feasible due to the various physical constraints. Regarding the request for a comment period extension, see response to Frequent Public Comment # 2 and Appendix D. For concern about the baseline conditions and forecasts see response to Frequent Public Comment # 5 and response to EPA Comment #1. The EA was prepared in accordance with all applicable regulations assocated with Environmental Justice, the Clean Water Act, Clean Air Act, NHSTB, and others. Existing stormwater permits, operational considerations including use of herbicides, and matters related to the lease are outside the scope of the EA>	no
5/1/2023	PC	Lianne Audette	3160-3161	Public Comment to the Draft EA	To whom it may concern. I live on the Long Island Sound and have for 17 years. The experience of living under the flight path of recent incoming and outbound jet planes has resulted in major health issues for me. I have concerns that there was no mention of pulmonary and respiratory vulnerability for children and adults who live within the direct fallout of the Tweed Airport flight schedules. There was no mention of the fact that children on the east shore have the highest rate of asthma in the state of CT. The EA implied that there would be no measurable effect on human health due to airborne pollutants from jet exhaust. That is an outright lie and designed to misinform the average residents in a 12-mile radius of the airport, And depending on the way the wind is blowing, the air quality radiating from Tweed will persistently affect people's lives. I am recently diagnosed with asthma....there is no evidence that jet fuel air pollution is NOT a primary environmental cause. My pulmonologist agrees that it is my proximity to the recent onslaught of jet fuel pollution, that I now must be treated with steroids for asthma. Don't think for a second that I am going to suffocate without a fight. I deserve clean air and will fight for it.' We need more research on the effects this airport expansion will have on life, wetlands, and neighborhoods. Do the science and stop trying to fool us with your incomplete and false facts Lianne Audette ADDRESS REDACTED Please do not publish my address, thank you -- "the ocean refuses no river" HIK	For concern about Health Effects, see response to Frequent Public Comment #24. Children's Health and Safety is Addressed in Section 5.10.4. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about the study area, see response to Frequent Public Comment #3. We will make reasonable efforts to withhold addresses and have removed it from this document. Please note that the address was included in the original comment which is a part of the record.	no

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5/1/2023	PC	Kim Zolvik	3162-3164	Re: Tweed Environmental Assessment Public Comment Period	Resubmitting my public comment as I have not received an email confirmation of receipt. Thank you, Kim Zolvik _____ From: k zolvik <zolvik@hotmail.com> Sent: Friday, April 28, 2023 11:04 AM To: Andrew King <aking@avports.com>; hvn-ea@mjinc.com <HVN-EA@mjinc.com> Cc: Tom Rafter <trafter@flytweed.com>; gail.lattrell@faa.gov <gail.lattrell@faa.gov>; Cheryl J Quaine <Cheryl.J.Quaine@faa.gov>; lisa.lesperance@faa.gov <lisa.lesperance@faa.gov>; Richard.doucette@faa.gov <Richard.doucette@faa.gov>; Save Our Shoreline <saveourshorelinect@gmail.com>; q-nepa@ceq.eop.gov <q-nepa@ceq.eop.gov>; paul.aresta@ct.gov <paul.aresta@ct.gov>; senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>; rosa.delauro@mail.house.gov <rosa.delauro@mail.house.gov>; timmerman.timothy@epa.gov <timmerman.timothy@epa.gov>; richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>; Senator Cohen <cohen@senatedems.ct.gov>; looney@senatedems.ct.gov <looney@senatedems.ct.gov>; alphonse.paolillo@cga.ct.gov <alphonse.paolillo@cga.ct.gov>; Gabriela Campos <gaby.gabriela.ella@gmail.com>; Lorena Venegas <ljv333@gmail.com>; Gretl Gallicchio <gretl@att.net>; Susan Bryson <susanjbryson@gmail.com>; Edith.Pestana@ct.gov <Edith.Pestana@ct.gov>; Sandra Reiners <sandra.reiners@comcast.net>; Save Our Shoreline <saveourshorelinect@gmail.com>; Georgia Crowley Lieber <georgialieber@gmail.com>; Matthew Lieber <mlieber8@gmail.com>; agnes vignery <Vignerya@gmail.com>; McCarthy, Shirley short beach <shirley.mccarthy@yale.edu>; Maureen Vener Moore <shelookslikeadingo@gmail.com>; Patrick Roland <patrick@thetaxstar.com>; kenengelman@gmail.com <kenengelman@gmail.com>; W Bubriski <wbubriski@gmail.com>; Maggie Wheeler <mcwr914@gmail.com>; hipaa hipaa <ocrmail@hhs.gov>; jcosgrove@branford-ct.gov <jcosgrove@branford-ct.gov> Subject: Re: Tweed Environmental Assessment Public Comment Period Please include this letter in the EA public comments. Mr. King, Mr. Rafter,	Duplicate comment. See response to Comment 486.	no
5/1/2023	PC	Zofia Baumann	3165-3167	Letter regarding the Tweed Airport EA	Good afternoon, I am writing to submit my letter (see attached pdf document) regarding the EA. Kind regards, Zofia Zofia Baumann -.-.-.-.-.-.-.-.-.-.-.-.-.-.-.-.- Associate Research Professor Department of Marine Sciences 1080 Shennecossett Road Groton, CT 06340 zofia.baumann@uconn.edu -.-.-.-.-.-.-.-.-.-.-.-.-.-.-.-.- April 30th, 2023 To Federal Aviation Association (FAA): Upon reviewing document, I conclude that the Environmental Assessment (EA) is focused on the actual area of the airport expansion project, and assessments of impacts associated with that expansion project are not provided. That is a problem. Additionally, several places use vague statements such as "minimal temporary disturbance" – for example, 5.2.1.2. State Listed Species "It is expected there would be a minimal temporary disturbance on patterns from avian species that transit within the project site with the Proposed Action." - There are other places in this EA where there is vagueness because there are no data supporting statements of the possible impacts. A more thorough assessment of the environmental impacts of airport expansion is required to gain more insight into potential impacts on the ecosystem. – For example, how will the operation of the expanded airport impact the nearby environment, especially the marsh and creeks outside the airport boundary? What will be used to measure that impact?	For EIS, see response to Frequent Public Comment #1. For concern about the study area, see response to Frequent Public Comment #3. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. See Frequent public Comment #18 for birds. See response to Town of East Haven Comment #20 for potential depostition of pollutants in wetlands.	yes
5/1/2023	PC	So S	3168-3169	Tweed EA Concerns COMMETNS	To: Whomever this concerns RE: Tweed Environmental Assessment I have several concerns about the Tweed Airport Environmental Assessment as published as part of the Master Plan Update study: 1. The effects on the Birds which use the coast line for migration and stop at lighthouse park a short distance from the airport. Birds primarily migrate at night and the increased lighting and noise will cause them to go of course and possibly not allow them to make it to their destination. Some of these species are on the endangered species list. A letter from the USFWS clearly stating the Airport expansion will not harm the migration pattern or threaten any migratory pattern. The DEEP failed to list the considerations for the Saltmarsh Sparrow which have dwindled in numbers dramatically, migrates very slowly and the Coastal wetlands which the Tweed Expansion will disrupt is important habitat for this species. Currently the US Fish and Wildlife does not have any regulatory control over migratory habitat but are seeking the ability to regulate and protect this habitat currently. If a bill gets submitted this can halt any growth of the runway immediately. Black-and-white Warbler Yellow Warbler Magnolia Warbler American Redstart Northern Waterthrush Least Sandpiper Semipalmated Sandpiper Piping Plover Osprey Peregrine Falcon Bald Eagle Saltmarsh Sparrow 2. Traffic – The study conducted on traffic was very poorly done. If using Google maps traffic will be routed through Townsend Ave and not Hemingway Ave. This is a miscalculation on the part of the participants conducting the study. All they needed to do was to open google maps once exiting Exit 51 from I-95 and the App would take them down Townsend Ave.	For measured noise levels, see response to Frequent Public Comment #11. For concerns about noise/vibrations, see response to Frequent Public Comment #10. For greenhouse gas emissions, see response to Frequent Public Comment #15. For birds, see response to Frequent Public Comment #18. Saltmarsh Sparrow habitat will not be impacted by the project. For wetlands, see response to Frequent Public Comment #19. Regarding traffic, see response to TEH comments #12-14. For concern about impact to wetlands, see response to Frequent Public Comment # 19. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #8. As described in Section 5.14.1 no tidal wetlands will be directly impacted by the project. Implementation of best management practices for stormwater quality control are expected to prevent indirect impacts to coastal (tidal) wetlands. The EA evaluated future year 2026 and 2031 project-related GHG emissions. Since there are no federal standards for determining significance related to GHG emissions, the net change was reviewed, and the project-related future year 2026 and 2031 GHG emissions were compared to pre-pandemic 2019 City of New Haven emissions inventory for perspective. GHG emission quantities were not compared to GHG emissions estimates during the pandemic.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	GO	Laura Francis, Deputy Director / Director of Transportation Planning South Central Regional Council of Governments	3170	South Central Regional Council of Governments Resolution	Please accept the attached resolution supporting the Tweed New Haven Airport Expansion and Draft Environmental Assessment Findings from the South Central Regional Council of Governments. Thank you Laura Francis Laura Francis Deputy Director / Director of Transportation Planning South Central Regional Council of Governments 127 Washington Avenue, 4th Floor West North Haven, CT 06473 Office: (203) 234-7555 Direct: (203) 466-8624 <https://www.scrcog.org/> SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS Planning for Our Region's Future Bethany Branford East Haven Guilford Hamden Madison Meriden Milford New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge	Supportive comment is noted and is included in the project record.	yes
5/1/2023	PC	Richard Moreland	3174-3179	Fwd: Public Comment on Tweed airport expansion EIS	Please include the forwarded email and attachment in public comment for the Tweed-HVN EA. ---------- Original Message ---------- From: Rick Moreland <rick.moreland@msn.com> To: "gail.lattrell@faa.gov" <gail.lattrell@faa.gov> Cc: "hawks@10000hawks.org" <hawks@10000hawks.org>, Rick Moreland <rick.moreland@msn.com> Date: 04/30/2023 8:32 PM EDT Subject: Public Comment on Tweed airport expansion EIS Please see the attached PDF with my comments on Tweed's environmental impact study. Thank you, Richard Moreland Date: April 30, 2023 To: FAA, Board of Selectmen, and to who else this may concern Re: Need for an actuate Environmental Impact Study on Tweed expansion plans I have looked through Tweed's latest environmental impact study, and based on my experiences living 1.5 miles east of the airport, on Hilton Ave in East Haven, Tweed's study can't be valid. It's easy to disprove using basic observations and facts. The truth is that the airport noise had a serious impact on my health and I had no choice but to move from East Haven a year and half ago. I am a light sleeper and have chronic headaches and other debilitating health issues, which I have been struggling with	Duplicate comment. See response to Comment 782	yes
5/1/2023	PC	Laurence Nadel	3180-3185	Pubic Comment on Draft EA for Tweed New Haven	See letter requesting Environmental Impact Statement on Tweed Airport Laurence P. Nadel, Esq. Laurence P. Nadel P.C. 261 Bradley St. New Haven, CT 06510 Tel. 203 777 8356 This message contains information which may be confidential and privileged. Unless you are the addressee (or authorized to receive for the addressee), you may not use, copy, or disclose to anyone the message or any information contained in the message. If you have received the message in error, please advise the sender by email at ln@laurencenadel.com and delete the message.	For EIS, see response to Frequent Public Comment #1. For concern about Property Values, see response to Frequent Public Comment # 23. For Environmental Justice community, see response to Frequent Public Comment #20. Appendix D describes the Public Outreach process used in the EA. Comments on the lease and airport management are beyond the scope of the EA. For Section 4(f) resources, see response to TEH Comment #15. Lighthouse Point Park, East Shore Park, and Fort Nathan Hale all lie outside the 65 DNL noise contour. While it is recognized that Lighthouse Point Park provides programming related to bird watching, this is one of many activities at the park. For impacts to birds at Lighthouse Point Park, see response to Branford Conservation and Environment Commission Comment #4. According to the FAA Desk Reference, noise would need to be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes. As described in Section 5.6, a use of Section 4(f) resources would not occur.	yes

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	PC	Kim Zolvik	3186-3187	Tweed New Haven Airport NEPA Draft Environmental Assessment / Environmental Justice public comment	Hello, I am writing in hopes of making you aware many communities that surround Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice (EJ) designation. New Haven and Branford have EJ blocks while East Haven is an EJ town. https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities#Map https://ctdeep.maps.arcgis.com/apps/webappviewer/index.html?id=d04ec429d0a4477b9526689dc7809ffe The residents of these communities 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" (1050.1F Chapters. 12) Fair treatment as defined by the EPA means no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies. The EPA requires that we are given appropriate opportunity to participate in decisions. This has not happened with regard to Tweed as not once were the surrounding neighbors and communities asked to participate in meaningful discussion, receive meaningful answers to questions, nor provide information and data on their personal experiences with noise, fumes, traffic, lack of sleep due to late evening and middle of the night jet landings, increase of asthma severity and other health issues, etc. I, myself, have experienced jet fuel smell on my property 2.4 miles east of the airport. My family has also been woken up on numerous occasions at various times of night because of jets flying overhead. I'd like to know what the potential harms could be caused by these things but this Environmental Assessment tells me nothing. The EPA states that the public's contribution can influence the regulatory agency's decision, and that the concerns of all participants will be considered in the decision-making process. However, I find this is not the case with Tweed. I have not received a response to my numerous concerns sent via Tweed's veoci.com website. My neighbors have not received responses either. We've been invited to give public comment at Tweed board meetings but cannot ask questions and definitely cannot receive responses nor answers. What is the point of this if we cannot engage those with answers nor be engaged? What I find most shocking, is New Haven Mayor Elicker's response to residents when pressed for answers, "If you don't like the airport, tough luck." Can you imagine your mayor or any elected official responding to your concerns in such a way? The EPA states	For EIS, see response to Frequent Public Comment #1. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For Environmental Justice community, see response to Frequent Public Comment #20. For concern about Health Effects, see response to Frequent Public Comment #24. Appendix D describes the Public Outreach process used in the EA. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Per FAA guidance, use of air quality and noise monitors is not required for the Environmental Assessment. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. Cumulative Impacts are addressed in Section 5.15. For concern about the study area, see response to Frequent Public Comment #3. The conduct and rules for public speaknig at Tweed New Haven Airport Authority Board meetings is outside the scope of the EA.	no
5/1/2023	PC	Matthew Lieber	3188-3206	Tweed HVN EA comment - Climate resilience & flooding concerns	To whom it may concern, My name is Matthew Lieber. I am a registered voter in East Haven where I reside at 18 Hampton Road. In response to the "Tweed New Haven Airport, NEPA Draft Environmental Assessment, Runway 02-20 Extensions and Terminal Expansion Program, March 2023," I am writing to you to express my concerns regarding the proposed expansion of the Tweed-New Haven Airport with regard to climate resilience and flooding. I write as a parent of a 10-year old child, a native New Havener returned to the region after a career in government and academia outside of the state, currently invested in my community as a Connecticut taxpayer active in multiple ways. We go to school and work in New Haven. I am a volunteer officer of the Shoreline Greenway Trail organization dedicated to promoting multi-use pedestrian connections from New Haven to Madison. I am active in my town affairs promoting a bike pedestrian working group, concerned about the long-run quality of life and the health and welfare of our people across greater New Haven, advocating for good governance at every level beginning with the town. Facing major challenges from climate change, we in Connecticut and the greater New Haven area have the means and capabilities to make a difference in how we set our communities up for the future. Yes, we can. Conversely, if we make the wrong choices, we are going to make things ugly. With growing evidence of higher average temperatures, more intense weather with more inundations from rising sea levels and storm surges, the US government and the state of Connecticut have committed policies and resources to build up our climate resilience, as the EA notes in section 4.4. Washington and Hartford have devoted resources and crafted laws and guidelines for our use – very appropriately.. According to the University of Connecticut Institute for Climate Resilience and Adaptation, severe storms in the US cause 110 deaths per year in flood-related accidents and an average of $3.8 billion annually in property damage, a problem to which Connecticut and the Northeast are particularly susceptible (UConn CIRCA). * Climate resilience means the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate. Improving climate resilience involves i) assessing how climate change will reshape current climate-related risks and create new ones and ii) taking steps to better cope with these risks. It means adapting our infrastructure to address climate challenges. Climate resilience is sustainable development and risk management. In 2021, the grand list of East Haven alone totaled $2.0 billion (New Haven $6.6), with a concentration of property wealth and tax base in the center and the south of the town by the	For EIS, see response to Frequent Public Comment #1. For sea level rise, see response to Frequent Public Comment #16. For flooding, see response to Frequent Public Comment #17. For wetlands, see response to Frequent Public Comment #19 and Appendix F. Resiliency measures incorporated into the Proposed Action are described in the EA. Climate is addressed in Section 5.3 of the draft EA.	yes
5/1/2023	PC	Kim Zolvik	3207-3235	Re: Tweed New Haven Airport NEPA Draft Environmental Assessment / Environmental Justice public comment	Attempting to attach Dr. Cox's pdf again. Apologies! Kim Zolvik _____ From: k zolvik <zolvik@hotmail.com> Sent: Monday, May 1, 2023 12:55 PM To: hvn-ea@mjinc.com <HVN-EA@mjinc.com> Cc: fn-ceq-nepa@ceq.eop.gov <fn-ceq-nepa@ceq.eop.gov>; auusersupport@hq.doe.gov <auusersupport@hq.doe.gov>; cenae-pa@usace.army.mil <cenae-pa@usace.army.mil>; Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>; Doucette, Richard (FAA) <Richard.doucette@faa.gov>; Secretaryscheduler@dot.gov <Secretaryscheduler@dot.gov>; senator_murphy@murphy.senate.gov <senator_murphy@murphy.senate.gov>; jahana.hayes@mail.house.gov <jahana.hayes@mail.house.gov>; jim.himes@mail.house.gov <jim.himes@mail.house.gov>; rosa.delauro@mail.house.gov <rosa.delauro@mail.house.gov>; richard_blumenthal@blumenthal.senate.gov <richard_blumenthal@blumenthal.senate.gov>; Looney@senatedems.ct.gov <looney@senatedems.ct.gov>; alphonsepaolillo@cga.ct.gov <alphonsepaolillo@cga.ct.gov>; attorney.general@ct.gov <attorney.general@ct.gov>; gail.lattrell@faa.gov <gail.lattrell@faa.gov>; julie.a.seltsam@faa.gov <julie.a.seltsam@faa.gov>; environmental-justice@epa.gov <environmental-justice@epa.gov>; Pestana, Edith <Edith.Pestana@ct.gov>; ocpostoffice@niaid.nih.gov <ocpostoffice@niaid.nih.gov>; skuang@newhavenct.gov <skuang@newhavenct.gov>; mayorsoffice@townofeasthavenct.org <mayorsoffice@townofeasthavenct.org>; DEEP.aircomplaints@ct.gov <DEEP.aircomplaints@ct.gov>; joe.zullo@housegop.ct.gov <joe.zullo@housegop.ct.gov>; Senator Cohen <cohen@senatedems.ct.gov>; paul.cicarella@cga.ct.gov <paul.cicarella@cga.ct.gov>; salido57@comcast.net <salido57@comcast.net>; lopes@senatedems.ct.gov <lopes@senatedems.ct.gov>; joseph.gresko@cga.ct.gov <joseph.gresko@cga.ct.gov>; Save Our Shoreline <saveourshorelinect@gmail.com> Subject: Tweed New Haven Airport NEPA Draft Environmental Assessment / Environmental Justice public comment Hello, I am writing in hopes of making you aware many communities that surround Tweed New Haven Airport fall under the Environmental Protection Agency's Environmental Justice (EJ) designation. New Haven and Branford have EJ blocks while East Haven is an EJ town. https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities#Map	Duplicate comment. See reponse to Comment # 836.	yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	GO	Matt Hoey, First Selectman Town of Guilford	3236-3237	RE: South Central Regional Council of Governments Resolution	Thank you for making it happen. Matt Hoey First Selectman Town of Guilford 203-453-8015 Hoeym@guilfordct.gov From: Laura Francis <lfrancis@scrcog.org> Sent: Monday, May 1, 2023 12:51 PM To: Hvn-ea@mjinc.com Cc: Peggy Lyons (lyonsp@madisonct.org) <lyonsp@madisonct.org>; Carl Amento <camento@scrcog.org>; Matt Hoey <HoeyM@guilfordct.gov>; James Rode <jrode@scrcog.org> Subject: South Central Regional Council of Governments Resolution Please accept the attached resolution supporting the Tweed New Haven Airport Expansion and Draft Environmental Assessment Findings from the South Central Regional Council of Governments. Thank you Laura Francis Laura Francis Deputy Director / Director of Transportation Planning South Central Regional Council of Governments	Supportive comment is noted and is included in the project record.	no
5/1/2023	PC	Kim Zolvik	3238	Tweed New Haven Airport NEPA Draft Environmental Assessment	Tweed New Haven Airport NEPA Draft Environmental Assessment public comment Good afternoon, My name is Kim Zolvik and I reside 2.4 miles east of Tweed airport. Please include this as a public comment to the Tweed Airport Draft Environmental Assessment. There are so many concerns with this proposed expansion and I sit staring at my screen, lost, overwhelmed, and over burdened. How am I, a lay person with a career, family and home, supposed to compose public comments to all of this? How am I to research laws, read studies, compare data, and find evidence to all of the concerns this airport brings? How am I to read an Environmental Assessment that is over 200 pages long plus the A-K appendices totaling 100s more pages? With comprehension? All this?: air pollution children's health, asthma and aviation children's ability to learn de-icing fluid running into the wetlands, rivers and sound farming - I have a backyard farm! green house gasses and global warming housing - New Haven has a housing crisis, where are 200 plus families supposed to move once the FAA takes property via "voluntary acquisition" to create these safety areas? noise pollutiuon traffic PFAS in foam running into our waters pregnancy and air pollution lead in avgas destruction of wetlands destruction of flora and fauna endangered species pesticides	For EIS, see response to Frequent Public Comment #1. The EA was prepared in accordance with FAA Order 1050.1F. For concern about the study area, see response to Frequent Public Comment #3. For requests for extension of the comment period, see response to Frequent Public Comment #2. No property acquisitions (including residences) are included in the Proposed Action. See Section 2.1.	no
5/1/2023	PC	Thomas A. Ranalli,Jr	3239	Tweed New Haven Airport	Dear Sirs, I'm a writing to ask for a more in depth and detailed Environmental Impact Statement to evaluate the airports current expansion plans for decades to come. Air pollutants and release of Nitrogen Oxides, caused by jets,are both related to health problems. In the latest study of the air. By the American Lung Association has given the area surrounding the airport, within a 12 mile radius a Grade F! Which means we many high ozone days. Measuring the particle pollution within 24 hours. Grade C! Our children are at a greater risk for health issues!!! They deserve an E IS! Thank you, Thomas A. Ranalli,Jr East Haven, CT Sent from my iPad	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	PC	Joanne Pompano	3240	Tweed Environmental Impact Study	Dear FAA, EPA, and other Regulatory Agencies: Expansion of Tweed New Haven Airport should not be approved without more study and more information provided by a full Environmental Impact Study. Without such a study, concerned citizens in surrounding towns do not have the necessary data concerning how such an expansion will affect their health, their safety, and their property values. Residents are justifiably concerned that expansion will be an unfair burden to towns in the greater New Haven area. It is essential that citizens be heard on the issue of extending runways and allowing larger jets to more frequently use the airport. It is essential that residents be provided with all the necessary information concerning how an expansion will change their neighborhoods and their lives. In short, consideration to expand Tweed cannot be justified without a full Environmental Impact Study. Thank you for consideration of this matter. Sincerely, Joanne R Pompano 60 Turtle Bay Drive Branford,CT06405 203-444-0816	For EIS, see response to Frequent Public Comment #1.	
5/1/2023	PC	John Gallalee	3241	Tweed EA insufficient. EIS needed.	To whom it may concern, Please consider the following reasons for the need of moving the Environmental Assessment of Tweed's Master plan to a full Environmental Impact Statement. 1050-1f2-5. Public Involvement. NEPA and the CEQ Regulations, in describing the public involvement process, require Federal agencies to: consider environmental information in their decision-making process; solicit appropriate information from the public; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; and provide the public with this information and allow it to comment on these findings. Water quality from increased traffic and discharges, surface water quality, and related coastal resources are threatened by increased stormwater runoff and pollutants. With over 4000 parking spaces proposed an 80,000 sqft terminal,significant impervious surfaces will be added. The increased capacity of the airport will result in increased traffic, intensive land use, aircraft deicing, and vehicular activity, adding to the pollutant levels found on the airport property that will be carried by stormwater into the nearby wetlands and watercourses. The increase in impervious surfaces, combined with the loss of wetland resources, will increase the amount of stormwater runoff carrying these pollutants into the nearby watercourses. Tweed-New Haven Airport Authority's history of noncompliance with its water quality permits raises particular concerns about water quality impacts. The EPA ECHO database indicates that Tweed has been in significant violation of its Clean Water Act pretreatment permit, number SP0002421 issued by CT DEEP, since October 1, 2020.27 At the time that the permit was reissued in 2020, CT DEEP's records indicated that Tweed was already in violation of the permit and was subject to an enforcement action.28 How will the EPA and FAA mitigate both current and future changes in runoff changes? Who will be responsible for flooding issues to the surrounding community from these changes? How will the EPA and FAA measure changes to coastal resources such as oyster beds and sensitivewildlife habitats? Regards.	For EIS, see response to Frequent Public Comment #1. Appendix D describes the Public Outreach process used in the EA. Regarding impervious surface and water quality, see response to CT DEEP comment # 3 and # 6. Regarding traffic, see response to TEH comments #12-14. Spent deicing fluid is captured and discharged to the sewer system per applicable permits. The Proposed Action will include measures to continue capturing and discharging to the sewer system. Biological Resources (including wildlife) are described in Sections 4.3 and 5.2 of the EA. Coastal Resources are described in Sections 4.3 and 5.4 of the EA.	
5/1/2023	PC	Gabriela Campos	3242-3244	EA Comment	Please credit author Please translate as per required regulations Thank you Gabriela	Below the spanish comment is translated to english: "- Lack of attention with the citizens." See response to Frequent Public Comment # 2 and Appendix D included as part of the Draft EA. "- Little environmental impact study on the risk areas represented by the project." See response to Frequent Public Comment # 1. "- How do you plan to improve flooding in urban areas?" See response to Frequent Public Comment # 17. "- Study in air pollution?" For concern about use of field measurements for Noise and/or Air Quality, see reponse to Frequent Public Comment #9. "- Is community in agreement"? During the public comment period different type of comments were recevied, including support comments from the public, business and organizations. See Appendix D. "- How do you plan to preserve the wetlands?" Compensatory mitigation would be implemented for all wetland impacts to achieve the overall policy goal of "no net loss" according to their ecological functions and values. As per mitigation coordination meetings with CT DEEP and USACE, the compensatory wetland mitigation would	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	PC	Gabriela Campos	3245-3247	EA Comment	Please credit author Please translate as per required regulations Thank you Gabriela	Below the spanish comment is translated to english: "- What would happened with the traffic?" See reponse in Comment # 845. "- In addition, the flooding of the streets if they allowed the swamps to be covered, which affects the health of children so much?" See response in Comment # 845.	no
5/1/2023	PC	Theodore Lieber	3248	HVN-EA Public Comment - Air Quality	To whom it may concern, My name is Theo Lieber, I reside at 18 Hampton Rd, East Haven, and I will be a registered voter in 2030. I am writing to you to express my concern regarding the proposed expansion of the Tweed-New Haven Airport and the impact that this project will have on the surrounding communities, especially as it connects to the air quality section of the Draft Environmental Assessment (Section 5-1). From what my parents shared with me, in Section 4.2 and the repeated in Subsection 5.1.4 Significant Thresholds, the EA correctly states that New Haven County has been classified as "severe" by the EPA in ozone levels. On page 5-7, the EA states that the increase in nitrogen oxide emissions (one of two ozone pollutants listed in Table 5-1) can be traced to the 737-800 engines. If the expansion goes through, the Tweed Airport will move to 737-800s. And this is what I think. I am specifically concerned with the EA's finding on air pollution because when I first heard there were nitrogen oxides going through the air I was a little freaked out. The thought of more pollutants going through the air started to make me even more concerned about the expansion. As a ten year old, I would not like toxic gases in the air while my lungs are still developing and I would like you to consider all the other kids in the area. What are we doing outside? We are playing baseball, basketball, and climbing on jungle gyms. We are swimming, going to the beach and just doing the things kids are supposed to be doing. I am asking the FAA to conduct a comprehensive review of the environmental impact that the proposed expansion will take on the communities surrounding the Project Area. By taking the time to conduct an Environmental Impact Statement (EIS), the airport and communities will be able to better understand the consequences of this major expansion. Thank you and I hope you make the right decision,	For EIS, see response to Frequent Public Comment #1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24.	no
5/1/2023	PC	Margaret Wheeler	3249-3250	Air Emissions	THE FAA SHOULD ISSUE AND EIS AND USE APPROPRIATE UNBIASED DATA IN AIR EMISSIONS STUDIES. EA Air Emission Studies Use Deceptive Baseline to show lower increase THE FAA SHOULD ISSUE AN EIS AND USE APPROPRIATE 2019 UNBIASED DATA IN AIR EMISSIONS STUDIES UNLIKE THOSE PROPOSED IN THE EA DRAFT USING 2022 RAMPED UP OPERATIONS NEPA Regulations state: "A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). 1. The use of 2022 air emissions data is deceptive and is used to show a lesser increase in impact thereby setting false conditions of no significant impact. Violation of 1508.27(b)(7) above Operations at Tweed were ramped up by increased Avelo flights and larger jets. Prior to this, Tweed in 2019 had different operations and set up a realistic baseline of air emissions. These new measures would show a significant increase in air emission levels. 2. Any future efforts to use the 2022 air emissions data in the EA to create offsets to mitigate ai emissions changes is also flawed and puts public health in greater risk. -- Respectfully Yours, Margaret Wheeler	For EIS, see response to Frequent Public Comment #1. See response to EPA Comment #1 regarding baseline conditions. For concern about Health Effects, see response to Frequent Public Comment #24	

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5/1/2023	PC	Lia Sabin	3251-3252	Environmental Impact Statement is Necessary	Good Afternoon, Please see attached letter. Thank you, Lia Esposito Sabin ---- May 1, 2023 As a lifelong resident of East Haven, I echo the concerns of those who live in the closest proximity of the airport regarding noise, pollution, and the environmental bearing on wildlife and wetlands, that a Tweed expansion would impact. My residence is five miles from Tweed Airport. When my husband and I were looking for a home 26 years ago, we considered several located close to the airport. Although the sound of the smaller planes flying overhead was not a nuisance for me, my husband sought a quieter area. Consequently, we passed up on a beautiful home on Charter Oak Avenue. Today, we can hear the larger, 737 planes from our house on Thompson Street, which is less than one mile from the North Haven town line. They are louder than the smaller planes would hear when at my sister's home in the center of East Haven. Likewise, we see them hovering and circling over our house and those nearby during intemperate weather. This has given rise to the trepidation that the entire town is a potential target should there be the very unfortunate circumstance of a plane crash. Moreover, the town no longer has a stretch of unassuming space. The entirety of East Haven's 12 square miles is well within the audible range of the ninety plus decibels of noise from each takeoff and landing. For potential homebuyers seeking a home with any semblance of quietude, East Haven will be labeled unappealing. Although advances in technology may make noise pollution less of a concern in the future, the health issues are not as easily dispelled. Particle matter pollution will continue to permeate the atmosphere, and study after study has proven that those who live close to airports experience elevated blood pressure and cardiovascular risks. East Haven's population is estimated at 28,000. Per capita, we are the most populated town in Connecticut. Our infrastructure and town resources are already heavily burdened. Per the data in the Environmental Assessment and Appendix K, Tweed's expansion will overload our presently highly trafficked main arteries. It is crucial for there to be an Environmental Impact Statement. Any conceivable project of this magnitude necessitates an independent and impartial body of researchers to gauge the effect of eradicating wetlands and wildlife and lessening quality of life for many, against the aggregating profits of the few. Sincerely, Lia Esposito Sabin	For use of 737-800, see response to Frequent Public Comment #7. For noise/vibrations, see response to Frequent Public Comment #10. For concern about measured noise levels, see response to Frequent Public Comment #11. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. Regarding traffic, see response to TEH comments #12-14. Regarding request for an EIS, see response to Frequent Public Comment #1. For wetlands please see Frequent Public Comment #19. For wildlife please see Sections 4.3 and 5.2 in the EA.	Yes
5/1/2023	PC	Patrick Rowland	3253-3272	comments on New Haven's EA	Please see attached and copied below for my comments on the EA. May 1, 2023 My name is Patrick Rowland and I live at 2 Minor Road in East Haven almost 3,900 feet due south of the end of runway 2 at Tweed New Haven Airport (after previously – since 1997 lived 2 blocks away on Townsend Ave in New Haven) and I am writing you to request that the FAA insist on an EIS instead of the current EA for several very good reasons – the first of which is the entire premise of making an informed decision requires real data that can be verified and validated and has scientific reality behind the assumptions and the decisions which are derived from the data therein. However, the EA is factually wrong to the extent that it actually violates US code as an outright fraudulent representation (aka a LIE) to the US Government. Last time I checked, it is illegal to lie to the US Government. The factual inaccuracies include the promise not to use the Boeing 800 planes until the runway is extended, promises that the runway won't be expanded in the 2008 and 2009 time frame which led to the relocation of Dodge Avenue and the settlement of litigation by promising not to expand the airport operations. The City of New Haven then used the preemption exemption/argument and penumbra of safety to try and now extend the runway – even though they had promised not to and they also received fair and adequate compensation for that relocation of Dodge Avenue and to settle the then ongoing lawsuits. The 2nd Court of Appeals indicated that the preemption does prevent the state from making laws that limit the length of the runway, but the City itself (who owns the land) agreed not to extend the runway. That is a binding agreement which the FAA should help enforce. In the EA, they argue that the airport is too small and has the shortest runway of any of the locations where Avelo currently serves. Has anyone actually considered that maybe just maybe a 7,200 foot long runway in New Haven is actually a really really bad idea and there is a long standing historical rationale for why it isn't that long? I am concerned that the EA does not consider the Fire apparatus properly. There is no water safety or water borne process in place now (even though there are bodies of water on the airport property and the approach is less than a mile to the open ocean – approach and take off from/to the North also frequently flies over a large body of water – Lake Saltonstall at under a mile from the airport and Lake Gaillard – several mile afar but both supply public drinking water to the City and should be avoided by aircraft like the plague). The existing ARFF is also not sufficient given the increase of the x800 flights into and out of Tweed. The failure of the EA to include the x800 in the noise, pollution, and other modeling is an abject failure that can hardly be called an oversight. It is a purposeful obfuscation which was done to exclude the impacts from a much larger and louder and more polluting plane from the process. This is yet another reason why the FAA should require an EIS. As it is now, the planes landing from the south, approach my home at about 275 to 300 feet. If they are allowed to move the landing zone 1,000 feet closer, those incoming planes will be 100 feet closer to my home. Given that there has already been one catastrophic plane crash within several hundred feet of my home, making it even more dangerous flies in the face of the safety mission of the FAA and the rationale for making the runway longer. Safer for whom? The airport has been perfectly safe for 50 years for all the little piper cubs and even the small private jets coming and going. The only other fatal was in horrible weather (another hallmark of Tweed is rain and fog and horrible visibility) when an out of region person missed their first landing and crashed when making the turn to re-approach. Adding even more traffic and bigger and longer planes to Tweed is a HORRIBLE idea. To argue that the runway isn't safe for the next generation of larger planes is self-serving and a self-fulfilling prophecy – it's never going to be safe to land the Concorde, or the Space Shuttle… so why is it appropriate to expand the airport so that they are able to land longer planes on a 400 square acre parcel of wetlands that has already been desecrated and the existing terminal expansion is already a violation of all sorts of FEMA regulations regarding NFIP and not expending greater than 50% before requiring the entire project conform to then current FEMA standards. The old terminal was expanded with temporary structures and other facilities which greatly increased the value of the property (on an actual cost, assessed value, replacement cost or any other metric) and that is a violation of NFIP regulations. The EA also argues that Tweed has the shortest runway of the locations that Avelo serves – which it does – BUT IT HAS THE SMALLEST FOOTPRINT BY AN ORDER OF MAGNITUDE. SAV is 3,650 acres, RSW is over 13 THOUSAND acres, BNA is 4500 and 10x Tweed, PBI and CHS are 5 times larger than Tweed. Even SRQ is 1,102 or roughly 3 times larger than Tweed. To argue that the runway needs to be longer is like trying to put a turbo charged v8 into a lawnmower so it runs faster. To even have any discussion of expansion of the airport tarmac, terminal or other facilities given its precarious location is a violation of state and federal wetland protection acts.	For EIS, see response to Frequent Public Comment #1. ARFF requirements are dictated by FAA regulations and are dictated primarily by the frequency of operations conducted by the longest aircraft. HVN is in full compliance with ARFF requirements and will monitor operations to ensure continued compliance. Typically, increasing ARFF requirements dictate deployment of larger, more capable ARFF vehicles. For use of 737-800, see response to Frequent Public Comment #7. Note that the 737-800 was included in the relevant analyses, including noise and air quality. For wetlands, see response to Frequent Public Comment #19. Appendix D describes the Public Outreach process used in the EA. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. For concern about Flooding, see response to Frequent Public Comment # 17. Chapter 3 describes the rationale for the selection of the preferred alternative.	yes
5/1/2023	PC	Anna Denos	3273-3274	FAA must require an EIS - Environmental Impact Statement as best choice for City of New Haven and Town of East Haven, CT	Hello, My name is Anna Denos and I reside at 5 McKinley Ave East Haven, CT. As a resident of East Haven I am writing to express my deep concern and strong opposition to the expansion of Tweed Airport. As a mother to a two year old and a three month old child, I am concerned regarding the effects the air pollution will have on their health. Whenever we are playing outside in our own backyard with the children, we have to bring the children inside if a plane departs or arrives as the jet fuel is so strong it is hard to breathe. Repetitive exposure to this fuel is dangerous to their tiny lungs and bodies. When explaining the situation to my children's pediatrician they advised that we do not keep the children outside when fumes are so high. This needs to be recognized as more than an inconvenience to the residents of East Haven but a major health hazard. My children are advised by their doctors not to spend time in their own backyard! With an expansion of the airport the pollution will only worsen and make the air quality of our home completely unlivable. In addition to the air pollution, the noise pollution is posing major issues to our well being as well. Every time a plane arrives or departs my two year old daughter runs to me for a hug and says "Mama, I'm scared, I need a hug." Studies show that excessive noise pollution can raise children's cortisol levels. ("A Review of Health Effects Associated with Exposure to Jet Engine Emissions in and around Airports." ehjournal.biomedcentral.com). The planes are well over a comfortable decibel level multiple times a day. An EIS is needed to properly determine the level of health risks to the nearby citizens (within 5 miles radius) of the Tweed Airport Expansion. The Federal Aviation Administration must require an Environmental Impact Statement as the best choice for City of New Haven and Town of East Haven CT, as The Environmental Assessment Draft was lacking crucial information. This area is primarily residential and this proposed expansion will intrude on the quality of life for east haven residents in endless ways. I ask that the FAA review and get answers from other federal agencies regarding the impact to our area: 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. The Task Force on Environmental Health Risks and Safety Risks to Children, created by Executive Order 13045, identified four priority areas of impacts to children for immediate attention: • Asthma; • unintentional injuries; • developmental disorders (including lead poisoning); and • cancer. Impacts to children are considered separately in NEPA reviews because children may experience a different intensity of impact as compared to an adult exposed to the same event. For example, children's internal organs are still developing and they are therefore unable to process exposure to toxic substances in the same way that an adult can. Children are also more likely to exhibit behaviors that put them at a greater risk for exposure to hazards. Children under age 5 are more susceptible than adults to environmental hazards due to the fact they are more heavily exposed to toxins in proportion to their body weight. Children under age 5 breathe more air, drink more water, and eat more food per unit of body weight than adults do, so they may experience higher rates of exposure to toxins, pollutants, and pathogens.	For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Childrens Health and Safety Risks are addressed in Section 5.10.4. For concerns about noise/vibration, see response to Frequent Public Comment #10. Proposed mitigation measures are described in Chapter 5 where appropriate. The suggested mitigation measures pertaining to ground support equipment are operational decisions outside the scope of the EA. Air and water quality monitoring requirements are regulatory decisions that will be determined during the permitting phase. Federal grant assurances do not allow the airports to unilaterally impose restrictions based on noise.	no

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5/1/2023	GO	Perry Phillips, Jean	3275-3633	Town of East Haven's comments on the Draft Environmental Assessment for Tweed New Haven Airport	Dear Sir or Madam, Attached you will find the Town of East Haven's comments on the Draft Environmental Assessment for Tweed New Haven Airport regarding the proposed extension of Runway 02-20 and construction of a new enlarged airport terminal and associated facilities. Please acknowledge receipt of this document. Thank you, Jean _____ Jean Perry Phillips Attorney Pullman & Comley LLC 90 State House Square Hartford, CT 06103-3702 T 860 424 4368 • M 860 918 5274 • F 860 424 4370 jphillips@pullcom.com • www.pullcom.com V-card • Bio • Directions BRIDGEPORT HARTFORD SPRINGFIELD STAMFORD WATERBURY WESTPORT WHITE PLAINS	Comments are addressed Responses to Agency comments.	yes
5/1/2023	PC	Gabriela Campos	3634-3635	What else hasn't been cleaned up?	To Whom It May Concern The attached law suit from 2012claims that Tweed TNHAA could not afford to continue to clean up an oil spill that took place over several months after it was found. McVac provided receipts for the work which exceeded over 20k Based on this document the clean up just stopped. Everyone just seemed to have given up. We know that for years the TNHAA and it's associates dumped PFAS into Tuttle Brook - the "ditch" improvements were bungled, the engineering was wrong. It had to be done again. And to date this project has NOT been completed. They were supposed to revegetate the space w "Light Industrial" plants as outlined in CT DEEP. They have a few sad trees that are not on the list and they have done nothing to rectify the issue TNHAA was supposed to create a mat for airplanes to be de-iced on. The materials were supposed to be collected there and treated. The only treatment is to dilute those chemicals and dump them in to the Sound. Why hasn't the impact of fauna and flora of this action been studied? We KNOW that these are forever chemicals that are carcinogens. We know that children swim at those beaches. Why hasn't the impact on children's health been considered? Additionally we have video of planes being de-iced seemingly away from the designated mat area (sorry my understanding is I cannot add video - happy to share if ok'ed) To date none of us have seen trucks come to remove the material from the site - where is the deicer going if not on the mat containment unit? There is no containment unit where the map says it exists…. If they aren't doing clean up now what assurances do we have that this will be properly addressed in the future?	For EIS, see response to Frequent Public Comment #1. The referenced lawsuit is outside the scope of the EA. Commentor describes reported existing and historic conditions that are outside the scope of the EA and note that no chemical storage facilities included in the Proposed Action. For concern about birds, see response to Frequent Public Comment #18. Spent deicing fluid is captured and discharged to the sewer system per applicable permits. The Proposed Action will include measures to continue capturing and discharging to the sewer system. Children's Health and Safety is addressed in Section 5.10.4 of the Draft EA.	no
5/1/2023	PC	MaryEllen Far	3636	Fwd: Environmental Impact Statement Request	To Whom it may concern, I am writing to request that the FAA complete an Environmental Impact Statement to evaluate the expansion plans for Tweed New Haven Airport. I write to you as a former resident of East Haven, where the proposed new airport terminal is to be built, a nineteen-year resident of (Annex)New Haven, where most of the airport runways are located, and lastly as a veteran Connecticut teacher. I have to admit that I have long opposed the expansion of this airport, for all of the environmental and quality of life issues it creates and more. The draft environmental assessment statement that the airport expansion will have "little impact" on the community or environment, could not be further from the truth. You have heard from environmental experts about the well-known risks to our birds, animals, water, air, and health so today I appeal to you to consider the long-term effects of living near an airport on our children. Studies have shown that aircraft noise exposure at home and school is associated with children having poorer reading and memory skills. As you may not know, New Haven Public Schools are among the lowest-performing schools in Connecticut, with eighty-four percent of third graders reading below grade level this year. According to the District Profile and Performance Report, East Haven students also fell short of the state district performance index of 75 for English Language Arts, earning a score of only 60 (the average of students in a subject area). Ofiiclas look to the usual causes of low achievement like lack of resources or overcrowded classrooms, while overlooking obvious issues like noise pollution which can also lead to poorer learning outcomes. Studies have proven that airport noise causes communication difficulties, teacher and pupil frustration, reduced morale, impaired attention, increased arousal – which influences task performance, and sleep disturbance from home exposure which might cause performance effects the next day. The World Health Organization Community Noise Guidelines suggest that background sound pressure levels in school classrooms should not exceed 35 db during teaching sessions to protect from speech intelligibility and disturbance of information extraction. I implore you as a resident of a neighborhood already choked by fumes from the harbor, oil tank fields, Interstate 95, and the east shore water pollution abatement facility, now plagued by constant aircraft noise, and as a teacher who is looking outside the box for solutions for her struggling students, please complete an Environmental Impact Statement for Tweed New Haven Airport. Our future generation depends on you to make the right and just decision.	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about birds, see response to Frequent Public Comment #18. Children's Health and Safety is addressed in Section 5.10.4 of the Draft EA. As discussed in Appendix I, two educational facilities are identified as being in a noise exposure area of DNL 65 or greater and thus potentially not compatible with the aircraft noise exposure.	no

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5/1/2023	PC	Gloria Bellacicco	3637	Toxic chemicals	My name is Gloria Bellacicco and live at 300 lighthouse rd. Morris Cove Section of New Haven. In April 2022 my dog became ill. It wasn't only my dog. There was a total of over 20 dogs ill at the same time. We never did find am exact cause. Maybe it was a coincidence that after Tweed stopped using roundup in September that she finally stopped being ill. The veterinarian bill was close to 5,000.00 .. What is Tweed using in its place.? My dog hardly spends any time outside since being sick. I can't help but to think her illness was related to the roundup being sprayed by the gallons full from the road. at least 10 feet away from the fence area. The shoreline is windy and their reckless use of this chemical may have been picked up by the winds and sprinkled into the residential community in which Tweed is surrounded by. We were never notified of spraying ahead of time .. what is the protocol for notifications of spraying ? Also if Tweed is so into helping the economy why can't they employ a neighborhood lawnscaping company with battery operated weed wackers to keep the weeds down along the fence ? I mean that's what's required by the faa right? to keep the weeds down? Respectfully Gloria Bellacicco Sent from Yahoo Mail on Android	The issues described are outside the scope of this EA.	no
5/1/2023	LO	Roger Reynolds, Senior Legal Counsel with Save the Sound	3638-3647	April 18 Letter	Please find attached another filing for the record in the Tweed New Haven Draft Environmental Assessment. Roger Reynolds, Esq. Senior Legal Counsel Save the Sound 127 Church Street, 2d Floor New Haven, CT 06510 Office: 203-787-0646 x105 Cell: 860-997-3223 rreynolds@savethesound.org *** CONFIDENTIALITY NOTICE *** This e-mail may contain information that is confidential or privileged. If you are not the intended recipient, do not read, copy or distribute the e-mail or any attachments. Instead, please notify the sender and delete the e-mail and any attachments. Thank you.	Commentor submitted comments in multiple emails due to attachment file size concerns. The separate emails are preserved here for the record. Submitted comments are addressed in their entirety in response to Comment #806.	Yes
5/1/2023	PC	Susan Bryson	3648-3673	eis request by susan bryson	eis request by susan bryson is attached. It includes an appendix-- thank you	Chapters 2 and 3 describe the Purpose and Need and Alternatives considered for the RW extension. As described the preferred alternative addresses the Purpose and Need. No land acquisition is proposed as part of the Proposed Action. This is clearly stated in the Purpose and Need. For concern regarding 737-800 operation see response to Frequent Public Comment #7. For concern about the study area, see response to Frequent Public Comment #3. Appendix D describes the Public Outreach process used in the EA. Concerns about the lease agreement are outside the scope of the EA.	yes

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5/1/2023	PC	Ken Engelman	3674-3675	EA Comments - Please Answer the Following Questions (FAA must require a full EIS to prove we are not being harmed)	Hello EA Comment reviewers and all others CC'd and BCC'd. As a member of Save Our Shoreline CT, 10,000 Hawks, and multiple others environment focused groups here in Southern Connecticut, I would like answers to the following questions along with your support in demanding a full EIS so that real data, not AI data modeling, can be studied properly. Relying on AI data is wrong, inconsistent, insufficient, and biased. The human experience must be a part of this fact finding/data mission because your plans include consequences AI cannot and will not feel/experience. Sounds, smells, sight, vibrations, etc. are all nonexistent in the AI world. With this, please answer the following questions: • Why are Avelo 800 class planes repeatedly flying in and out of Tweed when HVN documents state it is unsafe to fly the 800 class planes in and out of Tweed due to the current runway size? • Why are Avelo planes that fly in and out outside of the agreed upon daytime hours not being penalized for operating outside agreed upon times (causing sleep issues for community residents)? • Why did Avelo start operations with larger jet planes before implementing an EA or EIS? Shouldn't they have proved their expansion plans wouldn't harm people/environment first? • Why is the burden on the people to prove that jet fuel fumes are harmful? Jet engine vibrations harmful? Jet engine sounds harmful? Jets flying under legal altitudes harmful? • Why wasn't Branford/North Branford included in the presented EA when most Avelo flights fly over Branford/North Branford? • Why wasn't a traffic study performed in Branford along Shore Drive, Alps Road, Route 1, Main Street? Or a sound study? Or an air study? Or an environment study? • Why are people - who openly admitted to not reading the presented EA you paid over $1 million for - qualified/allowed to vote on something they chose not to read? • Why are so many politicians fighting community residents/taxpayers request/demand for a full EIS that will include facts/data that can help them make intelligent decisions? • Why are the wants/needs of a billion-dollar private investor a priority over us Connecticut residents who chose to invest in our state and live along the [what was] pristine CT Shoreline? • Why are CT taxpayers paying for Tweed/Avelo to advertise and promote Avelo when it causes us same people so much harm in our homes and where we live? This references CT grants… • Why does the FAA feel it is ok to force Americans to be harmed in exchange for them to get their way, even though there is another international airport less than 60 miles away? • Why is it ok for New Haven Mayor Elicker to intentionally lie to the public/media when he stated he addressed community residents concerns when in fact he ignored them? • Why are environmental justice communities that are protected by the US Government being taken advantage of – which is what the EPA is supposed to protect them from? • Why are so many community initiative groups being dismissed by decision makers? Same thing with CT politicians who support a full EIS? • Why aren't the soot and [what looks like] oil droplets on homes, vehicles, flat surfaces, etc. under the Avelo flight path being tested? • Why aren't more elected leaders focusing on our wants and needs over the wants and needs of some outside of CT located private investor? • Why won't the FAA, EPA, DEEP, and other government agencies working together to study residents claims and then presenting the findings through transparency to those for and against this expansion? Intelligent decisions can only be made through knowledge, research, and data.	For EIS, see response to Frequent Public Comment #1. For concern regarding 737-800 operation see response to Frequent Public Comment #7. For concern about the noise ordinance see response to Frequent Public Comment #4. Avelo completed an Operations Specification Amendment prior to serving HVN. Approval of the amendment was a federal action that required review under NEPA. The traffic study area was determined in coordinating with ConnDOT based on expected travel routes to the east side terminal.. The FAA is responsible for making the determination under NEPA. Political maneuverings related to the project are outside the scope of the EA. Advertising is outside the scope of the EA. Directing passengers to other airports would not address the Purpose and Need. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Agency coordination for this EA is described in Appendix D. Regarding soot, a study conducted at O'Hare Interanational (Chicago) found that the major sources of soot and oily deposits near the airport were typical urban "dust", primarily the result of non airport emissions.	no
5/1/2023	PC	Vivien Hunnicutt	3676-3677	Traffic and Fire Safety in East and New Haven	Hello, My name is Vivien Hunnicutt and I am a resident of New Haven living less than a dozen houses away from Tweed New Haven Airport. My neighbor is disabled and I fear emergency response times in the event of an emergency will be affected by this proposed expansion of Tweed New Haven Airport. The recent environmental assessment regarding the Tweed New Haven expansion has sparked controversy over the safety of the surrounding community. While the assessment has addressed issues such as noise pollution and air quality, concerns have been raised about the lack of attention given to fire and police safety in East and New Haven. On April 1st the Mayor of East Haven along with the Police and Fire Chief of East Haven spoke to address their concerns and lack of clarity in terms of safety of local neighborhoods in the EA. I ask that you please source those comments, read, print and submit with this comment (as I do not have access to their comments/statements). There is no documentation in the EA measuring response times with the added volume of traffic the new proposed entry would bring to the area. As it is Ft Hale Rd gets backed up with airport traffic. If there would be an emergency the emergency vehicles would not be able to access those homes etc. (I would include a video but they are not permissible). One of the primary concerns is the potential impact on emergency response times. The proposed expansion would include an increase in air car, which could lead to longer response times for both fire and police departments. In emergency situations, every second counts, and delays in response times can have catastrophic consequences. Fire safety is an issue that should be addressed in any major expansion. With more air traffic comes a higher risk of fires. The potential for plane crashes and other aviation accidents increases the risk of fires, which could have a devastating impact on the surrounding community. The proposed expansion should take into account the need for additional fire safety measures and ensure that the local fire department has the resources necessary to respond to any potential emergencies. Our local fire departments were not advised or included in the supposed studies for expansion (again pls locate, read, print and file the Fire Chief public comment from April 1st along with this comment). Finally, police safety is another concern that has not been adequately addressed. The increased air traffic could lead to an increase in criminal activity, particularly drug trafficking, which is often facilitated by air transport. The local police department should have the necessary resources to combat any potential criminal activity associated with the expansion and ensure the safety of the surrounding community. (again I ask you source, read, print the Police Chiefs public comment from April 1 and add to this comment) In conclusion, the recent environmental assessment regarding the Tweed New Haven expansion has not fully addressed concerns about fire and police safety in East and New Haven. The potential impact on emergency response times, air pollution, fire safety, and police safety must be thoroughly evaluated before any expansion is approved. The safety of the surrounding community must be a top priority, and all necessary measures should be taken to ensure their well-being.	See response to TEH comments #1-#29.	no
5/1/2023	PC	Stephen Broker	3678-3683	Environmental Assessment Testimony from Stephen P. Broker of Cheshire, Connecticut	Dear Sir or Madam, Attached please find my testimony regarding the proposed Tweed-New Haven Airport Expansion and the related Environmental Assessment. Stephen P. Broker 50 Hidden Place Cheshire, CT 06410-3723 (Cell) 203-747-6843 Email: stephenpaulbroker@gmail.com	For concern about birds, see response to Frequent Public Comment #18 and BCEC Comment #4 response. Regarding request for an EIS, see response to Frequent Public Comment #1.	yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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5/1/2023	PC	Samantha Parlato	3684-3865	Comment on the Drat Environmental Assessment	Samantha Parlato 470 Thompson Avenue East Haven, CT 06512 April 29, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street Suire 240 Binghamton, NY 13901 To whom it may concern, I am a resident of East Haven and a Town Councilwoman representing the 4th District, which surrounds the airport on three (3) sides. I am writing to express my concerns regarding the impact the proposed expansion will have, not only on my family but on the families in my district. The proposed expansion would significantly impact the quality of life and health of our residents in a negative manner. It would also have a significant negative impact on our inland and tidal wetlands, stormwater system, and existing flood issues. It would disrupt the local and migratory wildlife habitat that currently exists in that area. East Haven prides itself on our beautiful shoreline and wetland areas, this proposed plan would transform the wetland areas and possibly the coastline for decades to come. Quality of life is one of my first concerns. This project has the potential to have lasting quality-of-life impacts for generations to come, from air to noise pollution, local habitat, and ground traffic. The quality of life concerns of over 28,00 residents of East Haven need to be addressed. We deserve better a Draft Environmental Assessment and I am urging you to do better. I am urging you, to undertake the more rigorous and complete Environmental Impact Statement (EIS). I fully support our state representatives and local officials who are urging the FAA to order a Full Environmental Impact Statement in order to address the concerns of the East Haven residents. I believe complete transparency from the FAA is essential to give residents assurances that their concerns are being taken seriously and that all studies have been done prior to moving forward with this monumental and life-changing project. Thank you for your time and attention.	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Quality of Life, see response to Frequent Public Comment #25. Regarding request for an EIS, see response to Frequent Public Comment #1. See Frequent Public Comment #19 for wetland information. See Frequent Public Comment #18 for birds.	no
5/1/2023	PC	Kevin Ryan	3686-3687	tweed testimony	Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. 109 FAA Order 1050.1F: Connected actions are closely related actions that: (a) automatically trigger other actions; (b) cannot or will not proceed unless other actions are taken previously or simultaneously; or (c) are interdependent parts of a larger action and depend on the larger action for their justification (see 40 CFR § 1508.25(a)(1), CEQ Regulations). Connected actions and other proposed actions or parts of proposed actions that are related to each other closely enough to be, in effect, a single course of action must be evaluated in the same EA or EIS (see 40 CFR §§ 1502.4(a) and 1508.25(a)(1), CEQ Regulations). A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). HOW DOES THE EA LEAVE OUT 2019 DATA AS A BASELINE? A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). The Proposed Need for the Tweed Runway Length Extension in the EA is flawed: 1. The proposal for a longer runway to serve 737 -700 service from Avelo who ramped up demand during 2021 -2022 with discounted flights for $49 to nonstop long distance (1000 mi) to FLA is unjustified. The airline boasted reaching profits within this time period so why the need for a longer runway? 2. These bargain fights have created an unsustainable overload on the facility and need to be dialed back. How can the FAA justify adding larger jets without an Environmental Assessment? 3. What evidence is there that other airlines have been contacted or had interest in the use of Tweed who offer services other than long distance non-stop flights and can accommodate the existing runway? 4. The FAA's waiver to add on 737-800 jets which are rated for longer runways was unjustified and puts the surrounding community in danger. How does the FAA justify the waiver to add 737-800 jets, even if weight limits and capacity are adjusted? 5. The introduction of the larger 737-800 jets burdened the community with more noise and air emissions and unfavorable landing conditions. Alternatives:	For EIS, see response to Frequent Public Comment #1. The EA considers reasonably foreseeable connected actions. The Proposed Action has independent utility from other actions that may have been contemplated at HVN. For concern about forecasts and baseline conditions, see response to Frequent Public Comment # 5 and response to EPA comment #1. Airports and the FAA do not control airline financial decisions (fares), aircraft types, destinations and other operating decisions made by the airlines. For concern regarding 737-800 operation see response to Frequent Public Comment #7	no
5/1/2023	PC	Susan Bryson	3688	Supplement to Public Comment on Draft EA	Tweed Airport Authority c/o HVN-EA Ms Gail Lattrell Ms. Cheryl Quaine Please accept this map as a Supplemental Appendix B (Satellite Map Of Impacted Area) to my written Public Comment on Draft Environmental Assesdment for Tweed New Haven Airport Expansion, released, March 1, 2023. My Comment was emailed to each of you in the last 1/2 hour with receipt confirmed by HVN-EA at 2:57 p.m. Please confirm receipt. Should you have any questions about this or other matters related to my submission of comments, please feel free to contact me. Thank you.	See response to Comment #857	no

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5/1/2023	PC	Zofia Baumann	3690-3691	Re: Letter regarding the Tweed Airport EA	Good afternoon, In the event you do not open attachments I am pasting the content of my letter in the body of this email. Please see bellow: April 30th, 2023 To Federal Aviation Association (FAA): Upon reviewing document, I conclude that the Environmental Assessment (EA) is focused on the actual area of the airport expansion project, and assessments of impacts associated with that expansion project are not provided. That is a problem. Additionally, several places use vague statements such as "minimal temporary disturbance" – for example, 5.2.1.2. State Listed Species "It is expected there would be a minimal temporary disturbance on patterns from avian species that transit within the project site with the Proposed Action." - There are other places in this EA where there is vagueness because there are no data supporting statements of the possible impacts. A more thorough assessment of the environmental impacts of airport expansion is required to gain more insight into potential impacts on the ecosystem. – For example, how will the operation of the expanded airport impact the nearby environment, especially the marsh and creeks outside the airport boundary? What will be used to measure that impact? The current EA does not deliver anything on that. It must be acknowledged that airport impacts go beyond the property itself. – For example, water flows past the airport, and water runoff carries pollutants outside the airport. Moreover, what will be the consequences of increased air traffic in terms of pollution being deposited directly into the marsh and ecosystems of Tuttle Creek and Morris Creek, and thus inputs to Long Island Sound? The runoff from the airport to these creeks will likely carry toxic chemicals. Based on the EA as written, consideration is not given to risks caused by the operation of the expanded airport to Morris Creek, which is the State protected shellfish habitat. - Following oyster restoration that took place in Morris Creek during the 2000s, there are now ~400 living oysters per square meter in the reef area located in the lower creek (based on data I collected with my colleagues in the Fall of 2022; the Quinnipiac River Fund funded the project). Each summer, these oysters source larvae to nearby Long Island Sound beds and this is essential to support the oyster habitat and other species that rely on this habitat. One could reach out to the Connecticut Sea Grant and the Bureau of Aquaculture (the State authority over shellfish resource management) to learn about the significance of Morris Creek to shellfish aquaculture. Risks to such important ecosystems must be addressed. As a scientist studying chemical pollutants in estuaries, I am concerned about jet fuel products and other chemicals that airports generate. These chemicals can harm the health of organisms inhabiting the creek. Are there any plans to monitor for chemical pollution emerging from the operation of the expanded Tweed Airport? From my perspective as a marine scientist with expertise in coastal ecology and chemical pollution, and in tune with Long Island Sound restoration efforts, the plan to expand the New Haven Airport without a more thorough investigation is reckless. The coastal zone should be protected especially now when we in fact have a better understanding of detrimental impacts of coastal development on wetlands and Long Island Sound itself. The coastal zone is already under immense pressure from previously made bad decisions. Maybe people did not know better. No additional stress should be added. Undertaking expansion that requires filling and raising runways is in the opposite direction to coastal restoration, which is of high priority in Connecticut -this link leads you to a website that shows tidal wetland restoration progress. One will see that the progress could be greater, but efforts such as the proposed construction right on the shore of Long Island Sound set this progress back. We take a step forward and several	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19. For concern about the study area, see response to Frequent Public Comment #3. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6. See Frequent Public Comment #18 for bird information.	no
5/1/2023	PC	Janis Astor del Valle	3692-3693	FAA Must Require an EIS	To Whom It May Concern: I'm Janis Astor del Valle, registered voter, and a proud, tax-paying resident of Morris Cove for the last 16 years. I'm a cancer survivor. Additionally, my wife and I both suffer from asthma. We deserve the right to continue surviving and thriving. The increase in air traffic is already impeding our survival, as well as that of others with its toxic emissions. We challenge the consultant on the grounds that the environmental assessment document is inadequate in capturing the rate and incidence of cancer, asthma and other respiratory diseases. We require an Environmental Impact Statement to do necessary studies of the effect of air pollution in our communities, specifically as it relates to cancer, asthma and other respiratory diseases, as well as its effect upon wildlife. In October, 2007, when my wife and I bought our home on Morris Avenue we did so with the understanding that state and local laws prevented expansion of Tweed's runway. We were horrified in 2019 to learn of the plans to expand Tweed; today, we are disgusted, disturbed and appalled by the lack of judgment and integrity Tweed has displayed in imposing the expansion and pushing through the Environmental Assessment without allowing a proper EIS to be conducted. As a native of the Bronx, New York, and one who has resided in every borough of New York City over the span of 20 years, I can attest to the negative impact of airport expansion. Indeed one of the reasons I relocated to New Haven, Connecticut, was to escape the relentless pollution and increased industrialization of my beloved Bronx barrio. Morris Cove – home to Lighthouse Point Park, and the Nature Preserve, a literal sanctuary for wildlife – represents a safe haven, not only for its residents and tourists, but anyone seeking respite, relaxation or recreation. Our neighborhood is a destination: a welcome escape from the stressors of everyday life, where folks can enjoy walking, swimming, hiking, biking, kayaking, sailing and boating. Many of these outdoor activities are done year-round. There is already an overabundance of air pollution and air traffic from this airport, creating horrendous, thunderous, persistent noise (plans to retrofit homes in the immediate area with soundproofing do nothing to help residents on other streets or those of us – including birds and animals – enjoying the outdoors). Airport expansion would lead to increased traffic in the air and on the street, resulting in harmful diesel and other fuel emissions, not to mention additional hazards of noise and congestion. Additionally, homes in the area vibrate when Avelo planes take off or land; some homes are suffering structural damage. Expansion also presents overall dangerous situations for this residential neighborhood – note, the operative word here is RESIDENTIAL. There have been several airplane crashes over the years resulting in numerous fatalities. Our quality of life is being destroyed by the air traffic, whether it's training missions or commercial airlines. Property values will surely decline – who wants to buy a home in a neighborhood surrounded by the constant sound, sight and stench of commercial jets and traffic congestion?	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Quality of Life, see response to Frequent Public Comment #25.	no
5/1/2023	PC	Ruth Olson	3694-3696	Tweed EIS	Dear Sir of Madam, I attended the virtual meeting on April 25 regarding the need for an impartial and complete Environmental Impact statement. I was in agreement with every single point. Living near Tweed has, since Avelo started flying in and out of here, adversely affected me and my family in numerous ways. First: Noise. I don't have a high end decibel meter, but the one I use has frequently--very frequently--registers db levels exceeding 100. Nearly all flights register at least in the 90s during takeoffs and landing. A couple of times a day is one thing, but the noise from 26 Avelo flights will damage anyone's hearing. Second: Air quality. I am fortunate to live on the New Haven side, where breezes coming from the cove. When the wind blows in the opposite direction, we cannot be outside. The jet fumes are dreadful. I think of children playing outdoors or parents pushing baby strollers and fear for what the harmful fumes are doing to their health. It reminds me of the lead pipes in Flint, Michigan, where children were exposed to toxic substances that will harm them for life. Every study I've read points to increased incidents of asthma and heart disease in people living near airports. Third. The natural habitat. The wetlands are indispensable. They offer flood protection from storms, they clean the water, provide a home for fish and land wildlife, recharge ground water, stabilize the shoreline, and much more. We cannot afford to destroy them with runoff from the parking lots, jet fuels, de-icing chemicals, or herbicides. https://www.epa.gov/sites/default/files/2016-02/documents/functionsvaluesofwetlands.pdf Four: Property value. If I can't make use of my modest backyard to relax, to garden, or to enjoy an outdoor barbeque, the value of my home is greatly diminished.	For EIS, see response to Frequent Public Comment #1. For concern about existing measured noise levels, see response to Frequent Public Comment #11. For concerns about air quality, fumes and odors, see response to Frequent Public Comment #12. For wetlands, see response to Frequent Public Comment #19. See response to Frequent Public Comment #23 regarding property values For concern about Health Effects, see response to Frequent Public Comment #24. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6.	no

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5/1/2023	PC	Jules Scanley	3697-3702	Comments on Tweed New Haven EA	Hello McFarland Johnson, Please see document attached. Respectfully, Jules Scanley Lighthouse Rd. New Haven, CT --- Testimony of Stephen P. Broker regarding the Environmental Assessment for Tweed-New Haven Airport April 30, 2023 As someone who has observed and documented the birds of Ora Avenue/Proto Drive and the Morris Creek Marshes annually for the past forty years, I would like to comment on the Tweed- New Haven Airport Master Plan Update (MPU) and specifically on Appendix: G Environmental Background Information (McFarland Johnson). My birding at Proto Drive and surrounding wetlands and uplands began in 1984 and has taken place primarily in fall and winter during the period November through the following February. More recently, during the statewide Connecticut Bird Atlas (2017-2022), I have devoted a number of hours to birding during the breeding season for most birds, from late April through August. In total, I have spent hundreds of hours along the margins of Tweed-New Haven Airport and have developed a good understanding of the bird species that are found in the diverse habitats present there. The Tweed-New Haven Airport Terminal & Runway Expansion Program draws from the Tweed-New Haven Airport Master Plan Update. Appendix G Environmental Background Information addresses a number of issues relating to potential impacts on environment, ecology, and wildlife. The data presented in Appendix G on the wildlife of the Tweed-New Haven environment (including the avifauna) lists the results of observations made in surveys conducted from February 1, 2020 through February 4, 2022. The Appendix also includes Table 4-1 Wildlife Species Documented on the Airport Property during the HVN Wildlife Hazard Assessment of 2009. In addition, information on the flora and fauna of this region have been obtained from the State of Connecticut Natural Diversity Database (NDDB) in a response letter dated March 3, 2022. The Wildlife Log is comprised of the results of regular surveys of Airport grounds for the two year period 2020-2022. It runs for some 33 pages and at first examination appears to be quite comprehensive. Yet, no more than 30 species of birds are listed on these pages. The greater share of multiple observations were made of Canada Goose, Mallard, Turkey Vulture, Osprey, Killdeer, Ring-billed Gull, Herring Gull, American Kestrel, and American Crow. The surveys conducted were effective, however, in documenting the presence of Great Blue Heron, Bald Eagle, Northern Harrier, Red-tailed Hawk, American Kestrel, and Peregrine Falcon at Tweed-New Haven.	Comment is a duplicate of Comment 860. See response to Comment 860.	yes
5/1/2023	PC	Sandy Ricitelli	3703	Avelo airlines	My husband and I have lived in the Short Beach section of Branford for 29 years. We have never been so aware and disturbed with the constant noise from low flying planes ascending and descending over our house since Avelo started service. We believe extending the runway will make matters worse. Thank you, Sandra & Peter Riccitelli	For noise/vibrations, see response to Frequent Public Comment #10.	no
5/1/2023	PC	Sandra Reiners	3704-3707	PUBLIC COMMENT TWEED NEW HAVEN AIRPORT	RE: TWEED NEW HAVEN AIRPORT NEPA Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program March 2023 Gail Lattrell Director, New England Region Cheryl Quaine Environmental Protection Specialist Federal Aviation Authority 1200 District Avenue Burlington, MA 01803-5299 Dear Mses. Lattrell and Quaine, I wish to ask the following:	The FAA controls air traffic flight paths. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. The AEDT modeling for the EA (noise and air quality) includes only HVN operations, as detailed in Appendix I. Regarding request for an EIS, see response to Frequent Public Comment #1.	yes

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5/1/2023	LO	Wanda Bubriski, Save Our Shoreline	3708-3751	Tweed Draft Environmental Assessment Public Comment: Save Our Shoreline Petitions	Please find attached written submission from Save our Shoreline along with three additional supporting documents with 2,186 petition signatures supporting an Environmental Impact Statement. Thank you for your attention to this matter, and would appreciate confirmation of receipt of this email from HVN-EA@mjinc.com Thank you, Wanda Bubriski for Save Our Shoreline	For EIS, see response to Frequent Public Comment #1.	yes
5/1/2023	PC	Sara Nadel	3752-3768	Request for EIS for Tweed Airport	Dear FAA — The expansion of Tweed Airport in New Haven, CT, is poorly thought out and overall awful for the New Haven Population. To that end, I am sending you a discussion of the business case *against* Tweed Airport (which appeared first as an Op-Ed, written by me, in the Hartford Courant), and the slides I used in a presentation on the topic in November of last year. I encourage you to take a careful look at the details of the contract, which seem to put New Haven in the precarious position of having to pay whether the deal goes through, or whether it doesn't, as well as taking on the financial risks of the inevitable environmental damage. I've taken the liberty of cutting and pasting my op-ed below, as well. Sincerely, Sara Nadel Is Tweed really "Good for Business"? Governor Lamont and New Haven Mayor Elicker tell us to celebrate the passage of a private subcontract to manage Tweed airport because it will create jobs by being "good for business." This newspaper suggests that the agreement is a win for New Haven because the Goldman Sachs-backed subcontractor will finance a major expansion.	Press article noted.	Yes
5/1/2023	PC	Stuart Sokol	3769-3770	Proposed Tweed Airport Expansion and Need for EIS	A --- Stuart J. Sokol, Ph.D. 82 Beckett Avenue Branford, CT 06405 April 30, 2023 To Whom It May Concern: I am aware that many (hundreds?) of letters have already been written and sent but I am taking an opportunity to write and send one more pertaining to the proposed expansion of Tweed Airport and the accompanying issue of having and EIS (Environmental Impact Statement) performed. As a (now retired) clinical psychologist in practice in the greater New Haven area for over 30 years and a resident and home owner in Branford for over 20 years, it's amazing to me that a potential airport expansion would not automatically include an EIS! An airport expansion would involve larger planes flying in and out of Tweed, more flights per day than currently occurs, impacts on the natural habitat and wildlife, more noise pollution and air pollution impacting people who live in the vicinity of the airport or impacted by flight patterns of the planes, increased traffic volumes and changed traffic patterns leading to and away from the airport, just to mention several of the more major points that are involved in this matter. From a behavioral health perspective, one would need to explore, scientifically, how these points would influence the people impacted by a proposed expansion. This should be explored carefully and in detail. Instrumentation should be used to measure changes in air quality, changes in noise levels from planes and cars and trucks, and changes to the natural environment/habitat of the surrounding geographical areas. An environmental assessment (EA) does not address these matters in the same comprehensive way that an EIS would. Why is there so much resistance to exploring these issues that have a direct impact on the health (both physical and emotional) of people who live nearby or are in the flight paths of the Tweed flights? If the airport management and the FAA are so confident in the EA, why not continue with the EIS since the community is so concerned? What's the rush in trying to push through an expansion? As many have said already (including on April 1 and 25), Tweed was never designed to be a large airport with cargo planes and many dozens of flights going in and out daily. It was not designed to accommodate large planes, thousands of parking spaces, multi-gate terminals, etc. If the proposed expansion is to include these things, then let's at least conduct and EIS to specifically see what this may do to the people who live nearby and their communities. I hope that the politicians involved in these communities are listening to their constituents. I hope that the airport owners are listening. I hope that the FAA is listening. The people are sending a loud message. It's time to listen! Sincerely, Dr. Stuart J. Sokol	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Air Quality, see response to Frequent Public Comment # 12. For concern about cargo/freight operations see response to frequent Public Comment #6	Yes

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5/1/2023	LO	Chris Collins, Civil Association of Short Beach	3771-3773	Civic Association of Short Beach regarding Tweed Expansion	Attached --- HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 Via email: hvn-ea@mjinc.com To Whom it May Concern: www.shortbeach.org April 30, 2023 On behalf of the residents of Short Beach, Connecticut, we, the executive board of the Civic Association of Short Beach, write to share our community's serious environmental concerns raised by the planned transformation of Tweed-New Haven Airport ("Tweed") into Southern Connecticut's Airport. Our main concern is to recommend that the FAA prepare an Environmental Impact Statement (EIS) as required by the National Environmental Policy Act (NEPA). The Civic Association of Short Beach in Branford, Connecticut, was established by the Connecticut legislature as a special taxing district in 1895 and was purposed "with protecting the property, health and morals..." of Short Beach residents. It is governed by an unpaid Executive Board, which residents elect. The Board is also charged with the day-to-day operation of administering our zoning regulations, and overseeing our parks, beaches and sidewalks. Short Beach, just two miles from Tweed, is a shoreline community of approximately 2500 residents, covering about 32 acres wedged between the Long Island Sound and the Farm River. Our community lies directly under the pathway of flights to and from Tweed occurring at all times of the day and night. Our area abounds with estuaries and wetlands rich with wildlife, including Osprey, Blue Herons and Bald Eagles. Home to a diverse yet tight human community as well, Short Beach includes many multi-generational families still living in the same houses for over 100 years. In 2017, our unique fabric was listed as the Short Beach Historic District on the National Register of Historic Places administered by the National Park Service. Residents of all ages are active year-round whether fishing, boating, swimming, or walking, hiking, and biking. Route 142, called Shore Drive locally, bisects our community and sees a high volume of foot traffic accessing beaches, US Post Office, or Pizza Parlor and charming small Restaurant with outdoor seating. Rt. 142 is also a direct east–west route to Tweed; the proposed site for the new 6-gate terminal and 1500 parking spaces is 1.5 miles due west of us. Because of our proximity to Tweed, and because of our desire to retain the quality of life that we enjoy and to protect shoreline wildlife, we urge the FAA to undertake an Environmental Impact Statement that will thoroughly review the environmental and public health impacts of the expansion of the Tweed New Haven Airport now underway. We believe that the public must be involved in establishing the scope of the EIS study; and that we, the local populace, along with regional, state and federal representatives must all be engaged in the full EIS review process. Respectfully submitted: CIVIC ASSOCIATION OF SHORT BEACH Douglas Hanlon, President, Christine Collins, Vice President, Margaret Carpenter, Treasurer, Frances Clark, Clerk	For EIS, see response to Frequent Public Comment #1. Please see Sections 4.3 and 5.2 of the EA for wildlife information. For concern about quality of life, see response to Frequent Public Comment #25.	Yes
5/1/2023	PC	Nicole Davis	3774-3794	Tweed HVN EA comments, questions and concerns	To whom it may concern I am writing to you as both a New Haven resident and environmental scientist regarding the "Tweed New Haven Airport, NEPA Draft Environmental Assessment, Runway 02-20 Extensions and Terminal Expansion Program, March 2023." The Environmental Assessment (EA) fails to accurately assess the potential environmental impacts that the proposed airport expansion will have on the environment and leaves many unanswered questions that need to be addressed. This document should not be accepted. The inadequacies of the prepared EA are outlined below. The EA also fails to adequately address the cumulative impacts that the full airport expansion plan will have on the local environment; it omits elements identified in the Master Plan that will be necessary and create additional impacts to the environment and the surrounding communities. The environmental impacts that the full project will have on wetlands, waterways, air quality, and to state-designated Environmental Justice communities, necessitates that a full Environmental Impact Statement (EIS) be prepared by the Federal Aviation Administration (FAA), as required under the National Environmental Policy Act (NEPA). Questions, concerns and discrepancies based on the Draft Environmental Assessment, March 2023: General Concerns: Why is the "safety runway" not included as part of this assessment? Tweed has implied the safety runway is necessary for airport function and to comply with safety regulations. Even if it is not proposed for this phase of construction, it is irresponsible not to look at future necessary building scenarios as part of the NEPA process. The current study area does not take into consideration surrounding neighborhoods that will be impacted by ascending and descending aircraft. The area immediately north of the study area includes 164 several state-designated Environmental Justice neighborhoods and several k-8 schools, preschools and daycare facilities, all of which are currently impacted by and will be further impacted by the planned increase in service and use of larger air crafts. As a resident of an state-designated Environmental Justice neighborhood in New Haven, I would like to call to your attention US regulations noted in the EA in Section 4.12.3, Executive Order No. 12898, issued February 11, 1994, requires that each federal agency incorporate Environmental Justice (EJ) into its mission, which includes "the 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. 4-47, U.S. Department of Transportation). Although noted in the EA, the assessment does not adequately address potential burdens to the surrounding, state-designated Environmental Justice communities. 1.1 Acknowledges the airport's location in the 100-year floodplain. But does not acknowledge future sea level rise. Several federal, state and NGO models predict the airport will be impacted. 4.2 Air Quality – The municipalities of the South Central Region Council of Governments (SCRCOG), which include New Haven, fall within the Connecticut portion of the New York- Northern New Jersey- Long Island Ozone Non-Attainment Area and the PM 2.5 Attainment-Maintenance Area. "Conformity" is a requirement of the Federal Clean Air Act Amendments (CAAA) Section 176(c) (42 U.S.C.7506(c)) and EPA conformity regulations (40 CFR 93 Subpart A). The State and Metropolitan Planning Organizations (MPOs) are required to demonstrate that the Metropolitan Transportation Plans (MTP) and Transportation Improvement Plans (TIPs) are consistent with air quality goals and that progress is being made towards achieving and maintaining Federal air quality standards. The Connecticut Department of Transportation (CTDOT) released the "Ozone and PM 2.5 Air Quality Conformity Determination of the 2023-2050 Metropolitan Transportation Plans and the 2021-2024 Transportation Improvement Programs, As Amended was released for public comment in February 2023. Proposed projects at Tweed were not included in the state modeling. How will the proposed project impact Air Quality Conformity? The Ozone Non-Attainment status is not mentioned in the narrative of this section or the table. Why has that been omitted and what impacts will this project have? 4.3.1 – Why has the access road been omitted from the discussion of vegetation assemblage distribution and not included in Table 4-2? Concessions were made in 2002 to allow the airport to disturb and mow wetlands as part of taxiway and safety improvements. These areas are now regularly mowed by the airport thus leading to the designation of "Airport Managed grassland" throughout	For EIS, see response to Frequent Public Comment #1. Cumulative Impacts are addressed in Section 5.15.For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about impact to wetlands, see response to Frequent Public Comment # 19. For concern about the study area, see response to Frequent Public Comment #3. Table 4-2 describes vegetation assemblages present in the study area. The proposed access road lies within upland woodlands and a small area of undisturbed wetlands. We interpret the "safety runway" comment as referring to Runway Safety Areas. The Proposed Action would comply with FAA design standards for Runway Safety Areas. Appendix F of the EA includes a wetland report, which provides additional information on site characteristics. Large parts of the "infield" area at the proposed terminal building site qualify as wetlands. Regarding the comment on Section 5.14, it is stated that created wetlands generally are less effective at removal of pollutants, but the wetlands proposed to be impacted are not "natural" as described in the wetland report and the EA, and therefore will provide commensurate value. Wild life Hazard Assessments are updated as needed. Species reports are based on information provided by the agencies as well as sitings made while on site. See also response to CT DEEP comment #14. Refer to Section 5.1 of the EA and Appendix I: Noise and Air Quality Technical Report for results of the General Conformity Applicability analysis performed. The 8-hour ozone non-attainment status is listed in Table 4-1 of the EA and further discussed in Section 5.1.4. Footnote 81 provides a link to the EPA redesignation of the area from 'serious' to 'severe' for the 2008 Ozone standard. Refer to Table 5-6 of the EA and	yes
5/1/2023	PC	Anita Soos	3795-3797	Coastal Resources Threatened by Airport Expansion	To whom it may concern: My name is Anita Soos. I reside at 45 Three Mile Course in Guilford, CT. I am writing today because I am concerned about the potential negative impact to Coastal Resources by the proposed expansion of the Tweed Airport without a full Environmental Impact Statement (EIS) as required by the National Environmental PolicyAct (NEPA). 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. I moved to Guilford in 1982 primarily to be near the water. Along the shoreline, we have the most beautiful, expansive views, marshes in abundance, sandy beaches, and a plethora of bird and wildlife, not to mention countless islands that lie off shore, up and down the coast. I spend a good deal of time walking our beaches in nearly every town, along with a number of coastal trails. I consider all of these resources my lifeline. It would be naïve to believe that the many environmental harms that would come with an airport expansion at Tweed, would silo themselves to stay in East Haven. Leaded fuel in the air will migrate to many shoreline communities, including mine, and cause harm to people, to wildlife, and to plant life. It is well documented that those increases are particularly damaging to those with heart or lung conditions, both of which I have. Chemicals in the construction and maintenance of the airport, will surely run off into wetlands and the Sound and wash up on Guilford shores, damaging our entire ecosystem, and leaving our communities more vulnerable to the rising waters which is of a major concern. We have countless examples of flooded airports. Fort Lauderdale just experienced a complete airport shut down for two days due to flooding. It is predicted that by 2050, shoreline waters will rise by 20+". That would effectively place Tweed's runways under water in less than 30 years. This article was published in Climate Central on June 18,2013 - US Airports Face Increasing Threats From Rising " When Hurricane Sandy struck New York City on October 29, 2012, the dark waters of Flushing Bay poured over the edges of LaGuardia Airport, flooding parts of the facility's 7,000-foot long east-west runway, and damaging lighting and navigation systems. The floodwaters created an eerie image of jetways ending in water, as if they had been converted into boat ramps.	For EIS, see response to Frequent Public Comment #1. For concern about wetland see response to Frequent Public Comment # 19. Coastal Resources are addressed in Section 5.4. As described in Section 2, relocation of the airport would not address the Purpose and Need of the Proposed Action.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	PC	John Cavallero	3798-3800	Tweed Letter of Support from John Cavallero	Attached, please find Tweed Letter of Support from John Cavallero. -JC <https://www.orangetheoryfitness.com/> John Cavallero - Franchise Owner C 203.921.7263 / P 203.533.7145 Studio #1070 - Guilford, CT Studio #1251 - New Haven, CT 1059 Boston Post Road Guilford, CT 06437 <https://www.facebook.com/OrangeTheoryFitness/> <https://twitter.com/orangetheory> <https://www.instagram.com/orangetheory/> <https://www.youtube.com/user/Otheoryfitness> This electronic mail transmission and any attachments are confidential and may be privileged. They should be read or retained only by the intended recipient. If you have received this transmission in error, please notify the sender immediately and delete the transmission from your system. ---- [Insert date] HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments Dear McFarland Johnson,	Supportive comment is noted and is included in the project record.	yes
5/1/2023	PC	Beverly Willis	3801-3803	Beverly Willis _ TWEED written comments- Draft HVN-EA	HVN-EA Public Comments McFarland Jaohnson Binghamton NY Please find attached my written comments on the draft HVN-EA. Thank you, B E V E R L Y A W I L L I S Branford CT 06405 www.beverlywillis.com — Beverly Willis dEA Comments on Tweed Expansion May 1, 2023, Page 1 of 2 May 1, 2023 Via e-mail FAA c/o HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 Hvn-ea@mjinc.com	For EIS, see response to Frequent Public Comment #1. For concern about the study area, see response to Frequent Public Comment #3. Concerns about cargo or freight operations are addressed in Response to Frequent Public Comment # 6. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. The EA was prepared in accordance with FAA Order 1050.1F.	yes
5/1/2023	PC	Amy Myers	3804-3805	Environmental Impact Statement Required before Expanding Tweed New Haven Airport	My name is Amy Myers. I am a resident of Morris Cove, New Haven, CT. I live 8448 feet from Tweed Airport. I've lived here for 16 ½ years. I looked at aerial maps of Westchester Airport in White Plains, NY; Bradley International Airport in Windsor Locks, CT and Tweed Airport in Morris Cove and what was so obvious to me is that Tweed stands alone as the only one of these regional airports that is SURROUNDED BY HOUSES. It is in the MIDDLE OF A DENSELY POPULATED RESIDENTIAL NEIGHBORHOOD. When looking at the map surrounding Tweed, the sections that are not dotted with houses are marsh, wetlands and water. Airports are not suitable for any of these things, not suitable for wetlands or for residentially populated areas. A full Environmental Impact Statement is required to understand the implications of exposing residents and the wetlands to the daily operations of the expansion Tweed is proposing. What is known about how our air quality will be impacted? New Haven currently has HIGHER RATES OF ASTHMA than most other cities and towns in CT and ranks nationally. How much will these ASTHMA RATES INCREASE as jet fuel exhaust from the additional flights pours over households in my neighborhood? How will the exhaust further impact the ECOLOGY of the Cove? How will air pollution and chemical run-off into the wetlands exacerbate the already devastating impacts of climate change? Airports are NOISY, another reason, I imagine they are not the in the middle of residential neighborhoods. I am concerned about the mental health impacts of: * SLEEP DEPRIVATION, particularly when occurrences happen, like the one during the weekend of April 15, 2023. There was fog (the norm, NOT the exception in a cove) that required Avelo planes to be diverted from Tweed. Planes were circling but not able to land, due to the fog. They were flying low and were loud. It was late at night. On days when conditions are favorable to flying, flights take off as early as 7 am and land after 11 pm. This impacts sleep. What do we know about the long-term health detriments of disturbed sleep? * MENTAL HEALTH. People live in this neighborhood because there is a beach; it is an Audubon Society designated Important Bird Area; there are wetlands that support wild bird and animal species. These are the kinds of activities that improve mental health and quality of life. Imagine 737 jets flying overhead multiple times per day while you're trying to swim, birdwatch (whatever birds are still here), kayak and enjoy your reasons for living at a nature preserve. What is the research on how DECREASES in quality-of-life correlate with HARM to mental health? * PROPERTY VALUES. As it is, houses here lay atop wetlands. Our basements get water in them when it rains. An extended runway will decrease the surrounding wetland, decrease the natural sponge effect of the wetlands, INCREASE FLOODING, INCREASE INSURANCE RATES, DECREASE PROPERTY VALUES. How is the average resident homeowner's insurance going to be impacted? Morris Cove has been on the National Register of Historic Places since 2018. What steps are required to preserve this designation? How does an expanded runway and additional flights impact this designation? When it comes to the idea of expanding Tweed Airport, my questions and concerns are literally endless. What are the real and actual plans to mitigate traffic and who is going to pay for that mitigation… me? What is the emergency plan for disasters like when a plane crashed into two houses on Charter Oak Avenue? Who pays for the need for those increased emergency service needs? The taxpayer? The taxpayer with the depreciated-valued home and increase insurance premiums? There has not been solid study, research or efforts to answer these and many other questions, which for me, all lead back to the original question: What are the concerns for an expanded airport in the middle of a residential neighborhood? For answers – we need an Environmental Impact Statement.	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For air quality, see response to Frequent Public Comment #12. See response to Frequent Public Comment #23 for concern about property values. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Quality of Life, see response to Frequent Public Comment #25. There are many airports in the US surrounded by wetlands and residential communities. Examples include Morristown Municipal and Buffalo Niagara International, among many others. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #5. HVN has the equipment, training, and trained staff in place to address emergency situation. Traffic is addressed in Section 5.11 and Appendix K of the EA.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	LO	Lorena Venegas, 10,000 Hawks	3806-3832	EIS required: FAA FOIA Response 2022-10163	Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. This FOIA request was initiated in August 2022 and was returned incomplete by the FAA in December 2022. There are communications between FAA staffers such as Richard Doucette and Gail Lattrell, that call into question the City of New Haven grandfathered noise ordinance pre-ANCA that has not been enforced in the last twenty years since the Environmental Impact Statement completed for Tweed-New Haven Airport in the year 1999-2000. There are relevant and open questions on the use of federal funding, children's health and attendance of FAA staff at improperly announced special meetings in July 2022. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: "King, Lauren S (FAA)" <Lauren.S.King@faa.gov> Date: December 22, 2022 at 2:16:33 PM EST To: Lorena Venegas <ljv333@gmail.com> Cc: "Chamberlain, Kerry (FAA)" <kerry.chamberlain@faa.gov>, "Seltsam, Julie A (FAA)" <julie.a.seltsam@faa.gov>, "Garrison, Luke (FAA)" <Luke.Garrison@faa.gov>	For EIS, see response to Frequent Public Comment #1. For concern about the noise ordinance see response to Frequent Public Comment # 4. Appendix D describes public outreach measures. Questions regarding FOIA requests should be directed to the Dedra Goodman, the FAA's FOIA Public Liaison. https://www.faa.gov/foia/public_liaisons	yes
5/1/2023	PC	Jules Scanley	3833	Re: Comments on Tweed New Haven EA	Hello hvn-ea, May I add one sentence to my comments? Document entitled, "Comments on EA, JA Scanley, May 1, 2023: In the section: "Definition of Noise Sensitive Areas", I wrote. "Who gave Tweed the right to waive the inclusion of residential properties as noise sensitive areas?" May I add: I request an EIS to more carefully consider what areas are considered "noise sensitive". Thank you Jules Scanley 485 Lighthouse Rd New Haven, CT On Mon, May 1, 2023, 3:48 PM Jules Scanley <jules.scanley@gmail.com> wrote:	For EIS, see response to Frequent Public Comment #1. Noise sensitive areas are defined by FAA policy.	
5/1/2023	PC	Anstress Farwell	3834-3835	Comments on EA for Tweed New Haven Airport - request for EIS	Subject: Comments on EA for Tweed New Haven Airport - request for EIS To: hvn-ea@mjinc.com From: Anstress Farwell, President New Haven Urban Design League 59 Elm Street, Suite 125 New Haven, CT 06510 203 624 0175 t anstresss@urbandesignleague.org The defects of the Environmental Assessment prepared by Tweed New Haven Airport are profound and almost without number. Neighbors and environmental experts have provided compelling testimony to the FAA on a whole host of these defects, and asked that a full Environmental Impact Study (EIS) be prepared. The New Haven Urban Design League joins this call for an EIS. We also ask that the EIS is not undertaken until a full public scoping process is done to make sure that the EIS is complete and that issues of importance to the environment and community are not neglected. The scoping process is also needed to clarify which Tweed airport plan is being studied, what feasible and viable alternatives exist to a plan which would harm the public interest in air quality, water resources, and open space. The scoping process is also needed to establish a common set of facts and questions, understood and accepted by all stakeholders to be material to creating a full and authoritative EIS. We wish to add comments on just two issues - neighborhood housing and regional transportation planning.	For EIS, see response to Frequent Public Comment #1. Removal of homes is not proposed as part of the Proposed Action, nor is eminent domain. See Chapter 1 for a detailed description of the Proposed Action. Chapter 3 describes the alternatives analysis that was conducted as part of the EA.	no

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	PC	Chris Sullivan	3836-3838	Comment letter for Proposed Tweed Airport Expansion and EA document requesting full EIS	Good afternoon, Please find my comment letter regarding the DRAFT EA and the proposed expansion of Tweed Airport. Thank you for your time and consideration of these comments. Sincerely Chris Sullivan "It is better to lead from behind and to put others in front, especially when you celebrate victory when nice things occur. You take the front line when there is danger. Then people will appreciate your leadership." ---Nelson Mandela --- 5/1/2023 To whom it may concern: My name is Chris Sullivan, I am a resident of Branford, and have worked in the environmental field, specifically the realm of water quality and quantity for over 23 years. In that time I have worked in both educational, technical and regulatory roles. I also currently serve as a locally elected legislator in the Town of Branford. I am writing today with concerns of the current EA report that has been completed for the proposed runway expansion of the Tweed Airport in East Haven and New Haven, Connecticut. I strongly urge the FAA to require a full Environmental Impact Statement (EIS) for the site and proposed expansion and additional developments. The first comment that supports the request for a full EIS for the project is based on FAA order 1050.1F, which was drafted to "provide clear, concise, and up to date discussion of the FAA's requirements for implementing NEPA". In this FAA document, there is a section 3-1.3. "Actions Normally Requiring an Environmental Impact Statement". This section includes text that gives over arching support for a Full EIS for the proposed Tweed expansions. In subsection b. "Examples. The following are actions that normally require an EIS:" Subheader (1)(c) is Major Runway Extension (Bolded for emphasis by me). The Tweed project centers on extending the runway, so by FAA guidance, I believe that a Full EIS would be required for the proposed efforts. Continuing through the document on page 4-15 under Climate the text mentions that many of the actions implement recommendations of the Governor's Council on Climate Change. I find it hard to believe that increased flights and larger planes would	For EIS, see response to Frequent Public Comment #1. The referenced reductions are compared to the "No Action" alternative. As commentor describes, page 4-65 Coastal Junction refers to the boundary between inland and tidal wetlands and is used correctly; the CTDEEP has published a list of coastal jurisdiction line elevations for each coastal municipality in the state. The phrase low value refers to wetland functions and values and is commonly used; the text does not state "no" value. We are aware of the draft Stormwater Manual. The project will comply with regulations in effect at the time permits are sought. Detailed hydrologic modeling will be performed during the design process subsequent to completion of the NEPA process.	yes
5/1/2023	LO	Lorena Venegas, 10,000 Hawks	3839-3849	EIS is required: Wetlands in Tweed Environmental Assessment	Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. This FOIA request shows that there is a lack of documentation at the airport and that the documentation is not sufficient for the CT DEEP permitting process. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: "Jacobson, Susan" <Susan.Jacobson@ct.gov> Date: March 15, 2023 at 5:18:22 PM EDT To: Lorena Venegas <ljv333@gmail.com>, Hvn-Ea <hvn-ea@mjinc.com> Cc: Lorena Venegas <east.haven.friends@gmail.com>, Jean Edwards-Chieppo <jeany427@gmail.com>, "Moorhead, William" <William.Moorhead@ct.gov> Subject: RE: Wetlands in Tweed Environmental Assessment Hello Lorena. A contact in our Wildlife Division that may be able to help with the rare plant survey is Bill Moorhead, copied on this email.	For EIS, see response to Frequent Public Comment #1. FOIA request noted. Appendix D describes coordination that has occurred with CT DEEP. Conceptual mitigation options have been discussed with both CT DEEP and the US Army Corps of Engineers.	yes
5/1/2023	LO	Wanda Bubriski, Save Our Shoreline	3850-3854	Save Our Shoreline dEA Testimony, part 2	FAA c/o HVN-EA Public Comments McFarland Johnson Binghamton NY hvn-ea@mjinc.com To Whom It May Concern: Please find attached additional testimony from Save Our Shoreline. Thank you for your time and consideration, Wanda Bubriski for SOS ---- FAA c/o HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 Hvn-ea@mjinc.com To Whom It May Concern: May 1, 2023 Via e-mail Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement, Save Our Shoreline(SOS) is an Environmental Organization centered in Branford, CT.	Note that project planning is a dynamic process as a project moves from the Master Plan to the Environmental Phase. More clarity and information is available as these processes progress. The EA complies with applicable state and federal laws. Appendix D describes the Public Outreach process used in the EA. As described wetland mitigation will be finalized during the permitting process. As described, employee parking will be located on the west side. As described, suitable and available sites for off-site parking are not available. As described in Chapter 3, redevelopment of the west side does not address the purpose and need. HVN does not control airline decisions related to aircraft, ground handling, operations, destination or other operating characteristics. Tweed New Haven Airport Authority has an established environmental committee. Mitigation measures are described where appropriate in Chapter 5. Floodplains, Coastal Resource and Water Quality are addressed in Chapter 5 as well as responses to CT DEEP comments. Response to EPA Comment #1 and frequent public comment # 5 regarding forecasts and baseline conditions. The proposed RW extension has independent utility from the Taxiway B extension shown on the ALP. Aircraft will be able to access the full runway length by back taxiing, Biological Resources (including wildlife) are described in Section 5.2.	yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	PC	Lorena Venegas	3855-3859	EIS is required: FOIA with Tweed	Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. This email between CT DEEP and Tweed shows that communication on any mitigation has not taken place. This is because there is missing documentation on maintenance of the runway, and there are missing drainage situations, and a disagreement of what other different property in East Haven would be mitigated to repair harm of filing and building in wetlands off Proto Drive in East Haven, CT. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: "Jacobson, Susan" <Susan.Jacobson@ct.gov> Date: November 22, 2022 at 2:53:04 PM EST To: Lorena Venegas <ljv333@gmail.com> Cc: "Kramer, MaryLou" <MaryLou.Kramer@ct.gov> Subject: FW: FOIA with Tweed	For EIS, see response to Frequent Public Comment #1. FOIA request noted. Appendix D describes coordination that has occurred with CT DEEP. Conceptual mitigation options have been discussed with both CT DEEP and the US Army Corps of Engineers and are described further in Appendix L. Final mitigation requirements are determined during the permitting phase, in coordination with US Army Corps of Engineers and CT DEEP, subsequent to completion of NEPA,	Yes
5/1/2023	PC	Lorena Venegas	3860-3864	EIS is required:FOIA with Tweed	Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. The content is communication from CT Department of Energy and the Environment. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: "Jacobson, Susan" <Susan.Jacobson@ct.gov> Date: October 21, 2022 at 11:08:30 AM EDT To: Lorena Venegas <ljv333@gmail.com>, "Kramer, MaryLou" <MaryLou.Kramer@ct.gov> Cc: "Caiola, Jeff" <Jeff.Caiola@ct.gov> Subject: RE: FOIA with Tweed Hello Lorena, Since we last communicated in June on your FOIA request, the only communication that the Land and Water Resources Division (LWRD) has had with Tweed consultants is in the attached email - the focus of which was to set up a meeting that happened last week on October 12. At this meeting, Tweed informed us that they were looking at a wetland mitigation option that would potentially fulfill both the state and federal mitigation requirements. The Tweed consultant also asked how long the permit application review would take after the application was submitted. The answer was 6-9 months, which is our standard response. I have copied DEEP's FOIA contact, MaryLou Kramer on this email as she can coordinate your inquiry with the rest of the	For EIS, see response to Frequent Public Comment #1. Commentor provides various communications related to FOIA requests for inclusion in the project record. The FOIA requests are not specific to the EA document and therefore are not addressed further.	Yes
5/1/2023	PC	Lorena Venegas	3865-4649	EIS is required: Airport property questions	Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. This FOIA contains missing info on Environmental Justice questions from CT Dept of Energy and the Environment. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: "Jacobson, Susan" <Susan.Jacobson@ct.gov> Date: June 21, 2022 at 10:08:21 AM EDT To: Lorena Venegas <ljv333@gmail.com>, "Pestana, Edith" <edith.pestana@ct.gov> Subject: RE: Airport property questions Hi Lorena and Edith, Edith, please see below request, in yellow highlight, for an environmental justice-related meeting.	For EIS, see response to Frequent Public Comment #1. Commentor provides various communications related to FOIA requests for inclusion in the project record. The FOIA requests are not specific to the EA document and therefore are not addressed further.	Yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	PC	Lorena Venegas	4650-4654	EIS os required: Airport property questions 2	Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. This FOIA has info requested on poor engineering from the EA approved in year 2020. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: Lorena Venegas <ljv333@gmail.com> Date: June 16, 2022 at 12:07:11 PM EDT To: Susan Jacobson <Susan.Jacobson@ct.gov>, hmanke@uks.com, hawks@10000hawks.org, 10000 Hawks Google <10000-hawks@googlegroups.com>, "Joe Rep. Zullo" <Joe.Zullo@cga.ct.gov>, "Paul Sen. Cicarella" <paul.cicarella@cga.ct.gov>, Samantha Parlato <sparlato@townofeasthavenct.org>, Hvn-Ea <hvn-ea@mjinc.com>, christine.cohen@cga.ct.gov Subject: Fwd: Airport property questions Dear Ms. Jacobson and Attorney Manke:	For EIS, see response to Frequent Public Comment #1. Commentor provides various communications related to FOIA requests for inclusion in the project record. The FOIA requests are not specific to the EA document and therefore are not addressed further.	No
5/1/2023	PC	Margaret Wheeler	4655	Purpose and Need Tweed EA flaw	The Purpose and Need relies on only the uptick in operations of Avelo Airlines at Tweed. It leaves out the competition at Sikorsky Airport and Development of RailServise to Bradley. Also, there is no reasoning to the fact that Shorter Distance hubs using smaller jet that fit the shorter runway are probable. Tweed historically used hubs in Philadelphia and Washington for years. How can you prove that these options are not viable? How can you prove poor management and poor advertising were not factored in to past practices? NEPA regulations suggest that all of these be considered. https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_purpose_need.aspx -- Respectfully Yours, Margaret Wheeler 111 Clark Ave Branford, CT 06405 203-444-5292	As described in Chapter 2, directing passenger to other airports does not address the Purpose and Need. As further described, the Proposed Action addresses a current and ongoing need for air service in Southern Connecticut.	No
5/1/2023	PC	Derek Albert	4656		Paving over the wetlands is the worst thing you could do for the environment we do not need a bigger airport in New Haven.The studies your experts made are wrong and tweed should not expand. I when to the public hearing and stumped your experts. We dont need commerical flights out of new haven. Listen to the residents not the CEOS.Another thing that your studies missed is it doesn't take account of the people stupidity when driving if you drove on these roads on a regular basis you would understand that drivers stupidity is a biggest X Factor in anything. just the other night there was a big accident on the Q Bridge probably somebody running late for the flight cut off a tractor trailer to catch on fire and shut down I-95 North and South on the bridge. tweed will cause more accidents like that. Sent from Yahoo Mail on Android	For wetlands, see response to Frequent Public Comment #19. It is beyond the scope of the EA to address routine drive behavior. It is expected that the Connecticut Department of Transportation Office of State Traffic Administration (OSTA) would consider the Proposed Action a Major Traffic Generator and would require a permit application. During the permitting process, OSTA would require a narrative identifying any crash patterns for all existing site drives and off-site impacted locations on State highways. A table of data or collision diagram may be used to show the crash history. If OSTA determines that additional mitigation or traffic safety measures are necessary, OSTA would require further coordination with the Connecticut Department of Transportation and the Town of East Haven and implementation of those measures.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

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5/1/2023	PC	Lorena Venegas	4657-4672	EIS is required: Mitigation powerpoint	Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. This FOIA request has a mitigation plan that was never discussed by any member or employee of the Town of East Haven, private residency owners, nor the East Haven Land Trust. There is a lack of transparency and accountability in informing anyone in the public on plans that affect the entire town of East Haven. This is an example of environmental racism. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: Lorena Venegas <ljv333@gmail.com> Date: June 8, 2022 at 9:14:40 AM EDT To: Lynne Bonnett <lybonnett@gmail.com>, Dana Walker <wanderlost1@gmail.com>, Gretl Gallicchio <gretl@att.net>, hawks@10000hawks.org Subject: Fwd: resending powerpoint	For EIS, see response to Frequent Public Comment #1. Commentor provides various communications related to FOIA requests for inclusion in the project record. The FOIA requests are not specific to the EA document and therefore are not addressed further.	Yes
5/1/2023	PC	Matthew Lieber	4673-4677	Tweed New Haven EA Public Comment - Noise Concerns	To whom it may concern, My name is Matthew A. Lieber, and I am a registered voter in East Haven, and I reside at 18 Hampton Rd. In response to the "Tweed New Haven Airport, NEPA Draft Environmental Assessment, Runway 02-20 Extensions and Terminal Expansion Program, March 2023," I am writing to you to express my concerns regarding the proposed expansion of the Tweed-New Haven Airport with regard to airport noise. The Draft Environmental Assessment in its treatment of noise raises real concerns for what it leaves out of its analysis. I am following up on my June 9, 2022 correspondence to you regarding the same issue. Several nights ago – a routine occurrence now – I was woken at around midnight by one of the jet planes flying over my house. I did not get a decibel reading because I was trying to get back to sleep. Unfortunately, outrageously, this kind of of nighttime disruption has become normal in the 18 months 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. Unfortunately, as well, the Draft EA does not address the concerns of myself and my spouse and so many hundreds and thousands of others whose lives have been disrupted by the onset of frequent jet flights over their homes in the dense set of neighborhoods and community locations that surround the Tweed New Haven airport. I noted that the EA noise analysis in Appendix 1.2, page 11 defines the noise study area "a square approximately 3.5 nautical miles (9,942 acres), centered on the airport" and that this square comprises East Haven and Morris Cove/Annex bounded by I-95, the Farm River, the Long Island Sound, and New Haven Harbor. What is the basis of this study area? Why is the study area limited to this area, when I know that my mother-in-law in Hamden has been woken up in the middle of the night? When my son's school classroom in Fair Haven is subjected to the noise? When Branford residents are complaining about their quality of life having been totally turned for the worse?	For concern about the study area, see response to Frequent Public Comment #3. For concern about Noise and Vibration, see response to Frequent Public Comment #10. It is recognized that aircraft noise extends beyond the DNL 65 contour; Figures 17 and 18 in Appendix I depict areas defined as having reportable increases (and decreases) in noise as an effect of the project. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA. For concern about forecasts and baseline conditions, see response to Frequent Public Comment # 5 and response to EPA comment #1. Regarding request for an EIS, see response to Frequent Public Comment #1.	No
5/1/2023	PC	Joe Piscitelli	4678	Tweed Airport	To Whom it May Concern, My question to the FAA is as follows: If the Airport is allowed to expand, how will the Migrating Wildlife be protected? There are Tens of thousands of birds that fly right through the corridor surrounding the air traffic in and out of the Airport.. Please explain in detail. Thank you for your efforts, Best Joe Piscitelli Sent from my iPad *Wire Fraud is Real*. Before wiring any money, call the intended recipient at a number you know is valid to confirm the instructions. Additionally, please note that the sender does not have authority to bind a party to a real estate contract via written or verbal communication.	For birds, see response to Frequent Public Comment #18.	No

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5/1/2023	PC	Ralph Delucia	4679	Tweed	I've heard that Tweed has plans to extend the runway and build a new large terminal and parking lot in East Haven close to where I live. I heard that there was an EA study done that said in 8 years if Tweed expands to my East Haven side of town, that up to 4000 cars will be traveling on my work route in the morning and the evening and that there will be more traffic jams. This route is my only evacuation route and way for fire, police and ambulances can't get in. And it floods a lot. My kids go to school here too so what if something happens and emergency help can not get in. There are even daycares with kids playing outside. How will I get home in time and how will all this traffic affect the safety of my children? Also the noise wakes up my babies and animals at night and we are having meltdowns in the house. This is not what I expected when I bought my dream home. I worked many hours to give my family the best. How can you help me? I am not smart to all that is happening but I do know that if more jets and cars come then we can get more sick. My family has asthma and heart conditions and we can not afford to move? We don't make a lot of money so who is going to help us as we live in an Environmental Justice Community that already has high pollution? Can there be ways to limit the traffic and flights go out? Ralph Delucia Coleman St East Haven	For flooding, see response to Frequent Public Comment #17. For Environmental Justice community, see response to Frequent Public Comment #20. For concerns on emergency vehicle access, see response to TEH Comment #8 and #12. For concern about Late/Delayed Flights, see Frequent Public Comment Response #22.	No
5/1/2023	LO	Ana McMonigle, Conservation Law Foundation	4680-4703	CLF Comments on HVN Draft EA	Good afternoon, Please see attached CLF's comments on the HVN Draft EA. Thank you, Ana Ana McMonigle Staff Attorney CLF Connecticut Pronouns: she/her/hers P: 203.298.7692 E: amcmonigle@clf.org For a thriving New England Facebook | Twitter | LinkedIn CONFIDENTIALITY NOTICE This e-mail message from Conservation Law Foundation is intended only for the individual to which it is addressed. This e-mail may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you received this e-mail by accident, please notify the sender immediately and destroy this e-mail and all copies of it.	t is important to note that the EA was prepared in accordance with FAA Order 1050.1F. Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Children's Health and Safety is addressed in EA Section 5.10.4. Regarding traffic, see response to TEH comments #4 and 14. See Appendix I for additional supporting information on planning assumptions used for aircraft operations. The No Action alternative assumes a blend of 737-700 and 737-800 operations. As described in Chapters 1 and 2, the existing terminal can accommodate the expected passenger levels and a level of service significant less than is desired. The fleet mix is based on reasonably foreseeable changes to the fleet mix. The future mix of airlines serving HVN may change however, the modeled aircraft types is a reasonable estimate based on prevailing airline industry trends. For concern about forecasts, see response to Frequent Public Comment # 3. For concern about baseline condition see response to EPA Comment #1. Section 5.3 addresses Climate and was prepared in accordance with FAA Order 1050.1F. Mitigation measures are described in the applicable resource categories. Water quality mitigation measures are further addressed in responses to CT DEEP comments 3 and 6.	Yes
5/1/2023	PC	Lorena Venegas	4704-4740	Fwd: FOI: Tweed Airport emails	Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. This FOIA request contains communication between Tweed Airport and CT DEEP that includes missteps, missing documentation, missing draining solutions. Respectfully Submitted, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: "Jacobson, Susan" <Susan.Jacobson@ct.gov> Date: June 7, 2022 at 8:06:32 AM EDT To: Lorena Venegas <ljv333@gmail.com> Subject: RE: FOI: Tweed Airport emails Hi Lorena, The list of communications is below. I will forward the most recent ones that you would not have received on 3-22-22 when I sent the previous communications to you. If you see something that you do not have, please let me know. The on-going work is part of the attached authorization. I believe our enforcement staff is following-up on recent complaints.	For EIS, see response to Frequent Public Comment #1. Commentor provides various communications related to FOIA requests for inclusion in the project record. The FOIA requests are not specific to the EA document and therefore are not addressed further.	Yes

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	PC	Lorena Venegas	4741-4763	EIS is required:Tweed Airport emails	" Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. This FOIA request is communication between CT DEEP and Tweed New Haven Airport and consultants. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: "Jacobson, Susan" <Susan.Jacobson@ct.gov> Date: June 7, 2022 at 8:09:10 AM EDT To: Lorena Venegas <ljv333@gmail.com> Subject: RE: FOI: Tweed Airport emails I believe the attached are the last items.	For EIS, see response to Frequent Public Comment #1. Commentor provides various communications related to FOIA requests for inclusion in the project record. The FOIA requests are not specific to the EA document and therefore are not addressed further.	Yes
5/1/2023	PC	Lorena Venegas	4764-4773	Fwd: FOI: Tweed Airport emails	Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. This FOIA request is communication between CT DEEP and Tweed New Haven Airport and consultants. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: "Jacobson, Susan" <Susan.Jacobson@ct.gov> Date: June 7, 2022 at 8:06:51 PM EDT To: Lorena Venegas <ljv333@gmail.com> Subject: FW: FOI: Tweed Airport emails I'm not sure it this email went through?	For EIS, see response to Frequent Public Comment #1. Commentor provides various communications related to FOIA requests for inclusion in the project record. The FOIA requests are not specific to the EA document and therefore are not addressed further.	Yes
5/1/2023	PC	Lorena Venegas	4774-4777	Fwd: List of Land Trusts/Non-Profits - NAE-2022-00290 (Tweed New Haven Airport-HVN Project)	Dear FAA, EPA and CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following pdf attachments to the FAA final report. This FOIA request is communication between CT DEEP and Tweed New Haven Airport and consultants and pattern of missing documentation. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: "Jacobson, Susan" <Susan.Jacobson@ct.gov> Date: March 22, 2022 at 8:32:24 AM EDT To: Lorena Venegas <ljv333@gmail.com> Subject: FW: List of Land Trusts/Non-Profits - NAE-2022-00290 (Tweed New Haven Airport-HVN Project)	For EIS, see response to Frequent Public Comment #1. Commentor provides various communications related to FOIA requests for inclusion in the project record. The FOIA requests are not specific to the EA document and therefore are not addressed further.	No

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Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	LO	James D. Flynn, President, Friends of the Farm River Estuary	4778-4781	FFRE Comments on HVN-EA	Please see the attached comments from Friends of the Farm River Estuary, Inc. on Tweed New Haven Airport Authority's March 2023 Draft Environmental Assessment concerning its proposed expansion of the airport. -- Friends of the Farm River Estuary P.O. Box 2337 Branford, CT 06405 Friends of the Farm River Estuary, Inc. P.O. Box 2337 Branford, CT 06405 farmriverfriends@gmail.com www.farmriverfriends.org Facilitating access to, and environmentally sound use of, the lower Farm River watershed through collaboration, outreach, and education May 1, 2023 Federal Aviation Administration Tweed-New Haven Airport Authority c/o McFarland Johnson 49 Court Street, Suite 240 Binghamton, New York 13901 hvn-ea@mjinc.com Re: Draft Environmental Assessment of Proposed Expansion of Tweed-New Haven Airport	For EIS, see response to Frequent Public Comment #1. For flooding, see response to Frequent Public Comment #17. See Frequent Public Comment #19 for wetland information. For concern about the study area, see response to Frequent Public Comment #3. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Regarding request for an EIS, see response to Frequent Public Comment #1. Note that no direct impacts to the Farm River were identified. Existing stormwater management measures in place on Hemingway would not be affected by the proposed project. Traffic flows on Hemingway would not be adversely affected by the Proposed Action.	Yes
5/1/2023	PC	Lorena Venegas	4782-4785	EIS is required: Fuel Tank	Dear FAA, EPA, CEQ officials: As a member of the 10,000 Hawks community group in New Haven and East Haven, CT, please print and add the following jpg attachments to the FAA final report. There is no information of the additional fuel tank construction in the Draft EA. It is missing, but my town of East Haven has a zoning variance application that is related to the Draft EA and Master Plan that will be heard in a public hearing on May 18, 2023. This is not an oversight, it is an omission of fact, another example of environmental racism where most of the information is kept from homeowners living in the immediate area with little to no information on public safety, history, and the cumulative impacts of jet fuel odors in the Thompson Ave and ancillary streets of East Haven, CT. Respectfully requesting an EIS, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: Jean Edwards-Chieppo <jeany427@gmail.com> Date: April 29, 2023 at 9:13:29 AM EDT To: Gail Lattrell <Gail.Latrell@faa.gov>, Gertz David <gerszdavid5@gmail.com>, Joe Budrow <jbudrow@easthaven-ct.gov>, Lorena Venegas <ljv333@gmail.com>, richard.p.doucette@faa.gov, "Scalesse, Robert" <robert_scalesse@keybank.com>, Tom Rafter <trafter@flytweed.com>, colleen.dalessandro@faa.gov, redsoxdp@yahoo.com Subject: Fuel Tank	The fuel tank was proposed by an independent private entity operating on the airport. The application for the fuel tank has since been withdrawn. Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12.	No
5/1/2023	LO	10,000 Hawks	4786-4798	Comment on Tweed-HVN draft EA from 10,000 Hawks	Please include the attached statement as public comment on the draft EA for the proposed Tweed-HVN Airport Project. Thank you.	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Health Effects, see response to Frequent Public Comment #24. Implementation of a Residential Sound Insulation Program is govern by Part 150 regulations and is subject to funding availability. Deed restrictions are a normal part of a Residential Sound Insulation program. Comments regarding previous history of incidents is noted.	Yes

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5/1/2023	PC	Gretl Gallicchio	4799-4808	Tweed-HVN EA fails to properly account for air quality impacts on surrounding communities	Please include the attached statement and document as public comment on the Tweed-HVN EA.	For concern regarding forecasting and baseline forecasts see response to Frequent Public Comment #5 and response to EPA comment #1. Regarding segmentation, the Proposed Action has independent utility from other improvements conetemplated in teh Master Plan, which is a long range plannign document. The EA evaluates reasonably foreseeable enplanements and aircraft operations (see EA Chapter 2). The air quality study proposed by 10,000 Hawks is beyond the scope of the EA. See Response to Public Comment # For concern about the study area, see response to Frequent Public Comment #3. For concern about Air Quality, see response to Frequent Public Comment # 12. The author's observations regarding perceived impacts to local parks are not considered a constructive use because predicted noise levels would not interfere with the use and enjoyment of the parks. The 65 DNL contour does not encompass the identified parks. Regarding request for an EIS, see response to Frequent Public Comment #1. Flight tracks are determined by a variety of conditions including weather and air traffic control needs. Flight tracks are expected to mimic those currently used and are further described in Appendix I	Yes
5/1/2023	PC	Jack Wolfenden	4809	Demand for Environmental Impact Statement for Tweed Airport expansion - citizen submission	Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. 109 FAA Order 1050.1F: Connected actions are closely related actions that: (a) automatically trigger other actions; (b) cannot or will not proceed unless other actions are taken previously or simultaneously; or (c) are interdependent parts of a larger action and depend on the larger action for their justification (see 40 CFR § 1508.25(a)(1), CEQ Regulations). Connected actions and other proposed actions or parts of proposed actions that are related to each other closely enough to be, in effect, a single course of action must be evaluated in the same EA or EIS (see 40 CFR §§ 1502.4(a) and 1508.25(a)(1), CEQ Regulations). A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). A proposed action cannot be segmented by breaking it down into small component parts to attempt to reduce impacts (see 40 CFR § 1508.27(b)(7), CEQ Regulations). The Proposed Need for the Tweed Runway Length Extension in the EA is flawed: 1. The proposal for a longer runway to serve 737 -700 service from Avelo who ramped up demand during 2021 -2022 with discounted flights for $49 to nonstop long distance (1000 mi) to FLA is unjustified. The airline boasted reaching profits within this time period so why the need for a longer runway? 2. These bargain fights have created an unsustainable overload on the facility and need to be dialed back. How can the FAA justify adding larger jets without an Environmental Impact Statement? 3. What evidence is there that other airlines have been contacted or had interest in the use of Tweed who offer services other than long distance non-stop flights and can accommodate the existing runway? 4. The FAA's waiver to add on 737-800 jets which are rated for longer runways was unjustified and puts the surrounding community in danger. How does the FAA justify the waiver to add 737-800 jets, even if weight limits and capacity are adjusted? 5. The introduction of the larger 737-800 jets burdened the community with more noise and air emissions and unfavorable landing conditions. Alternatives: 6. Invite Airlines with lower emission jets such as A220-100 Next Gen 5 used by Delta. It has a 139 passenger capacity and a range up to over 2000 mi with a runway length of 4900 ft.	For use of 737-800, see response to Frequent Public Comment #7. The EA describes a Proposed Action with independent utility, therefore segmentation is not a concern. The airport does not control airline decisions regarding airfares, destinations, aircraft fleet, and other airline operational decisions.	No
5/1/2023	PC	John Petrofsky	4810	Comment on Tweed expansion plan	Hello, I am a resident of Branford and have been hearing about the plans. I am in favor of continued Tweed expansion. I think that many people who are citing environmental concerns for opposing expansion are doing so disingenuously; they are simply opposed to the project for other reasons. Anyone truly concerned about the environmental impacts would also be studying the alternative outcome. That is, if the Tweed expansion is not permitted, what is the alternative impact? People will simply go to other further away airports. If Tweed is expanding under newer rules and guidelines than the older airports, it is hard to believe that it's better environmentally to reject their expansion and have me drive an hour to Harford Bradley, and then change planes, or drive two hours to Laguardia or JFK for a direct flight. With Tweed, I can drive less than 8 miles and get a nonstop flight. I would like to see that factored in. If it already is, I didn't see it, although admittedly I only skimmed the documents, due to their length. Respectfully, John Petrofsky Branford	Support comment is noted and will be included in the project record.	No

Comment Categories: Federal Agency (FA); Local Agency (LA); Government / Elected Official (GO); Local Organization (LO); and Public Commenter or General Public (PC)

Date	Comment Category	Name, Affiliation	Appendix D-5 Page Number	Subject	TABLE D-3: Summary of Comments from General Public (Draft EA 60-day Public Comment Period) Refer to Appendix D-5 for Copy of the Complete Comment	Responses to Public Comments	Attachment(s)
5/1/2023	PC	Katha Cox	4811-4812	Response to the Tweed New Haven Environmental Assessment	Katha Cox 16 Regatta Dr Niantic CT 06357 To Whom It May Concern: The first thing you will notice is that my current address is not anywhere near Tweed New Haven Airport. It was not always that way. My husband and I bought our "forever house" in Morris Cove in 2002. We enjoyed wonderful water views, parties with friends, and a community that offered many opportunities for neighbors to gather and share the area's wonderful natural resources. We lived two blocks from the airport. I distinctly remember the spring day I realized we would need to move. On very windy days, planes would take off in a direction that provided a clear view of the heavy dark gray exhaust that would shoot out the tail of a plane as it steeply accelerated upward. I had been trying to capture a picture for 10,000 Hawks. That day, I printed Avelo's departure schedule so I could position myself at the second floor window with the best view. It was one of those days when the sky is cloudless and bright blue. The contrast would provide perfect pictures. Then the wind shifted. There would be no plane in the sky/exhaust pictures. Planes, masked by treetops, were taking off in their usual direction heading east. I gave up and went out in my yard to prepare my 6 raised beds for planting. The flight schedule was pretty heavy that day. Avelo had added more flights, and planes were taking off and arriving one after another. The planes were very loud which made me look in the direction of the airport. After planes departed in close succession, I noticed a large bright pink "cloud" rise up from the ground in the area where the planes thrust upward on take off. The pink "cloud" was quickly enveloped by a gray "cloud" that spread and then thinned out as the wind dispersed it across the clear blue sky. The smell of jet fuel was immediate, and it took about 10-15 minutes for the gray haze to disappear. I now had a new subject for my picture taking. Did these clouds appear after all takeoffs? As this scene repeated itself several times I took pictures which I then forwarded to a member of 10,000 Hawks. By midafternoon clouds developed, and I was no longer	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9.	No
5/1/2023	PC	Darlene Piscitelli	4813-1818	EA Traffic	My name is Darlene Piscitelli and I live at 48 Waldo street in East Haven. I'm writing because I'm concerned on all the extra traffic in our town if airport expands. I seen the traffic study in the EA and it's not accurate . Areas you claim there will be no traffic will have traffic when people try to find alternate routes in town to avoid the airport traffic. There's all residential neighborhoods in area. We don't need increased traffic where there's people walking, Tuttle school, bus stops, kids out, memorial field - that has play ground & baseball fields-a area packed when games. Some areas you know are horrible with traffic now - mainly the whole north high street bridge area. I travel this area every day and the attached pictures is what I see everyday. I wish I could of gotten more once I got off exit and tried to get over bridge & get to center of town. Look at the pictures. I'm sitting in traffic backed up to the highway. It took 10 minutes for me to get to light and through it. This was at 4:05 pm on a Monday - didn't even hit worse traffic time yet. Look at the line leading to light! Look at the green light we have but traffic backed up on North High and no one can move! So I have to ask - how is this area going to handle all the extra vehicles if airport expands? How many accidents going to happen? See the buses ? Bus stops right in this area ! So many more studies have to be done to see if this area and the town can even handle all the airport traffic. We need a EIS ! Thank you for your time Darlene Piscitelli Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For study area concerns, see response to Frequent Public Comment #3. For concerns of traffic analysis findings included in the EA, see response to TEH Comment #12, #13, and #14. For concerns of traffic through neighborhoods, see response to TEH Comment #14. For concerns on locations with existing traffic issues, see response to TEH Comment #14.	No
5/1/2023	PC	Chris Collins	4819-4820	Comment on the draft EA for the Tweed Expansion	Attached is a comment letter on the draft EA for the Tweed expansion. May 1, 2023 Federal Aviation Administration Tweed - New Haven Airport Authority c/o McFarland Johnson 49 Court Street, Suite 240 Binghamton, New York 13901 hvn-ea@mjinc.com To whom it may concern: I live in Short Beach, Branford, just across the Farm River from East Haven, approximately a mile from Tweed – New Haven Airport. We live surrounded by water; the wonderful Long Island Sound, our lovely Farm River and its amazing marshes, inhabited by birds, fish and animals. People remind each other daily how lucky we are to live here. However, with this beautiful setting comes a responsibility. We must recognize that these surroundings are fragile, in fact they are in great danger right now. It is our responsibility to work hard to repair the damage already done and, even more, to defend our environment from dangerous activities related to a project such as that planned for Tweed Airport.	For EIS, see response to Frequent Public Comment #1. Regarding traffic, see response to TEH comments #4 and 14. Regarding Water Quality and runoff, see response to CT DEEP comment # 3 and # 6. The EA acknowledges occasional flooding concerns under existing conditions. As described in the EA, resiliency measures will be incorporated into the project to make the proposed terminal and runway more flood resistant compared to existing conditions. Biological Resources (including wildlife) are described in Section 5.2. Proposed mitigation measures are described in Chapter 5 where appropriate.	Yes

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5/1/2023	LO	Alex Gertsen, National Business Aviation Association	4821-4823	NBAA Comments on Mar. 2023 HVN Draft Environmental Assessment	Dear Master Plan Public Comment Coordinator: The National Business Aviation Association (NBAA) is pleased to provide feedback on the Draft Environmental Assessment that has been made available for public comment as part of the Tweed New Haven Airport (HVN) Master Plan process. Please find our comments in the attached document. Overall we believe that the Master Plan envisions positive changes for all types of aviation activities and look forward to jointly working with the Airport Authority, AvPorts, airport users and tenants and the greater community to ensure that everyone can benefit from our collective efforts to establish "The New HVN." Please do not hesitate to contact me if NBAA can be of assistance at any time in the process. Thank you. Best regards, Alex Gertsen Alex Gertsen, CAM, C.M., ACE Director, Airports and Ground Infrastructure National Business Aviation Association 1200 G Street NW Suite 1100	Comment noted.	Yes
5/1/2023	PC	Debra Gottschalk	4824	EIS needed for Tweed expansion	To whom is may concern: My name is Debra and I am a resident of Stony Creek in Branford, CT. I am deeply concerned about the environmental impact of the proposed expansion of Tweed-New Haven airport (HVN). It is clear that the current report, the Economic assessment (EA) prepared by a private consulting firm hired by Tweed and submitted for comment, is grossly inadequate in terms of evaluating the potential impact of the proposed expansion of HVN. With a plan to more than double the number of flights daily through this small, regional airport and to increase the number of large planes, there will clearly be huge impacts in terms of noise and air pollution, local traffic, and wetlands. A glaring omission of the current EA is the complete absence of any input from the DEEP, EPS, or Army Corps of Engineers, which is required by Federal law(see Council of Environmental Quality). As of this writing, no such input has been provided. The proposed expansion includes adding over 60,000 cubic yards of landfill to a coastal flood plain and digging in wetlands—clearly something with significant impact on local ecology. Local residents in East Haven have already recorded decibel levels of 90 dB due to low-flying planes coming into and out of Tweed, yet FAA policy indicates that levels above 75 are "unacceptable". Based on the projected increases in flight volume, the amount of nitrogen oxides released will be over 400 tons by 2031, or 20 times higher than whatever computer "model" was used in the current EA estimates. The lack of input from local and federal agencies is unacceptable and illegal. The notion that the proposed expansion is of "no significance" is preposterous. For the safety and protection of residents of East Haven, Branford, and surrounding communities, and to achieve the goal of proper stewardship of our local ecology, it is essential that we have a full Environmental Impact Study (EIS) as a first step in providing meaningful data about the potential impacts on our communities and how to mitigate them. Doing any less than this would be shameful and irresponsible. Kind Regards, Debra Gottschalk 203-824-7655 gottschalk.debra@gmail.com Sent from Debra's i-happiness :)	For EIS, see response to Frequent Public Comment #1. The EA was prepared in accordance with FAA Order 1050.1F. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about impact to wetlands, see response to Frequent Public Comment # 19. Contrary to the comment, coordination with DEEP, the Corps and EPA has been extensive and is described in detail in Appendix D. Additionally, both agencies submitted written comments on the EA. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. Appendix D describes the Public Outreach process used in the EA.	No
5/1/2023	PC	Katherine Bennett	4825-4826	Tweed Airport	My name is Katherine Bennett and I live at 463 Thompson Ave. in East Haven, CT 06512. I am writing to express my concern about the Environmental Assessment that was completed by McFarland Johnson. It is well documented that air pollution from airports has harmful effects on both humans, wildlife, and vegetation. Airports are major sources of air pollution, emitting pollutants such as nitrogen oxides, sulfur dioxide, particulate matter, and volatile organic compounds. Exposure to air pollution from airports can increase the risk of respiratory and cardiovascular diseases, including asthma, lung cancer, and heart disease. It can also cause eye and throat irritation, coughing, and shortness of breath. The Tweed EA section 4.12.4. Children's Health and Safety, states that " Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, directs federal agencies to identify environmental health and safety risks that could disproportionately affect children. These risks result from products or substances that a child may ingest or be exposed to, such as food, drinking or recreational waters, air, soil, or products they might be exposed to." In order to correctly assess the pollutants in the area, air quality monitors must be placed in locations inside and outside of schools, playgrounds, and other areas in these neighborhoods. It is an environmental justice issue to be using computer modeling to make your "best guess" as to the air pollution levels in these communities and what the levels will rise to with the increase in airplane traffic as well as car and truck traffic, and infrastructure operations. From 2017 to 2021, New Haven averaged 69 days per year of "poor" air quality or worse. Just 20 miles away, during that same period, Madison averaged 39 days. https://www.ctdatahaven.org/sites/ctdatahaven/files/DataHaven_GNH2023-web.pdf Westchester county NY has invested in a network of air quality monitors around their airport. We have none. Where is Environmental Justice here? Definitely an argument for a full Environmental Impact Study. Another important group of residents has been mostly left out of the Environmental Assessment- our seniors. East Haven is an aging community. In the last Census, The median age for East Haven is 43.3, higher than the Connecticut average. 44% of our residents are over 50. https://censusreporter.org/profiles/16000US0922980-east-haven-ct/ "As people age, their bodies are less able to deal with the effects of these environmental hazards. Air pollution can aggravate heart disease and stroke, lung diseases such as chronic obstructive pulmonary disease and asthma, and diabetes. This leads to increased medication use, more visits to health care providers, admissions to emergency rooms and hospitals, and even death. Ozone and Particulate Matter (PM) (especially smaller, fine particle pollution called PM 2.5) have the greatest potential to affect the health of older adults. Fine particle pollution has been linked to premature death, cardiac arrhythmias and heart attacks, asthma attacks, and the development of chronic bronchitis. Ozone, even at low levels, can exacerbate respiratory diseases." AirNow.gov https://www.airnow.gov/air-quality-and-health/older-adults/#:~:text=As%20people%20age%2C%20their%20bodies,disease%20and%20asthma%2C%20and%20diabetes. "Special consideration of the elderly population is needed in assessing risk from exposure to environmental agents" Aging and Toxic Response: Issues Relevant to Risk Assessment https://nepis.epa.gov/Exe/ZyNET.exe/P100CJ6L.txt?ZyActionD=ZyDocument&Client=EPA&Index=2000%20Thru%202005&Docs=&Query=&Time=&EndTime=&SearchMethod=1&TocRestrict=n&Toc=&TocEntry=&QField=&QFieldYear=&QFieldMonth=&QFieldDay=&UseQField=&IntQFieldOp=0&ExtQFieldOp=0&XmlQuery=&File=D%3A%5CZYFILES%5CINDEX%20DATA%5C00THRU05%5CTXT%5C00000029%5CP100CJ6L.txt&User=ANONYMOUS&Password=anonymous&SortMethod=h%7C-&MaximumDocuments=1&FuzzyDegree=0&ImageQuality=r75g8/r75g8/x150y150g16/i425&Display=hpfr&DefSeekPage=x&SearchBack=ZyActionL&Back=ZyActionS&BackDesc=Results%20page&MaximumPages=20&ZyEntry=1&slide	For EIS, see response to Frequent Public Comment #1. For air quality, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. For concern about Quality of Life, see response to Frequent Public Comment #25. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No

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5/1/2023	PC	Katherine Bennett	4827-4828	Tweed Airport	March 24, 2023 My name is Katherine Bennett and I live at 463 Thompson Ave. in East Haven, CT 06512. I am writing to express my concern about the Environmental Assessment for the Tweed expansion project and the resulting increase in noise pollution. Studies have shown that exposure to high levels of noise pollution from airports have negative effects on both children and adults. "Observational and experimental studies have shown that noise exposure leads to annoyance, disturbs sleep and causes daytime sleepiness, affects patient outcomes and staff performance in hospitals, increases the occurrence of hypertension and cardiovascular disease, and impairs cognitive performance in schoolchildren. In this Review, we stress the importance of adequate noise prevention and mitigation strategies for public health." https://www.thelancet.com/journals/lancet/article/PIIS0140-6736(13)61613-X/fulltext Aircraft noise in particular has been associated with several hypertension outcomes and long term exposure to aircraft noise is positively associated with hospitalization for cardiovascular disease. https://www.bmj.com/content/347/bmj.f5561 I have three major issues with the noise analysis in the Environmental Assessment. The first is the affected areas. The noise from these airplanes carries further than the computer modeling shows. The true noise levels can only be determined by placing noise monitors in the communities around the airport and this has not been done. The second is that the elderly have been left out of the land use determinations. Although I see a senior center listed Elderly Housing has not. There are many elderly in our community. They need to be listed as a sensitive group. The third is the level of noise they see as acceptable. "levels of 55 decibels outdoors and 45 decibels indoors are identified as preventing activity interference and annoyance. These levels of noise are considered those which will permit spoken conversation and other activities such as sleeping, working and recreation, which are part of the daily human condition." https://www.epa.gov/archive/epa/aboutepa/epa-identifies-noise-levels-affecting-health-and-welfare.html Actual noise monitoring has not been done, neither has indoor monitoring. I live less than a mile from Tweed, right next to Tuttle Elementary School. These planes are loud inside and outside my house. I assure you the teachers and children are disturbed by every plane that comes and goes from Tweed. I went to a similar elementary school near LaGuardia Airport. Without actual noise monitors inside and outside schools and other identified sensitive buildings you really do not know how loud these planes are. Saying the noise is below legal limits does not make it right- the World Health Organization in Europe just released their noise guidelines and they are lower than ours. People have been submitting noise complaints already and nothing has been done. "For average noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft below 45 dB Lden, as aircraft noise above this level is associated with adverse health effects. For night noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft during night time below 40 dB Lnight, as nighttime aircraft noise above this level is associated with adverse effects on sleep. To reduce health effects, the GDG strongly recommends that policy-makers implement suitable measures to reduce noise exposure from aircraft in the population exposed to levels above the guideline values for average and night noise exposure. For specific interventions the GDG recommends implementing suitable changes in infrastructure." https://www.euro.who.int/__data/assets/pdf_file/0008/383921/noise-guidelines-eng.pdf For these reasons I believe a complete Environmental Impact Study must be done with actual noise monitors inside and outside in many places in the surrounding community. Our Environmental Justice Community deserves no less. Katherine Bennett East Haven, CT.	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24. For field measurements were not taken, see response to Frequent Public Comment #9. For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about Environmental Justice, see response to Frequent Public Comment # 20. Elderly housing is indeed a noise sensitive land use; no such facilities were idetified within the DNL 65 contours for any of the analyzed scenairios. This EA applies the current FAA criteria for identifying noise impacts.	No
5/1/2023	PC	Katherine Bennett	4829-4830	Tweed Airport deicing	March 14, 2023 My name is Katherine Bennett and I live at 463 Thompson Ave. in East Haven, CT 06512. I am writing to express my concern about the Environmental Assessment that was completed by McFarland Johnson. In particular I have questions about the airport deicing procedure and its effects on the wetlands and Morris Creek and Tuttle Brook. Tweed – New Haven Airport Authority currently discharges a maximum of 36,000 gallons per day of aircraft deicing wastewaters to the Greater New Haven Water Pollution Control Authority from airport deicing operations at Tweed – New Haven Airport.2020 The water ends up in Long Island Sound. https://portal.ct.gov/-/media/DEEP/Public_Notice_Attachments/draft_permits/Tweed---Fact-Sheet-Draft-5.pdf. The wastewater runs through a recirculation loop to confirm average pH levels. The system adds Sodium Bicarbonate, as necessary, until the pH is within permitted limits. Airports are required to collect only 60% of deicing fluid. https://www.epa.gov/sites/default/files/2015-06/documents/airport-deicing-fact-sheet_final-rule_april-2012.pdf Along with the arrival of Avelo airlines and the increase in flights there has been an increase in deicing. With the proposed almost doubling of flights you can assume the amount of deicing fluid used will double. Even with the required pH adjustment, glycol based deicing fluid in large amounts results in low oxygen levels in streams and waterways, and can be deadly to the organisms living there. Even though the deicing fluids are glycol based, they contain chemical additives which are basically salts and sand which cause major harmful effects on the environment. If only 60% of the deicing fluid is recovered it stands to reason that the other untreated 40% ends up in the air, down storm drains, soaks into the ground eventually reaching groundwater, and in Tweed's case, ends up in Tuttle Brook, Morris Creek, and surrounding wetlands. Although glycol is considered to be nontoxic, recent research has confirmed that the chemical causes harmful deposits in the body that can lead to serious health problems. In 2019 Tweed was cited for being out of compliance for their handling of deicing fluid. How much damage was done during that time? https://portal.ct.gov/-/media/DEEP/Public_Notice_Attachments/draft_permits/Tweed---Fact-Sheet-Draft-5.pdf Airports around the world have been addressing the issue of deicing fluid in a variety of environmentally friendly ways- using Computer Gantry systems to ensure the least amount of fluid necessary is used, Infrared heating systems, forced hot air, glycol vacuum systems, and even hot water. Other airports are collecting, recycling, and reusing the fluid. "Albany International Airport, located in upstate New York, has developed a method to use, recycle, and reuse ADFs. The system works by filtering out propylene glycol from rain runoff and converting it to methane gas, carbon dioxide, and biomass.' In addition, concrete pads are used to hold snow containing glycols until it melts in order to collect and recycle the chemicals. The methane gas then generates free heat for one of the airport structures. ' According to Davis and Clarke, '[t]he end product of the cycle is clean water and harmless gases'" Welcome Aboard: Aircraft Deicing Fluid and the Environmental Epidemic It Is Causing Journal of Air Law and Commerce https://scholar.smu.edu/jalc/vol72/iss4/2/	For EIS, see response to Frequent Public Comment #1. For Environmental Justice community, see response to Frequent Public Comment #20. Spent de-icing fluid is captured and discharged to the sewer system in accordance with applicable permits. The proposed terminal apron includes provisions for capture of spent de-icing fluid and will continue to be discharged to the sewer system for treatment. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	No
5/1/2023	PC	Katherine Bennett	4831-4832	Tweed deicing issues	March 14, 2023 My name is Katherine Bennett and I live at 463 Thompson Ave. in East Haven, CT 06512. I am writing to express my concern about the Environmental Assessment that was completed by McFarland Johnson. In particular I have questions about the airport deicing procedure and its effects on the wetlands and Morris Creek and Tuttle Brook. Tweed – New Haven Airport Authority currently discharges a maximum of 36,000 gallons per day of aircraft deicing wastewaters to the Greater New Haven Water Pollution Control Authority from airport deicing operations at Tweed – New Haven Airport.2020 The water ends up in Long Island Sound. https://portal.ct.gov/-/media/DEEP/Public_Notice_Attachments/draft_permits/Tweed---Fact-Sheet-Draft-5.pdf. The wastewater runs through a recirculation loop to confirm average pH levels. The system adds Sodium Bicarbonate, as necessary, until the pH is within permitted limits. Airports are required to collect only 60% of deicing fluid. https://www.epa.gov/sites/default/files/2015-06/documents/airport-deicing-fact-sheet_final-rule_april-2012.pdf Along with the arrival of Avelo airlines and the increase in flights there has been an increase in deicing. With the proposed almost doubling of flights you can assume the amount of deicing fluid used will double. Even with the required pH adjustment, glycol based deicing fluid in large amounts results in low oxygen levels in streams and waterways, and can be deadly to the organisms living there. Even though the deicing fluids are glycol based, they contain chemical additives which are basically salts and sand which cause major harmful effects on the environment. If only 60% of the deicing fluid is recovered it stands to reason that the other untreated 40% ends up in the air, down storm drains, soaks into the ground eventually reaching groundwater, and in Tweed's case, ends up in Tuttle Brook, Morris Creek, and surrounding wetlands. Although glycol is considered to be nontoxic, recent research has confirmed that the chemical causes harmful deposits in the body that can lead to serious health problems. In 2019 Tweed was cited for being out of compliance for their handling of deicing fluid. How much damage was done during that time? https://portal.ct.gov/-/media/DEEP/Public_Notice_Attachments/draft_permits/Tweed---Fact-Sheet-Draft-5.pdf Airports around the world have been addressing the issue of deicing fluid in a variety of environmentally friendly ways- using Computer Gantry systems to ensure the least amount of fluid necessary is used, Infrared heating systems, forced hot air, glycol vacuum systems, and even hot water. Other airports are collecting, recycling, and reusing the fluid. "Albany International Airport, located in upstate New York, has developed a method to use, recycle, and reuse ADFs. The system works by filtering out propylene glycol from rain runoff and converting it to methane gas, carbon dioxide, and biomass.' In addition, concrete pads are used to hold snow containing glycols until it melts in order to collect and recycle the chemicals. The methane gas then generates free heat for one of the airport structures. ' According to Davis and Clarke, '[t]he end product of the cycle is clean water and harmless gases'" Welcome Aboard: Aircraft Deicing Fluid and the Environmental Epidemic It Is Causing Journal of Air Law and Commerce https://scholar.smu.edu/jalc/vol72/iss4/2/	Duplicate comment. See response to Comment # 915.	No

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5/1/2023	PC	Katherine Bennett	4835	Tweed Airport soil testing	My name is Roger Hankins and I live at 463 Thompson Ave. in East Haven, CT 06512. I am writing to express my concern about the Environmental Assessment that was completed by McFarland Johnson. In particular there are a few areas I believe were not covered thoroughly. A project of this magnitude needs to have a complete Environmental Impact Study. First of all the land and water needs to be thoroughly tested for toxins before they are disturbed by any earth moving machinery. This kind of disturbance will release these toxins into the air and the water. This has been an issue with the ongoing proposed sale of Sikorsky Memorial Airport: "The City of Bridgeport was in negotiations with the Connecticut Airport Authority for at least a year and has been negotiating with Mayor Joe Ganim's administration to purchase the Bridgeport-owned, Stratford-based aviation facility for $10 million. According to Dillon, the environmental assessment his organization commissioned as part of those talks was recently completed and estimated the potential ground remediation to be in the $4 million to $16 million range." https://www.ctpost.com/news/article/bridgeport-sikorsky-airport-contamination-sale-17743862.php I have no doubt that an airport that has been in operation since 1931 contains toxic pollutants that when disturbed will contaminate the water that flows right into Long Island Sound. I have read nothing about soil testing actually being done at the sight. I do not understand why an EA required soil testing for the sale of Sikorsky Airport but not for a massive project that includes a new terminal, runway expansion, and parking facility. A full Environmental Impact Study must be done to protect the people and the wildlife of these shoreline communities as well as the entire State of Connecticut.	For EIS, see response to Frequent Public Comment #1. Biological Resources (including wildlife) are described in Section 5.2. Hazardous Materials/Solid Waste are described in Sections 4.9 and 5.7.	No
5/1/2023	PC	Fitzroy McLeggon	4836-4839	To Show how Alternative Proposals using Public Comments are Missing in EA and need to be added to an EIS. FAA Order 1050-1f 2-5.1.	Dear FAA, EPA and other regulatory agencies, Please consider the following reasons for the need of moving the Environmental Assessment of Tweeds Master plan to a full Environmental Impact Statement. Objective * To Show how Alternative Proposals using Public Comments are Missing in EA and need to be added to an EIS. FAA Order 1050-1f 2-5.1. * Proposed Alternatives from public comments addressing Environmental impacts are listed below and should be considered in an EIS FAA Order 1050-1f 2-5. FAA Order 1050-1f 2-5. Public Involvement. NEPA and the CEQ Regulations, in describing the public involvement process, require Federal agencies to: consider environmental information in their decision-making process; solicit appropriate information from the public; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; and provide the public with this information and allow it to comment on these findings. Public involvement is also required when the FAA revises its rules, or proposes substantial changes to its NEPA implementing instructions. Strategic planning is needed to successfully integrate public involvement and NEPA. Failure to complete public participation can delay the process and, therefore, the proposed action FAA Order 1050-1f 2-5.1. Timing and Extent of Public Involvement. The FAA, or when applicable, the applicant, must provide pertinent information to the affected communities and agencies and consider their comments at the earliest appropriate time and early in the process of preparing an EIS. The extent of early coordination will depend on the complexity, sensitivity, degree of Federal involvement, and anticipated environmental impacts. Comments received during early coordination/scoping and during public review of a draft NEPA document on the potential impacts of the proposed action and any reasonable alternatives identified must be considered. Additional information regarding public involvement is discussed in Paragraphs 6-2.2 for EAs and 7-1.2 for EISs. The length of public comment periods is discussed in Paragraphs 6-2.2.g and 7-1.2.d.	For EIS, see response to Frequent Public Comment #1. Public comments received prior to the start of the public comment period are included Appendix D-2. Appendix D describes the Public Outreach process used in the EA. The proposed alternatives do not meet the Purpose and Need of the Proposed Action, as described in Chapter 2 of the EA. Appendix L provides additional information on the alternatives analysis	No
5/1/2023	PC	Ed Tankus	4840-4841	Re: HVN EA Email Submission Confirmation	Thanks but that's not my letter at the bottom. My name is Ed not Erika. On Mon, May 1, 2023 at 8:04 PM HVN-EA <HVN-EA@mjinc.com> wrote: Ed Tankus, Thank you for your email submission. Your email submission was received on 03/29/23. Please see below for the text of your email submission. A PDF of your entire email submission (including any attachments) will be attached to the Environmental Assessment. THE HVN EA TEAM Subject: Tweed Letter of Support Body of email: To Whom it May Concern, Attached is my letter of support for the Tweed New Haven Expansion. My contact details are below and in my letter should you need to follow up.	Support comment is noted and will be included in the project record.	No

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5/1/2023	PC	Lianne Audette	4842-4844	Public comment re tweed expansion	I have degrees sciience and a license to practice medicine. I am qualified to state that the plans you put forth to develop the runway and build a terminal at Tweed Airport run counter to the State of CT's guarantee that residents have the right to "peaceful enjoyment of life in and around their home." Additionally, I co-own a professionally calibrated decibel meter and use it within a 12-mile radius of HVN. The figures u published in the EA regarding noise decibels measured are so far from accurate that they are laughable. On an average day w a SW windspeed of +- 8mph, the peak reading on my decibel reader has reached 120 decibels. I request that you challenge my information and see who is correct and also accurate with decibel facts. I insist on seeing the facts about the time of day, the visibility above the airport, the type of aircraft and its load weight, and what kind of meters you are using for your facts and dated records of noise calibration. I have every right to have this information, as do thousands and thousands of residents in East Haven, New Haven, Fair Haven, West Haven, Branford, and beyond. I expect an answer to this request. And I am requesting that you direct the HVN project to engage in a full-scale EIS. And that they may not hire and control what gets studied, by whom, and that you, as the FAA do not fund the EIS. There is a commonly held view that the FAA is providing funding to HVN for the Expansion. That the FAA accepted the lackluster EA and did nothing to require a deeper dive into the science of the air quality, the effects of Noise measured scientifically, and the fact that you have not required Tweed to install air quality meters and noise monitors. and calculated with scientific Metrix, the fallout on the land and homes and families of the neighborhoods within 12 miles of HVN.....to me and thousands of others, indicates that you are in on the Tweed development strictly for profit and are deeply in a conflict of interests. Show me you are objective. Show me the science behind my asthma. Show me the charts which prove that the land values will increase with more noise and pollution. Show me why and how you can approve of such a preposterous EA. Do your job on safety and know that what is in the air can be safe in the air and not make the land below unsafe in every way. Thank you for the response I expect from you on all these questions and requests. ADDRESS REDACTED Please do not publish my address, thank you	Address has been redacted from this file however note that the address was included in the comment that is included in the project record. We will make reasonable efforts to delete the address from the record. For EIS, see response to Frequent Public Comment #1. Regarding resident measured noise levels, see response to Frequent Public Comment #11. The EA was prepared in accordance with FAA Order 1050.1F. For concern about use of field measurements for Noise and/or Air Quality, see response to Frequent Public Comment #9. For concern about Property Values, see response to Frequent Public Comment # 23. For concern about Health Effects, see response to Frequent Public Comment #24.	No
5/1/2023	PC	Mark White	4845		Tweed is a significant asset to the greater New Haven area. I support new terminal and runway expansion. Mark white Guilford	Comment noted.	No
5/1/2023	PC	Alana Haroskewicz	4846	A review of health effects associated with exposure to jet engine emissions in and around airports | Environmental Health | Full Text	Please include the following documentation for supporting the need for a full EIS. How does Tweed New Haven Airport plan to mitigate the long term effect of Jet fuel exposure? How does Tweed New Haven Airport plan to prevent the jet fuel fumes from entering the surrounding schools? https://ehjournal.biomedcentral.com/articles/10.1186/s12940-020-00690-y Respectfully, A Haroskewicz	For EIS, see response to Frequent Public Comment #1. For concern about Health Effects, see response to Frequent Public Comment #24	No

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5/1/2023	PC	Heather Byron	4847	Stop Tweed Expansion	Hello, Please do not move forward on the Tweed Expansion project without having the eviroment impact statment report completed. The Expansion will negatively impact the environment and the town of East Haven, CT. This will cause more expenses, pollution, traffic, noise, and aggravation to the local community and close neighboring towns. The Groton- New London Airport, close to the Naval Submarine Base is a more appropriate location for Avelo. Best Regards, Heather B.	Regarding request for an EIS, see response to Frequent Public Comment #1.	No
5/1/2023	PC	Alana Haroskewicz	4848-4870	EA comment	Please include the following documentation for supporting the need for a full EIS. How does Tweed New Haven Airport plan to mitigate the long term effects of each of the topics brought up in this study? https://img1.wsimg.com/blobby/go/83d530a7-77a2-449d-a776-6b22eb74b309/Tweed-UKAviationEnvironmentStudySource-0001.pdf Thank you A Haroskewicz	For EIS, see response to Frequent Public Comment #1.	Yes
5/1/2023	PC	Alana Haroskewicz	4871	A review of health effects associated with exposure to jet engine emissions in and around airports | Environmental Health	Please include the following documentation for supporting the need for a full EIS. How does Tweed New Haven Airport plan to mitigate the long term effect of Jet fuel exposure? How does Tweed New Haven Airport plan to prevent the jet fuel fumes from entering the surrounding schools? https://ehjournal.biomedcentral.com/articles/10.1186/s12940-020-00690-y Respectfully, A Haroskewicz	Duplicate comment. See reponse to Comment # 925.	No

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5/1/2023	PC	Rosemarie Piscitelli	4872-4875	Traffic study.	My name is Rosemarie and I live in Waldo Street in East Haven. I'm writing because I was talking to friend online who use to work for reliable traffic solutions & do traffic studies. He found things in EA and feels we need better traffic studies and this area will not handle all the extra traffic. We need a EIS. I'll just send some screenshots of what he said and leave it at that - thank you Sent from my iPhone	For EIS, see response to Frequent Public Comment #1. For concerns of traffic analysis findings included in the EA, see response to TEH Comment #12, #13, and #14.	Yes
5/1/2023	PC	Jules Scanley	4876-4878	addendum to comments	Good evening McFarland Johnson EA Team, Please see my additional comments attached here. Best Regards, Jules Scanley Jules Axel Scanley, MD, PhD 485 Lighthouse Rd. New Haven, CT 06512-4015 May 1, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 hvn-ea@mjinc.com Dear McFarland Johnson EA Team; This is an addendum to my first letter commenting on the Tween New Haven NEPA Environmental Assessment ("Comments on EA, JA Scanley, May 1st 2023"). In that letter I noted that several parks had been misidentified, in particular: Lighthouse Point Park, East Shore Park, Fort Nathan Hale Park, Fort Wooster Park and Forbes Bluff. These Parks are all outside of what the EA has modeled as being the 65 dB contour. You cannot ignore these just because their overall average noise level is below 65 decibels. Please note the two paragraphs below from the 1050.1F Desk Reference. These parks, particularly Lighthouse Point Park warrant special consideration. Lighthouse Point Park is a very important hawk migration pathway. Approximately 10,000 hawks are counted there each year. These parks are precious places and they are rightly legally protected areas. 1050.1F Desk Reference (v2) February 2020 Department of Transportation Act, Section 4(f) (last updated 7/2015)5-1 Section 4(f) of the U.S. DOT Act of 1966 (now codified at 49 U.S.C. § 303) protects significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites. Section 4(f) provides that the Secretary of Transportation may approve a transportation program or project requiring the use of publicly owned land off a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, State, or local significance, only if there is no feasible and prudent alternative to the using that land and the program or project includes all possible planning to minimize harm resulting from the use. Noise and Noise-Compatible Land Use (last updated 2/2020)11-11	For EIS, see response to Frequent Public Comment #1. For concern about the study area, see response to Frequent Public Comment #3. For noise/vibrations, see response to Frequent Public Comment #10. See response to Frequent Public Comment #11 for explanation why measured noise levels by nearby residents are higher than the reported DNL levels in the EA. While it is recognized that Lighthouse Point Park provides programming related to bird watching, this is one of many activities at the park. For impacts to birds at Lighthouse Point Park, see response to Branford Conservation and Environment Commission Comment #4. According to the FAA Desk Reference, noise would need to be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes. As described in Section 5.6 a use of Section 4(f) resources would not occur.	yes
5/1/2023	PC	Alana Haroskewicz	4879-4889	EA Comment	Please include the following documentation for supporting the need for a full EIS. How does Tweed New Haven Airport plan to prevent the negative effects from log term exposure the the noise, fumes etc fur the children in our surrounding schools? The effects on children were not even discussed in the EA. https://img1.wsimg.com/blobby/go/83d530a7-77a2-449d-a776-6b22eb74b309/aircrafthealtheffects%20(3).pdf Respectfully, A Haroskewicz	For EIS, see response to Frequent Public Comment #1. For noise/vibrations, see response to Frequent Public Comment #10. For fumes/odors, see response to Frequent Public Comment #12. Children's Health and Safety is addressed in Section 5.10.4 of the Draft EA. The EPA developed the National Ambient Air Quality Standards (NAAQS) for six (6) principal pollutants ("criteria" air pollutants), which can be harmful to public health and the environment. The NAAQS identifies two standards: 1) Primary Standards provide public health protection, including the health of "sensitive" populations, such as asthmatics, children, and the elderly, and 2) Secondary Standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.	yes

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5/1/2023	PC	Marcia Munro	4890	Tweed Environmental Assessment	Dear Sir/Madam, I am writing concerning the expansion of Tweed New Haven Airport (HVN) and to request that the FAA instruct the airport to perform a full Environmental Impact Statement. I have major concerns about the noise and vibrations, as well as disturbance of the marshlands, and the impact on the overall traffic pattern in the area. Even now, with the current layout and a single airline, the current Boeing 737-700s and 737-800s (flown by Avelo Airlines) are flying extremely low at both departure and upon arrival. I live directly in the flight path, on the shoreline, South of Runway 02 for takeoff. The extreme noise, and especially the intense physical vibrations, are disturbing my sleep patterns and general well-being. The noise wakes me up out of a sound sleep and the vibrations feel like severe uncontrolled tremors and are stressful and worrisome for my physical health. I also worry about the structure of the granite ledge and the houses built on it. I have lived here for the most part of 78 years and my family has been on this property since before Tweed's inception. We have experienced many airlines, many aircrafts and flights of short and long haul variety over the years, and have never had to endure such an invasive and disturbing experience as we do now. Flights are frequently arriving and departing beyond the regulated hours. Flights also go directly over my property and slightly to the East at altitudes much lower than previous airlines and certainly below regulation. We are surrounded by marshland where it is frequently foggy, so flights are too often attempting to touch down, but then are diverted. I follow the flights using the FlightAware App and am frequently appalled by the data. Additionally, I believe further invasion of the wetlands will be detrimental to the environment and will cause further flooding. There is already significant displacement of animals ranging from deer to snapping turtles to coyotes, and even birds. Flooding is also a huge concern for local residents. The surrounding neighborhoods, especially Cosey Beach and Morgan Point are already flood prone during major weather events like hurricanes and are increasingly affected by even smaller storms (i.e., December, 2022). The impact is significant to the residents who experience everything from home damage, to the inconvenience of not being able to access their homes (if trapped out) or not being able to access goods and services (if trapped in). There have even been more extreme secondary consequences from flooding events here, such as houses being looted and vandalized with criminals accessing them from the sea side when roads are inaccessible. We are already seeing tremendous flooding and road closures on Hemingway (the proposed inbound road) that has gotten progressively worse over the years as wetlands have been filled in. It is no longer only hurricanes that cause this level of flooding. One can only imagine the worsening flooding caused by the expansion as planned. Moreover, the infrastructure, local law enforcement and traffic patterns are completely unequipped to handle either the increased demand that would be incurred by the expansion or even the traffic changes with any minor weather event that would be a consequence of further wetland disturbances described above. Already, when Hemingway experiences flooding, traffic must pass the long route along Silver Sands Road (a narrow, windy, residential road with foot and bicycle traffic, often frequented by children and pets) and turn at a small and dangerous four way stop sign to head back up South End Road towards Townsend. Cars at that intersection already frequently ignore road signs at high speeds, and during even minor flooding, tensions run higher.	For EIS, see response to Frequent Public Comment #1. For noise ordinance violations, see response to Frequent Public Comment #4. For wetlands, see response to Frequent Public Comment #19. For flooding, see response to Frequent Public Comment #17. See Sections 4.3 and 5.2 of the EA for information on wildlife. Regarding traffic, see response to TEH comments #12-14. Law enforcement outside of the airport is the responsibility of state and local authorities and beyond the scope of the EA..	no
5/1/2023	PC	Alana Haroskewicz	4891-4914	EA Comment	Please include the following documentation for supporting the need for a full EIS. How is Tweed New Haven Airport planning on protecting the priceless wetlands on the airport property? The study below emphasizes how critical wetland are and why nothing short of a Full EIS is needed. The land Tweed sits on is extremely environmentally valuable. What plans are or will be in place to protect surrounding wetlands? What processes are in place to avoid further contamination? https://img1.wsimg.com/blobby/go/83d530a7-77a2-449d-a776-6b22eb74b309/wetlandfunctionsvalues.pdf Respectfully, A Haroskewicz	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19. Also see Appendix L and CTDEEP Comment Response #3 for further information on wetland mitigation.	yes
5/1/2023	PC	Muna Whitfield	4915	Fwd: American Lung association graded New Haven an; F	For Tweed-HVN EA public comment: --------- Original Message --------- From: Muna Whitfield <gopangaea7@gmail.com> To: colleen.dalessandro@faa.gov Date: 04/30/2023 5:26 PM EDT Subject: American Lung association graded New Haven an; F Good afternoon, See the link below. American Lung association graded New Haven air quality an; F! Terrible. If you get an F in school. You have failed. It is not rocket science. A lot of locals out here are suffering from Asthma and it has been ramping up more and more. You cannot tell me that the air quality is going to be reduced by adding so many flights. I have experienced the last couple of years trouble with breathing, insomnia, more headaches and also a strange skin rash. https://www.lung.org/research/sota/city-rankings/states/connecticut Regards, Muna M. Whitfield	For air quality, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24.	no

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5/1/2023	PC	Muna Whitfield	4916	Fwd: Responding to: In section 4.6 the EA states:	For Tweed-HVN EA public comment: ---------- Original Message ---------- From: Muna Whitfield <gopangaea7@gmail.com> To: colleen.dalessandro@faa.gov Date: 04/30/2023 5:19 PM EDT Subject: Responding to: In section 4.6 the EA states: Good afternoon, I spoke on April 1st and April 25th and shared my concerns and findings regarding your statement of: In section 4.6 the EA states that there are no historic resources within the Area of Potential Effect and therefore no historical, architectural, archeological or cultural resources would be affected by the Proposed Action. I sincerly find this disturbing and unjust. This area now known as East Haven was obtained by Puritan settlers in 1638 as part of the purchase of New Haven, Connecticut, from Sachem Momauguin of the local Quinnipiack tribe. This makes this United States' first Indian reservation - a sacred land, and we should cherish it not demolish it so that future generations can enjoy it as well. And the Dutch settlers and Italians made a significant impact here. There is plenty of photo/video material available to make my point. Regards, Muna M. Whitfield	As described in Section 5.5, the SHPO issued a finding that no historic properties would be affected by the Proposed Action. The SHPO finding can be found in Appendix C	no
5/1/2023	PC	Muna Whitfield	4917	Fwd: Protect the Wetlands - Preserve the Wetlands - Respect the Wetlands	For Tweed-HVN EA public comment: ---------- Original Message ---------- From: Muna Whitfield <gopangaea7@gmail.com> To: colleen.dalessandro@faa.gov Date: 04/30/2023 5:33 PM EDT Subject: Protect the Wetlands - Preserve the Wetlands - Respect the Wetlands Good afternoon, You will heighten the risk of natural disasters when you destroy the wetlands, you must protect and preserve it. Heavy wetlands are our city's life support systems and they do the work. There is plenty of material online. Here are just a couple of examples. https://www.epa.gov/wetlands https://www.wikihow.com/Save-the-Wetlands https://fws.gov/library/collections/how-we-protect-and-conserve-wetlands https://extension.umn.edu/shoreland-properties/preserving-wetlands And I find it concerning that our wetlands have to be destroyed but the wetlands along the Long Wharf in New Haven must be preserved (they got a 12 million dollar grant last week). Regards, Muna M. Whitfield	For wetlands, see response to Frequent Public Comment #19.	no
5/1/2023	PC	Muna Whitfield	4918	Fwd: Airport fumes is tied to infertility risk for women.	For Tweed-HVN EA public comment: ---------- Original Message ---------- From: Muna Whitfield <gopangaea7@gmail.com> To: colleen.dalessandro@faa.gov Date: 04/30/2023 5:47 PM EDT Subject: Airport fumes is tied to infertility risk for women. Good afternoon, Airport fumes/pollution is tied to infertility risk for women and miscarriages Also causing infertility for men. Here are just two articles of the dozens online. https://www.theguardian.com/environment/2021/feb/17/air-pollution-significantly-raises-risk-of-infertility-study-finds https://pubmed.ncbi.nlm.nih.gov/27513553/ This is all very frightening! Regards, Muna M. Whitfield	For fumes/odors, see response to Frequent Public Comment #12. For concern about Health Effects, see response to Frequent Public Comment #24.	no

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5/1/2023	PC	Gabriela Campos	4919-4961	Camels Nose: Segmentation = Dishonesty	To whom it may concern During the first public meeting we had back in August of 2021 I explained that Tweed/TNHAA/AvPorts was clearly behaving like the camel in the old story… One cold night, as an Arab sat in his tent, a camel gently thrust his nose under the flap and looked in. "Master," he said, "let me put my nose in your tent. It's cold and stormy out here." "By all means," said the Arab, "and welcome" as he turned over and went to sleep. A little later the Arab awoke to find that the camel had not only put his nose in the tent but his head and neck also. The camel, who had been turning his head from side to side, said, "I will take but little more room if I place my forelegs within the tent. It is difficult standing out here." "Yes, you may put your forelegs within," said his Master, moving a little to make room, for the tent was small. Finally, the camel said, "May I not stand wholly inside? I keep the tent open by standing as I do." "Yes, yes," said his Master. "Come wholly inside. Perhaps it will be better for both of us." So the camel crowded in. The Arab with difficulty in the crowded quarters again went to sleep. When he woke up the next time, he was outside in the cold and the camel had the tent to himself. Author unknown This has been the game all along When the Federal government wanted to shut towers down Tweed begged and pleaded… they said that if they didn't have their Tower manned that they would not be able to expand, they feared they would have to close…	For EIS, see response to Frequent Public Comment #1. For greenhouse gas emissions, see response to Frequent Public Comment #15. For flooding, see response to Frequent Public Comment #17. Cumulative Impacts are addressed in Section 5.15.	no
5/1/2023	PC	Kevin Ryan	4962-4964	CEQ Regs Purpose Need Tweed	May 1, 2023 Kevin Ryan , Branford Resident To Whom It May Concern, The Purpose and Need in the Tweed EA points to a single Preferred Alternative which is based solely on Avelo Airlines forecasts. This is contrary to the CEQ, 2022 final rule 1502.13: that removes the clause: the "applicant" solely drives the "purpose and need" leaving out "reasonable alternatives". Agencies, such as the FAA and EPA should not base the purpose and need on the goals of the applicant but must consider competing reasonable alternatives. The CEQ, 2022 final rule 1502.13 removes the rule that agencies " base the purpose and need on the goals of the applicant and the agency's authority when the agency is reviewing an application for authorization, It is contrary to NEPA for agencies to "contrive a purpose so slender as to define competing `reasonable alternatives' out of consideration (and even out of existence)." Simmons v. U.S. Army Corps of Engineers, 120 F.3d 664, 666 (7th Cir. 1997) (citing 42 U.S.C. 4332(2)(E)). Constricting the definition of the project's purpose could exclude "truly" reasonable alternatives, making an EIS incompatible with NEPA's requirements. Id. See also, e.g., Nat'l Parks & Conservation Ass'n v. Bureau of Land Mgmt., 606 F.3d 1058, 1070 (9th Cir. 2010) ("Agencies enjoy `considerable discretion' to define the purpose and need of a project. Reasonable Alternatives on the NO ACTION are Missing from EA Nearby transportation operations such as regional, sub-area, and corridor planning may interfere with the applicant's operations forecast. These operations provide a primary source of information for establishing a different purpose and need as well as evaluating other reasonable alternatives. This information can be used to evaluate congestion, air quality, safety, and other environmental issues for various transportation alternatives including the no-build alternative. Such factors that will affect operation forecasts at Tweed include, recently approved commercial flight services at Sikorsky Airport, 20 miles away and the new rail service to Bradley Airport. Other transportation services in the area will offer lower environmental impacts consistent with Climate Change Initiatives and must be discussed in the EA. This information can be used to evaluate congestion, air quality, safety, and other environmental issues for various transportation alternatives including the no-build alternative. Reasonable alternatives to mitigate the existing issues at Tweed need to be addressed and are listed below The Council on Environmental Quality (CEQ) regulations require that the EIS address the "no-action" alternative and "rigorously explore and objectively evaluate all reasonable alternatives,	For EIS, see response to Frequent Public Comment #1. The expected activity described in Section is based on estimates of reasonably foreseeable growth at HVN. The Purpose and Need of the project is fundamentally to accommodate existing demand for air service in Southern Connecticut. The alternatives suggested by the commentor do not meet the Purpose and Need of the Proposed Action, as stated in Chapter 2. Some of the "alternatives" presented are not alternatives, but rather operating or mitigation measures.	no
5/1/2023	PC	Alana Haroskewicz	4965	EA Comment	Good Evening, I am writing to you this evening in response to the public comment period for the EA. After reading the documentation . I have some questions. The modeling was done prior to Tweed expanding their service and does not include any of the 800 planes. These planes are bigger therefore more fuel usage, more exhaust, more fumes ,more passengers, more noise. Why were the 800's left out? What are the long term effects of these planes have on surrounding areas? I can easily tell the difference between a 700 and an 800 plane landing. My windows do not rattle when it's a 700. I live approx 725 feet from the airport near Robinson Aviation. My little 6 street neighborhood has been feeling the brunt of the expanded service. With the complete destruction of Tuttle Brook and trees that once lined the brook. We now hear everything that's going on at Tweed. The green barrier was not replaced with trees there are some crooked small bushes that are 1/2 dead in place of the once native trees that were there for years and provided both a green visual and noise barrier. That is now gone. I can see across the airport to the terminal. I hear everything and the jet fuel fumes are sickening. How is Tweed planning on fixing these problems? None of the neighbors were contacted to be told what was going on. We kept being told we would meet with someone from Tweed the ED scanlon but that never happened. Based on the inconsistent and gaps in information presented I feel the next logical step would be a full EIS. Thank you A Haroskewicz	For EIS, see response to Frequent Public Comment #1. Note that the 737-800 was included in the EA analysis, including noise and air quality. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Comment describes unrelated activities outside the scope of the EA. No impacts to Tuttle Brook are proposed. Tree clearing, if any, is expected to be incidental. Appendix D describes the Public Outreach process used in the EA.	yes

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5/1/2023	PC	Gabriela Campos	4966-4976	No Respect Care or Concern for International /Federal Protection on Migratory Birds	It has become sadly evident that TWEED/TNHAA has disregard for laws Not only did they allow and encourage illegal parking on wetlands When they were made aware of a plover nest - and when I offered to cordon the area off with my own time resources and supplies Tweed staff not only dragged their feet…. They attempted to remove the evidence of the nest or the little boy who had been worried about them and put out a container with water for them… their heartless and illegal actions in plain sight raise many questions about what happens behind those fences We hear machines all night… the satélite pictures show the old runway already torn up. Why will they not work w Save The Sound and other independent scientist to take real samples and have a real independent inventory…. I was raised by an old school Italian grandma in Peru - she taught me that lying was the worst thing one could do… she was fond of saying that if you have nothing to hide, you shouldn't be afraid of any questions or investigations … my dad said only the guilty hide. We need an EIS to properly determine what species are being put at risk within this incredibly precious and delicate environmental zone No more plovers should sue No more egrets, Hawks, eagles, bats, bees and monarchs are impacted by toxins and air displacement too. We need bees more than we need planes no bees no food… surely we can figure out if my assertions are factual vs the airports…. https://cen.acs.org/environment/pollution/Air-pollution-hurts-honeybees/98/web/2020/08 https://e360.yale.edu/digest/air-pollution-makes-it-harder-for-bees-to-sniff-out-flowers-study-finds https://www.ctvnews.ca/climate-and-environment/bees-and-butterflies-are-getting-confused-in-polluted-air-reducing-pollination-study-1.5746407 https://urbanevolution-litc.com/2020/03/31/monarchs-milkweed-and-metal-is-roadside-zinc-pollution-harming-butterflies/ https://www.nhm.ac.uk/discover/news/2022/january/bees-butterflies-and-moths-confused-by-air-pollution.html	For birds, see response to Frequent Public Comment #18. Commentor describes existing conditions that are beyond the scope of the EA.	yes
5/1/2023	PC	Margaret Wheeler	4977-4983	Environmental Justice Community Violated by Tweed Airport	Environmental Justice to Tweed EJ Community PLEASE ADVOCATE THAT AN: EIS to be the immediate course of action with the EPA as the lead agency not the self perpetuating. The FAA has currently failed to ensure safety and adherence to regulations. Please contact the FAA, CEQ and EPA to voice the concerns of the unheard EJ minority. My name is Margaret Wheeler, I reside at 111 Clark Ave Branford, CT. I am writing to make you aware that the communities surrounding Tweed New Haven Airport fall under the Environmental Protection Agency's "Environmental Justice" designation. I am a member of the Save Our Shoreline, Short Beach Environmental Conservation Group and 10,000 Hawks environmental groups. As a passionate environmentalist and retired science professor, I dedicate my time to defend those who have no voice. The Environmental Justice Community is affected by Tweed Airport now and will suffer public health threats more by the proposed expansion stated in the draft EA. The FAA seems to have ignored previous findings of significant impact from the EIS in 1999. There has been no determination on mitigation, and certainly no communication. The EPA states that the public's contribution can influence the regulatory agency's decision, however I feel that my voice has not been heard and the voices of the 17,000 residents in the EJ area. This area will suffer from more toxic air emissions, 4000 to 6000 cars a day, more traffic disruptions, excessive noise, and 56 arrivals/departures of commercial jets not including General Aviation which will also increase if the runway is extended. Air emissions contributing to more ozonewill rise to 18x current levels. There is already data that this project results in disproportionately high and adverse effects on low-income and minority populations as New Haven County has the highest asthma rates and the highest lead rates in the state.	For EIS, see response to Frequent Public Comment #1. For Environmental Justice community, see response to Frequent Public Comment #20. Cumulative Impacts are addressed in Section 5.15. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Cumulative Impacts are addressed in Section 5.15. Traffic is discussed in Section 5.11 and Appendix K of the EA.	no
5/1/2023	PC	Gabriela Campos	4984-4989	Airport is Drowning	Concerns and questions raised in an Op Ed in the CT Mirror Please add the links to the record Kindly answered the concerns in the article including sea level rise and flooding Thank you https://ctmirror.org/2021/09/03/a-voice-against-tweed-expansion/ * <https://ctmirror.us5.list-manage.com/subscribe?u=c546ffdc4bbb36c1f14f9c8f1&id=571d22f8e4> * <https://ctmirror.org/ct-mirror-politics-newsletter/> * <https://ctmirror.org/onbalance/> * <https://ctmirror.org/this-week-in-data-newsletter/> * <https://ctmirror.org/talkingtransportation/> * <https://ctmirror.us5.list-manage.com/subscribe?u=c546ffdc4bbb36c1f14f9c8f1&id=571d22f8e4> * <https://ctmirror.org/2021/09/03/a-voice-against-tweed-expansion/#> * <https://apps.apple.com/us/app/ct-mirror/id1628462385> * <https://play.google.com/store/apps/details?id=com.ctmirror.digestapp> * <https://ctmirror.org/espanol/> * <https://ctmirror.org/2021/09/03/a-voice-against-tweed-expansion/#> * <https://ctmirror.org/explain/> * <https://ctmirror.org/data/> * <https://ctmirror.org/events> * <https://ctmirror.org/podcasts>	Press reports noted.	yes

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5/1/2023	PC	George Maselli	4990-4995		--------- Forwarded message --------- From: Jean Edwards-Chieppo <jeany427@gmail.com> Date: Mon, May 1, 2023, 11:02 PM Subject: EA Comments To: <gmas20009@gmail.com> My name is George Maselli III, I live at 34 Canna Drive, East Haven. I am writing this to be included in the EA comments. In the present EA, the Traffic "study" is like most other data purely made up. The expectation of 1 million more vehicles traveling on our town roads is absolutely staggering. It will actually be 2 million as each vehicle enters and leaves the town. Upon entering East Haven from I 95 North, traveling down Frontage Road there are two possibilities to get to the proposed site. If the vehicles continue to Hemingway Avenue they must deal with a 4 lane highly traveled road. This leads into Coe Avenue at the intersection of Short Beach Road, which has extremely dangerous issues when it floods, due to the wetlands, rain and moon. This occurs quite often and at times it is impossible to drive through the area. The proposed entrance on to Proto Drive is in this exact location. If traffic is coming from the north it must travel over the North High Street bridge which is a narrow bridge in dire need of repair. This route brings school children by school bus to the Middle School and High School and creates traffic jams on a daily basis. If the vehicles travel to Hemingway Avenue, it will create traffic jams, accidents, people cutting down residential streets, it will cause a major disruption in the lives of the residents. Hemingway Avenue is the only road that leads to the beach and is very busy with school buses and people trying to get to work. The suggestion of putting a traffic light at Proto Drive will create even greater traffic congestion and stress on the drivers and on the road. When people are trying to get into or out of the airport it is going to become a disaster. The original plan was for 1,000 parking spaces. Now it has turned into a parking garage for 6,000 vehicles built directly on precious wetlands! The police chief has stated that this is going to create a very dangerous environment and slow down the access to anyone who needs police, fire or medical services. With the plans to have more aircraft and more employees this is going to become a logistical nightmare! I believe that there must be a real traffic study in order to make any decisions. It is unfair to the residents, businesses and support staff to create a highly dangerous environment 24/7. I see many issues in the present EA and feel that there must be an Environmental Impact Study. Anything less is bordering on irresponsible and creates a dangerous situation.	For EIS, see response to Frequent Public Comment #1. For wetlands, see response to Frequent Public Comment #19. For concerns of traffic analysis findings included in the EA, see response to TEH Comment #12, #13, and #14. For flooding, see response to Frequent Public Comment #17. For concerns on locations with existing traffic issues, see response to TEH Comment #14. For concerns of traffic through neighborhoods, see response to TEH Comment #14. For concerns on emergency vehicle access, see response to TEH Comment #8 and #12.	no
5/1/2023	PC	Pasquale Garguilo	4996-5000	Air Quality Letter	Hello, Please see attached file of my neighbors letter. He doesn't have access to email so I am emailing this for him. Thank You A Haroskewicz To Whom It May Concern: My name is Pasquale Garguilo, I reside at 611 Main St. in East Haven, CT. I am in my 70's and I have lived in this town for over 60 years. I am writing today because I am afraid of health issues associated with airport pollution. I wear my mask all the time to help filter the air, because I am afraid of the cancer causing toxins and other illnesses that are assoicated with these pollutants. I can hear and smell the planes flying over my house starting around 7:20.... and then every couple of hours all day. The flights are supposed to be following our zoning rules for noise. This flights are very early and sometimes late into the night. If I can see the smoke coming out, and I can smell the fumes, I know I am being negatively impacted. I take blood pressure medicine and I have diabetes - these are illnesses that are known to be caused by air pollution. Given the increase in air pollution from the planes at Tweed over my house, I am worried that it will make my conditions worse. I don't smoke or drink, I take good care of myself. The doctor even says, I'm a good patient... I don't know what will happen to my health with all of this new pollution from the airport. "Breathing in high levels of JP-4 has caused harmful effects on the nervous system. Some of the nervous system effects in people include headahce, dizziness, nausea, depression, anxiety, memory loss, and irritability. Nervous system effects have occurred in people exposed to vapor from jet fules like JP-4 for short and long periods in their jobs." https://wwwn.cdc.gov/TSP/PHS/PHS.aspx?phsid=766&toxid=149 While I am not an aiport employee because I know live under the flight path I am always being exposed all day long. There are some serious health effects associated with exposure to jet engine emissions in and around airports. https://rdcu.be/c0VsV In addition, the executive director of Tweed New Haven Airport, Sean Scanlon, admitted to the community that they are spraying Round-Up chemicals all around the airport and near rivers. Round-up has been linked to a number of cancers. The airport	For concern about fumes, see response to Frequent Public Comment # 12. For concern about Health Effects, see response to Frequent Public Comment #24. Cumulative Impacts are described in Section 5.15 of the EA. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	yes
5/1/2023	PC	Pasquale Garguilo	5001-5005	Air Quality Letter	Hello, Please see attached file of my neighbors letter. He doesn't have access to email so I am emailing this for him. Thank You A Haroskewicz To Whom It May Concern: My name is Pasquale Garguilo, I reside at 611 Main St. in East Haven, CT. I am in my 70's and I have lived in this town for over 60 years. I am writing today because I am afraid of health issues associated with airport pollution. I wear my mask all the time to help filter the air, because I am afraid of the cancer causing toxins and other illnesses that are assoicated with these pollutants. I can hear and smell the planes flying over my house starting around 7:20.... and then every couple of hours all day. The flights are supposed to be following our zoning rules for noise. This flights are very early and sometimes late into the night. If I can see the smoke coming out, and I can smell the fumes, I know I am being negatively impacted. I take blood pressure medicine and I have diabetes - these are illnesses that are known to be caused by air pollution. Given the increase in air pollution from the planes at Tweed over my house, I am worried that it will make my conditions worse. I don't smoke or drink, I take good care of myself. The doctor even says, I'm a good patient... I don't know what will happen to my health with all of this new pollution from the airport. "Breathing in high levels of JP-4 has caused harmful effects on the nervous system. Some of the nervous system effects in people include headahce, dizziness, nausea, depression, anxiety, memory loss, and irritability. Nervous system effects have occurred in people exposed to vapor from jet fules like JP-4 for short and long periods in their jobs." https://wwwn.cdc.gov/TSP/PHS/PHS.aspx?phsid=766&toxid=149 While I am not an aiport employee because I know live under the flight path I am always being exposed all day long. There are some serious health effects associated with exposure to jet engine emissions in and around airports. https://rdcu.be/c0VsV In addition, the executive director of Tweed New Haven Airport, Sean Scanlon, admitted to the community that they are spraying Round-Up chemicals all around the airport and near rivers. Round-up has been linked to a number of cancers. The airport	Duplicate	yes

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5/1/2023	PC	Gabriela Campos	5006-5022	The Thneed	One of my favorite teachers Mr Casio was very fond of quoting things to us from the book, Everything I Needed in Life, I Learned In Kindergarten. I took that to heart My gramps an amazing leader and educator said to be as a little girl that anyone can be a parrot, but those who really understand a complicated topic can make the most complicated scientific fact simple enough for a first grader I took that to heart too I imagine all of you reading letters are likely getting blurry eyed… I know I am. I would like you for you consider The Lorax - yes the children's book by Dr Seuss Based on the destruction I have seen so far and the projections of numerous scientists I do fear that we will become grey and filled with soot…. In fact I'm constantly wiping the soot from my baseboards, and can't seem to scrub my skin enough anymore… so I suppose the temporary and conditional approval given to break our laws is starting to take us to this sad state This was once the sacred Dawn Land There is evidence of the land that Tweed is using Land that belongs to New Haven - is a known Native Settlement. These were the summer grounds of a people that lived in harmony w the world… they didn't see themselves as separate- scientifically we are not - we are mud, we are earth, we are made of stardust… the plants and the trees need to live so that we can live	For EIS, see response to Frequent Public Comment #1.	no
5/1/2023	PC	Lorena Venegas	5023-5407	EIS is required: When cheap becomes expensive	As a member of 10,000 Hawks, please print out and present all attachments to the FAA and include in the printed and electronic version of the Final Report. Dear FAA Officials, I am waiting for the paperwork and waiver from the FAA New England Division office that was issued in 2022 to make the exception to the rule: that now allows the 737-800 Avelo Airlines planes to land and take off on a single runway that fails to meet the Boeing manufacturer specifications at Tweed New Haven Airport. Using the manufacturer specifications for limited, segments of the Draft Environmental Assessment and ignore the same manufacturer specifications in the operation of Tweed New Haven Airport has caused plane diversions that have made local, regional, state and national headlines. Fact is, you should have explained and included the use of a waiver, the exception to the FAA regulations, in the Draft Environmental Assessment, but it is an omission of fact that needs to be addressed as soon as possible. From April 15-17th and throughout the following week, plenty of 737-800 planes were diverted to the Wilmington, Delaware airport. This caused CT families to be stranded with their own recourse and personal expenses to return back to CT. The Draft EA has several sections specific to Appendix A - Runway length analysis that erroneously give the wrong impression to the reader. In multiple paragraphs, the writer of the executive summary memo, staff of McFarland Johnson and consultants, state that Avelo Airlines plans FUTURE use of the B737-800W planes; however, the FlightAware historic records show that the 737-800 planes have been and are currently in use, even though there have been several problems with overbooking seats because of weight restrictions, planes that circle between 3-20 times around Long Island Sound and shoreline towns with multiple failed attempts to land at Tweed Airport, that then get diverted to Bradley airport, or other airports located in Delaware, Rhode Island, New Jersey and even Allentown, PA. At Tweed Airport, passengers have been stranded on the tarmac unable to board the plane due to weight restrictions. This is not communicated to passengers that then have to make alternative plans, including taking a flight from Bradley or Westchester County Airports. Appendix A page 13 stars that there should be a benefit-cost analysis for capacity projects use of discretionary funding; however this document was not provided to the public within the 60 days allotment. This is not transparency. The Appendix A has errors in the assumptions for the mean single runway elevation at 12.6 ft above sea level. The current runway has an elevation of 7ft above sea level at the southern portion closest to the shoreline, the opposite end has almost 13 feet. The assumptions on number of wet weather days is underestimated in Appendix at 126 days. This area of East Haven and New Haven had an increased weather pattern changes that include fog, rain, and wet conditions at higher rate and throughout the day in all four seasons. The traffic Appendix B is incorrect in understating the effect of traffic on the I-95 Interstate exit 52 South to High Street, over the Webster Bridge to meet Main Street and then right turn to Hemingway Avenue. This is the main artery for the entire town of East Haven, connecting the south and central portion to the northern portion. Additional traffic will interfere with emergency vehicles, school transportation for two middle schools, a high school, nursing facilities and senior citizens housing on and off route 100. Similarly, Coe Avenue is a the single evacuation route for weather emergencies that would include hurricane season and all residents living in Morris Cove and Morgan Point neighborhoods due to flooding likelihood on low laying plain areas off Morris Creek bridge at South End Road. This area is inland wetlands and tidal wetlands with poor stormwater management that causes flooding and stops all traffic flow including emergency vehicles and school buses. Proto Drive would remain with an "F" since there would be no significant changes except to add a traffic signal and expand to 2 lanes. This is opposite the anticipated freight and cargo that has been presented at Southern CT Regional Council of Governments meetings going back to the year 2014 and May	For concern regarding 737-800 operation see reponse to Frequent Public Comment #7. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #8. Note that the proposed runway extension would reduce the weight restrictions for certain operations at HVN. As the commentor notes, the runway elevation varies along the length of the runway. Runway elevation, weather, runway slope are among several factors taken into account when making individual flight planning decisions. Appendix A provides values for general planning purposes. TNHAA board meetings are separate from and not a part of the EA. Previous unrelated projects are beyond the scope of the EA. The EA is based on preliminary planning information. Detailed design information, including aesthetics are not available at this time and will be developed subsequent to conclusion the NEPA process. Agency coordination efforts are described in Appendix D of the EA. Appendix L includes Powerpoint files that were presented to CT DEEP and the U.S. Army Corps of Engineers.The Environmental Assessment (EA) evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality (CEQ) and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. Avelo's business practices and financial results are beyond the scope of the EA.	Yes
5/1/2023	PC	Gabriela Campos	5408-5411	The Maths aren't Mathing - AGAIN…	This is a huge impact - how can anyone claim this is no impact The community was mislead to believe that this was a huge private investment with 11,000 jobs…. The numbers were clearly imaginary -- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	The Environmental Assessment (EA) evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality (CEQ) and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. The FAA establishes thresholds of significance in FAA Order 1050.1F. As described in Chapter 5, the project impacts are less than significant or can be mitigated to less than signficant.	No

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5/1/2023	PC	Gretl Gallicchio	5412-5417	Tweed-HVN EA fails to properly account for impacts on children's health and learning	Please include the attached in public comment.	For EIS, see response to Frequent Public Comment #1. Children's Health and Safety and the analysis that leads to the conclusion are described in Sections 4.12.4 and 5.10.4. For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about use of field measurements for Noise and/or Air Quality, see reponse to Frequent Public Comment #9. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	Yes
5/1/2023	PC	Gabriela Campos	5418	1million passengers	When people fly out of CT - you are encouraging people who want to vacation in warmer places to spend money outside of CT Even if those people spent only 500$ That's $500 million dollars that flew out of state Where is the cost benefit analysis We need hard numbers not unfounded dreams We need to know the costs of flooding Repairs Emergency personnel And health cost impact This is incomplete and insufficient The money is going in the wrong direction -- GABRIELA CAMPOS	The Environmental Assessment (EA) evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality (CEQ) and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. HVN and the FAA have no control over how and where people choose to fly.	No
5/1/2023	PC	Lorena Venegas	5419-5521	EIS is required:Status of FOIA	To Whom It May Concern: As a member of 10,000 Hawks, please print and add the following attachments and correspondence to the FAA Final Report. Please add the Tweed Airport public complaints in printed format to the Draft EA, as it was a form of communication that was limited in scope and cumbersome to fill out. There are 1,379 complaints. Thank You, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: Tom Rafter <trafter@flytweed.com> Date: March 10, 2023 at 4:25:51 PM EST To: Lorena Venegas <ljv333@gmail.com> Cc: "James M. Connor" <JConnor@uks.com>, Jeremy Nielson <jnielson@avports.com> Subject: RE: Status of FOIA Please see attached -----Original Message----- From: Lorena Venegas <ljv333@gmail.com> Sent: Monday, March 6, 2023 8:28 PM To: Tom Rafter <trafter@flytweed.com> Subject: Status of FOIA	Commentor requests that complaints filed through the airport's Veoci system, which logs complaints through the airport website be added to the EA project record. Those comments are not pertinent to the EA project record and were not considered further.	Yes

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5/2/2023	PC	Gabriela Campos	5541-5543	Bad management causing this unsafe conditions	-- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	No response required.	No
5/2/2023	PC	Lorena Venegas	5544-5548	Fwd: 3/22/22 FOI: Tweed Proposed Terminal drawings	Begin forwarded message: From: Sean Scanlon <sscanlon@flytweed.com> Date: March 28, 2022 at 5:21:55 PM EDT To: Lorena Venegas <ljv333@gmail.com> Subject: Re: 3/22/22 FOI: Tweed Proposed Terminal drawings 1. Drawings do exist but as this email states and as I tried to explain to you on the phone, they don't exist in the form you think they do nor do I posses them. 2. That's not what I said to you; what I said was that your group would be better served by asking me questions and accurately reporting my answers to group members/the public rather than trying to understand documents on your own and without context. 3. I did not say that to you. _____ From: Lorena Venegas <ljv333@gmail.com> Sent: Monday, March 28, 2022 5:03 PM To: Sean Scanlon <sscanlon@flytweed.com> Cc: Hyn-Ea <hyn-ea@miinc.com>	No additional response required.	No
5/2/2023	PC	Gabriela Campos	5549-5553		-- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	No response required.	No

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5/2/2023	PC	Gabriela Campos	5554-5555		-- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	No response required.	No
5/2/2023	PC	Gabriela Campos	5556-5558		-- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	No response required.	No
5/2/2023	PC	Gabriela Campos	5559		-- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	No response required.	No

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5/2/2023	PC	Gabriela Campos	5560-5564		-- GABRIELA CAMPOS Realtor, Yogi, Advocate, Artist, Urban Farmer (c) 203.668.3552 w. FLORES & CO RES.0814624	No response required.	No
5/2/2023	PC	Jeff Brock, Dean, Yale School of Engineering & Applied Science	5565-5566	Comment on Tweed	To whom it may concern - please find attached my comment on the Tweed Expansion. Yours sincerely, Jeff Brock -- Jeffrey F. Brock Dean, School of Engineering & Applied Science Zhao and Ji Professor of Mathematics Yale University jeffrey.brock@yale.edu May 1, 2023 HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 RE: HVN-EA Public Comments	Support comment noted.	Yes
5/2/2023	PC	Shirley McCarthy, MD, PHD	5570	FW: No to Tweed EA	From: McCarthy, Shirley <shirley.mccarthy@yale.edu> Sent: Tuesday, May 2, 2023 9:18 AM To: Timmerman.Timmothy@epa.gov; Lattrell, Gail (FAA) <gail.lattrell@faa.gov>; Lesperance, Lisa (FAA) <lisa.lesperance@faa.gov>; richard.doucette@faa.gov; Aresta, Paul <paul.aresta@ct.gov>; cindy_corsair@fws.gov; jonah_saitz@fws.gov Cc: richard_blumenthal@blumenthal.senate.gov; rosa.delauro@mail.house.gov; senator_murphy@murphy.senate.gov; Louis.Mangini@mail.house.gov; Save Our Shoreline <saveourshorelinect@gmail.com> Subject: No to Tweed EA Sincerely, Shirley McCarthy, MD, PHD Professor Emeritus, Yale School of Medicine	Duplicate comment. See response to Comments #242 and 369	No

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5/3/2023	LO	Vivien Hunnicutt, 10,000 Hawks	5571-5577	Vivian Hunnicutt-10000 Hawks-44 Girard Ave New Haven.3May23	May 1, 2023 SUBMITTED VIA E-MAIL HVN-EA Public Comments McFarland Johnson 49 Court Street, Suite 240 Binghamton, NY 13901 hvn-ea@mjinc.com RECE\VED MA - 3 7.023 McFARLAND-JOHNSON, \NC. Re: 10,000 Hawks Comments on HVN-EA Dear Sir or Madam, 10,000 Hawks appreciates the opportunity to submit these comments on the Draft Environmental Assessment ("draft EA") for the Tweed New Haven Airport Runway 02-20 Extension and Terminal Expansion Program ("Tweed Project"). 10,000 Hawks provided brief oral comments during the April 1, 2023, public information workshop session. 10,000 Hawks now submits these formal written comments to the docket and, building upon our previous oral comments, 10,000 Hawks requests and strongly urges the Federal Aviation Administration ("FAA") to require a full Environmental Impact Statement ("EIS") for the Tweed Project. Development of a full EIS is necessary for the FAA, as the regulatory decision maker, to fully understand the significant potential adverse environmental impacts of the Tweed Project. If the FAA does not require the Tweed New Haven Airport Authority (TNHAA) to conduct a full EIS for the Tweed Project, FAA must require TNHAA to address significant deficiencies in the draft EA by properly reanalyzing the cumulative impacts and air quality impacts that are reasonably foreseeable from the Tweed Project. The draft EA does not in any way support a Finding of No Significant Impact for the Tweed Project. 10,000 Hawks is an all-volunteer group of residents in New Haven and East Haven that is committed to saving the coastline and wetlands in Southern Connecticut. Our members are deeply invested in maintaining a high quality of life for all our communities by addressing issues related to air quality, noise pollution, traffic, habitat, and the overall well-being of our communities. The Tweed Project is of great concern to 10,000 Hawks and its members due to the potential for significant adverse environmental impacts	Duplicate comment. See response to Comment 903.	no
5/5/2023	LA	Tracy R. Babbidge, Acting Deputy Commissioner, Environmental Quality, Connecticut Department of Energy & Environmental Protection	5578-5588	Tweed New Haven Airport Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program	May 5, 2023 Thomas Rafter, AAE Executive Director Tweed New Haven Airport Authority 155 Burr Street New Haven, Connecticut 06512 RE: Tweed New Haven Airport Draft Environmental Assessment Runway 02-20 Extension and Terminal Expansion Program Dear Mr. Rafter: Thank you for the opportunity to review the Draft Environmental Assessment (Draft EA) for the proposed runway extension, new passenger terminal, parking facilities, and new access road at Tweed New Haven Airport, the draft is an important administrative step. This project involves activities that fall, or may potentially fall, within the regulatory purview of programs administered by the Department of Energy and Environmental Protection (the Department or DEEP). As a matter of course, the Department comments on projects where it has or may have regulatory responsibility. We, therefore, appreciate the opportunity to comment on these activities and their impacts, as well as to make suggestions for other project-related issues at the earliest planning stages for this important project. DEEP's comments are intended to highlight areas for further review and analysis to help stakeholders understand the implications of the project and to assess compatibility with DEEP's programs. We have identified some areas to consider in terms of potential project impacts and anticipate that this issue spotting will aid in facilitating an effective dialogue with the permitting authorities, as well as with external stakeholders interested in a robust public engagement on permitting matters. As with any major project, DEEP cannot identify all possible topics of interest until detailed permit applications are prepared and submitted for consideration. DEEP's Regulatory Authority Documents prepared pursuant to the National Environmental Policy Act (NEPA) typically contain a section listing and discussing the necessary federal, state, and municipal regulatory permits and approvals required by the proposed action. The Draft EA does not contain such a discussion or listing. Determining the nature and extent of DEEP's jurisdiction over the proposed actions is complicated by the multi-faceted nature of the actions; some actions relate directly to airline operations and safety, whereas others relate to traveler amenities and convenience. 79 Elm Street	Duplicate comment from CTDEEP. Comment answered under Regulatory Agency Comments.	yes
4/25/2023	PC	Gail Martino	1252-1254		This is Gail Martino. That' s G- A- I- L, M- A- R- T- I- N- O. I would like to -- I would like to comment on three elements that I find concerning about the -- about the proposal: safety, habitat loss, and quality of life. For safety, I' ve lived on Townsend Avenue for 20 years, so I was there on August 9th, 2013 when a plane coming in for a landing crashed into homes on Charter Oak Ave, killing two children playing in the basement. Plus, the pilot and his young son soon to graduate high school were also killed, and two houses were burnt to the ground that had to be completely rebuilt. When you have planes landing in such a thickly settled area, it' s a recipe for trouble. And that was a small plane. Habitat loss, according to the DEEP Website and Cornell Lab of Ornithology e Bird dataset, these are two sources of data that must be consulted when conducting a full environmental study. There are 7 endangered species -- bird species, 5 threatened species, 4 bird species of special concern, and 10 declining species that are found in the Proto Drive, Aura Ave area, and will be adversely affected by the proposed changes. I know firsthand. I served as a surveyor of that area for the Breeding Bird Atlas Program that is sponsored by UConn from 2018 to 2021 . That is also a data set that needs to be consulted for a full Environmental Assessment. Finally, quality of life. Quality of life has been severely impaired already. I can' t open windows due to noise and the smell of jet fuel, and particularly in the summer. On Tuesday, March 28 th, 2023 , a plane landed at 3 : 53 in the morning. On Monday, April 10 th, a plane landed at 3 : 11 in the morning. These are outside of normal business hours and in illustrating the impact of airport operations on this community' s wellbeing. I join my neighbors and friends in ordering a full environmental study of this Tweed expansion. Thank you.	The Proposed Action would comply with FAA Design and Safety standards. For concern about Quality of Life, see response to Frequent Public Comment #25. Biological Resources (including birds and wildlife) are described in Section 5.2.	no

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4/25/2023	PC	Jules Scanley	1254-1257		Okay, good. Okay. Thank you for the opportunity to speak. My name is Jules Scanley, is J- U- L- E- S S- C- A- N- L- E- Y. I live at 485 Lighthouse Road in New Haven. I will be speaking this evening about noise from aircraft at Tweed. And for anyone who would like to contact me about this, please e- mail 10 , 000 hawks. org. My take- home point is that we need an EIS in which real live noise measurements are made at many locations near the airport. I seriously questioned the validity of noise modeling that was done for this Environmental Assessment, and I will tell you exactly why I questioned it. I purchased a Class 2 sound level meter. It has recently had a professional ISO- certified calibration. I realized that the sound study done in 2012 used Class 1 meters. I cannot afford such a meter, and I request that my measurements not be summarily dismissed because this is a Class 2 meter. The measurements that I' ve made were all done with a wind muffler in place, all measurements used A- waiting. Measurements were made every two seconds. There are several ways to measure and summarize noise. I' ll represent both max and peak values and specify which. On Sunday, I e- mailed Mr. King to request I' d be able to share my screen during my presentation. This request was denied. So much for truth in advertising. I have printed graphs I was going to present them if you could see my camera, but you can' t even see my camera. So, I will be just speaking this. I' ll be presenting measurements made at the property at 24 Uriah Street on April 20 th from midnight to the following midnight. To summarize some of the pertinent details of the graph that you cannot see during this one 24 - hour period, there were 32 intervals of two seconds duration during which the max decibel level exceeds at 100 . Then the peak decibel levels during that same period, there are 1 , 825 intervals of two seconds, during which there were peak readings of greater than 100 decibels and 133 intervals during which the readings measured greater than 120 decibels. These are impressive numbers. Congratulations on having such noisy planes. Considerable effort in trying to get a database what the planes were -- noise levels were supposed to be. Eventually, representative Palulu (phonetic) assisted me in getting this. This involved multiple e- mails. But so I wanted -- I compared using the database that I finally got is from 2012 . I compared specific plans to the readings I got. The 737 - 700 is rated in the database at 77 . 1 decibels. I got readings in -- and I didn' t finish that one day, but I got three readings, 89 . 4 , 81 . 1 , and 109 . 7 decibels. They' re all greater than 77 . 1 . The 77 -- 737 - 800 readings at 757 decibels. I got readings of 85 . 9 and 94 . 2 . Then I did request that all planes used in the airport be included in the database that I got. Robinson was not included in the modeling. And -- Okay. The -- we got the -- I want to say that the planes from Robinson need to be included. They came in at 97 . 3 , 92 . 5 decibels, and higher.	See response to Frequent Public Comments # 9, # 10 and # 11.	no
4/25/2023	PC	Wanda Bubriski	1258-1261		Thank you. My name is Wanda Bubriski. I reside on Rockland Park Road in Branford, Connecticut within 1 . 5 miles of Tweed Airport. And my name is spelled W- A- N- D- A, Bubriski, B, as in boy, U- B- R- S- K- I. Thirteen months ago, I and a handful of neighbors from Short Beach attended a meeting at the East Haven Library about the Tweed expansion. We were impressed by the presenters and appalled at what we heard. Subsequently, we formed Save Our Shoreline, SOS - an association of concerned citizens whose mission is to research and inform the public about the extensive health, environmental, and economic impacts of the planned massive Tweed Airport expansion. The more we researched, the more our concern grew, as did our questions, and both are still growing. On April 1 st, you heard from some of our experts, doctors, lawyers, environmental scientists, science educators, planners, architects, designers, artists, social workers, psychologists, contractors, software specialists, realtors, business entrepreneurs, and other concerned citizens. Many have already submitted written comments and more are definitely on the way. The more we share our findings with residents across Branford and the region by letters to the editor, public presentations at libraries and at government meetings, radio interviews, social media, and yes, flyers on telephone poles. We' re old school as we don' t have the corporate funding to mount the equivalent PR campaign that Tweed and Avports have, the greater grows the alarm. Scientific studies have shown that living within 10 miles of an airport increases respiratory and cardiovascular problems associated with air pollution from ultrafine particles emitted from idling plane engines. A 10 - meter -- 10 - mile radius around Tweed stretches from Milford to Gilford, directly affecting 350 , 000 people. Closer in, the worse the health problems and decrease of property values, and hence a decreased tax revenue of municipalities. So, for these alarming reasons, well over 2 , 300 people and counting have signed our petition that calls for the Federal Aviation Administration, in accordance with the National Environmental Protection Act, NEPA to undertake an Environmental Impact Statement, an EIS, which will thoroughly review the environmental and public health impacts of this massive expansion of Tweed Airport now underway. And furthermore, we request that the public be involved in establishing the Scope of the EIS study and local, regional, state, and federal representatives must all be engaged in the full EIS review process. As our petition numbers grew last fall increasingly, our elected officials, both Democrats, and Republicans, began to hear the voices of their constituents. And behold, they too have written letters to the FAA requesting an EIS. A Federal EIS is necessary because it will look at the cumulative and regional impacts in the many ways the surrounding community and communities are likely to be affected. It' s simple. We want objective facts that an independent multi- agency investigation would bring to an EIS. Amidst climate change and with scalable alternatives in place at Bradley and elsewhere, we question the wisdom of this expansion, to begin with. Regardless, let' s get the facts first, then we can make good, well- informed decisions, especially since they will affect generations to come. Thank you.	For concern about health effects, see response to Frequent Public Comment # 24. For consideration of an EIS, see response to Frequent Public Comment # 1. The EA evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality (CEQ) and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. The EA concluded that the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA, and environmental impacts will be less than significant and mitigable per current regulations.	no
4/25/2023	PC	Patricia Ranney	1262-1264		Hi, my name is Patricia Ranney. I live at 102 Thompson Avenue. P- A- T- R- I- C- I- A, R- A- N- N- E- Y. And I' m going to talk to us a little bit about emissions today. On table 4 . 3 of your Draft EA, the City of New Haven greenhouse gas emissions shows that in 2019 , the transportation sector for New Haven produced 313 , 404 tons of CO 2 . You then make no mention of the expected tonnage of CO 2 emissions from this project. A Google search of takeoffs alone revealed that a ' 737 - 800 ' burns approximately 5 , 070 pounds of fuel with every takeoff. The carbon release preferably binds to two oxygen atoms producing 15 , 767 . 7 pounds, or 7 . 88 tons of CO 2 per takeoff. 22 projected takeoffs per day and 365 days a year by just one carrier Avelo will add 63 , 283 . 7 tons of CO 2 to the air per year. A whopping 17 percent increase for the City of New Haven. More study is needed here to project the actual tonnage of CO 2 and other greenhouse gases to be produced by all operations, including idling taxing, reverse thrust, climbed altitude service and security vehicles, traffic, and expected competing airlines and freight carriers. NEPA requires that you calculate the social cost of CO 2 , which you have not shown at all. Our resources magazine reported on a study led by UC Berkeley Associate Professor David Anthoff and RFF fellow, Kevin Renhart (phonetic), who found that the social cost of CO 2 emissions is $ 185 per ton - 3 . 6 times the federal- estimated amount. With a 737 - 800 producing over 7 . 5 times, I rounded that down for you, of CO 2 per takeoff times the projected 22 takeoffs per day times 365 days a year results in 60 , 225 tons of CO 2 per year with a social cost of $ 11 , 141 , 625 per year based on projective takeoffs of Avelo airlines only. NEPA requires more than a statement that emissions represent only a small fraction of global domestic emissions. How will emissions relate to climate action commitments and goals for the State of Connecticut? A full EIS is needed to answer this question and to calculate the social cost of greenhouse gas generated by all activities, including future decommissioning and the cumulative past, present, and foreseeable future amounts of CO 2 expected with competing commercial or freight carriers that are associated with Tweed and including the many construction projects in the City of New Haven. Studies need to be done to see whether cumulative effects disproportionately affect environmental justice neighborhoods. On March 20 th this year the Intergovernmental Panel on Climate Control Sixth Assessment Report -- Yeah, it' s all been -- I submitted it all already. So that' s it.	See response to Frequent Public Comment # 15.	no

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4/25/2023	PC	Gabriela Campos	1265-1267		My name is Gabriela Campos. G- A- B- R- I- E- L- A, last name Campos, C- A- M- P- O- S. I' ve lived in New Haven for, well, almost two decades now, and I am really appalled by what' s happening here in an area that is an environmental justice area. (Foreign language). In an area where more than 40 percent the population speaks Spanish, you have not bothered to give us this equal right to have access to information. As far as I can tell from DOT, that is a huge violation. So that in/ and of itself should allow for more time and proper access for everyone. Desire does not equal need. According to the kids' Britannica, it says that things that are necessary to live like air, water, food, and shelter are things that are needed. Travel are things that we want. Convenience is something that we want. It' s a desire given that we are supposed to look according to the NEPA. We are supposed to look at what the needs of the community are. I feel that this is a huge shortcoming in the EA Draft. Additionally, there is a number of inconsistencies as far as the information. In some areas, it says that the runway has to -- you know, they want the runway to be a certain, you know, length, and in another it says less feet. In some places, it interchanges the word ' need' with ' desire,' which I find to be really interesting and very telling of what' s actually happening here. There' s also missing documents on the maintenance of the area that where the proposed project is desired to be. That area is delineated as wetlands in a 90 - degree angle on either side of the decommissioned runway. Obviously, nature doesn' t exist in 90 - degree angles, so I find it very interesting that that' s how we show that that area is wetlands. Wetlands, whether it' s tidal or otherwise, are still wetlands. Given that this is a tidal basin, and water comes in and out, and this is a lower elevation than the very densely populated area in the neighborhood nearby. It creates a catchment for the water. We already have a problem on Co and Hemingway (sic), where it turns into a lake and it becomes impassable anytime that there is a heavy storm. Additionally, the amount of impervious footprint is supposed to now be 17 times. Would it currently exist? This should be criminal. No wetlands, which are irreplaceable resources according to NEPA, should be harmed. And that is exactly what this proposal aims to do. It' s not taking into consideration the fact that we' re in the middle of climate change, sea level rise. It is irresponsible and immoral. There are children that are being harmed. There are daycares all around. There are schools. The fumes are carcinogens. There are endocrine disruptors, they cause diabetes, they cause cancer, they cause asthma. And that is not being properly looked at. We' re looking at an air monitor that' s three miles -- in a neighborhood that is not impacted according to the EA Draft. So, the airport cannot have it both ways. Either that area doesn' t count or it does. The --	See response to Frequent Public Comment # 21 regarding Spanish speaking population. The EA evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality (CEQ) and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. The EA concluded that the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA, and environmental impacts will be less than significant and mitigable per current regulations. The 90 degree angles is because of the limits of the study area for the wetland delineation. Delineated wetlands within the project site and study areas are shown in Figure 4-14 of the EA. Wetland delineation did not continue beyond the study area limits of the study area. As per note in Figure 4-14, wetland areas extend beyond the project limits. For flooding refer to response to Frequent Public Comment # 17. Also, the wetland impacts can be appropriately mitigated to ensure "no-net-loss" of regulated wetlands. Proper permitting would be obtained in accordance with applicable regulations. As shown in Table 5-4 (Vegetation Assemblage Distribution and Estimated Footprint Impacts), the footprint impacts by the Proposed	no
4/25/2023	PC	Lisa Bassani	1268-1271		Thank you. My name is Lisa Bassani. L- i- s- a, last name is Bassani, B, as in boy, a- s- s- a- n- i. So, this airport expansion is not only happening in a densely populated residential neighborhood with churches, schools, a senior center, and parks within a stone' s throw. It' s also impacting neighborhoods that are already overburdened with toxics and pollution from numerous other sources. East Haven and tracks within New Haven are designated environmental justice communities. This means that the impact of this expansion must be understood in this proper context. It is imperative that an EIS is required forcing a full exploration of the current health vulnerabilities of the populations that will be affected. Day Haven' s report on asthma rates shows that New Haveners already suffer from the highest asthma hospitalization rates and the highest emergency department visits compared to the surrounding suburbs. Their study found that New Haven' s emergency department visits for asthma are three times as high as Hamden residents, and 10 times as high as Woodbridge residents. 10 times. That' s staggering, and so the impacts of this expansion will add significant and dangerous additional health impacts to an already vulnerable population. On ozone, in particular, the EA acknowledges that New Haven County has been classified as severe by the EPA and Ozone conformity. The 2022 State of the Air report from the American Lung Association gave every county -- every Connecticut County a poor grade for ozone levels, with New Haven County receiving a grade of, F. That is our existing baseline, and the effects of all of this are cumulative. We know that air pollution and excessive and unsafe noise levels will have significant and predictable impacts on these vulnerable communities. However, the impacts extend beyond the study area of the -- of this EA, including communities such as Fair Haven, which similarly suffer from poor health out outcome Under current conditions. The impacts on these adjacent communities must be considered as well. The second item I' d like to highlight, is that these neighborhoods already suffer from chronic flooding issues and the infrastructure is woefully inadequate, and will be no match with the effects of climate change that are already wreaking havoc on this area. Yet this expansion proposes an immense level of fill, 61 , 700 cubic yards to be exact, into a coastal floodplain to create the proposed new terminal without a full understanding of the hydrological impact of the destruction of these Inland and Tidal Wetlands. East Haven' s engineer, Steven Trinkaus, called the lack of accounting for flooding, a fatal flaw of the EA. I concur. A robust analysis of the impacts to Inland and tidal wetlands and the potential effects on neighborhood flooding must be completed by an independent wetland' s ecologist, as part of an EIS, not as part of Tweeds hand- selected consultants. And finally, as a resident who lives within a few hundred feet of the runway on Nelson Street, I can attest that the decibel levels are chronically at unsafe levels; regularly documented by citizens to be in the ' 90 s or above. It is well known that there are clear health impacts associated with those unsafe levels of noise all day for those closest to the airport. Our communities deserve a full and independent noise Pollution analysis as part of an EIS. A full EIS must be required given the significant impacts on the health, and on the -- I am. I have just one more sentence. Residents deserve a full and impartial analysis for the significant and -- significant health and environmental impact that we are already experiencing and will grow greater as this expansion continues. Thank you.	See response to Frequent Public Comment # 1. The EA evaluated the effects of the Proposed Action on the quality of the human and natural environment in accordance with the Council on Environmental Quality (CEQ) and policies and procedures from the FAA such as Orders 5050.4B and 1050.1F. The EA concluded that the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA, and environmental impacts will be less than significant and mitigable per current regulations. Chapter 5 – Environmental Consequences describes the potential effects for each of the required impact categories and compares those effects to the FAA established significance thresholds and factors to consider. Based on this analysis, impacts by the Proposed Action are mitigable and do not exceed the established FAA's thresholds of significance therefore, impacts would be less than significant. Additionally, agencies with permitting authority over the Project have outlined the permitting and mitigation requirements. Concerns about flooding are further addressed in Frequent public comments # 17.	no
4/25/2023	PC	M. Whitfield	1272-1274		Thank you for giving us a chance to speak, and I thank everybody for speaking up and sharing facts and concerns. Did you know that Connecticut has about 300 miles of beach coast, whereas East Haven only has about 2 . 2 miles? Why would you give that precious commodity up? But let' s go back a bit. Several tectonic plates collided 300 million years ago. East Haven and New Haven were at the center of this collision. How is that for historical context? This area is unique and should be celebrated in every way. This area, now known as East Haven, was obtained by Puritan Settlers in 1638 as part of the purchase of New Haven, Connecticut from (unintelligible) of the local Quinnipiac Tribe. This makes this United States first Indian reservation, a sacred land, and we should cherish it, not demolish it so that future generations can enjoy it as well. Well, let' s not forget the Dutch settlers as well, and let' s not forget about the Italian settlers who made a huge impact here. Why -- which is so beautiful shared in a documentary shop by a local film production company. Let' s not forget about the large Spanish community who live here as well and are being denied basic information regarding the illegal expansion of Tweed airport. Don' t their voices count? What their labor does. And let' s not forget about the wetlands. You will heighten the risk of natural disasters when you destroy the wetlands. You must protect and preserve it. Heavy wetlands are our city' s life support systems, and they do the work government does not apparently. Did you know that the quality of life will go down and prices of house values will be greatly reduced and the death rate will go up? And let' s not forget that city officials should work in our best interest, not the other way around. East Haven or New Haven is derived from the old English Haven or like in the Dutch language Havan. Havan points to a safe harbor or sanctuary where one can be themselves and feel loved. And it is fair to say we are not feeling the love right now. You all need to do better. We need to work together as a team. Stop treating us like we are the enemy. We live here. Let' s not forget about the people that live here and that is us. We are your citizens. Do not forget us. And thank you for your time, for letting us speak and share our concerns. This is of huge importance, and you cannot just sweep it under the rug. And I hope everybody does their part. Thank you so much. Have a great evening.	See response to Comment # 271. As described in Section 5.5, the CT State Historic Preservation Offices (SHPO) issued a finding on October 27, 2022, indicating that no historic properties would be affected by the Proposed Action. See Appendix C for Agencies Correspondence. For concern about Quality of Life, see response to Frequent Public Comment #25.	no

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4/25/2023	PC	Lianne Audette	1274-1277		Okey- Doke. I' m going to give you two lists. One is the list of a scientifically measurable fact, and the second list will be your surprise. The facts are these are -- these are the facts regarding what will happen, not might, but will happen if and when the airport begins to expand in its wildest dreams. Increased air pollution, increased noise pollution. Noise pollution affects everything and everybody within a four- mile radius. If you have sensitive ears, and certainly if you' re right under the planes landing and taking off, I can attest that it' s frightening and it' s making me sick as an adult. What about a child? There' ll be measurable increased flooding on the wetlands, and on the roads, and in our lawns, and in our basements. There' ll be increased car- truck traffic that is already very evident to everyone. And there' ll certainly be an increase of speed bumps all over Eastern New Haven, which we can see starting. We' ll have a loss of wetlands paved over and ruined forever. We will have a loss of wildlife and endangered species. That' s -- we know that and we know that there are some endangered and threatened species within the airport. And guess what? It' s a fact that the airport will not let experts in there to observe, measure, and document species that are endangered and threatened in the airport. What does that say? We will also have a measurable greenhouse gas emission increase. And lastly in my list for the moment, increase mortality rate for elders and infants. All of these things are measurable. These are all science. On the other side, the subjective experience of people who live within a large radius, not just right next to the airport with a 200 - foot buffer zone, our health will be affected. Children' s health and development of their mind and their thoughts on being healthy citizens as they age, these will be affected. The health of our pets is already affected. Our sleep, our quiet throughout surroundings, quiet and safe park, and property values amongst many other things. These are subjective experiences that will be 24 / 7 , 365 , for the rest of our lives if we' re not lucky enough to sell our house for nothing and buy another mansion somewhere else. And lastly, I' m 78 . I live on the beach. I' m underneath the airport takeoff and landing. I now have pulmonary disease and my -- I have two physicians that will attest it' s new, and it could easily be due to air pollution from airplanes of all things. Thank you.	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about the study area, see response to Frequent Public Comment #3. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about wetland see response to Frequent Public Comment # 19. For concern about Health Effects, see response to Frequent Public Comment #24. Children's health and safety is addressed in Section 5.10.4.	no
4/25/2023	PC	Wendy Hamilton	1277-1278		I am Wendy Hamilton, W- E- N- D- Y, H- A- M- I- L- T- O- N. I am running for mayor in November, I am already on the ballot as an independent. I have lived in New Haven since 1983 , half as a renter, half as an owner. Last year I came down with lung disease. I am a retired nurse. I oppose Tweed expansion. There is no good reason for this expansion. Only a lot of bad ones, which you already know about. New Haven owns the airport. If elected, I want to reduce flights, ban night flying and reduce those two huge parking lots. If I could, I would shut the place down after hearing these brilliant studied comments. Thank you all. Avelo, a startup, can start up somewhere else. They may own the planes, but they don' t own the airport. New Haven does. I refuse to poison people, neighborhoods, and other towns so other people can fly to Florida. Thank you.	Commentor is a candidate for office stating her position on the project. Comments are not specific to the EA.	no
4/25/2023	PC	Robert Killheffer	1278-1281		Hi, I' m Robert Killheffer, R- O- B- E- R- T, last name is K- I- L- L- H- E- F- F- E- R. I live in Watertown. So, I'm not a local, but I have relatives and friends in the area. So, I first wanted to just note that the questions and objections that we' ve heard voiced by those living in the area are obviously the most urgent and relevant on April 1 st, and today we' ve heard about the air quality problems, the noise, the flooding, traffic issues, and other health and quality of life problems that in some cases already exist with the airport and in many cases will increase with an expansion. But I wanted to at least gesture in the direction of the bigger picture and talk about climate change. The EA devotes a single paragraph basically to climate change and as one of the speakers noted earlier, makes no effort at all to quantify the greenhouse gas emissions that will come with an airport expansion. The EA effectively dismisses the issue by noting that the main greenhouse gas emissions associated with the airport come from planes which aren' t technically under the control of the airport. And thus, by implication, not a big question, for an assessment about expanding the airport per se, I guess. And also, that climate change is a global problem rather than a local one. And thus, again, by implication, I guess, something that not, doesn' t fall under the purview of an EA like this. And this dismissal, it seems to me, relies on something we heard a lot about on April 1 st, which was the absurd claim that rises at the heart of the EA - that there' ll be no difference in the number of passengers flying out of Tweed with or without the expansion. I think it defies common sense to suggest that anyone would spend tens of millions of dollars on a project without any expectation of financial gain. And that would only come in an increase in traffic, whether it be passengers, freight or whatever. So, the EA goes on to talk mostly about the fact that only 2 percent of global climate change emissions can be attributed to air travel. That may or may not be true, but because it ignores things like the contrail effect, which suggests that the warming effects of water vapor that are released by jet engines might double the impact of aircraft. This is just one of the -- one example of the complexities that are involved in assessing the climate impact of air travel. And the EA' s minimal effort on the subject is utterly insufficient. It' s another reason that we need a full Environmental Impact Statement on the project before any responsible decision can be made. Thank you.	For concern about Air Quality, see response to Frequent Public Comments # 10 and # 12. For concern about Noise and Vibration, see response to Frequent Public Comment #10.For concern about Greenhouse Gas emissions see response to Frequent Public Comment # 15	no

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4/25/2023	PC	Josh Drazen	1281-1284		Okay. my name is Josh Drazen. It' s J- O- S- H, last name D- R- A- Z- E- N. I live at 175 South End Road, Old Town Landing Condo complex, about 0 . 61 miles from the south end of the runway. I have written a couple of letters about this to all of you or to the FAA as well. As a taxpayer, I' m infuriated the FAA isn' t doing its job, and doing the EIS, that' s what they should be doing. As an attorney, I' m wondering why there hasn' t been a class action lawsuit filed about the noise, the lack of quiet enjoyment, and the nuisance that' s going on here. I' m not sure if any of you were aware of how loud it was when you had planes trying to land three times in a row the other day, and then you had another plane that went to Wilmington and then tried to come back, failed again and flew back to Wilmington. I' m wondering, you know, where' s, where' s the safety in that? I' ve been on many plane flights, and I can tell you right now, I' ve been on one that aborted a landing one time. Now, it didn' t go around three times, didn' t circle for an hour. So, I don' t know what' s going on over here, but I can tell you that it' s infuriating as a resident to have you paving over wetlands, because I' m in development; I can tell you it' s not so easy to get wetlands paved over. Co Avenue is flooding like crazy. I -- the condos here did not flood during Sandy and they didn' t flood during Irene, but you people are flooding, are going to take out earth and put down blacktop, and it' s going to cause an absolute massive amount of water running off. I don' t care what anybody says about it because that' s the way development works, and I don' t think people are really paying attention to what' s going on here. And it' s absolutely infuriating to watch people just steamroll over and ask for permission later. The amount of flights coming in and out of here is insane. You have flights coming in and out of here at 6 : 30 , and they' re landing all the way till 2 : 00 in the morning. There was a flight that flew out to Ohio and came back -- I went to the airport, it landed at 2 : 00 - something in the morning. And two people got off the plane, I have no idea what that was about. But this is a very densely populated area, with tens of thousands of residents. And what' s -- and I flew out of Tweed. I' m like a lot of people here. I support air traffic going in and out of Tweed. I used to take American Airlines to Philadelphia to visit my sister in Los Angeles. And you had the proper type of planes. You had Embraers flying in and out of here, and you had CRJs flying in and out of here. You did not have 737 shoehorning into an airport that' s like in a bowl where you can' t even handle landing in fog. What kind of penny ante operation is going on here? It is absolutely verifiable that the federal government needs to get involved and take a look at all this. Including the safety. And I' m tired of reading about how, oh, it' s not unsafe for them to try to land in fog, not when they go around three times it is. And not with all the noise. And I can only imagine what people with children are going through. And lastly, I spoke to my veterinarian because my dog has developed rhinitis. I have no idea why, but she can' t rule out what' s going on here. So, somebody better start spending my tax dollars and do the EIS, because it' s outrageous. It' s like a pharmacy company doing their own drug study and then saying, yeah, let' s put it out in the public. I' m done. Thank you.	For concern about Noise and Vibration, see response to Frequent Public Comment #10. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #8. Regarding request for an EIS, see response to Frequent Public Comment #1.	no
4/25/2023	PC	Anthony Camposano	1285-1286		My name is Anthony Camposano, A- N- T- H- O- N- Y, C- A- M- P- O- S- A- N- O. I live in East Haven at 48 Hughes Street. And aborted landings and go rounds are supposed to be this rare occurrence for pilots, and they occur frequently at Tweed. Avelo' s decision to book flights with Boeing 737 - 800 s is a clear example of negligence towards consumers, the pilots, and the safety of the residents living close to the airport and the neighboring towns. This negligence is compounded by the FAA' s allowance of such practices, and Avelo management' s lack of concern for safety and wellbeing. The mere fact that Tweed' s EA tried to say the expansion will benefit the environment, it is evident that those in charge are out of touch with reality. An Environmental Impact Statement must be ordered to address these issues as the Environmental Assessment failed to recognize the extensive negative impacts of the expansion on the environment and community in East Haven. The negligence needs to stop and real data needs to be gathered. Thank you.	See response to Frequent Public Comment # 17 for concern about the current use of 734-880 aircraft. For EIS, see response to Frequent Public Comment # 1.	no
4/25/2023	PC	Donald DiPalma	1287-1289		Okay. Thank you. My name is Donald, D- O- N- A- L- D, Di Palma, D- I- P as in Peter, A- L- M- A. I live at 84 Caroline Road, which is about less than a mile -- less than a mile from the airport, I believe. And I' ve lived here for 70 years since I was a baby. And I have experienced flooding since the airport began its expansion, that has gone beyond anything we have ever seen before. I put together a few pictures, but I don' t think I can share my screen to this group. So, I' d be happy to provide those pictures of the flooding that we are confined to our home at least six or seven times a year now. And just in this living here year- round, I' ve been here for 13 years. It was a cottage for the -- for the prior 60 - someodd years. And we' ve never experienced this before. Never. And it is -- it' s very disturbing to see what' s happening to the marshes. Not just the inconvenience of the flooding, but the marshes appear to be dying. They are underwater much of the time. They do not green up in the spring the way they' re supposed to, and they don' t drain properly ever. So, that -- my major complaint is the flooding. I also, because I' m in the flight pattern, I experience these odd late- night flights. I don' t understand why there are frequently, I -- I -- I don' t mean every night, but at least once a week I hear planes between one and four in the morning landing or taking off at least one. And I used to be able to call Sean, the airport manager because I knew his telephone number, he gave it to me. And he explained it away as, " Well, you know, we have to get the planes back here." Look, to me when I hear a plane going over at 2 : 30 in the morning, that' s unfortunate, but that doesn' t mean that any -- that plane does not have to come. It can stay where it is till the morning, in my opinion. That' s really all I have to say. Thank you.	The Tweed New Haven Airport Authority and Avelo Airlines developed a voluntary agreement to restrict scheduled airport departures and arrivals to between the hours of 6:30 am and 11:00 pm. For concern about wetland see response to Frequent Public Comment # 19. For concern about Flooding, see response to Frequent Public Comment # 17.	no

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4/25/2023	PC	Margaret Wheeler	1289-1292		Hi. This is Margaret Wheeler, 372 Townsend Avenue in New Haven, in 111 Clark Avenue in Branford. Tweed Public Airport has been maintained and improved by State and local taxpayers for decades. It is not going away. A residential environmental justice community with 17 , 000 residents serves several schools, daycares, parks, beaches, and sensitive coastal wildlife resources surround the airport. As a retired professor, biochemist with Masters in Environmental Science, a member of several environmental groups with professional input, I feel qualified to discuss the details of the EA that prove that hazardous levels of pollutants, both from current and proposed actions, have direct and cumulative effects on public health. Also, the EA leaves out alternatives and abatement measures that serve to decrease NOx emission levels, mitigate traffic hazards, improve faulty noise abatement efforts, and lessen current flooding events. The proposed alternative uses biased data that serves the business plan of a single private equity firm, Avelo. They seek to max out 737 - 700 (800) jet capacities on a longer runway and continue to lure the public with cheap, non- stop flights to longer distances. The EA shows how Avelo stages a purpose and need by bringing in larger jets with weight limits, lower capacities to longer destinations. Using cheap $ 49 flights, they want the FAA to see overcrowded terminals and parking/ traffic that disturbs neighborhoods. Who' s to stop future plans from -- for them staging an even longer runway needs by bringing larger planes at cheap rates that go longer distances, citing the same weight and capacity limits? However, Avelo' s CEO states that once they get more space and profit, they will sell this, profit shareholders will get profit, and move on. All of this at the expense of public health. Where are the EA alternatives that would best serve it to reduce pollution and noise at a small airport in the middle of this neighborhood? And where are abatement measures to protect the community? Here' s what I found. The EA leaves out comparisons to lower noise and less polluting jets that fit shorter runways. Such as the Next Gen 5 -- Generation 5 A 22 - 100 that has a 2 , 900 - mile range, 4 , 800 - foot runway, and 125 passengers that' s used at Newport Beach, California, and has been the praise of the neighborhood. How will NOx levels be abated from a range of four to 17 times higher than the EPA limits, thereby further raising ozone and asthma rates? How will the Heat Island Affect from more asphalt and rooftop be factored in to contribute to higher ozone, temperature, and greenhouse gases with air conditioning? What alternatives reduce onsite traffic, parking, and emissions? Why not purchase electric shuttles and use offsite parking? Current weekend rates only use offsite parking from 10 : 00 to 6 : 00 . This is totally impractical. How will operations be sustainable if 56 daily operations on a single runway in 2031 preview flights every 15 minutes be allowed? Isn' t there any cap or maintenance or sustainability? How will existing noise abatement measures that do not work well nor include vibrations be measured and maintained? How will evacuation and emergency route from Branford and East Haven coastal areas be protected from the four to 6 , 000 cars	For air quality, see response to Frequent Public Comment # 12. See EA Chapter 3 (Alternatives Analysis). Appendix L is added to the Final EA which provides additional information. The airport does not control the aircraft types operating at the airport. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Environmental Justice, see response to Frequent Public Comment # 20. As described in Chapter 2 alternatives and Appendix L, off-site parking is not practical. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about Quality of Life, see response to Frequent Public Comment #25. The proposed improvements will be meet applicable design and safety standards.	no
4/25/2023	PC	Kim Zolvik	1293-1296		Hi, I' m Kim Zolvik. I live 2 . 4 miles east of the airport in Branford, K- I- M Z- O- L- V- I- K. I actually don' t have a statement written tonight, but I' ve had a lot of thoughts, and I' m actually impressed and stunned and hopeful that we move to an EIS after hearing all of these comments from people, not just tonight, but also on April 4 th. So, my husband and I bought this house here in Short Beach in 2010 , and it took us a long time to find a home that we wanted to raise our daughter in. We did everything right. We' re not in deep debt. We -- you know, we just -- we just did everything right and this is -- this was supposed to be our forever home. But now I feel like that' s potentially going to be taken away because our quality of life, our health, enjoyment of our property, are being affected by the Avelo flights that are already occurring. And what concerns me about this Environmental Assessment is, Branford is not mentioned once. And we -- this is one of the major flight paths. We see these jets all day long and you know, it' s like a horseshoe for us. So of course, we' re concerned about water pollution, air pollution, noise pollution. We' re getting it all over here. And I have actually stepped outside my door in the morning some two mornings, and I' ve smelled jet fuel. And I' m 2 . 4 miles away. But what is, again, what really concerns me is Branford is not in the EA, and I don' t understand why considering we' re going to be affected by traffic on Route 1 and Route 142 . It' s a major flight path, like I said. I just find that very, very baffling. And as I sit here, I' m on my laptop and I' m looking at all the letters that I' m going to write in regards to this EA, in response to this EA, I' ve got air pollution, children' s health and asthma. My daughter has asthma. Community engagement complaints. There have been so many complaints and none of us received calls back or information from Tweed or anybody else. Deicing fluid going into our waterways. Farming, we have -- it states in the EA that there' s no farms. I have a farm; I have my little backyard garden. We grow food, we grow food that lasts all winter for us, and on and on. So how is my farm going to be affected? Greenhouse gases and global warming housing. If you lengthen these runways, there' s over 200 homes that are going to be taken. New Haven has a housing crisis right now. Where are those 200 homes going -- you know, where are those people going to move to? Kids' ability to learn. East Haven is being so greatly affected by this, and I' m sure New Haven too. These kids are having trouble, noise, pollution, foam, and/ or Lake Saltonstall. What' s happening with Lake Saltonstall, which is a major drinking water source that' s not mentioned in the EA at all? Again, air pollution, pregnancy, and birthing babies. You might have heard -- remember me on April 1 st talking about safety for the people on the ground with all these circling flights and these whatever, traffic, water, fuel, dumping, wetlands, wildlife, and the big one, please let me finish, I know I only have one second left. East Haven is an environmental justice town. Branford has environmental justice blocks. These people, these communities have not been included, engaged -- they have not been included and engaged. And I' m asking the FAA to not move on to a FONSI and to continue this process with the EIS. So, our --	For study area, see Frequent Public Comment # 3. De-icing operations complies with applicable regulations. As described in Section 4.8, he Farmland Protection Policy Act of 1994 regulates federal actions with the potential to convert farmland to non-agricultural uses. For the purposes of the Farmland Protection Policy Act, farmland refers to soils classified as prime farmland, unique farmland, and land of statewide or local importance. The Farmland Protection Policy Act does not apply to land already committed to urban development or water. For greenhouse emissions, see response to Frequent Public Comment # 15. For EIS, see response to Frequent Comment # 1. No land acquisition is proposed as part of the Proposed Action. For concern about Health Effects, see response to Frequent Public Comment #24. Traffic is addressed in Sections 5.11 and Appendix K of the EA.	no
4/25/2023	PC	Sandra Reiners	1296-1299		Very good. Sandra Reiners, S- A- N- D- R- A, R- E- I- N- E- R- S. I live at 42 Standard Avenue in Bradford. And I must admit that I am astonished at the conclusions that this EA reaches with the models that are used. For example, are we really measuring whether 25 tons de minimis benchmark for nitrogen oxide being exceeded or not, under plan A or plan B, when the actual amount of emissions is either 255 or 260 tons of this dangerous gas in 2026 ? Or worse yet, the comparison is 438 versus 458 tons in 2031 . Aren' t we losing sight of the real issue here? And that is that the actual emissions of these levels of this dangerous gas is having an enormous impact on the wellbeing of surrounding communities, especially the environmental justice community of East Haven, which directly abuts the airport. And how did we allow a situation where in 2022 planes at Tweed emitted nearly 200 tons of nitrogen oxide, an increase estimated at 145 tons in one year or nearly six times the de minimis threshold? Have we lost sight of the big picture? While many forces may be beyond our local ability to control, we do have control over others. This is one such example. And for the factors we can control through approvals, or in this case disapprovals, it is important that we carefully weigh the pros and the cons, and investigate the accuracy of all data that drives computer models to certain conclusions. For example, data may be managed to lead to the desired outcome. If passenger traffic for the no- action scenario is inflated, this would happen. Also, if the starting point for measuring impact is after an enormous run- up and activity, then two, a favorable conclusion would be the outcome. And in both cases, the cumulative effect and environmental impact would not have been measured accurately. The environmental justice community of East Haven cares nothing about computer models that attempt to demonstrate no significant impact. They care that they are breathing worse quality air than a year ago. And a town already suffering from the highest asthma rate in the State, they believe they deserve a better outcome. For the agencies that are established to -- I am doing that. One last sentence. Thank you. -- that are established to safeguard their healthy environmental standards, only an EIS will measure the current impact of recent actions. And the FAA -- place the FAA in a position to gauge the impact of the further buildout. Thank you very much for taking my comments today.	See response to Frequent Public Comment # 9 and # 15 regarding air quality and greenhouse emissions. For EIS, see response to Frequent Public Comment # 1. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no

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4/25/2023	PC	Laurence Nadel	1299-1302		Hello. my name is Laurence Nadel, L- A- U- R- E- N- C- E, N- A- D- E- L. I have -- I live at 215 Clark Avenue in Short Beach, where I lived with my wife for 40 years, and where we raised our three children. I' m going to address the environmental assessment prepared by the authorities' paid consultants, and why we need an Environmental Impact Statement. A guide published by the FAA says that generally, an Environmental Assessment is usually 15 pages. Doesn' t have to be 15 pages, but that' s kind of the custom. The authority' s expensive EA is a thousand plus pages. Obviously, if the matter were straightforward as the authority would have us believe, the EA would not need to be 67 times more than the customary length. We need an EIS to independently verify the EA' s measures, arguments, and conclusions to see if they' re accurate, and give us a fresh perspective on the proposed expansion. An EIS is the only review that any governmental body will make of Tweed' s proposed expansion. Tweed' s proposed expansion has been offloaded by the Tweed Airport Authority and the City of New Haven to a financial giant of Wall Street, Goldman Sachs. Goldman now runs the airport through its subsidiary Avports, which was granted a 43 - year lease by Tweed in the City of New Haven. Tweed' s passenger Airline, Avelo, is primarily owned by Morgan Stanley, another Wall Street Titan. Goldman' s and Morgan' s chartered purpose is to grow the wealth of their financial stakeholders. Goldman recently admitted in a United States federal court that it defrauded the nation of Malaysia and its citizens. The United States Court assessed the fine of just shy of 3 billion dollars, and here' s a quote from the Wall Street Journal, ' No enemy of Wall Street', " Goldman will pay about 2 . 8 billion and admit wrongdoing to end a bribery probe that reinforced a reputation for scandal that the Wall Street firm has spent years trying to shave. Neither Goldman nor Morgan care about any of the people or the environments affected by the expansion. The City of New Haven and the authority have promised in writing to support Goldman and Morgan in its plan to expand Tweed. They relinquish their statutory responsibilities of oversight. Neither the city nor the authority will be looking out for metropolitan New Haven' s communities or its environment." And I can guarantee you neither Goldman nor Morgan Stanley will look out for them either. Thank you very much.	The EA complies with the current 75 page limit (not including, figures, tables and appendices), in accordance with the Council on Environmental Quality (CEQ) (§ 1501.5) . For EIS, see response to Frequent Public Comment # 1. Matters related to the lease, airport operations and related financial arrangements are outside the scope of the EA.	no
4/25/2023	PC	John Graham	1302-1304		Yes, I' m John Graham, J- O- H- N, G- R- A- H- A- M. And given the brief time available, I' ll just focus on one topic and that' s a decrease in residential real estate values. They' re going to come down for several reasons, obviously the noise, the traffic congestion, and the pollution and in addition, in the case of Tweed, due to the flooding. There' ve been quite a few independent studies of the impact of airports and airport development on the surrounding residential communities. And several of them, which I don' t believe were cited in the EA, have looked at the drop in house values associated with the airport. They vary naturally in the amounts, but they vary between about 6 percent and 19 percent. So, if we just take that average of say, 12 percent, and apply that to the median home price for East Haven, which is about 286 , 000 , then we derive an average drop of home value of 34 , 432 . That' s a significant life- changing impact for every homeowner in the region. And let' s look at the number of homes affected. We can' t really take the 65 DNL, because as previous speakers have said, it' s not accurate. And also interesting, a lot of these independent studies have found that the noise contours nowhere near represented the actual noise levels that were present. But, you know, let' s start with that. And let' s take the homes immediately adjacent to the to the airport. That would be 1 , 466 homes, and if we just took those, the combined drop in real estate value would be 50 , 477 , 000 . And bear in mind, this is coming out of the primarily East Haven tax base. So, the tax revenues for the city will be dropping as well. If we include all homes in the study area, the amount would be 376 million dollars, and probably the number comes somewhere between these two. So effectively what we' re doing is we are decreasing values for East Haven. We' re increasing them in the suburban and central areas of New Haven. So, we' re effectively transferring significant long- term wealth from East Haven, and moving it to New Haven. And it' s basically inconceivable. I never thought I' d be defending or opposing, let' s say, an airport being developed in the middle of a bucolic, quiet, residential area. It just doesn' t make sense. Clearly, an EIS is needed. We need real data, real -- real decision making, real policy. So, thank you.	For concern about Property Values, see response to Frequent Public Comment # 23. Regarding request for an EIS, see response to Frequent Public Comment #1.	no
4/25/2023	PC	Georgia Lieber	1305-1308		Yeah, hi there. My name is Georgia Liber. My -- it is spelled G- E- O- R- G- I- A. Last name is L- I- B, as in boy, E- R. And I reside in East Haven, Connecticut. So, I' m speaking as a resident of an environmental justice municipality as designated by the Environmental Protection Agency. So as noted in the Draft Environmental Assessment in Section 4 . 12 . 3 , the executive order number 12898 issued on February 11 th, 1994 , requires that each federal agency incorporates environmental justice into its mission. And that includes, and I quote, a fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development and implementation, enforcement of environmental laws, regulations, and policies. So, the designation as environmental justice community is implemented by three key kind of actions. And so, I' m going to state them and then address how these expectations are not being met. So first, to avoid the -- minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low- income population. So, if you look at the communities surrounding the proposed expansion, you' ll note that the neighborhoods outside of the footprint studied within the Environmental Assessment fall under the category of environmental justice municipalities. So, this includes East Haven, that directly abuts the neighborhood property, Branford Heights, which is directly under flight paths of most departing and arriving flights, and Fair Haven, one of New Haven' s most underserved neighborhoods. The Draft EA, with the expansion, Mc Farland Johnson injects a 400 percent increase in the volume of flights. The Draft EA acknowledges that, " Aircraft jet engines like other vehicle engines produce carbon monoxide, water vapors -- water vapor, nitrous oxide, carbon monoxide, oxides of sulfur unburned or partially combusted hydrocarbons or VOCs, particulates, and other trace compounds." Additionally, the EA states that, " Aircraft are probably the most often cited air pollutant source, but they produce the same types of emissions as cars." This is an air quality and health issue, in addition to the part particulates that will impact the health of residents. What will be the mental health impact of the increased noise pollution that we are already experiencing and it is projected to increase over time? Why, when we know that the community' s surrounding the airport fall into the environmental justice community designation, are we not taking the time to truly analyze and evaluate the consequences of this massive expansion on the residents' health and to weigh the environmental impact of this expansion on an already stressed community? So, I am frankly shocked at this proposal and find it truly astonishing that once again, we are prioritizing the convenience of people who are not directly affected by this expansion over the welfare of residents who -- Yup. I' m going to finish I have one more sentence. -- based on their environmental justice designation have been historically undervalued and dismissed. And I also just want to say, 30 -- three minutes, is not a fair and equal treatment. It does not actually fall under when you' re doing public comment. A three- minute comment is not an authentic exchange of ideas and truly communication in terms of seeking very, very authentic feedback from your community. Thank you.	For concern about Environmental Justice, see response to Frequent Public Comment # 20. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. Speakers were given 3 minutes each during the public hearings to ensure the maximum number of people could speak within the allotted time. The 3 minute limitation was imposed on all speakers.	no

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4/25/2023	EO	Tracy Everson, 5th District Representative	1308-1311		Thank you. My name is Tracy Everson, T- R- A- C- Y, E- V- E- R- S- O- N. My name is Tracy Everson, I live at 23 Mill Creek Road in Branford, 3 . 5 miles from Tweed, New Haven. I' m an elected member of the Town of Branford' s representative Town Meeting in the Fifth District and serve as the minority leader. I' m also a member of the Town of Branford Coastal Vulnerability Working Group looking at the State of Connecticut' s projected sea level rise of 20 inches or more -- or one foot eight inches by 2050 and the impact on our town. As you are well aware, the airport already experiences flooding given it is only 12 feet above sea level. Such a substantial investment in a low- lying area, smack dab in the middle of a densely populated, mostly residential neighborhood. I' m not sure how a full environmental review could be skipped, with major proposed changes regarding the new terminal on the East Haven side and the runway extension in marshlands. Branford has a population of approximately 28 , 000 people. I am here to advocate for a full Environmental Impact Statement, on behalf of the people in my town and my constituents who are concerned about the long- term health effects and environmental impact of an expanded Tweed. We are relying on the Federal Aviation Authority Administration that is to require complete due diligence. First, an Environmental Assessment should not be considered enough given it' s based on modeling and projections. The EA notes that 50 percent of the flights pass over Branford at low altitudes as they approach the airport to land. I can go out on my deck and watch Avelo go by overhead, or sit on my couch and see the plane lights come toward my home. The amount of noise is impossible to ignore. Scientific research tells us that increased asthma levels result from airport proximity. The low approach over Branford brings planes perilously close to what were once quiet neighborhoods. No one asked us, the residents, if it was okay to increase the flights above our town. A study released last year by researchers in New Jersey found that people who live under a flight path in that state may have a 70 percent higher risk of heart attack due to the noise and air pollution. Decisions regarding Tweed' s expansion were made by the Tweed Airport Authority. There are two appointed members from Branford who sit on that board, they do not answer to voters in our town. I have more to say. I' m going to run out of time here. I wanted to mention that the town of Branford, our representative town meeting, did consider a resolution and it was ultimately voted down by the Republican majority. But I hope that my advocacy here today will be heard and Branford will be recognized as being impacted heavily by this proposal. Thank you very much.	For sea level rise, see response to Frequent Public Comment # 16. Regarding EIS request, see response to Frequent Public Comment # 1. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Sea Level Rise see response to Frequent Public Comment # 16.	no
4/25/2023	PC	Kathleen Hagearty	1311-1312		It' s Kathleen, K- A- T- H- L- E- E- N, Hagerty, H- A- G- E- A- R- T- Y. I now live in Cromwell, Connecticut, but I' ve lived for almost 20 years on Raynham Road in New Haven, until recently when I moved to be closer to my grandson and the -- whom I' m unexpectedly doing some childcare for tonight. So, I can keep it short. I would want to echo some of what Lisa Bassani said early on, as well as mostly the Section 5 , around environmental pieces and just the overwhelming concern that full environmental impact study seems just common sense when you look at all the highlighted things that are factual from partners like Save Our Sound and other folks, as well as just looking at people' s passionate -- you know, firsthand reporting of what they' ve seen change in the environment. Whether it be the flooding or asthma, I think that just even hearing the person who spoke before me talk about the impact on Branford. I think that residents and taxpayers deserve at least that from our government. Thanks.	For concern about the study area, see response to Frequent Public Comment #3.	no
4/25/2023	PC	Alana Haroskewicz	1312-1314		Thank you. Thank you for taking my comment. I live approximately a thousand feet from Tweed. And let me -- I would just like to say that I definitely would support a full EIS. The changes that have occurred with my neighborhood just with what has been happening for the expansion has completely diminished my quality of life. I can' t stay outside. The smell of the kerosene is unbelievable. I can' t open windows. My house will start to smell like kerosene. I get migraines. My throat is burning, my eyes are burning. It' s terrible. The -- just the environment around, I used to be able to go out at night in springtime and listen to the peepers. I can' t hear them anymore, they' re not here. With what it' s -- the impact that it' s having is so negative that it shouldn' t happen at all. There is no benefit to the environment to my town being in East Haven with the fact that we are an environmental justice community. We already impacted -- we don' t need any more insult to injury. So, a full EIS to see exactly what the impact will be is something that I completely support. That' s about it. That' s all I have to say. Can' t think of anything else.	See response to Frequent Public Comment # 1. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. Biological Resources (including wildlife) are described in Section 5.2. For concern about Environmental Justice, see response to Frequent Public Comment # 20.	no

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4/25/2023	PC	Jessica Wysocki	1314-1315		Hi. I' m Jessica Wysocki, J- E- S- S- I- C- A W- Y- S- O- C- K- I. And I' ve heard what has been said, but at the end of the day, I absolutely insist that the proper officials and government and business are legally held accountable for all damaged (unintelligible). Isaiah 7 : 7 , God said, it shall not stand and it shall not come to pass. Amen. God bless East Haven, Branford Heights, Fair Haven, and God bless Connecticut. I' m finished.	Comment noted.	no
4/25/2023	PC	Frank Telo	1315-1317		My name is Frank, F- R- A- N- K, last name is Telo, T- E- L- O. I live at 196 through Totoket Road in Branford, Connecticut. We' re right at the termination of Totoket Road were it meets with Pine Orchard Road. So, we' ve got a waterfront here. We' ve got a beautiful waterfront view for some of the houses and a little private beach that we have. I retired here four years ago because of the quality of life, the quality of the environment, the impression that all the people that live in this area have -- for the maintenance of wildlife, marshes, fish, birds, and so on. It is a wonderful place to live. However, there are a few areas that have really struck me to the heart. And my background is in automotive. And so, I live through the Fed requirements for air pollution, five- mile- an- hour bumpers, I mean, going way, way back. So, here' s my perspective. I am looking at a program called, through the Connecticut Department of Health " Drinking and Water Rotation Fund," which continues to evaluate the quality of water that we drink. The reservoirs that we have, unfortunately, one of them on I- 95 . And that' s one of the areas of concern. And so, I continue -- I will pursue that evaluation to make sure that there' s a coordination with your efforts and with the efforts of maintenance of our community. The next is a document for the I- 95 Corridor from Branford to Rhode Island. There' s a significant imposition of the quality of our marshlands and our shorelands. Before anything can be done to the I- 95 Corridor, I will request that this request for Tweed also be included. Third, and last, is that, for some reason, there is an incredible increase in helicopter traffic. Helicopter traffic, and living here in Branford near the Stony Creek and Gilford property lines, has increased. There are blue and white helicopters, and I can -- I can identify them. Because they' re back and forth -- I request that we evaluate and accept what outside but appropriate evaluation groups have for --	Traffic on I-95 in CT and RI is outside the scope of the EA. The Proposed Action is not expected to have any effect on helicopter traffic at HVN. Biological Resources (including wildlife) are described in Section 5.2. Regarding request for an EIS, see response to Frequent Public Comment #1.	no
4/25/2023	PC	Walter Fritsch Jr.	1317-1319		I live at 96 Victor Street, just adjacent to the Robinson Facility. From my backyard, it' s approximately, I' d say, maybe 400 feet. I would just like to echo of the previous gentleman regarding the helicopter factor. These things are coming in and out of here, and you talk about smell and fumes. It' s just unreal. I' ve lived here for almost 50 years, and I am a great outdoors person. I' ll be 81 next month, and I try to stay active as possible outside. That result has somewhat -- you know, the pollution aspect has somewhat resulted in, I have a hard time breathing at times, and not to mention the noise factor. I hear these things at all hours of the evening, and I would just like to echo pretty much all other comments and of all the other people who were in attendance, and I was really surprised of all the information that I didn' t realize relative to the pollution, the environment, the climate, the whole bit. And it' s just this place is just too small for that size particular aircraft. And there again, the traffic matter and the flooding -- the flooding -- two years ago when we had that heavy, heavy downpour, I couldn' t believe my eyes, they had snowplows out on the tarmac plowing off the rain, and the whole area was practically flooded. And I was really concerned about my dwelling because I have never seen in the 50 years that I' ve been here, the water almost come up to my ground level. And there again, I' ll just like to emphasize the fact of the, the smell, the pollution, the effects of all the people living in the area, children, adults, et cetera. The FAA definitely has to get up off their butt and do something about this whole matter. Thank you so much.	The Proposed Action is not expected to have any effect on helicopter traffic at HVN. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Flooding, see response to Frequent Public Comment # 17. Traffic is described in Section 5.11 and Appendix K of the EA.	no

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4/25/2023	PC	Shafiq Abdussabur	1319-1322		Thank you. My name is Shafiq Abdussabur. I am a lifelong born and raised resident in the City of New Haven. I' m a fourth- generation New Havener. My great- grandfather came to the City of New Haven and helped build the Q- Bridge. And since then, my family has settled here. My earliest memories of New Haven is actually going to the lighthouse at the age of five, and fishing at the lighthouse with my mother at the time. And so, my connection to the lighthouse extends that to my grandchild now, who is a sixth- generation New Havener. And now I am a proud candidate for Mayor for the City of New Haven. I' m a Democrat candidate. And in January 27 th of this year, I filed that EIS with the FAA, regarding the concerns as I joined with the residents of this historical neighborhood, about their concerns -- about our concerns, our one neighbor -- our one New Haven concerns, about the wetlands. The noise, the pollution, the concerns around asthma. My mother is 71 years old, and though she lives in Westville, she suffers from asthma along with a pacemaker. So, it makes me think about the other residents that are in this neighborhood who are suffering from some of the same conditions. Also, around the noise pollution in the air, around with the airplane. So, hey, listen, I' m not an environmental expert around the environment and all these other issues, but what I am is I' m a leader in this community that' s concerned about the issues that' s concerning the neighborhood. And if they' re asking for more of an expansive environmental study, well, as a candidate, I' m asking for that too. So, I' m also calling on a more in- depth environmental study that we bring in people from Yale, experts around the environmental college. And other places around the country, bringing in subject matter experts around an environmental study. So, we can bring all of these studies to the table and come up with the best results about how to address this issue around this airport. And finally, I close with this, you know, the FAA, also in California has embarked upon doing in an airport zone. And so, this is another area that we need to seek out in doing an impact study to see how we come about providing an airport zone for these houses and these communities, and these people that are going to be affected by their generational wealth and their current wealth around the devaluing of their home. In addition to the impact study, we also need to look at how we are going to coalesce this community around this issue around the airport. If we talk about just passenger planes, what are we going to talk about in terms of freight? Is this airport going to start moving into a dealing with freight? So, we need to look at amending this 43 - deal -- 43 - year lease. Right now, 5 million dollars is to be shared between New Haven and East Haven to deal with issues around traffic and other issues. So, amending this lease for more money to have a greater impact on protecting this community. Shafiq Abdussabur, running for mayor. Thank you from me, allowing me to testify.	Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about cargo/freight operations see response to frequent Public Comment #6. Matters related to the lease are outside the scope of the EA.	no
4/25/2023	PC	Kelly Diaz	1323-1324		So as a lifelong resident of New Haven, and I am a registered nurse who works in the New Haven community. I would just like to stress that -- you know, it is scientifically proven that the continuous exposure to the noise pollution we are being exposed to poses negative effects on mental and physical health. As it increases the cortisol levels or stress hormones in the body, which lead to things like anxiety, depression, insomnia, as well as cardiovascular diseases, it increases the risk of stroke and decreases life expectancy. The air pollution that has increased puts all of our -- the residents, at risk for respiratory diseases and cancers, and our children are at an increased risk of developing leukemia. So, I just want to say that, you know, the airport, you know, expansion does not provide any positive outcomes or impacts on the lives of the residents in the surrounding areas within the 10 - mile radius of Tweed Airport. And I just want to thank everyone who has come out to speak and fight for our rights as residents. That' s all.	For concern about Health Effects, see response to Frequent Public Comment #24. For concern about Noise and Vibration, see response to Frequent Public Comment #10.	no
4/25/2023	PC	Antonella Ranalli	1324-1326		It' s Antonella Ranalli, A- N- T- O- N- E- L- L- A, last name is R- A- N- A- L- L- I, and I reside at Beachside Avenue, East Haven. Economic Growth without in- depth study on the reputable damage it will cause the environment is unconscionable. Our home sits alongside the marshes for an estuary ecosystem. We have seen many beautiful -- and experienced beautiful wildlife. Our children have -- grandchildren, have identified many different species of hawks, bald eagle, great blue herons, snowy white owls, mallard ducks, deer, and ostrich (sic). What a great learning experience. They have developed a respect for nature and the environment. Let' s not take this away from all of our grandchildren. Estuaries are very important to our well- being. They filter water flow into the ocean and act as a buffer protecting us from coastal storms. And as we all know, who live in this area are quite prevalent. They are among the most productive ecosystem in the world. Many animals rely on estuary for food, places to breathe, and migration stopovers. Congress has created the National Estuary Research Reserve system to protect more than 1 million acres. Surely, we can do our part to protect our own little area. Another concern I have is that the expansion between New Haven Airport is a sediment from construction sites, and runoffs from impervious surfaces like parking lots, which are a threat to our estuaries. Estuaries are an irreplaceable natural resource that must be managed carefully for the mutual benefit of all who enjoy and depend on them. For all of these reasons, my family and I are asking for an EIS. Thank you for your time.	See reponse to Frequent Public Comment # 1. regarding request for an EIS. Biological Resources (including wildlife) are described in Section 5.2. Regarding Water Quality, see response to CT DEEP comment # 3 and # 6.	no

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4/25/2023	PC	Lorena Venegas	1326-1329		At the Federal Aviation Administration must require an Environmental Impact Statement. In East Haven, we' re an environmental justice town number 17 out of 169 towns. We have the worst asthma rates here, and I need the FAA to go to the Department of Human Health Services and go get the asthma rates because we have really out of compliance, air pollution in our area. The airport within the last two years has destroyed wetlands. Already, they have displaced a long- eared bat, which is an endangered animal here, already listed in the Connecticut EPA. The FAA must go to the EPA and get the entire list of all endangered species, including plants and grasses that have already been trampled, displaced, and soiled upon off of Thompson Avenue. There were reports done by Mc Farland Johnson in January of 2022 , that identify endangered plants. Those plants still exist, but are not contained within the Draft Environmental Assessment. There' s a volume of e- mail communications between the Department of Energy and the Environment, and the consultant. The consultant was inefficient in getting any of the records for the decayed runway known as 14 - 32 . That' s because the airport run by our Avports doesn' t have any of that paperwork. They didn' t maintain the -- any of the airport, and that creates greater mistrust in the way that this practice is going. They have shown the public a drawing that doesn' t include the four- floor parking garage. All of their artists renderings do not reflect any of the information that' s inside of the Draft Environmental Assessment. What happened here is that the FAA gave a waiver to the 737 - 800 planes, but they didn' t take into account that it' s a wrong plane model on the wrong runway. And that wrong runway now is causing people to have family stranded at different airports because of weight restrictions that are not tolerated in this small space. There' s no way that our town can survive knowing that where you want to build on Porter Drive is completely wetlands and open to flooding. Even with casual rain and casual tide changes, there' s up to 18 inches of rain where traffic is immobile. You cannot get through Hemingway Avenue, Co Avenue, at the corner of Short Beach Road, making an unable pass for over 1 . 2 million emplanements that you want to go through here. The best thing that the FAA can do is go to the EPA, ask for help from all the agencies, including the U. S. Fish and Wildlife, including the U. S. Army Corps of Engineers because we have systemic problems with sea level rise, flooding, and wetlands in any building here will displace water and flood our neighbors at Morris Cove and anybody south of East Haven. Thank you.	For concern regarding 737-800 operation see reponse to Frequent Public Comment #7. Regarding EIS, see reponse to Frequent Public Comment # 1. Comments regarding FOIA requests are outside the scope of the EA. The Northern Long Eared Bat is discussed in Section 5.2 of the EA. For concern about wetland see response to Frequent Public Comment # 19. For concern about Flooding, see response to Frequent Public Comment # 17. For concern about sea level rise, see response to Frequent Public Comment # 16. Agency coordination conducted as part of the EA is described in Appendix D.	
4/25/2023	PC	Bill Brooks	1330		Hi, my name is Bill Brooks. B- I- L- L, B- R- O- O- K- S. I' m an East Haven resident, and I work in construction. I know some people here have some concerns and stuff, but I just wanted to say I support the PLA for the project and the job creation. Thank you.	Supportive comment is noted and is included in the project record.	
4/25/2023	PC	Matthew Lieber	1330-1333		Matthew Lieber. M- A- T- T- H- E- W, L- I- E- B- E- R. I' m a resident of East Haven, 18 Hampton Road is my address. Maladministration means corrupt or incompetent administration of a public office. And it' s a word I don' t use lightly, but it characterizes, and this is important for Ms. Cheryl Quaine, for the FAA to listen because you need to realize what we' ve been dealing with. The Tweed New Haven Airport Authority has rule -- has run this whole operation of the master plan and the public relations in terms of maladministration. Let me tell you, I' m a New Haven native resident in the area and neighborhood now two and a half years, five years in the region again. And so, at first learning and coming into this, we were not committed like Josh Drazen. We were and are supporters of an airport. However, the more we got engaged, the more we found that the airport only gave answers that were dissembling half- truths and dodging questions, and made no outreach to the public of any quality way to seek compromise and seek to address our concerns. So, we beg you FAA, please take the concerns you' ve heard, the quality of the input from tonight and from the other event on April 1 st from our thousands of letters that are coming in. Since October, we got active and we want to petition drive that over 2 , 200 community members have signed demanding an Environmental Impact Statement for all the reasons you' ve heard tonight. At the time in October, zero elected officials were taking that demand, but now six have including Mayor Joe Carfora of East Haven, whom you heard on the 1 st of April. And now two candidates for the City of New Haven Mayor are making that demand. And hopefully, Mayor Elicker is listening with open ears to his residents in New Haven. I have concerns I' d like to speak to in the remaining time of wildlife, wetlands, and environmental justice. Which I will not be able to. But let me just say that people, children, poor and minority people are going to be impacted in ways adversely this is environmental justice. And specifically, East Haven has, as documented by Data Haven, and this neglected in the Environmental Assessment report. How could it neglect this? A rate of asthma among youth, 300 percent, the State of Connecticut, average level. New Haven' s, worst neighborhoods, 200 percent, two times the State worst levels. And these areas, why were they not included in the study area? Why did they not reference the Data Haven? That' s just one little tidbit. But it goes to my point. Environmental justice means standing up for the people, especially the children, and the poor and minority ones, who are going to be -- -- really important because you have to recognize and stand up actively for these groups. It' s what our federal government White House is saying. And --	Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about Environmental Justice, see response to Frequent Public Comment # 20. The Environmental Justice analysis relied on state and Federal data sources for the analysis. For concern about wetland see response to Frequent Public Comment # 19. Biological Resources (including wildlife) are described in Section 5.2.	no

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4/25/2023	PC	Diana Gilman-Ford	1334-1337		I' ve lived in the area since 2006 , I believe it was. First in Branford, and now in East Haven. And my family and I really love the area. We currently though, are, and have been trying to decide if we should stay here because quite frankly, much like what pretty much everybody else has said, we' re afraid living here now because of the impacts, the environmental impacts that have been happening. We used to walk down to the back at Robertson Airport a couple times a week just to look at the planes, look at the wildlife, the trees, the birds, listen to the frogs. That' s something we had done for a number of years. And for about the last, I think it' s been about a year and a half, we no longer do that because it' s gone. It' s completely torn down. The entire area has been desecrated. It has resulted in the scattering of wildlife that I really have no words for. Animals that we' ve never seen that are in places where they shouldn' t be, animals that have just quite frankly disappeared. I did hear somebody else say also that they used to like to go outside and listen to the peepers and things at night, us as well. And you really don' t hear them anymore, because the areas have been completely desecrated. The fumes that we endure pretty much every day for the last year and a half have been something that I literally have no words for. My daughter' s asthmatic. I' m asthmatic and I' m also a retired respiratory therapist. Our asthma has been beyond off the charts at this point in time. And it started about a year, maybe a little bit more than a year ago. The noise is traumatic, whether it' s, you just barely hear it, or it shakes the house. I mean, my kids are -- my kids are beyond traumatized. We leave the yard; we don' t go in the yard anymore. I can' t hang my clothes. Everything is always covered in soot. The yard is covered in soot. I won' t have a garden anymore because I' m terrified of the contamination of the soil. And so, we' ll leave and we' ll go to Branford, Gilford, we spend most of our time at the beaches. And even there, we can' t get away from it because there' s a plane everywhere. And there' s a plane constantly, and there are certain times of the day and/ or night, and I echo what everybody else has already said, that it could be 3 : 00 , 4 : 00 in the morning, it could be 6 : 29 in the morning. There are certain clusters I' ve noticed during certain days during the week where it, it almost seems like there' s one after the other. And in fact, the other day, my daughter choked so bad. I was literally in the car to take her to the emergency room because the fumes for over 45 minutes were literally choking. And the fact that this assessment hasn' t been done by independent agencies to evaluate the people that are living here is just -- I -- the Environmental Assessment needs to be done by independent agencies and represent the people that physically live here. Thank you.	Commentor describes conditions or changes that are unrelated to the Proposed Action and the EA. For concern about air quality, odors and fumes, see response to Frequent Public Comment #12. For concern about Noise and Vibration, see response to Frequent Public Comment #10. The EA was prepared in accordance with applicable regulations and FAA guidance.	no
4/25/2023	PC	Kathryn Gallicchio	1337-1338		And I' ve pulled over to the side of the road. Hopefully, I won' t lose my connection. My first name is Kathryn, K- A- T- H- R- Y- N, last name Gallicchio, G- A- L- L- I- C- C- H- I- O. I' m a resident of New Haven. I have submitted several of your comments into the EA, and many of the comments spoken aloud here tonight, echo those. And I would love, you know, we' re all on the same page about a lot of things. So, I' m going to confine my remarks to a couple particular omissions in the EA, which I think we need to have addressed. Most specifically, we need them addressed by a full Environmental Impact Statement, which can be far more thorough and rigorous in its study of this project. First, I' d like to point out that the EA for whatever reasons it chose to define its study area as it did, it has left out an important Section 4 (f) resource, which is the Peat Meadow Park on the northern side of the I- 95 Corridor, which is a public park of New Haven where the local soccer league has regular practices and games --	Regarding request for an EIS, see response to Frequent Public Comment #1. For concern about the study area, see response to Frequent Public Comment #3. As described in Section 5.6 a use of Section 4(f) resources is not expected.	no
4/25/2023	PC	Richard Esposito	1338-1340		Hi there. Richard Esposito, R- I- C- H- A- R- D, E- S- P- O- S- I- T- O. And I live in East Haven. I live on Minor Road. And first and foremost, I' d like to thank all the speakers that spoke before me and all the ones that are going to speak after me. They' re certainly much more educated in this field than I am, but I am a concerned neighbor to what' s going on here. So, one of the -- one of the main things is, first of all, I' m not an environmental expert, right? But I don' t think you have to be in this case. I can just say the jet noise is deafening. The jet fuel smell is intolerable. And what I also want to say is, I pray after watching Avelo land these planes and sometimes can' t land them, it just goes to show you how unsafe this has to be. So, what' s going to happen is eventually, and I pray that Avelo goes out of business, before we have something catastrophic happen in this neighborhood. I pray for the pilots, I pray for the people on their airplanes, and I pray for the people on the ground. It' s inevitable it' s going to happen. They can' t land these planes safely in a bowl. The airports in a bowl, they don' t have the room, they don' t have the clearance. And if it' s a little windy or a little cloudy or a little foggy, they' re failing. They failed so many times already. And God knows why anybody would even get on these flights. And that' s all I really have to say tonight. I' d like to yield my time back to anybody who can actually say things that more about the environment. But my thing is about the safety, the noise, and the smell. Thank you.	For noise and air quality concernes, see response to Frequent Public Comments # 9, # 10 and # 12. For conernes about the use of 737-800 aircreaft refer to Frequent Public Comment # 7. For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #8.	no

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4/25/2023	PC	Susan Bryson	1341-1344		First, I want to say I' m very impressed by the speakers this evening And I was thinking of not talking because I did have an opportunity to speak at the public hearing. But there' s one thing that I would like to say in that is that, that anybody who lives in the area, and as you have heard from all of the people, most of the people who spoke tonight, one thing is extremely obvious. The airport site is completely inappropriate for an airport. It is small, it is watershed, it is -- it has water that runs directly to Long Island Sound. It is a residential area. People are clearly suffering, and it is alarming. I agree with prior speakers that the United States government is pursuing this, and not only pursuing it, but the FAA has supported it. The FAA was very engaged in the development of the -- of the EA. And it is shocking that it' d be -- that the FAA did not look at this site. Look at the size of this airport, one of the smallest commercial airports in the country. Look at the surrounding community up and down the shore from the airport itself. Eastward. This is a very fragile ecosystem. It is written about; it is the treasure of the State of Connecticut. It is -- it is an estuary that contains smaller estuaries. It is extremely fragile. It -- and then to do an EA and not immediately do an EIS. And I must say this whole process has made me extremely cynical that this money to interest comes in. And all of a sudden, instead of doing an EIS, we are doing EA when in previous times, for lesser matters, we have had EIS'. And then to give waivers that allow for even bigger flights to come over the shore is unacceptable. Now, this brings me to the issue of public participation. Public participation has been lacking entirely in this process. There has been no meaningful participation. Look at me. I' m sitting here. I' m not looking at anybody who' s talking. I am looking at a countdown to the time I have to speak. And you, Mr. Doucette, are sitting there, and I' m not allowed to ask you any questions because this is a listening session. But we have had nothing but listening sessions. And one of the reasons I will say this quickly, to do an EIS is, it is a -- it is a process that requires meaningful public participation, and it requires other agencies to be involved with expertise. So, it is not just between the developer of the airport and the FAA. The FAA has a -- has a bent in favor of growing airports. We need some independent assessment within the federal government, and we need really meaningful participation of people who know this area. Public participation -- -- public participation is, which gives meaning to a study because you are not talking to the people who really understand and know well this area. Thank you.	Regarding request for an EIS, see response to Frequent Public Comment #1. Appendix D describes the Public Outreach process used in the EA.	no
4/25/2023	PC	Stacy Cacace	1345-1346		Stacy Cacace. S- T- A- C- Y, C- A- C- A- C- E. I don' t have much more to add than everyone has also -- has already said. My statement is just going to be I fear for my safety. I fear for my neighbor' s safety, and I fear for anyone on the planes. This weekend was one of the scariest times that I' ve lived on Minor Road. I live on Minor Road, which is directly on the flight path. And I echo everyone else' s statement on this call that it just doesn' t seem like this is an area that can support this type of aircraft and this type of airport. I absolutely loved it when I moved in here, but it was a small regional airport, and I think it' s grown to something that I cannot support. And if it continues, and unfortunately if it continues to grow, and I don' t -- I wouldn' t believe that any of the statements from any of these investigations, from any of these government agencies would actually -- we have not -- we have asked for support from the airport since Avelo started, for someone to come out here when Scanlan was in charge. He was the director there. I' m not sure what his actual title was, but he never came out to take any kind of -- he never came out to acknowledge any of our concerns. And I just think it falls on deaf ears. I' m just opposed. I' m just opposed to not only the environmental impact, but the safety issues. It' s just a scary place to live right now, especially after this weekend. And -- you know, fog is never going to go away. You can never get rid of fog, so that' s never going to go away. It' s always going to impact airline -- air travel, as well as winds and dangerous weather. And I just don' t think that it' s safe enough of an airport, and safe enough to land these planes in this area. And that' s all I have to say about that. Thank you for hearing me.	For concern about delays/diversions/cancellations/safety due to low visibility conditions see response to frequent Public Comment #8. The proposed action would be designed and constructed in accordance with applicable design and safety standards.	no
5/1/2023	PC	Lorena Vengas	5522-5540	Fwd: FOIA Request Grassland Management Plan	To Whom It May Concern: As a member of 10,000 Hawks, please print and add the following attachments and correspondence to the FAA Final Report. Thank You, Lorena Venegas 73 George St East Haven, CT 06512 Begin forwarded message: From: Tom Rafter <trafter@flytweed.com> Date: February 28, 2023 at 1:19:45 PM EST To: Lorena Venegas <ljv333@gmail.com> Cc: john.m.picard@ampf.com, hmanke@uks.com, "James M. Connor" <JConnor@uks.com> Subject: FOIA Request Grassland Management Plan Lorena, Please see attached. Thank you, Tom Thomas Rafter, A.A.E. Executive Director, Tweed New Haven Airport Authority	Comment noted.	yes

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APPENDICES

Appendix D-1: Affidavits / Draft EA Proof of Publication

Appendix D-2: Public Information Meeting November 18, 2021

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

Appendix D-4: Project Advisory Committee Meetings

Appendix D-5: Written comments from general public received during the 60-day public comment

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