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FEDERAL AVIATION ADMINISTRATION

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SUPPLEMENTAL VIRTUAL PUBLIC MEETING

RE: ENVIRONMENTAL ASSESSMENT (EA)

FOR RUNWAY EXTENSION AND TERMINAL EXPANSION PROGRAM

TWEED NEW HAVEN AIRPORT

-----X

April 25th, 2023

6:00 p.m.

B E F O R E:

Andrew King - Host

Ryan Walsh - The Moderator - FHISTUDIO

Tom Rafter - Executive Director, Tweed New Haven

Airport Authority

Cheryl Quaine - FAA

Richard Doucette - FAA

Other Project Participants:

The Public

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P R O C E E D I N G S

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MR. KING: All right. Good

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evening, everyone. Today is April 25th, 2023. And

5

welcome to the Supplemental Virtual Public Hearing

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for the Tweed New Haven Airport, NEPA Draft

7

Environmental Assessment. I am Andrew King, your

8

host for the evening, on behalf of the airport.

9

On-screen tonight, you will see

10

Tom Rafter from the Tweed New Haven Airport

11

Authority, the Executive Director, and from the

12

FAA, we'll have Cheryl Quaine and Richard Doucette.

13

Our Moderator will be Ryan Walsh.

14

On behalf of the airport, I want

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to thank everybody for attending. You know, under

16

the rules, the public meetings are -- the NEPA

17

rules, the public meetings are not required, but

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it's important to everybody at the airport and

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everybody who you'll see on screen tonight that we

20

give the public the most amount of opportunities

21

possible during the public comment period

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considering that the last time we had several

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sign-ups that were not able to speak so we wanted

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to offer that opportunity, and perhaps maybe a few

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more.

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The -- yeah, it's important to note that tonight is a listening session and the panelists will not be able to answer questions. And as a reminder, the comment period has been extended from the full 30 days required under NEPA to 60 days and will close on May 1st.

And speaking of comments, if you choose to use the chat feature in Zoom to chat to one of the panelists here, those comments are not part of the record. And so, any official comment will be either orally tonight or comments that you submit as directed on the website.

Anyway, that's it for me. I appreciate everybody who's here. I see some familiar names out there, so thank you all for being regulars out there, and I will turn this over to Mr. Walsh to moderate us the rest of the evening.

THE MODERATOR: Thank you very much, Andrew. So, as Andrew mentioned, my name's Ryan Walsh. I'll be moderating this session. Thank you all for joining us today.

Today's hearing is being broadcast live online, and also recorded. The recording and

1

2 transcript will be posted on the project website.  
3 I'm going to suggest a few tips on how to best  
4 participate in this virtual hearing. I know many  
5 of you are familiar with Zoom, but I'll briefly  
6 review a few tips to help you navigate the meeting  
7 today.

8                   If you have any issues with Zoom  
9 during the meeting, we have a technical support  
10 person available to assist you. You can reach this  
11 person, Lauren Nagle by e-mail,  
12 lnagle@fhistudio.com, as shown on the screen here.  
13 You can also use the chat feature during the  
14 meeting if you need technical help with Zoom, but  
15 as Andrew mentioned, we're not collecting official  
16 comments through that channel.

17                   If you're disconnected at any  
18 point during this meeting or having bandwidth  
19 issues with your internet, there is an option to  
20 call into the meeting. You can use the toll-free  
21 number on your screen to access the meeting. And  
22 if you're disconnected or joining via phone, is  
23 just simply a better option for you, you can call  
24 the number (646)558-8656. If you telephone in,  
25 you'll need to enter the Webinar ID which is 890

1

2 6820 7454, as shown on the screen, and the  
3 passcode, which is 902937.

4

5 This is a Zoom webinar as  
6 opposed to a Zoom meeting. It's slightly different  
7 than some of the more informal Zoom meetings you  
8 may have participated in. To preserve bandwidth  
9 and have a smoother virtual meeting experience, you  
10 may want to close other programs running on your  
11 computer. All participants will be placed on mute  
12 until it's their time to speak.

12

13 Zoom is generating "Closed  
14 Captions" for this meeting that should be showing  
15 up at the bottom of your screen. If you're seeing  
16 them and want to turn them off, or if you're not  
17 seeing them and want to turn them on, you can do so  
18 by clicking the button in your Zoom tool bar that  
19 says, CC for Closed Caption.

19

20 The public comment period started  
21 on March 2nd, 2023, and will last 60 days until May  
22 1st, 2023. Besides making an oral comment today,  
23 there are several other ways that you can provide  
24 comments. Written comments can be sent via mail to  
25 HVN-EA Public Comments, McFarland Johnson, 49 Court  
Street, Suite 240, Binghamton, New York 13901.

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Written comments can also be sent via e-mail to hvn-ea@mjinc.com, and this information is available on the project website, Tweed Master Plan. All comments will be treated equally. They will be treated and weighted equally, regardless of whether they're submitted orally or in writing.

As a reminder, the FAA encourages parties to review the Draft EA before providing written or oral comments. Please be aware that your name, physical address, e-mail address, or other personally identifiable information in your comment may be available to the public. You may include a request to withhold your personal identifying information, however, the FAA cannot guarantee that they'll be able to do so.

Attendees were required to register for this virtual public hearing and during registration, attendees were asked to indicate if they'd like to make a public oral comment. In just a few minutes, I'll begin calling the names of those who have registered to speak in the order received. The priority will be given to speakers who signed up to speak at the April 1st in-person



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2 hearing, but were not afforded the opportunity to  
3 speak due to time constraints.

4

5 If you registered to speak after  
6 6:00 p.m. after the start of this meeting, or you  
7 have not registered to speak, but decide that you  
8 would like to make a formal oral comment during  
9 this session, you may raise your hand and we'll add  
10 your name to the end of the list.

11

12 I will be calling speakers in  
13 groups of five. We'll post the names of the next  
14 group of five speakers in the chat. Please turn  
15 this function on so that you can see when your turn  
16 is coming up. You can access the chat by clicking  
17 on the chat button in your Zoom toolbar.

18

19 In addition to putting the  
20 speakers' names in the chat, I will call out the  
21 names for those on the phone. When you see your  
22 name coming up in the speaker list posted in the  
23 chat, please raise your hand by clicking on the  
24 raise hand button in the Zoom toolbar so we can  
25 better identify you and allow you to unmute.

26

27 If you're calling in by phone, you  
28 can press \*9, to raise your hand. If you're not  
29 seeing the raised hand in your Zoom toolbar, you

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2 may need to click on the participant's button in  
3 the Zoom toolbar, and the button will show up at  
4 the bottom of the window in that panel.

5           When your turn comes up, I'll  
6 announce your name and our technical host will  
7 request that you unmute yourself. Please click  
8 unmute before you begin speaking. Please state  
9 your name slowly, and spell your first and last  
10 name for us. If applicable, please indicate any  
11 organization that you're affiliated with. After  
12 you've introduced yourself and spelled your name,  
13 we'll begin to time your statement.

14           Each speaker will have three  
15 minutes for their comment, and a timer will be  
16 shown on the screen. We ask that speakers, please  
17 keep their comments to three minutes, and if they  
18 have additional comments, to submit them via mail  
19 or e-mail as I mentioned earlier.

20           This comment portion of the  
21 meeting will last until 8:00 p.m. However, if  
22 speakers are still waiting, as that time  
23 approaches, we'll try to accommodate them as  
24 necessary. We do have over 50 people registered to  
25 speak tonight.

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Thank you for your patience and let's get started. I will now read a list of the first five speakers in the chat. I'm going to do my best with pronunciation, and I apologize in advance for any mistakes in that regard. Please raise your hand and wait for your name to be called to speak.

The first five speakers are Karen Martin, Gail Martino, Jules Scanley, Roger Senserrich, and Wanda Bubriski. I'll give folks a minute to raise your hands.

All right. We will start with Gail Martino, please unmute yourself and state and spell your first and last name and note if you're representing an organization. We'll begin the timer once you have finished stating your name.

MS. MARTINO: 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,

1

2 2013 when a plane coming in for a landing crashed  
3 into homes on Charter Oak Ave, killing two children  
4 playing in the basement. Plus, the pilot and his  
5 young son soon to graduate high school were also  
6 killed, and two houses were burnt to the ground  
7 that had to be completely rebuilt. When you have  
8 planes landing in such a thickly settled area, it's  
9 a recipe for trouble. And that was a small plane.

10 Habitat loss, according to the  
11 DEEP Website and Cornell Lab of Ornithology eBird  
12 dataset, these are two sources of data that must be  
13 consulted when conducting a full environmental  
14 study. There are 7 endangered species -- bird  
15 species, 5 threatened species, 4 bird species of  
16 special concern, and 10 declining species that are  
17 found in the Proto Drive, Aura Ave area, and will  
18 be adversely affected by the proposed changes. I  
19 know firsthand. I served as a surveyor of that  
20 area for the Breeding Bird Atlas Program that is  
21 sponsored by UConn from 2018 to 2021. That is also  
22 a data set that needs to be consulted for a full  
23 Environmental Assessment.

24 Finally, quality of life. Quality  
25 of life has been severely impaired already. I

1

2 can't open windows due to noise and the smell of  
3 jet fuel, and particularly in the summer. On  
4 Tuesday, March 28th, 2023, a plane landed at 3:53  
5 in the morning. On Monday, April 10th, a plane  
6 landed at 3:11 in the morning. These are outside  
7 of normal business hours and in illustrating the  
8 impact of airport operations on this community's  
9 wellbeing.

10 I join my neighbors and friends in  
11 ordering a full environmental study of this Tweed  
12 expansion. Thank you.

13 THE MODERATOR: Thank you for your  
14 comment.

15 Our next speaker is Jules Scanley.  
16 Jules Scanley, please unmute yourself, spell and  
17 state your first and last name, and we'll begin  
18 your time.

19 MR. SCANLEY: Hello. Can you hear  
20 me?

21 THE MODERATOR: Yes.

22 MR. SCANLEY: Okay, good. Okay.  
23 Thank you for the opportunity to speak. My name is  
24 Jules Scanley, is J-U-L-E-S S-C-A-N-L-E-Y. I live  
25 at 485 Lighthouse Road in New Haven. I will be

1

2 speaking this evening about noise from aircraft at  
3 Tweed.

4

And for anyone who would like to  
5 contact me about this, please e-mail  
6 10,000hawks.org.

7

My take-home point is that we need  
8 an EIS in which real live noise measurements are  
9 made at many locations near the airport. I  
10 seriously questioned the validity of noise modeling  
11 that was done for this Environmental Assessment,  
12 and I will tell you exactly why I questioned it.

13

I purchased a Class 2 sound level  
14 meter. It has recently had a professional  
15 ISO-certified calibration. I realized that the  
16 sound study done in 2012 used Class 1 meters. I  
17 cannot afford such a meter, and I request that my  
18 measurements not be summarily dismissed because  
19 this is a Class 2 meter.

20

The measurements that I've made  
21 were all done with a wind muffler in place, all  
22 measurements used A-weighting. Measurements were  
23 made every two seconds. There are several ways to  
24 measure and summarize noise. I'll represent both  
25 max and peak values and specify which.

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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 20th 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

1  
2 levels were supposed to be. Eventually,  
3 representative Palulu (phonetic) assisted me in  
4 getting this. This involved multiple e-mails. But  
5 so I wanted -- I compared using the database that I  
6 finally got is from 2012. I compared specific  
7 plans to the readings I got. The 737-700 is rated  
8 in the database at 77.1 decibels. I got readings  
9 in -- and I didn't finish that one day, but I got  
10 three readings, 89.4, 81.1, and 109.7 decibels.  
11 They're all greater than 77.1.

12 The 77 -- 737-800 readings at 757  
13 decibels. I got readings of 85.9 and 94.2. Then I  
14 did request that all planes used in the airport be  
15 included in the database that I got. Robinson was  
16 not included in the modeling. And --

17 THE MODERATOR: Your time is up.  
18 Please conclude your statement.

19 MR. SCANLEY: Okay. The -- we got  
20 the -- I want to say that the planes from Robinson  
21 need to be included. They came in at 97.3, 92.5  
22 decibels, and higher.

23 THE MODERATOR: Thank you. Your  
24 time is up. Thank you for your comment.

25 Our next speaker will be Wanda



1

2 Bubriski. Wanda Bubriski, you may unmute yourself.  
3 Please state your first and last name, and spell  
4 your name as well. We'll begin your time once  
5 you've done so.

6 MS. BUBRISKI: Thank you. My name  
7 is Wanda Bubriski. I reside on Rockland Park Road  
8 in Branford, Connecticut within 1.5 miles of Tweed  
9 Airport. And my name is spelled W-A-N-D-A,  
10 Bubriski, B, as in boy, U-B-R-S-K-I.

11 Thirteen months ago, I and a  
12 handful of neighbors from Short Beach attended a  
13 meeting at the East Haven Library about the Tweed  
14 expansion. We were impressed by the presenters and  
15 appalled at what we heard. Subsequently, we formed  
16 Save Our Shoreline, SOS - an association of  
17 concerned citizens whose mission is to research and  
18 inform the public about the extensive health,  
19 environmental, and economic impacts of the planned  
20 massive Tweed Airport expansion. The more we  
21 researched, the more our concern grew, as did our  
22 questions, and both are still growing.

23 On April 1st, you heard from some  
24 of our experts, doctors, lawyers, environmental  
25 scientists, science educators, planners,

1  
2 architects, designers, artists, social workers,  
3 psychologists, contractors, software specialists,  
4 realtors, business entrepreneurs, and other  
5 concerned citizens. Many have already submitted  
6 written comments and more are definitely on the  
7 way.

8           The more we share our findings  
9 with residents across Branford and the region by  
10 letters to the editor, public presentations at  
11 libraries and at government meetings, radio  
12 interviews, social media, and yes, flyers on  
13 telephone poles. We're old school as we don't have  
14 the corporate funding to mount the equivalent PR  
15 campaign that Tweed and Avports have, the greater  
16 grows the alarm.

17           Scientific studies have shown that  
18 living within 10 miles of an airport increases  
19 respiratory and cardiovascular problems associated  
20 with air pollution from ultrafine particles emitted  
21 from idling plane engines. A 10-meter -- 10-mile  
22 radius around Tweed stretches from Milford to  
23 Gilford, directly affecting 350,000 people. Closer  
24 in, the worse the health problems and decrease of  
25 property values, and hence a decreased tax revenue

1  
2 of municipalities.

3                   So, for these alarming reasons,  
4 well over 2,300 people and counting have signed our  
5 petition that calls for the Federal Aviation  
6 Administration, in accordance with the National  
7 Environmental Protection Act, NEPA to undertake an  
8 Environmental Impact Statement, an EIS, which will  
9 thoroughly review the environmental and public  
10 health impacts of this massive expansion of Tweed  
11 Airport now underway.

12                   And furthermore, we request that  
13 the public be involved in establishing the Scope of  
14 the EIS study and local, regional, state, and  
15 federal representatives must all be engaged in the  
16 full EIS review process.

17                   As our petition numbers grew last  
18 fall increasingly, our elected officials, both  
19 Democrats, and Republicans, began to hear the  
20 voices of their constituents. And behold, they too  
21 have written letters to the FAA requesting an EIS.

22                   A Federal EIS is necessary because  
23 it will look at the cumulative and regional impacts  
24 in the many ways the surrounding community and  
25 communities are likely to be affected. It's

1

2 simple. We want objective facts that an  
3 independent multi-agency investigation would bring  
4 to an EIS.

5                   Amidst climate change and with  
6 scalable alternatives in place at Bradley and  
7 elsewhere, we question the wisdom of this  
8 expansion, to begin with. Regardless, let's get  
9 the facts first, then we can make good,  
10 well-informed decisions, especially since they will  
11 affect generations to come. Thank you.

12                   THE MODERATOR: Thank you very  
13 much for your comment.

14                   Before I read the names of the  
15 next five speakers, I will ask again for Karen  
16 Martin and Roger Senserrich, if you are in the  
17 room, please raise your hand so we can unmute you.

18                   Seeing neither, I will read the  
19 names of the next five speakers. They are Patricia  
20 Ranney, Gabriela Campos, Lianne Audette, Lisa  
21 Bassani, and M. Whitfield. We'll give those folks  
22 a moment to raise your hands.

23                   All right. Next, we will hear  
24 from Patricia Ranney. Patricia Ranney, you may  
25 unmute yourself. Please state and spell your first

1

2 and last name.

3

MS. RANNEY: Hi, my name is  
4 Patricia Ranney. I live at 102 Thompson Avenue.  
5 P-A-T-R-I-C-I-A, R-A-N-N-E-Y. And I'm going to  
6 talk to us a little bit about emissions today.

7

On table 4.3 of your Draft EA, the  
8 City of New Haven greenhouse gas emissions shows  
9 that in 2019, the transportation sector for New  
10 Haven produced 313,404 tons of CO2. You then make  
11 no mention of the expected tonnage of CO2 emissions  
12 from this project.

13

A Google search of takeoffs alone  
14 revealed that a '737-800' burns approximately 5,070  
15 pounds of fuel with every takeoff. The carbon  
16 release preferably binds to two oxygen atoms  
17 producing 15,767.7 pounds, or 7.88 tons of CO2 per  
18 takeoff. 22 projected takeoffs per day and 365  
19 days a year by just one carrier Avelo will add  
20 63,283.7 tons of CO2 to the air per year. A  
21 whopping 17 percent increase for the City of New  
22 Haven.

23

More study is needed here to  
24 project the actual tonnage of CO2 and other  
25 greenhouse gases to be produced by all operations,

1

2 including idling taxing, reverse thrust, climbed  
3 altitude service and security vehicles, traffic,  
4 and expected competing airlines and freight  
5 carriers.

6 NEPA requires that you calculate  
7 the social cost of CO<sub>2</sub>, which you have not shown at  
8 all. Our resources magazine reported on a study led  
9 by UC Berkeley Associate Professor David Anthoff  
10 and RFF fellow, Kevin Renhart (phonetic), who found  
11 that the social cost of CO<sub>2</sub> emissions is \$185 per  
12 ton - 3.6 times the federal-estimated amount.

13 With a 737-800 producing over 7.5  
14 times, I rounded that down for you, of CO<sub>2</sub> per  
15 takeoff times the projected 22 takeoffs per day  
16 times 365 days a year results in 60,225 tons of CO<sub>2</sub>  
17 per year with a social cost of \$11,141,625 per year  
18 based on projective takeoffs of Avelo airlines  
19 only.

20 NEPA requires more than a  
21 statement that emissions represent only a small  
22 fraction of global domestic emissions. How will  
23 emissions relate to climate action commitments and  
24 goals for the State of Connecticut? A full EIS is  
25 needed to answer this question and to calculate the

1  
2 social cost of greenhouse gas generated by all  
3 activities, including future decommissioning and  
4 the cumulative past, present, and foreseeable  
5 future amounts of CO2 expected with competing  
6 commercial or freight carriers that are associated  
7 with Tweed and including the many construction  
8 projects in the City of New Haven. Studies need to  
9 be done to see whether cumulative effects  
10 disproportionately affect environmental justice  
11 neighborhoods.

12 On March 20th this year the  
13 Intergovernmental Panel on Climate Control Sixth  
14 Assessment Report --

15 THE MODERATOR: Your time is up --

16 MS. RANNEY: Okay.

17 THE MODERATOR: -- please complete  
18 your statement.

19 MS. RANNEY: Yeah, it's all been  
20 -- I submitted it all already. So that's it.

21 THE MODERATOR: Thank you very  
22 much for your comment.

23 Next, we'll hear from Gabriela  
24 Campos. Gabriela, you may unmute yourself. Please  
25 state your and spell your first and last name.

1  
2 MS. CAMPOS: My name is Gabriela  
3 Campos. G-A-B-R-I-E-L-A, last name Campos,  
4 C-A-M-P-O-S. I've lived in New Haven for, well,  
5 almost two decades now, and I am really appalled by  
6 what's happening here in an area that is an  
7 environmental justice area. (Foreign language). In  
8 an area where more than 40 percent the population  
9 speaks Spanish, you have not bothered to give us  
10 this equal right to have access to information. As  
11 far as I can tell from DOT, that is a huge  
12 violation. So that in/and of itself should allow  
13 for more time and proper access for everyone.

14 Desire does not equal need.  
15 According to the kids' Britannica, it says that  
16 things that are necessary to live like air, water,  
17 food, and shelter are things that are needed.  
18 Travel are things that we want. Convenience is  
19 something that we want. It's a desire given that we  
20 are supposed to look according to the NEPA. We are  
21 supposed to look at what the needs of the community  
22 are. I feel that this is a huge shortcoming in the  
23 EA Draft.

24 Additionally, there is a number of  
25 inconsistencies as far as the information. In some



1  
2 areas, it says that the runway has to -- you know,  
3 they want the runway to be a certain, you know,  
4 length, and in another it says less feet. In some  
5 places, it interchanges the word 'need' with  
6 'desire,' which I find to be really interesting and  
7 very telling of what's actually happening here.  
8 There's also missing documents on the maintenance  
9 of the area that where the proposed project is  
10 desired to be. That area is delineated as wetlands  
11 in a 90-degree angle on either side of the  
12 decommissioned runway. Obviously, nature doesn't  
13 exist in 90-degree angles, so I find it very  
14 interesting that that's how we show that that area  
15 is wetlands.

16 Wetlands, whether it's tidal or  
17 otherwise, are still wetlands. Given that this is  
18 a tidal basin, and water comes in and out, and this  
19 is a lower elevation than the very densely  
20 populated area in the neighborhood nearby. It  
21 creates a catchment for the water. We already have  
22 a problem on Co and Hemingway (sic), where it turns  
23 into a lake and it becomes impassable anytime that  
24 there is a heavy storm.

25 Additionally, the amount of

1  
2 impervious footprint is supposed to now be 17  
3 times. Would it currently exist? This should be  
4 criminal. No wetlands, which are irreplaceable  
5 resources according to NEPA, should be harmed. And  
6 that is exactly what this proposal aims to do.  
7 It's not taking into consideration the fact that  
8 we're in the middle of climate change, sea level  
9 rise. It is irresponsible and immoral. There are  
10 children that are being harmed. There are daycares  
11 all around. There are schools. The fumes are  
12 carcinogens. There are endocrine disruptors, they  
13 cause diabetes, they cause cancer, they cause  
14 asthma. And that is not being properly looked at.  
15 We're looking at an air monitor that's three miles  
16 --

17 THE MODERATOR: Your time is up.  
18 Please conclude your statement.

19 MS. CAMPOS: -- in a neighborhood  
20 that is not impacted according to the EA Draft.  
21 So, the airport cannot have it both ways. Either  
22 that area doesn't count or it does. The --

23 THE MODERATOR: Thank you very  
24 much. Thank you. Your time is up. Thank you for  
25 your comment.

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5

Next, we will hear from Lisa Bassani. Lisa, you may unmute yourself, and please state your -- state and spell your first and last name.

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7

8

MS. BASSANI: 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.

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15

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.

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23

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.

24

25

Day Haven's report on asthma rates shows that New Haveners already suffer from the

1  
2 highest asthma hospitalization rates and the  
3 highest emergency department visits compared to the  
4 surrounding suburbs. Their study found that New  
5 Haven's emergency department visits for asthma are  
6 three times as high as Hamden residents, and 10  
7 times as high as Woodbridge residents. 10 times.  
8 That's staggering, and so the impacts of this  
9 expansion will add significant and dangerous  
10 additional health impacts to an already vulnerable  
11 population.

12 On ozone, in particular, the EA  
13 acknowledges that New Haven County has been  
14 classified as severe by the EPA and Ozone  
15 conformity. The 2022 State of the Air report from  
16 the American Lung Association gave every county --  
17 every Connecticut County a poor grade for ozone  
18 levels, with New Haven County receiving a grade of,  
19 F. That is our existing baseline, and the effects  
20 of all of this are cumulative.

21 We know that air pollution and  
22 excessive and unsafe noise levels will have  
23 significant and predictable impacts on these  
24 vulnerable communities. However, the impacts  
25 extend beyond the study area of the -- of this EA,

1

2 including communities such as Fair Haven, which  
3 similarly suffer from poor health out outcome Under  
4 current conditions. The impacts on these adjacent  
5 communities must be considered as well.

6 The second item I'd like to  
7 highlight, is that these neighborhoods already  
8 suffer from chronic flooding issues and the  
9 infrastructure is woefully inadequate, and will be  
10 no match with the effects of climate change that  
11 are already wreaking havoc on this area. Yet this  
12 expansion proposes an immense level of fill, 61,700  
13 cubic yards to be exact, into a coastal floodplain  
14 to create the proposed new terminal without a full  
15 understanding of the hydrological impact of the  
16 destruction of these Inland and Tidal Wetlands.

17 East Haven's engineer, Steven  
18 Trinkaus, called the lack of accounting for  
19 flooding, a fatal flaw of the EA. I concur. A  
20 robust analysis of the impacts to Inland and tidal  
21 wetlands and the potential effects on neighborhood  
22 flooding must be completed by an independent  
23 wetland's ecologist, as part of an EIS, not as part  
24 of Tweeds hand-selected consultants.

25 And finally, as a resident who

1

2 lives within a few hundred feet of the runway on  
3 Nelson Street, I can attest that the decibel levels  
4 are chronically at unsafe levels; regularly  
5 documented by citizens to be in the '90s or above.  
6 It is well known that there are clear health  
7 impacts associated with those unsafe levels of  
8 noise all day for those closest to the airport.  
9 Our communities deserve a full and independent  
10 noise Pollution analysis as part of an EIS. A full  
11 EIS must be required given the significant impacts  
12 on the health, and on the --

13 THE MODERATOR: Your time is up.  
14 Please conclude your statement.

15 MS. BASSANI: I am. I have just  
16 one more sentence. Residents deserve a full and  
17 impartial analysis for the significant and --  
18 significant health and environmental impact that we  
19 are already experiencing and will grow greater as  
20 this expansion continues. Thank you.

21 THE MODERATOR: Thank you for your  
22 comment. I understand from our technical support  
23 that M. Whitfield, identified in the chat is  
24 available through John Graham. John Graham, you  
25 may unmute yourself. Do I have that right, that we

1

2 are talking to M. Whitfield?

3

MS. WHITFIELD: Yes. Good

4

evening.

5

THE MODERATOR: Good evening.

6

Please state and spell your first and last name.

7

MS. WHITFIELD: Sure. My name is

8

M-I-S-S M-U-N-A W-H-I-T-F-I-E-L-D. Good evening.

9

THE MODERATOR: Please proceed.

10

MS. WHITFIELD: Thank you for

11

giving us a chance to speak, and I thank everybody

12

for speaking up and sharing facts and concerns.

13

Did you know that Connecticut has about 300 miles

14

of beach coast, whereas East Haven only has about

15

2.2 miles? Why would you give that precious

16

commodity up? But let's go back a bit. Several

17

tectonic plates collided 300 million years ago.

18

East Haven and New Haven were at the center of this

19

collision. How is that for historical context?

20

This area is unique and should be celebrated in

21

every way. This area, now known as East Haven, was

22

obtained by Puritan Settlers in 1638 as part of the

23

purchase of New Haven, Connecticut from

24

(unintelligible) of the local Quinnipiac Tribe.

25

This makes this United States

1

2 first Indian reservation, a sacred land, and we  
3 should cherish it, not demolish it so that future  
4 generations can enjoy it as well. Well, let's not  
5 forget the Dutch settlers as well, and let's not  
6 forget about the Italian settlers who made a huge  
7 impact here. Why -- which is so beautiful shared in  
8 a documentary shop by a local film production  
9 company.

10

Let's not forget about the large  
11 Spanish community who live here as well and are  
12 being denied basic information regarding the  
13 illegal expansion of Tweed airport. Don't their  
14 voices count? What their labor does. And let's  
15 not forget about the wetlands. You will heighten  
16 the risk of natural disasters when you destroy the  
17 wetlands. You must protect and preserve it. Heavy  
18 wetlands are our city's life support systems, and  
19 they do the work government does not apparently.

20

Did you know that the quality of  
21 life will go down and prices of house values will  
22 be greatly reduced and the death rate will go up?  
23 And let's not forget that city officials should  
24 work in our best interest, not the other way  
25 around.



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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.

THE MODERATOR: Thank you for your comment. Before I read the next five names, I'll give Lianne Audette, a chance to raise your hand. Lianne Audette, if you're in the room, please raise your hand. There you are. Lianne Audette, you may unmute yourself. Please state and spell your first and last name.

MS. AUDETTE: I am Lianne Audette, L-I-A-N-N-E, A-U-D-E-T-T-E.

1

2

THE MODERATOR: Please proceed.

3

MS. AUDETTE: Okey-Doke. I'm

4

going to give you two lists. One is the list of a

5

scientifically measurable fact, and the second list

6

will be your surprise.

7

The facts are these are -- these

8

are the facts regarding what will happen, not

9

might, but will happen if and when the airport

10

begins to expand in its wildest dreams. Increased

11

air pollution, increased noise pollution. Noise

12

pollution affects everything and everybody within a

13

four-mile radius. If you have sensitive ears, and

14

certainly if you're right under the planes landing

15

and taking off, I can attest that it's frightening

16

and it's making me sick as an adult. What about a

17

child?

18

There'll be measurable increased

19

flooding on the wetlands, and on the roads, and in

20

our lawns, and in our basements. There'll be

21

increased car-truck traffic that is already very

22

evident to everyone. And there'll certainly be an

23

increase of speed bumps all over Eastern New Haven,

24

which we can see starting. We'll have a loss of

25

wetlands paved over and ruined forever. We will

1  
2 have a loss of wildlife and endangered species.  
3 That's -- we know that and we know that there are  
4 some endangered and threatened species within the  
5 airport. And guess what? It's a fact that the  
6 airport will not let experts in there to observe,  
7 measure, and document species that are endangered  
8 and threatened in the airport. What does that say?  
9 We will also have a measurable greenhouse gas  
10 emission increase.

11                   And lastly in my list for the  
12 moment, increase mortality rate for elders and  
13 infants. All of these things are measurable.  
14 These are all science. On the other side, the  
15 subjective experience of people who live within a  
16 large radius, not just right next to the airport  
17 with a 200-foot buffer zone, our health will be  
18 affected. Children's health and development of  
19 their mind and their thoughts on being healthy  
20 citizens as they age, these will be affected. The  
21 health of our pets is already affected. Our sleep,  
22 our quiet throughout surroundings, quiet and safe  
23 park, and property values amongst many other  
24 things. These are subjective experiences that will  
25 be 24/7, 365, for the rest of our lives if we're

1

2 not lucky enough to sell our house for nothing and  
3 buy another mansion somewhere else.

4

And lastly, I'm 78. I live on the  
5 beach. I'm underneath the airport takeoff and  
6 landing. I now have pulmonary disease and my -- I  
7 have two physicians that will attest it's new, and  
8 it could easily be due to air pollution from  
9 airplanes of all things. Thank you.

10

THE MODERATOR: Thank you for your  
11 comment. I will now read the name of the next five  
12 speakers.

13

We have Wendy Hamilton, Margaret  
14 Wheeler, Robert Killheffer, Josh Drazen, and  
15 Anthony Camposano. Please raise your hand, so we  
16 can identify you and unmute you.

17

Our next speaker will be Wendy  
18 Hamilton. Please unmute yourself. State and spell  
19 your first, and last name and we'll begin your  
20 time.

21

MS. HAMILTON: I am Wendy  
22 Hamilton, W-E-N-D-Y, H-A-M-I-L-T-O-N. I am running  
23 for mayor in November, I am already on the ballot  
24 as an independent. I have lived in New Haven since  
25 1983, half as a renter, half as an owner. Last

1

2 year I came down with lung disease. I am a retired  
3 nurse.

4 I oppose Tweed expansion. There is  
5 no good reason for this expansion. Only a lot of  
6 bad ones, which you already know about. New Haven  
7 owns the airport. If elected, I want to reduce  
8 flights, ban night flying and reduce those two huge  
9 parking lots. If I could, I would shut the place  
10 down after hearing these brilliant studied  
11 comments. Thank you all.

12 Avelo, a startup, can start up  
13 somewhere else. They may own the planes, but they  
14 don't own the airport. New Haven does. I refuse  
15 to poison people, neighborhoods, and other towns so  
16 other people can fly to Florida. Thank you.

17 THE MODERATOR: Thank you for your  
18 comment. Next, we'll hear from Robert Killheffer.  
19 Robert, please unmute yourself. State and spell  
20 your first and last name.

21 MR. KILLHEFFER: Hi, I'm Robert  
22 Killheffer, R-O-B-E-R-T, last name is  
23 K-I-L-L-H-E-F-F-E-R. I live in Watertown. So, I'm  
24 not a local, but I have relatives and friends in  
25 the area.

1  
2                   So, I first wanted to just note  
3 that the questions and objections that we've heard  
4 voiced by those living in the area are obviously  
5 the most urgent and relevant on April 1st, and  
6 today we've heard about the air quality problems,  
7 the noise, the flooding, traffic issues, and other  
8 health and quality of life problems that in some  
9 cases already exist with the airport and in many  
10 cases will increase with an expansion.

11                   But I wanted to at least gesture  
12 in the direction of the bigger picture and talk  
13 about climate change. The EA devotes a single  
14 paragraph basically to climate change and as one of  
15 the speakers noted earlier, makes no effort at all  
16 to quantify the greenhouse gas emissions that will  
17 come with an airport expansion. The EA effectively  
18 dismisses the issue by noting that the main  
19 greenhouse gas emissions associated with the  
20 airport come from planes which aren't technically  
21 under the control of the airport. And thus, by  
22 implication, not a big question, for an assessment  
23 about expanding the airport per se, I guess.

24                   And also, that climate change is a  
25 global problem rather than a local one. And thus,

1  
2 again, by implication, I guess, something that not,  
3 doesn't fall under the purview of an EA like this.  
4 And this dismissal, it seems to me, relies on  
5 something we heard a lot about on April 1st, which  
6 was the absurd claim that rises at the heart of the  
7 EA - that there'll be no difference in the number  
8 of passengers flying out of Tweed with or without  
9 the expansion.

10 I think it defies common sense to  
11 suggest that anyone would spend tens of millions of  
12 dollars on a project without any expectation of  
13 financial gain. And that would only come in an  
14 increase in traffic, whether it be passengers,  
15 freight or whatever. So, the EA goes on to talk  
16 mostly about the fact that only 2 percent of global  
17 climate change emissions can be attributed to air  
18 travel. That may or may not be true, but because  
19 it ignores things like the contrail effect, which  
20 suggests that the warming effects of water vapor  
21 that are released by jet engines might double the  
22 impact of aircraft. This is just one of the -- one  
23 example of the complexities that are involved in  
24 assessing the climate impact of air travel. And  
25 the EA's minimal effort on the subject is utterly

1

2 insufficient. It's another reason that we need a  
3 full Environmental Impact Statement on the project  
4 before any responsible decision can be made. Thank  
5 you.

6

THE MODERATOR: Thank you for your  
7 comment.

8

Next, we'll hear from Margaret  
9 Wheeler. Margaret, please unmute yourself. State  
10 and spell your first and last name and we'll begin  
11 your time. Margaret Wheeler, are you able to  
12 unmute yourself?

13

(No response.)

14

THE MODERATOR: We'll work with  
15 Margaret in the background, and I'll move on to  
16 Josh Drazen. Josh Drazen, please unmute yourself.

17

MR. DRAZEN: Okay.

18

THE MODERATOR: Spell your first  
19 and last name, and we'll begin your time.

20

MR. DRAZEN: Okay. my name is  
21 Josh Drazen. It's J-O-S-H, last name D-R-A-Z-E-N.  
22 I live at 175 South End Road, Old Town Landing  
23 Condo complex, about 0.61 miles from the south end  
24 of the runway.

25

I have written a couple of letters



1  
2 about this to all of you or to the FAA as well. As  
3 a taxpayer, I'm infuriated the FAA isn't doing its  
4 job, and doing the EIS, that's what they should be  
5 doing. As an attorney, I'm wondering why there  
6 hasn't been a class action lawsuit filed about the  
7 noise, the lack of quiet enjoyment, and the  
8 nuisance that's going on here. I'm not sure if any  
9 of you were aware of how loud it was when you had  
10 planes trying to land three times in a row the  
11 other day, and then you had another plane that went  
12 to Wilmington and then tried to come back, failed  
13 again and flew back to Wilmington.

14 I'm wondering, you know, where's,  
15 where's the safety in that? I've been on many  
16 plane flights, and I can tell you right now, I've  
17 been on one that aborted a landing one time. Now,  
18 it didn't go around three times, didn't circle for  
19 an hour. So, I don't know what's going on over  
20 here, but I can tell you that it's infuriating as a  
21 resident to have you paving over wetlands, because  
22 I'm in development; I can tell you it's not so easy  
23 to get wetlands paved over. Co Avenue is flooding  
24 like crazy. I -- the condos here did not flood  
25 during Sandy and they didn't flood during Irene,

1

2 but you people are flooding, are going to take out  
3 earth and put down blacktop, and it's going to  
4 cause an absolute massive amount of water running  
5 off. I don't care what anybody says about it  
6 because that's the way development works, and I  
7 don't think people are really paying attention to  
8 what's going on here.

9                   And it's absolutely infuriating to  
10 watch people just steamroll over and ask for  
11 permission later. The amount of flights coming in  
12 and out of here is insane. You have flights coming  
13 in and out of here at 6:30, and they're landing all  
14 the way till 2:00 in the morning. There was a  
15 flight that flew out to Ohio and came back -- I  
16 went to the airport, it landed at 2:00-something in  
17 the morning. And two people got off the plane, I  
18 have no idea what that was about. But this is a  
19 very densely populated area, with tens of thousands  
20 of residents. And what's -- and I flew out of  
21 Tweed. I'm like a lot of people here. I support  
22 air traffic going in and out of Tweed. I used to  
23 take American Airlines to Philadelphia to visit my  
24 sister in Los Angeles. And you had the proper type  
25 of planes. You had Embraers flying in and out of

1

2 here, and you had CRJs flying in and out of here.  
3 You did not have 737 shoehorning into an airport  
4 that's like in a bowl where you can't even handle  
5 landing in fog. What kind of penny ante operation  
6 is going on here?

7                   It is absolutely verifiable that  
8 the federal government needs to get involved and  
9 take a look at all this. Including the safety.  
10 And I'm tired of reading about how, oh, it's not  
11 unsafe for them to try to land in fog, not when  
12 they go around three times it is. And not with all  
13 the noise. And I can only imagine what people with  
14 children are going through.

15                   And lastly, I spoke to my  
16 veterinarian because my dog has developed rhinitis.  
17 I have no idea why, but she can't rule out what's  
18 going on here. So, somebody better start spending  
19 my tax dollars and do the EIS, because it's  
20 outrageous. It's like a pharmacy company doing  
21 their own drug study and then saying, yeah, let's  
22 put it out in the public.

23                   THE MODERATOR: Your time is up.  
24 Please conclude your statement.

25                   MR. DRAZEN: I'm done. Thank you.

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THE MODERATOR: Thank you for your comment. We'll come back to Margaret Wheeler. Margaret, please unmute yourself. State and spell your first and last name.

MS. WHEELER: Can you hear me?

THE MODERATOR: Yes, we can.

MS. WHEELER: Where

(Unintelligible) I have a home on (unintelligible) Avenue and I also --

THE MODERATOR: Margaret.

Margaret, I'm sorry. Your audio is breaking up terribly. I'm afraid we won't be able to get an accurate reflection of your words. Can you try calling back on the phone, and our technical team will work with you to get -- put -- get you put back in the queue.

For now, I'll move on to Anthony Camposano. Anthony, please unmute yourself. State and spell your first and last name.

MR. CAMPOSANO: 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

1

2 Tweed. Avelo's decision to book flights with  
3 Boeing 737-800s is a clear example of negligence  
4 towards consumers, the pilots, and the safety of  
5 the residents living close to the airport and the  
6 neighboring towns. This negligence is compounded  
7 by the FAA's allowance of such practices, and Avelo  
8 management's lack of concern for safety and  
9 wellbeing.

10 The mere fact that Tweed's EA  
11 tried to say the expansion will benefit the  
12 environment, it is evident that those in charge are  
13 out of touch with reality. An Environmental Impact  
14 Statement must be ordered to address these issues  
15 as the Environmental Assessment failed to recognize  
16 the extensive negative impacts of the expansion on  
17 the environment and community in East Haven. The  
18 negligence needs to stop and real data needs to be  
19 gathered. Thank you.

20 THE MODERATOR: Thank you for your  
21 comment.

22 Margaret Wheeler, has asked for  
23 another try. Margaret are you un- -- are you able  
24 to unmute yourself? Okay. Margaret, we, we will  
25 come back to you when you dial back in. Please,

1

2 please raise your hand.

3

4 We'll now read the names of the  
5 next five speakers. They are Michael Whalen, Sarah  
6 Morgan, Arnold Beck, Corey Oakes, and Donald  
7 DiPalma. Please raise your hands and we'll call on  
8 you to unmute yourself.

8

9 We have Michael Whalen, Sarah  
10 Morgan, Arnold Beck, Corey Oakes, or Donald  
11 DiPalma. I see Donald DiPalma. You may unmute  
12 yourself. Please state and spell your first and  
13 last name.

13

14 MR. DIPALMA: Okay. Thank you.  
15 My name is Donald, D-O-N-A-L-D, DiPalma, D-I-P as  
16 in Peter, A-L-M-A. I live at 84 Caroline Road,  
17 which is about less than a mile -- less than a mile  
18 from the airport, I believe. And I've lived here  
19 for 70 years since I was a baby. And I have  
20 experienced flooding since the airport began its  
21 expansion, that has gone beyond anything we have  
22 ever seen before.

22

23 I put together a few pictures, but  
24 I don't think I can share my screen to this group.  
25 So, I'd be happy to provide those pictures of the  
26 flooding that we are confined to our home at least

1  
2 six or seven times a year now. And just in this  
3 living here year-round, I've been here for 13  
4 years. It was a cottage for the -- for the prior  
5 60- someodd years. And we've never experienced  
6 this before. Never. And it is -- it's very  
7 disturbing to see what's happening to the marshes.  
8 Not just the inconvenience of the flooding, but the  
9 marshes appear to be dying. They are underwater  
10 much of the time. They do not green up in the  
11 spring the way they're supposed to, and they don't  
12 drain properly ever.

13 So, that -- my major complaint is  
14 the flooding. I also, because I'm in the flight  
15 pattern, I experience these odd late-night flights.  
16 I don't understand why there are frequently, I -- I  
17 -- I don't mean every night, but at least once a  
18 week I hear planes between one and four in the  
19 morning landing or taking off at least one. And I  
20 used to be able to call Sean, the airport manager  
21 because I knew his telephone number, he gave it to  
22 me. And he explained it away as, "Well, you know,  
23 we have to get the planes back here." Look, to me  
24 when I hear a plane going over at 2:30 in the  
25 morning, that's unfortunate, but that doesn't mean

1

2 that any -- that plane does not have to come. It  
3 can stay where it is till the morning, in my  
4 opinion. That's really all I have to say. Thank  
5 you.

6

THE MODERATOR: Thank you for your  
7 comment. I understand Margaret Wheeler is back  
8 from a new computer. Margaret, please unmute  
9 yourself. State and spell your first and last  
10 name.

11

MS. WHEELER: Hi. This is  
12 Margaret Wheeler, 372 Townsend Avenue in New Haven,  
13 in 111 Clark Avenue in Branford.

14

Tweed Public Airport has been  
15 maintained and improved by State and local  
16 taxpayers for decades. It is not going away. A  
17 residential environmental justice community with  
18 17,000 residents serves several schools, daycares,  
19 parks, beaches, and sensitive coastal wildlife  
20 resources surround the airport. As a retired  
21 professor, biochemist with Masters in Environmental  
22 Science, a member of several environmental groups  
23 with professional input, I feel qualified to  
24 discuss the details of the EA that prove that  
25 hazardous levels of pollutants, both from current



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2 and proposed actions, have direct and cumulative  
3 effects on public health.

4

Also, the EA leaves out  
5 alternatives and abatement measures that serve to  
6 decrease NOx emission levels, mitigate traffic  
7 hazards, improve faulty noise abatement efforts,  
8 and lessen current flooding events.

9

The proposed alternative uses  
10 biased data that serves the business plan of a  
11 single private equity firm, Avelo. They seek to max  
12 out 737-700 (800) jet capacities on a longer runway  
13 and continue to lure the public with cheap,  
14 non-stop flights to longer distances. The EA shows  
15 how Avelo stages a purpose and need by bringing in  
16 larger jets with weight limits, lower capacities to  
17 longer destinations. Using cheap \$49 flights, they  
18 want the FAA to see overcrowded terminals and  
19 parking/traffic that disturbs neighborhoods. Who's  
20 to stop future plans from -- for them staging an  
21 even longer runway needs by bringing larger planes  
22 at cheap rates that go longer distances, citing the  
23 same weight and capacity limits?

24

However, Avelo's CEO states that  
25 once they get more space and profit, they will sell

1

2 this, profit shareholders will get profit, and move  
3 on. All of this at the expense of public health.

4 Where are the EA alternatives that would best serve  
5 it to reduce pollution and noise at a small airport  
6 in the middle of this neighborhood? And where are  
7 abatement measures to protect the community?

8 Here's what I found. The EA  
9 leaves out comparisons to lower noise and less  
10 polluting jets that fit shorter runways. Such as  
11 the Next Gen 5 -- Generation 5 A22-100 that has a  
12 2,900-mile range, 4,800-foot runway, and 125  
13 passengers that's used at Newport Beach,  
14 California, and has been the praise of the  
15 neighborhood.

16 How will NOx levels be abated from  
17 a range of four to 17 times higher than the EPA  
18 limits, thereby further raising ozone and asthma  
19 rates? How will the Heat Island Affect from more  
20 asphalt and rooftop be factored in to contribute to  
21 higher ozone, temperature, and greenhouse gases  
22 with air conditioning?

23 What alternatives reduce onsite  
24 traffic, parking, and emissions? Why not purchase  
25 electric shuttles and use offsite parking? Current

1

2 weekend rates only use offsite parking from 10:00  
3 to 6:00. This is totally impractical. How will  
4 operations be sustainable if 56 daily operations on  
5 a single runway in 2031 preview flights every 15  
6 minutes be allowed? Isn't there any cap or  
7 maintenance or sustainability?

8 How will existing noise abatement  
9 measures that do not work well nor include  
10 vibrations be measured and maintained? How will  
11 evacuation and emergency route from Branford and  
12 East Haven coastal areas be protected from the four  
13 to 6,000 cars proposed increase in the future and  
14 traffic? How can air, noise and groundwater  
15 monitors be added to mitigate environmental --

16 THE MODERATOR: Your time is up,  
17 please conclude your statement.

18 MS. WHEELER: -- as well as foster  
19 safer airport practices as in Bradley and  
20 Westchester and flooding issues that may be related  
21 to the 2002 rerouting of Tuttle Brook. Like the  
22 guy just said, this needs to be mitigated --

23 THE MODERATOR: Thank you. Your  
24 time is up. Thank you for your comment.

25 Before I read the names of the

1  
2 next five speakers, I will give Michael Whalen,  
3 Sarah Morgan, Arnold Beck, and Corey Oakes, a  
4 chance to raise your hands. If you're in the room,  
5 please raise your hands so we can identify you and  
6 unmute you.

7                   Seeing none, I'll move on to the  
8 next five speakers. We have Laurence Nadel, Susan  
9 Bryson, Kim Zolvik, Sandra Reiners, and Lorena  
10 Venegas. Please raise your hands.

11                   We'll start with Kim Zolvik. You  
12 may unmute yourself. Please state and spell your  
13 first and last name.

14                   MS. ZOLVIK: Hi, I'm Kim Zolvik.  
15 I live 2.4 miles east of the airport in Branford,  
16 K-I-M Z-O-L-V-I-K. I actually don't have a  
17 statement written tonight, but I've had a lot of  
18 thoughts, and I'm actually impressed and stunned  
19 and hopeful that we move to an EIS after hearing  
20 all of these comments from people, not just  
21 tonight, but also on April 4th.

22                   So, my husband and I bought this  
23 house here in Short Beach in 2010, and it took us a  
24 long time to find a home that we wanted to raise  
25 our daughter in. We did everything right. We're

1

2 not in deep debt. We -- you know, we just -- we  
3 just did everything right and this is -- this was  
4 supposed to be our forever home. But now I feel  
5 like that's potentially going to be taken away  
6 because our quality of life, our health, enjoyment  
7 of our property, are being affected by the Avelo  
8 flights that are already occurring.

9                   And what concerns me about this  
10 Environmental Assessment is, Branford is not  
11 mentioned once. And we -- this is one of the major  
12 flight paths. We see these jets all day long and  
13 you know, it's like a horseshoe for us. So of  
14 course, we're concerned about water pollution, air  
15 pollution, noise pollution. We're getting it all  
16 over here. And I have actually stepped outside my  
17 door in the morning some two mornings, and I've  
18 smelled jet fuel. And I'm 2.4 miles away. But  
19 what is, again, what really concerns me is Branford  
20 is not in the EA, and I don't understand why  
21 considering we're going to be affected by traffic  
22 on Route 1 and Route 142. It's a major flight  
23 path, like I said. I just find that very, very  
24 baffling. And as I sit here, I'm on my laptop and  
25 I'm looking at all the letters that I'm going to

1

2 write in regards to this EA, in response to this  
3 EA, I've got air pollution, children's health and  
4 asthma. My daughter has asthma.

5

Community engagement complaints.

6 There have been so many complaints and none of us  
7 received calls back or information from Tweed or  
8 anybody else. Deicing fluid going into our  
9 waterways. Farming, we have -- it states in the EA  
10 that there's no farms. I have a farm; I have my  
11 little backyard garden. We grow food, we grow food  
12 that lasts all winter for us, and on and on. So  
13 how is my farm going to be affected?

14

Greenhouse gases and global

15 warming housing. If you lengthen these runways,  
16 there's over 200 homes that are going to be taken.  
17 New Haven has a housing crisis right now. Where  
18 are those 200 homes going -- you know, where are  
19 those people going to move to? Kids' ability to  
20 learn. East Haven is being so greatly affected by  
21 this, and I'm sure New Haven too. These kids are  
22 having trouble, noise, pollution, foam, and/or Lake  
23 Saltonstall. What's happening with Lake  
24 Saltonstall, which is a major drinking water source  
25 that's not mentioned in the EA at all?

1  
2                   Again, air pollution, pregnancy,  
3 and birthing babies. You might have heard --  
4 remember me on April 1st talking about safety for  
5 the people on the ground with all these circling  
6 flights and these whatever, traffic, water, fuel,  
7 dumping, wetlands, wildlife, and the big one,  
8 please let me finish, I know I only have one second  
9 left. East Haven is an environmental justice town.  
10 Branford has environmental justice blocks. These  
11 people, these communities have not been included,  
12 engaged -- they have not been included and engaged.  
13 And I'm asking the FAA to not move on to a FONSI  
14 and to continue this process with the EIS. So, our  
15 --

16                   THE MODERATOR: Thank you, your  
17 time is up. Thank you for your comment.

18                   Next, we'll hear from Sandra  
19 Reiners. Sandra, please unmute yourself, and state  
20 and spell your first and last name.

21                   MS. REINERS: Good evening.  
22 Sandra Reiners. Can you hear me fine?

23                   THE MODERATOR: Yes.

24                   MS. REINERS: Very good. Sandra  
25 Reiners, S-A-N-D-R-A, R-E-I-N-E-R-S. I live at 42

1  
2 Standard Avenue in Bradford. And I must admit that  
3 I am astonished at the conclusions that this EA  
4 reaches with the models that are used. For  
5 example, are we really measuring whether 25 tons  
6 de minimis benchmark for nitrogen oxide being  
7 exceeded or not, under plan A or plan B, when the  
8 actual amount of emissions is either 255 or 260  
9 tons of this dangerous gas in 2026? Or worse yet,  
10 the comparison is 438 versus 458 tons in 2031.  
11 Aren't we losing sight of the real issue here? And  
12 that is that the actual emissions of these levels  
13 of this dangerous gas is having an enormous impact  
14 on the wellbeing of surrounding communities,  
15 especially the environmental justice community of  
16 East Haven, which directly abuts the airport.

17                   And how did we allow a situation  
18 where in 2022 planes at Tweed emitted nearly 200  
19 tons of nitrogen oxide, an increase estimated at  
20 145 tons in one year or nearly six times the de  
21 minimis threshold? Have we lost sight of the big  
22 picture? While many forces may be beyond our local  
23 ability to control, we do have control over others.  
24 This is one such example. And for the factors we  
25 can control through approvals, or in this case



1

2 disapprovals, it is important that we carefully  
3 weigh the pros and the cons, and investigate the  
4 accuracy of all data that drives computer models to  
5 certain conclusions.

6 For example, data may be managed  
7 to lead to the desired outcome. If passenger  
8 traffic for the no-action scenario is inflated,  
9 this would happen. Also, if the starting point for  
10 measuring impact is after an enormous run-up and  
11 activity, then two, a favorable conclusion would be  
12 the outcome. And in both cases, the cumulative  
13 effect and environmental impact would not have been  
14 measured accurately.

15 The environmental justice  
16 community of East Haven cares nothing about  
17 computer models that attempt to demonstrate no  
18 significant impact. They care that they are  
19 breathing worse quality air than a year ago. And a  
20 town already suffering from the highest asthma rate  
21 in the State, they believe they deserve a better  
22 outcome. For the agencies that are established to  
23 --

24 THE MODERATOR: Time is up.  
25 Please conclude your statement.

1

2

MS. REINERS: I am doing that.

3

One last sentence. Thank you. -- that are

4

established to safeguard their healthy

5

environmental standards, only an EIS will measure

6

the current impact of recent actions. And the FAA

7

-- place the FAA in a position to gauge the impact

8

of the further buildout. Thank you very much for

9

taking my comments today.

10

THE MODERATOR: Thank you for your

11

comment. Before I read the names of the next five

12

speakers, I'll go back over the current five.

13

Laurence Nadel, I see you've raised your hand.

14

Susan Bryson, and Lorena Venegas. Please raise

15

your hands.

16

As a point of order, I will note

17

that we will come back to all of the names of

18

speakers at the end who have not raised their

19

hands. So, if you know a speaker is joining us

20

later, we will come back to them.

21

Laurence Nadel, please unmute

22

yourself and state and spell your first and last

23

name.

24

MR. NADEL: Hello. my name is

25

Laurence Nadel, L-A-U-R-E-N-C-E, N-A-D-E-L. I have

1

2 -- I live at 215 Clark Avenue in Short Beach, where  
3 I lived with my wife for 40 years, and where we  
4 raised our three children. I'm going to address the  
5 environmental assessment prepared by the  
6 authorities' paid consultants, and why we need an  
7 Environmental Impact Statement.

8           A guide published by the FAA says  
9 that generally, an Environmental Assessment is  
10 usually 15 pages. Doesn't have to be 15 pages, but  
11 that's kind of the custom. The authority's  
12 expensive EA is a thousand plus pages. Obviously,  
13 if the matter were straightforward as the authority  
14 would have us believe, the EA would not need to be  
15 67 times more than the customary length. We need  
16 an EIS to independently verify the EA's measures,  
17 arguments, and conclusions to see if they're  
18 accurate, and give us a fresh perspective on the  
19 proposed expansion. An EIS is the only review that  
20 any governmental body will make of Tweed's proposed  
21 expansion.

22           Tweed's proposed expansion has  
23 been offloaded by the Tweed Airport Authority and  
24 the City of New Haven to a financial giant of Wall  
25 Street, Goldman Sachs. Goldman now runs the

1

2 airport through its subsidiary Avports, which was  
3 granted a 43-year lease by Tweed in the City of New  
4 Haven. Tweed's passenger Airline, Avelo, is  
5 primarily owned by Morgan Stanley, another Wall  
6 Street Titan. Goldman's and Morgan's chartered  
7 purpose is to grow the wealth of their financial  
8 stakeholders.

9 Goldman recently admitted in a  
10 United States federal court that it defrauded the  
11 nation of Malaysia and its citizens. The United  
12 States Court assessed the fine of just shy of 3  
13 billion dollars, and here's a quote from the Wall  
14 Street Journal, 'No enemy of Wall Street', "Goldman  
15 will pay about 2.8 billion and admit wrongdoing to  
16 end a bribery probe that reinforced a reputation  
17 for scandal that the Wall Street firm has spent  
18 years trying to shave.

19 Neither Goldman nor Morgan care  
20 about any of the people or the environments  
21 affected by the expansion. The City of New Haven  
22 and the authority have promised in writing to  
23 support Goldman and Morgan in its plan to expand  
24 Tweed. They relinquish their statutory  
25 responsibilities of oversight. Neither the city

1

2 nor the authority will be looking out for  
3 metropolitan New Haven's communities or its  
4 environment." And I can guarantee you neither  
5 Goldman nor Morgan Stanley will look out for them  
6 either. Thank you very much.

7

THE MODERATOR: Thank you for your  
8 comment.

9

I'll now read the name of the next  
10 five speakers. We have John Graham, Georgia Liber,  
11 Tracy Everson, Kathleen Hagearty, and Rosanna  
12 Gallicchio. If you've heard your name, please  
13 raise your hand so we can unmute you. Starting  
14 with John Graham, I understand another speaker  
15 spoke under your name earlier. We've asked folks  
16 to only speak once. So, John Graham, please go  
17 ahead and unmute yourself, and state and spell your  
18 first and last name.

19

MR. GRAHAM: Yes, I'm John Graham,  
20 J-O-H-N, G-R-A-H-A-M. And given the brief time  
21 available, I'll just focus on one topic and that's  
22 a decrease in residential real estate values.

23

They're going to come down for  
24 several reasons, obviously the noise, the traffic  
25 congestion, and the pollution and in addition, in

1  
2 the case of Tweed, due to the flooding. There've  
3 been quite a few independent studies of the impact  
4 of airports and airport development on the  
5 surrounding residential communities. And several  
6 of them, which I don't believe were cited in the  
7 EA, have looked at the drop in house values  
8 associated with the airport. They vary naturally  
9 in the amounts, but they vary between about 6  
10 percent and 19 percent. So, if we just take that  
11 average of say, 12 percent, and apply that to the  
12 median home price for East Haven, which is about  
13 286,000, then we derive an average drop of home  
14 value of 34,432. That's a significant  
15 life-changing impact for every homeowner in the  
16 region.

17                   And let's look at the number of  
18 homes affected. We can't really take the 65 DNL,  
19 because as previous speakers have said, it's not  
20 accurate. And also interesting, a lot of these  
21 independent studies have found that the noise  
22 contours nowhere near represented the actual noise  
23 levels that were present. But, you know, let's  
24 start with that.

25                   And let's take the homes

1  
2 immediately adjacent to the to the airport. That  
3 would be 1,466 homes, and if we just took those,  
4 the combined drop in real estate value would be  
5 50,477,000. And bear in mind, this is coming out  
6 of the primarily East Haven tax base. So, the tax  
7 revenues for the city will be dropping as well. If  
8 we include all homes in the study area, the amount  
9 would be 376 million dollars, and probably the  
10 number comes somewhere between these two. So  
11 effectively what we're doing is we are decreasing  
12 values for East Haven. We're increasing them in  
13 the suburban and central areas of New Haven. So,  
14 we're effectively transferring significant  
15 long-term wealth from East Haven, and moving it to  
16 New Haven.

17 And it's basically inconceivable.  
18 I never thought I'd be defending or opposing, let's  
19 say, an airport being developed in the middle of a  
20 bucolic, quiet, residential area. It just doesn't  
21 make sense. Clearly, an EIS is needed. We need  
22 real data, real -- real decision making, real  
23 policy. So, thank you.

24 THE MODERATOR: Thank you for your  
25 comment.

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Next, we'll hear from Georgia Liber. Georgia, please unmute yourself, state and spell your first and last name.

MS. LIEBER: 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 11th, 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.



1  
2                   So first, to avoid the -- minimize  
3 or mitigate disproportionately high and adverse  
4 human health and environmental effects, including  
5 social and economic effects on minority and  
6 low-income population. So, if you look at the  
7 communities surrounding the proposed expansion,  
8 you'll note that the neighborhoods outside of the  
9 footprint studied within the Environmental  
10 Assessment fall under the category of environmental  
11 justice municipalities. So, this includes East  
12 Haven, that directly abuts the neighborhood  
13 property, Branford Heights, which is directly under  
14 flight paths of most departing and arriving  
15 flights, and Fair Haven, one of New Haven's most  
16 underserved neighborhoods.

17                   The Draft EA, with the expansion,  
18 McFarland Johnson injects a 400 percent increase in  
19 the volume of flights. The Draft EA acknowledges  
20 that, "Aircraft jet engines like other vehicle  
21 engines produce carbon monoxide, water vapors --  
22 water vapor, nitrous oxide, carbon monoxide, oxides  
23 of sulfur unburned or partially combusted  
24 hydrocarbons or VOCs, particulates, and other trace  
25 compounds."

1  
2                   Additionally, the EA states that,  
3 "Aircraft are probably the most often cited air  
4 pollutant source, but they produce the same types  
5 of emissions as cars." This is an air quality and  
6 health issue, in addition to the part particulates  
7 that will impact the health of residents. What  
8 will be the mental health impact of the increased  
9 noise pollution that we are already experiencing  
10 and it is projected to increase over time?

11                   Why, when we know that the  
12 community's surrounding the airport fall into the  
13 environmental justice community designation, are we  
14 not taking the time to truly analyze and evaluate  
15 the consequences of this massive expansion on the  
16 residents' health and to weigh the environmental  
17 impact of this expansion on an already stressed  
18 community? So, I am frankly shocked at this  
19 proposal and find it truly astonishing that once  
20 again, we are prioritizing the convenience of  
21 people who are not directly affected by this  
22 expansion over the welfare of residents who --

23                   THE MODERATOR: Your time is up.  
24 Please conclude your statement.

25                   MS. LIEBER: Yup. I'm going to

1

2 finish I have one more sentence.

3

4 -- based on their environmental  
5 justice designation have been historically  
6 undervalued and dismissed. And I also just want to  
7 say, 30 -- three minutes, is not a fair and equal  
8 treatment. It does not actually fall under when  
9 you're doing public comment. A three-minute  
10 comment is not an authentic exchange of ideas and  
11 truly communication in terms of seeking very, very  
12 authentic feedback from your community. Thank you.

12

13 THE MODERATOR: Thank you very  
14 much for your comment.

14

15 We'll next hear from Tracy  
16 Everson. Tracy, please unmute yourself. State and  
17 spell your first and last name.

17

18 MS. EVERSON: Thank you. My name  
19 is Tracy Everson, T-R-A-C-Y, E-V-E-R-S-O-N. My  
20 name is Tracy Everson, I live at 23 Mill Creek Road  
21 in Branford, 3.5 miles from Tweed, New Haven. I'm  
22 an elected member of the Town of Branford's  
23 representative Town Meeting in the Fifth District  
24 and serve as the minority leader. I'm also a  
25 member of the Town of Branford Coastal  
26 Vulnerability Working Group looking at the State of

1

2 Connecticut's projected sea level rise of 20 inches  
3 or more -- or one foot eight inches by 2050 and the  
4 impact on our town.

5 As you are well aware, the airport  
6 already experiences flooding given it is only 12  
7 feet above sea level. Such a substantial  
8 investment in a low-lying area, smack dab in the  
9 middle of a densely populated, mostly residential  
10 neighborhood. I'm not sure how a full  
11 environmental review could be skipped, with major  
12 proposed changes regarding the new terminal on the  
13 East Haven side and the runway extension in  
14 marshlands.

15 Branford has a population of  
16 approximately 28,000 people. I am here to advocate  
17 for a full Environmental Impact Statement, on  
18 behalf of the people in my town and my constituents  
19 who are concerned about the long-term health  
20 effects and environmental impact of an expanded  
21 Tweed. We are relying on the Federal Aviation  
22 Authority Administration that is to require  
23 complete due diligence.

24 First, an Environmental Assessment  
25 should not be considered enough given it's based on

1  
2 modeling and projections. The EA notes that 50  
3 percent of the flights pass over Branford at low  
4 altitudes as they approach the airport to land. I  
5 can go out on my deck and watch Avelo go by  
6 overhead, or sit on my couch and see the plane  
7 lights come toward my home. The amount of noise is  
8 impossible to ignore. Scientific research tells us  
9 that increased asthma levels result from airport  
10 proximity. The low approach over Branford brings  
11 planes perilously close to what were once quiet  
12 neighborhoods. No one asked us, the residents, if  
13 it was okay to increase the flights above our town.

14 A study released last year by  
15 researchers in New Jersey found that people who  
16 live under a flight path in that state may have a  
17 70 percent higher risk of heart attack due to the  
18 noise and air pollution. Decisions regarding  
19 Tweed's expansion were made by the Tweed Airport  
20 Authority. There are two appointed members from  
21 Branford who sit on that board, they do not answer  
22 to voters in our town.

23 I have more to say. I'm going to  
24 run out of time here. I wanted to mention that the  
25 town of Branford, our representative town meeting,

1

2 did consider a resolution and it was ultimately  
3 voted down by the Republican majority. But I hope  
4 that my advocacy here today will be heard and  
5 Branford will be recognized as being impacted  
6 heavily by this proposal. Thank you very much.

7

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THE MODERATOR: Thank you for your  
comment.

Next, we'll hear from Kathleen  
Hagearty. Kathleen, please unmute yourself, and  
state and spell your first and last name.

MS. HAGEARTY: It's Kathleen,  
K-A-T-H-L-E-E-N, Hagearty, 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

1  
2 well as just looking at people's passionate -- you  
3 know, firsthand reporting of what they've seen  
4 change in the environment. Whether it be the  
5 flooding or asthma, I think that just even hearing  
6 the person who spoke before me talk about the  
7 impact on Branford. I think that residents and  
8 taxpayers deserve at least that from our  
9 government. Thanks.

10 THE MODERATOR: Thank you for your  
11 comment.

12 Before I read the next five  
13 speakers, I will call Rosanna Gallicchio. Rosanna,  
14 if you're in the room, please raise your hand so we  
15 can identify you and unmute you.

16 All right. We'll move on to the  
17 next five speakers. We have Linda Cummings, Ken  
18 Engelman, John Oster, Alana Haroskewicz, and  
19 Jessica Wysocki. If you've heard your name I  
20 called just now, please raise your hand, so we can  
21 identify you and you'll be able to unmute yourself.

22 Starting with Alana Haroskewicz.  
23 Please unmute yourself and state and spell your  
24 first and last name.

25 MS. HAROSKEWICZ: Hi. My name is

1

2 Alana Haroskewicz. It's A-L-A-N-A, last name is  
3 H-A-R-O-S-K-E-W-I-C-Z.

4

THE MODERATOR: Thank you. Please  
5 proceed.

6

MS. HAROSKEWICZ: Thank you.  
7 Thank you for taking my comment. I live  
8 approximately a thousand feet from Tweed. And let  
9 me -- I would just like to say that I definitely  
10 would support a full EIS. The changes that have  
11 occurred with my neighborhood just with what has  
12 been happening for the expansion has completely  
13 diminished my quality of life. I can't stay  
14 outside. The smell of the kerosene is  
15 unbelievable. I can't open windows. My house will  
16 start to smell like kerosene. I get migraines. My  
17 throat is burning, my eyes are burning. It's  
18 terrible.

19

The -- just the environment  
20 around, I used to be able to go out at night in  
21 springtime and listen to the peepers. I can't hear  
22 them anymore, they're not here. With what it's --  
23 the impact that it's having is so negative that it  
24 shouldn't happen at all. There is no benefit to  
25 the environment to my town being in East Haven with



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2 the fact that we are an environmental justice  
3 community. We already impacted -- we don't need  
4 any more insult to injury. So, a full EIS to see  
5 exactly what the impact will be is something that I  
6 completely support. That's about it. That's all I  
7 have to say. Can't think of anything else.

8

OF THE MODERATOR: Well, thank you  
9 very much for your comment.

10

MS. HAROSKEWICZ: Thank you.

11

THE MODERATOR: Next, we'll  
12 hear from Jessica Wysocki. Jessica, please unmute  
13 yourself. State and spell your first and last  
14 name.

15

MS. WYSOCKI: Hello.

16

THE MODERATOR: Yes, we can  
17 hear you.

18

MS. WYSOCKI: Hi. I'm Jessica  
19 Wysocki, J-E-S-S-I-C-A W-Y-S-O-C-K-I. And I've  
20 heard what has been said, but at the end of the  
21 day, I absolutely insist that the proper officials  
22 and government and business are legally held  
23 accountable for all damaged (unintelligible).  
24 Isaiah 7:7, God said, it shall not stand and it  
25 shall not come to pass. Amen. God bless East

1

2 Haven, Branford Heights, Fair Haven, and God bless  
3 Connecticut. I'm finished.

4

THE MODERATOR: Thank you for your  
5 comment.

6

Before I move on to the next five  
7 speakers, I will read through the speakers who have  
8 not raised their hands. Linda Cummings, Ken  
9 Engelman, and John Oster. If you are in the Zoom  
10 room, please raise your hands.

11

All right. I will read the  
12 names of the next five speakers. We have Antonella  
13 Ranalli, Frank Telo, Walter Fritsch, Jr., Shafiq  
14 Abdussabur, and Kelly Diaz. If you heard your name  
15 called, please find the raise your hand feature in  
16 the Zoom toolbar.

17

And we will start with Frank Telo.  
18 Please unmute yourself, state and spell your first  
19 and last name.

20

MR. TELO: My name is Frank,  
21 F-R-A-N-K, last name is Telo, T-E-L-O. I live at  
22 196 through Totoket Road in Branford, Connecticut.  
23 We're right at the termination of Totoket Road where  
24 it meets with Pine Orchard Road. So, we've got a  
25 waterfront here. We've got a beautiful waterfront

1  
2 view for some of the houses and a little private  
3 beach that we have. I retired here four years ago  
4 because of the quality of life, the quality of the  
5 environment, the impression that all the people  
6 that live in this area have -- for the maintenance  
7 of wildlife, marshes, fish, birds, and so on. It  
8 is a wonderful place to live. However, there are a  
9 few areas that have really struck me to the heart.  
10 And my background is in automotive. And so, I live  
11 through the Fed requirements for air pollution,  
12 five-mile-an-hour bumpers, I mean, going way, way  
13 back.

14 So, here's my perspective. I am  
15 looking at a program called, through the  
16 Connecticut Department of Health "Drinking and  
17 Water Rotation Fund," which continues to evaluate  
18 the quality of water that we drink. The reservoirs  
19 that we have, unfortunately, one of them on I-95.  
20 And that's one of the areas of concern. And so, I  
21 continue -- I will pursue that evaluation to make  
22 sure that there's a coordination with your efforts  
23 and with the efforts of maintenance of our  
24 community.

25 The next is a document for the

1

2 I-95 Corridor from Branford to Rhode Island.

3 There's a significant imposition of the quality of  
4 our marshlands and our shorelands. Before anything  
5 can be done to the I-95 Corridor, I will request  
6 that this request for Tweed also be included.

7 Third, and last, is that, for some  
8 reason, there is an incredible increase in  
9 helicopter traffic. Helicopter traffic, and living  
10 here in Branford near the Stony Creek and Gilford  
11 property lines, has increased. There are blue and  
12 white helicopters, and I can -- I can identify  
13 them. Because they're back and forth --

14 THE MODERATOR: Your time is up.  
15 Please conclude your statement.

16 MR. TELO: I request that we  
17 evaluate and accept what outside but appropriate  
18 evaluation groups have for --

19 THE MODERATOR: Thank you. Your  
20 time is up, thank you for your comment.

21 Our next speaker is Walter Fritsch  
22 Jr. Walter, please unmute yourself and state and  
23 spell your first and last name.

24 MR. FRITSCH JR.: Yes. Hi, it's  
25 Walter Fritsch Jr., W-A-L-T-E-R F-R-I-T-S-C-H JR.

1

2

THE MODERATOR: Thank you.

3

MR. FRITSCH JR.: I live at 96

4

Victor Street, just adjacent to the Robinson

5

Facility. From my backyard, it's approximately,

6

I'd say, maybe 400 feet. I would just like to echo

7

of the previous gentleman regarding the helicopter

8

factor. These things are coming in and out of

9

here, and you talk about smell and fumes. It's

10

just unreal. I've lived here for almost 50 years,

11

and I am a great outdoors person. I'll be 81 next

12

month, and I try to stay active as possible

13

outside.

14

That result has somewhat -- you

15

know, the pollution aspect has somewhat resulted

16

in, I have a hard time breathing at times, and not

17

to mention the noise factor. I hear these things

18

at all hours of the evening, and I would just like

19

to echo pretty much all other comments and of all

20

the other people who were in attendance, and I was

21

really surprised of all the information that I

22

didn't realize relative to the pollution, the

23

environment, the climate, the whole bit. And it's

24

just this place is just too small for that size

25

particular aircraft.

1  
2                   And there again, the traffic  
3 matter and the flooding -- the flooding -- two  
4 years ago when we had that heavy, heavy downpour, I  
5 couldn't believe my eyes, they had snowplows out on  
6 the tarmac plowing off the rain, and the whole area  
7 was practically flooded. And I was really  
8 concerned about my dwelling because I have never  
9 seen in the 50 years that I've been here, the water  
10 almost come up to my ground level.

11                   And there again, I'll just like to  
12 emphasize the fact of the, the smell, the  
13 pollution, the effects of all the people living in  
14 the area, children, adults, et cetera. The FAA  
15 definitely has to get up off their butt and do  
16 something about this whole matter. Thank you so  
17 much.

18                   THE MODERATOR: Thank you for your  
19 comment.

20                   We'll now turn to Shafiq  
21 Abdussabur. Shafiq, please unmute yourself and  
22 state and spell your first and last name.

23                   MR. ABDUSSABUR: Yes. My name is  
24 Shafiq Abdussabur. My first name, S-H-A-F-I-Q,  
25 last name A-B, as in boy, D, as in David, U-S, as

1

2 in Sam, S, as in Sam, A-B, as in boy, U-R.

3

THE MODERATOR: Thank you. Please  
4 proceed.

5

MR. ABDUSSABUR: Thank you. My  
6 name is Shafiq Abdussabur. I am a lifelong born  
7 and raised resident in the City of New Haven. I'm  
8 a fourth-generation New Havener. My  
9 great-grandfather came to the City of New Haven and  
10 helped build the Q-Bridge. And since then, my  
11 family has settled here. My earliest memories of  
12 New Haven is actually going to the lighthouse at  
13 the age of five, and fishing at the lighthouse with  
14 my mother at the time. And so, my connection to the  
15 lighthouse extends that to my grandchild now, who  
16 is a sixth-generation New Havener.

17

And now I am a proud candidate for  
18 Mayor for the City of New Haven. I'm a Democrat  
19 candidate. And in January 27th of this year, I  
20 filed that EIS with the FAA, regarding the concerns  
21 as I joined with the residents of this historical  
22 neighborhood, about their concerns -- about our  
23 concerns, our one neighbor -- our one New Haven  
24 concerns, about the wetlands. The noise, the  
25 pollution, the concerns around asthma. My mother

1

2 is 71 years old, and though she lives in Westville,  
3 she suffers from asthma along with a pacemaker.  
4 So, it makes me think about the other residents  
5 that are in this neighborhood who are suffering  
6 from some of the same conditions.

7 Also, around the noise pollution  
8 in the air, around with the airplane. So, hey,  
9 listen, I'm not an environmental expert around the  
10 environment and all these other issues, but what I  
11 am is I'm a leader in this community that's  
12 concerned about the issues that's concerning the  
13 neighborhood. And if they're asking for more of an  
14 expansive environmental study, well, as a  
15 candidate, I'm asking for that too.

16 So, I'm also calling on a more  
17 in-depth environmental study that we bring in  
18 people from Yale, experts around the environmental  
19 college. And other places around the country,  
20 bringing in subject matter experts around an  
21 environmental study. So, we can bring all of these  
22 studies to the table and come up with the best  
23 results about how to address this issue around this  
24 airport.

25 And finally, I close with this,



1

2 you know, the FAA, also in California has embarked  
3 upon doing in an airport zone. And so, this is  
4 another area that we need to seek out in doing an  
5 impact study to see how we come about providing an  
6 airport zone for these houses and these  
7 communities, and these people that are going to be  
8 affected by their generational wealth and their  
9 current wealth around the devaluing of their home.

10 In addition to the impact study,  
11 we also need to look at how we are going to  
12 coalesce this community around this issue around  
13 the airport. If we talk about just passenger  
14 planes, what are we going to talk about in terms of  
15 freight? Is this airport going to start moving  
16 into a dealing with freight? So, we need to look  
17 at amending this 43-deal -- 43-year lease.

18 Right now, 5 million dollars is to  
19 be shared between New Haven and East Haven to deal  
20 with issues around traffic and other issues. So,  
21 amending this lease for more money to have a  
22 greater impact on protecting this community.  
23 Shafiq Abdussabur, running for mayor. Thank you  
24 from me, allowing me to testify.

25 THE MODERATOR: Thank you for your

1

2 comment.

3

4 Next, we'll hear from Kelly Diaz.  
5 Kelly, please unmute yourself, and state and spell  
6 your first and last name.

7

8 MS. DIAZ: Good evening. My name  
9 is Kelly Diaz. K-E-L-L-Y, D-I-A-Z. I reside at  
10 the Lighthouse Road in Morris Cove, New Haven.

11

12 THE MODERATOR: Thank you. Please  
13 proceed.

14

15 MS. DIAZ: So as a lifelong  
16 resident of New Haven, and I am a registered nurse  
17 who works in the New Haven community. I would just  
18 like to stress that -- you know, it is  
19 scientifically proven that the continuous exposure  
20 to the noise pollution we are being exposed to  
21 poses negative effects on mental and physical  
22 health.

23

24 As it increases the cortisol  
25 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

1

2 cancers, and our children are at an increased risk  
3 of developing leukemia.

4 So, I just want to say that, you  
5 know, the airport, you know, expansion does not  
6 provide any positive outcomes or impacts on the  
7 lives of the residents in the surrounding areas  
8 within the 10-mile radius of Tweed Airport. And I  
9 just want to thank everyone who has come out to  
10 speak and fight for our rights as residents.  
11 That's all.

12 THE MODERATOR: Thank you very  
13 much for your comment.

14 I see a number phone number ending  
15 in 6102, has your hand raised? Is this Antonella  
16 Ranalli? If so, please unmute yourself and state  
17 and spell your first and last name.

18 MS. RANALLI: Hi, can you hear me?

19 THE MODERATOR: Yes, I can.

20 MS. RANALLI: It's Antonella  
21 Ranalli, A-N-T-O-N-E-L-L-A, last name is  
22 R-A-N-A-L-L-I, and I reside at Beachside Avenue,  
23 East Haven.

24 Economic Growth without in-depth  
25 study on the reputable damage it will cause the

1  
2 environment is unconscionable. Our home sits  
3 alongside the marshes for an estuary ecosystem. We  
4 have seen many beautiful -- and experienced  
5 beautiful wildlife. Our children have --  
6 grandchildren, have identified many different  
7 species of hawks, bald eagle, great blue herons,  
8 snowy white owls, mallard ducks, deer, and ostrich  
9 (sic). What a great learning experience. They  
10 have developed a respect for nature and the  
11 environment. Let's not take this away from all of  
12 our grandchildren. Estuaries are very important to  
13 our well-being. They filter water flow into the  
14 ocean and act as a buffer protecting us from  
15 coastal storms. And as we all know, who live in  
16 this area are quite prevalent. They are among the  
17 most productive ecosystem in the world. Many  
18 animals rely on estuary for food, places to  
19 breathe, and migration stopovers.

20 Congress has created the National  
21 Estuary Research Reserve system to protect more  
22 than 1 million acres. Surely, we can do our part  
23 to protect our own little area.

24 Another concern I have is that the  
25 expansion between New Haven Airport is a sediment

1  
2 from construction sites, and runoffs from  
3 impervious surfaces like parking lots, which are a  
4 threat to our estuaries. Estuaries are an  
5 irreplaceable natural resource that must be managed  
6 carefully for the mutual benefit of all who enjoy  
7 and depend on them. For all of these reasons, my  
8 family and I are asking for an EIS. Thank you for  
9 your time.

10 THE MODERATOR: Thank you for your  
11 comment.

12 I'll now read the name of the next  
13 five speakers also posted in the chat. We have  
14 Lorena Venegas, Muna Whitfield, Adrian Bonenberger,  
15 Stacy Cacace, and Paula Maher Rivera. If you've  
16 heard me call your name, please raise your hand so  
17 we can identify you and ask you to unmute yourself.

18 We'll start with Lorena Venegas.  
19 Lorena, please unmute yourself. State and spell  
20 your first and last name.

21 MS. VENEGAS: Thank you. My first  
22 name is Lorena, L-O-R-E-N-A. And my last name is  
23 Venegas. It's V, as in Victor, E-N-E-G-A-S.

24 THE MODERATOR: Thank you. Please  
25 proceed

1  
2 MS. VENEGAS: At the Federal  
3 Aviation Administration must require an  
4 Environmental Impact Statement. In East Haven,  
5 we're an environmental justice town number 17 out  
6 of 169 towns. We have the worst asthma rates here,  
7 and I need the FAA to go to the Department of Human  
8 Health Services and go get the asthma rates because  
9 we have really out of compliance, air pollution in  
10 our area. The airport within the last two years  
11 has destroyed wetlands.

12 Already, they have displaced a  
13 long-eared bat, which is an endangered animal here,  
14 already listed in the Connecticut EPA. The FAA  
15 must go to the EPA and get the entire list of all  
16 endangered species, including plants and grasses  
17 that have already been trampled, displaced, and  
18 soiled upon off of Thompson Avenue. There were  
19 reports done by McFarland Johnson in January of  
20 2022, that identify endangered plants. Those  
21 plants still exist, but are not contained within  
22 the Draft Environmental Assessment.

23 There's a volume of e-mail  
24 communications between the Department of Energy and  
25 the Environment, and the consultant. The consultant

1  
2 was inefficient in getting any of the records for  
3 the decayed runway known as 14-32. That's because  
4 the airport run by Avports doesn't have any of that  
5 paperwork. They didn't maintain the -- any of the  
6 airport, and that creates greater mistrust in the  
7 way that this practice is going. They have shown  
8 the public a drawing that doesn't include the  
9 four-floor parking garage. All of their artists  
10 renderings do not reflect any of the information  
11 that's inside of the Draft Environmental  
12 Assessment.

13                   What happened here is that the FAA  
14 gave a waiver to the 737-800 planes, but they  
15 didn't take into account that it's a wrong plane  
16 model on the wrong runway. And that wrong runway  
17 now is causing people to have family stranded at  
18 different airports because of weight restrictions  
19 that are not tolerated in this small space.

20                   There's no way that our town can  
21 survive knowing that where you want to build on  
22 Porter Drive is completely wetlands and open to  
23 flooding. Even with casual rain and casual tide  
24 changes, there's up to 18 inches of rain where  
25 traffic is immobile. You cannot get through

1

2 Hemingway Avenue, Co Avenue, at the corner of Short  
3 Beach Road, making an unable pass for over 1.2  
4 million emplanements that you want to go through  
5 here.

6 The best thing that the FAA can do  
7 is go to the EPA, ask for help from all the  
8 agencies, including the U.S. Fish and Wildlife,  
9 including the U.S. Army Corps of Engineers because  
10 we have systemic problems with sea level rise,  
11 flooding, and wetlands in any building here will  
12 displace water and flood our neighbors at Morris  
13 Cove and anybody south of East Haven. Thank you.

14 THE MODERATOR: Thank you for your  
15 comment.

16 And before I read the names of the  
17 next five speakers I'll go back over the unraised  
18 hands. I understand that Muna Whitfield has  
19 already spoken. So, I'll call Adrian Bonenberger.  
20 Stacy Cacace, Paula Maher Rivera. If you've heard  
21 your name please raise your hands, so we can  
22 identify you and ask you to unmute.

23 Seeing none, I'll read the names  
24 of the next five speakers, which are also posted in  
25 the chat. We have Regina Aiello, Matthew Lieber,



1

2 John Graham, Bill Brooks, and Evan Moore. If you  
3 just heard your name called, please raise your hand  
4 so we can identify you and you'll be able to unmute  
5 yourself.

6

I understand John Graham has  
7 already spoken. We're looking for Regina Aiello,  
8 Matthew Lieber. Bill Brooks, I see your hand and  
9 Evan Moore.

10

We'll begin with Bill Brooks,  
11 please unmute yourself. State and spell your first  
12 and last name.

13

MR. BROOKS: Hi, my name is Bill  
14 Brooks. B-I-L-L, B-R-O-O-K-S. I'm an East Haven  
15 resident, and I work in construction. I know some  
16 people here have some concerns and stuff, but I  
17 just wanted to say I support the PLA for the  
18 project and the job creation. Thank you.

19

THE MODERATOR: Thank you for your  
20 comment. Matthew Lieber, please unmute yourself.  
21 State and spell your first and last name.

22

MR. LIEBER: Matthew Lieber.  
23 M-A-T-T-H-E-W, L-I-E-B-E-R. I'm a resident of East  
24 Haven, 18 Hampton Road is my address.

25

Maladministration means corrupt or

1  
2 incompetent administration of a public office. And  
3 it's a word I don't use lightly, but it  
4 characterizes, and this is important for Ms. Cheryl  
5 Quaine, for the FAA to listen because you need to  
6 realize what we've been dealing with. The Tweed  
7 New Haven Airport Authority has rule -- has run  
8 this whole operation of the master plan and the  
9 public relations in terms of maladministration.

10 Let me tell you, I'm a New Haven  
11 native resident in the area and neighborhood now  
12 two and a half years, five years in the region  
13 again. And so, at first learning and coming into  
14 this, we were not committed like Josh Drazen. We  
15 were and are supporters of an airport. However,  
16 the more we got engaged, the more we found that the  
17 airport only gave answers that were dissembling  
18 half-truths and dodging questions, and made no  
19 outreach to the public of any quality way to seek  
20 compromise and seek to address our concerns.

21 So, we beg you FAA, please take  
22 the concerns you've heard, the quality of the input  
23 from tonight and from the other event on April 1st  
24 from our thousands of letters that are coming in.  
25 Since October, we got active and we want to

1  
2 petition drive that over 2,200 community members  
3 have signed demanding an Environmental Impact  
4 Statement for all the reasons you've heard tonight.  
5 At the time in October, zero elected officials were  
6 taking that demand, but now six have including  
7 Mayor Joe Carfora of East Haven, whom you heard on  
8 the 1st of April.

9                   And now two candidates for the  
10 City of New Haven Mayor are making that demand.  
11 And hopefully, Mayor Elicker is listening with open  
12 ears to his residents in New Haven. I have  
13 concerns I'd like to speak to in the remaining time  
14 of wildlife, wetlands, and environmental justice.  
15 Which I will not be able to.

16                   But let me just say that people,  
17 children, poor and minority people are going to be  
18 impacted in ways adversely this is environmental  
19 justice. And specifically, East Haven has, as  
20 documented by Data Haven, and this neglected in the  
21 Environmental Assessment report. How could it  
22 neglect this? A rate of asthma among youth, 300  
23 percent, the State of Connecticut, average level.  
24 New Haven's, worst neighborhoods, 200 percent, two  
25 times the State worst levels. And these areas, why

1

2 were they not included in the study area? Why did  
3 they not reference the Data Haven? That's just  
4 one little tidbit. But it goes to my point.  
5 Environmental justice means standing up for the  
6 people, especially the children, and the poor and  
7 minority ones, who are going to be --

8 THE MODERATOR: Your time is up.  
9 Please conclude your statement.

10 MR. LIEBER: -- really important  
11 because you have to recognize and stand up actively  
12 for these groups. It's what our federal government  
13 White House is saying. And --

14 THE MODERATOR: Thank you. Your  
15 time is up. Thank you for your comment.

16 Before I read the names of the  
17 next five speakers, I'll just go back over the  
18 unraised hands. Do we have Regina Aiello, or Evan  
19 Moore in the room? Please raise your hand if  
20 you'd like to speak.

21 Okay, seeing none, I'll move on to  
22 the next four names. We have Richard Esposito,  
23 Diana Gilman-Ford, Kathryn Gallicchio, and Agnes  
24 Mignori (phonetic). If I've just called your name,  
25 please raise your hand so we can identify you, and

1

2 you can unmute yourself. That's Richard Esposito,  
3 Diana Gilman-Ford, Kathryn Gallicchio, and Agnes  
4 Mignori. And I'll repeat if you've called in use  
5 -- press \*9 to raise your hand.

6

We'll start with Diana  
7 Gillman-Ford. Please unmute yourself, state and  
8 spell your first and last name. Thank you.

9

MS. GILMAN-FORD: My name is Diana  
10 Gillman-Ford. D-I-A-N-A, G-I-L-M-A-N, hyphen  
11 F-O-R-D, and I live on Victor Street on the  
12 backside of the airport in East Haven.

13

THE MODERATOR: Thank you. Please  
14 proceed.

15

MS. GILMAN-FORD: I've lived in  
16 the area since 2006, I believe it was. First in  
17 Branford, and now in East Haven. And my family and  
18 I really love the area. We currently though, are,  
19 and have been trying to decide if we should stay  
20 here because quite frankly, much like what pretty  
21 much everybody else has said, we're afraid living  
22 here now because of the impacts, the environmental  
23 impacts that have been happening. We used to walk  
24 down to the back at Robertson Airport a couple  
25 times a week just to look at the planes, look at

1  
2 the wildlife, the trees, the birds, listen to the  
3 frogs. That's something we had done for a number  
4 of years. And for about the last, I think it's  
5 been about a year and a half, we no longer do that  
6 because it's gone. It's completely torn down. The  
7 entire area has been desecrated. It has resulted  
8 in the scattering of wildlife that I really have no  
9 words for. Animals that we've never seen that are  
10 in places where they shouldn't be, animals that  
11 have just quite frankly disappeared.

12 I did hear somebody else say also  
13 that they used to like to go outside and listen to  
14 the peepers and things at night, us as well. And  
15 you really don't hear them anymore, because the  
16 areas have been completely desecrated. The fumes  
17 that we endure pretty much every day for the last  
18 year and a half have been something that I  
19 literally have no words for. My daughter's  
20 asthmatic. I'm asthmatic and I'm also a retired  
21 respiratory therapist. Our asthma has been beyond  
22 off the charts at this point in time. And it  
23 started about a year, maybe a little bit more than  
24 a year ago.

25 The noise is traumatic, whether

1  
2 it's, you just barely hear it, or it shakes the  
3 house. I mean, my kids are -- my kids are beyond  
4 traumatized. We leave the yard; we don't go in the  
5 yard anymore. I can't hang my clothes. Everything  
6 is always covered in soot. The yard is covered in  
7 soot. I won't have a garden anymore because I'm  
8 terrified of the contamination of the soil. And  
9 so, we'll leave and we'll go to Branford, Gilford,  
10 we spend most of our time at the beaches. And even  
11 there, we can't get away from it because there's a  
12 plane everywhere. And there's a plane constantly,  
13 and there are certain times of the day and/or  
14 night, and I echo what everybody else has already  
15 said, that it could be 3:00, 4:00 in the morning,  
16 it could be 6:29 in the morning. There are certain  
17 clusters I've noticed during certain days during  
18 the week where it, it almost seems like there's one  
19 after the other. And in fact, the other day, my  
20 daughter choked so bad. I was literally in the car  
21 to take her to the emergency room because the fumes  
22 for over 45 minutes were literally choking. And  
23 the fact that this assessment hasn't been done by  
24 independent agencies to evaluate the people that  
25 are living here is just --

1

2

THE MODERATOR: Your time is up,  
please conclude your statement.

4

5

6

7

MS. GILMAN-FORD: I -- the  
Environmental Assessment needs to be done by  
independent agencies and represent the people that  
physically live here. Thank you.

8

9

THE MODERATOR: Thank you very  
much.

10

11

12

Next, we'll hear from Kathryn  
Gallicchio. Kathryn, I understand that you're  
driving. Please be safe.

13

14

MS. GALLICCHIO: Hi. Thanks. Can  
you hear me?

15

16

THE MODERATOR: Yes, we can.  
Please state and spell your first and last name.

17

18

19

20

MS. GALLICCHIO: 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.

25



1

2 So, I'm going to confine my remarks to a couple  
3 particular omissions in the EA, which I think we  
4 need to have addressed. Most specifically, we need  
5 them addressed by a full Environmental Impact  
6 Statement, which can be far more thorough and  
7 rigorous in its study of this project.

8 First, I'd like to point out that  
9 the EA for whatever reasons it chose to define its  
10 study area as it did, it has left out an important  
11 Section 4(f) resource, which is the Peat Meadow  
12 Park on the northern side of the I-95 Corridor,  
13 which is a public park of New Haven where the local  
14 soccer league has regular practices and games --

15 THE MODERATOR: Kathryn, we've  
16 just -- we've just lost you. We will -- we will --  
17 we will come back to you in in a moment.

18 I will -- I will now move on to  
19 Richard Esposito. Richard, please unmute yourself,  
20 and state and spell your first and last name.

21 MR. ESPOSITO: Hi there. Richard  
22 Esposito, R-I-C-H-A-R-D, E-S-P-O-S-I-T-O. And I  
23 live in East Haven. I live on Minor Road. And  
24 first and foremost, I'd like to thank all the  
25 speakers that spoke before me and all the ones that

1

2 are going to speak after me. They're certainly  
3 much more educated in this field than I am, but I  
4 am a concerned neighbor to what's going on here.

5 So, one of the -- one of the main  
6 things is, first of all, I'm not an environmental  
7 expert, right? But I don't think you have to be in  
8 this case. I can just say the jet noise is  
9 deafening. The jet fuel smell is intolerable. And  
10 what I also want to say is, I pray after watching  
11 Avelo land these planes and sometimes can't land  
12 them, it just goes to show you how unsafe this has  
13 to be.

14 So, what's going to happen is  
15 eventually, and I pray that Avelo goes out of  
16 business, before we have something catastrophic  
17 happen in this neighborhood. I pray for the  
18 pilots, I pray for the people on their airplanes,  
19 and I pray for the people on the ground. It's  
20 inevitable it's going to happen. They can't land  
21 these planes safely in a bowl. The airports in a  
22 bowl, they don't have the room, they don't have the  
23 clearance. And if it's a little windy or a little  
24 cloudy or a little foggy, they're failing. They  
25 failed so many times already. And God knows why

1  
2 anybody would even get on these flights. And  
3 that's all I really have to say tonight. I'd like  
4 to yield my time back to anybody who can actually  
5 say things that more about the environment. But my  
6 thing is about the safety, the noise, and the  
7 smell. Thank you.

8 THE MODERATOR: Thank you very  
9 much for your comment.

10 So, we have reached 8:00 p.m., the  
11 scheduled end of this hearing. However, we're  
12 going to try and reconnect with Kathryn Gallicchio,  
13 so she can finish her comment. And I'll also read  
14 back over the names of all of the speakers who were  
15 called and for one reason or another, didn't raise  
16 their hands.

17 So, I'll go back to Kathryn  
18 Gallicchio. Kathryn, are you -- are you there?  
19 Are you able to unmute yourself? After we run  
20 through all the speakers, I will also remind  
21 everyone how you could submit comments via writing  
22 via mail and e-mail.

23 So, I'll now go back over the  
24 names of people who registered to speak and have  
25 not spoken, starting with Karen Martin, Roger

1

2 Senserrich, Michael Whalen, Sarah Morgan, and  
3 Arnold Beck. If you've heard your name and would  
4 like to speak, please raise your hand. You can  
5 find the raised hand feature in the toolbar at the  
6 bottom of your zoom window. Karen Martin, Roger  
7 Senserrich, Michael Whalen, Sarah Morgan, Arnold  
8 Beck.

9 I'll read the next five names. We  
10 have Corey Oakes, Susan Bryson, Rosanna Gallicchio,  
11 Linda Cummings, and Ken Engelman. And I see Susan  
12 Bryson has raised her hand. Susan, please unmute  
13 yourself. State and spell your first and last  
14 name. Go ahead.

15 MS. BRYSON: Hi. Susan Bryson  
16 S-U-S-A-N B-R-Y-S-O-N. I live in Short Beach in  
17 Branford.

18 THE MODERATOR: Thank you very  
19 much. Please proceed.

20 MS. BRYSON: First, I want to say  
21 I'm very impressed by the speakers this evening.  
22 And I was thinking of not talking because I did  
23 have an opportunity to speak at the public hearing.  
24 But there's one thing that I would like to say in  
25 that is that, that anybody who lives in the area,

1

2 and as you have heard from all of the people, most  
3 of the people who spoke tonight, one thing is  
4 extremely obvious. The airport site is completely  
5 inappropriate for an airport. It is small, it is  
6 watershed, it is -- it has water that runs directly  
7 to Long Island Sound. It is a residential area.  
8 People are clearly suffering, and it is alarming.

9 I agree with prior speakers that  
10 the United States government is pursuing this, and  
11 not only pursuing it, but the FAA has supported it.  
12 The FAA was very engaged in the development of the  
13 -- of the EA. And it is shocking that it'd be --  
14 that the FAA did not look at this site.

15 Look at the size of this airport,  
16 one of the smallest commercial airports in the  
17 country. Look at the surrounding community up and  
18 down the shore from the airport itself. Eastward.  
19 This is a very fragile ecosystem. It is written  
20 about; it is the treasure of the State of  
21 Connecticut. It is -- it is an estuary that  
22 contains smaller estuaries. It is extremely  
23 fragile. It -- and then to do an EA and not  
24 immediately do an EIS.

25 And I must say this whole process

1

2 has made me extremely cynical that this money to  
3 interest comes in. And all of a sudden, instead of  
4 doing an EIS, we are doing EA when in previous  
5 times, for lesser matters, we have had EIS'. And  
6 then to give waivers that allow for even bigger  
7 flights to come over the shore is unacceptable.

8 Now, this brings me to the issue  
9 of public participation. Public participation has  
10 been lacking entirely in this process. There has  
11 been no meaningful participation. Look at me. I'm  
12 sitting here. I'm not looking at anybody who's  
13 talking. I am looking at a countdown to the time I  
14 have to speak. And you, Mr. Doucette, are sitting  
15 there, and I'm not allowed to ask you any questions  
16 because this is a listening session. But we have  
17 had nothing but listening sessions. And one of the  
18 reasons I will say this quickly, to do an EIS is,  
19 it is a -- it is a process that requires meaningful  
20 public participation, and it requires other  
21 agencies to be involved with expertise. So, it is  
22 not just between the developer of the airport and  
23 the FAA. The FAA has a -- has a bent in favor of  
24 growing airports. We need some independent  
25 assessment within the federal government, and we

1

2 need really meaningful participation of people who  
3 know this area. Public participation --

4

THE MODERATOR: Your time is up.  
5 Please conclude your statement.

6

MS. BRYSON: -- public  
7 participation is, which gives meaning to a study  
8 because you are not talking to the people who  
9 really understand and know well this area. Thank  
10 you.

11

THE MODERATOR: Thank you very  
12 much.

13

Do we have Corey Oakes, Rosanna  
14 Gallicchio, Linda Cummings, or Ken Engelman? I  
15 understand Kathryn Gallicchio is calling in.  
16 Kathryn, if you have called in on the phone, you  
17 can raise your hand by pressing \*9.

18

The next five names and these  
19 again, are folks who have been called but did not  
20 raise their hands to speak. John Oster, Adrian  
21 Bonenberger, Stacey Cacace, Paula Maher Rivera, and  
22 Regina Aiello.

23

I'll read those one more time.  
24 John Oster, Adrian Bonenberger. Stacey Cacace,  
25 Paula Maher Rivera, Regina Aiello. And I

1

2 understand that Kathryn Gallichio is unable to call  
3 in.

4

Stacy Cacace, please unmute  
5 yourself, state and spell your first and last name.  
6 Stacy, are you there?

7

MS. CACACE: I'm here. Hello.

8

THE MODERATOR: Yes,  
9 (unintelligible). Please state and spell your  
10 first and last name, and proceed with your comment.

11

MS. CACACE: Stacy Cacace.

12

S-T-A-C-Y, C-A-C-A-C-E. I don't have much more to  
13 add than everyone has also -- has already said. My  
14 statement is just going to be I fear for my safety.  
15 I fear for my neighbor's safety, and I fear for  
16 anyone on the planes. This weekend was one of the  
17 scariest times that I've lived on Minor Road. I  
18 live on Minor Road, which is directly on the flight  
19 path. And I echo everyone else's statement on this  
20 call that it just doesn't seem like this is an area  
21 that can support this type of aircraft and this  
22 type of airport.

23

I absolutely loved it when I moved  
24 in here, but it was a small regional airport, and I  
25 think it's grown to something that I cannot



1  
2 support. And if it continues, and unfortunately if  
3 it continues to grow, and I don't -- I wouldn't  
4 believe that any of the statements from any of  
5 these investigations, from any of these government  
6 agencies would actually -- we have not -- we have  
7 asked for support from the airport since Avelo  
8 started, for someone to come out here when Scanlan  
9 was in charge. He was the director there. I'm not  
10 sure what his actual title was, but he never came  
11 out to take any kind of -- he never came out to  
12 acknowledge any of our concerns. And I just think  
13 it falls on deaf ears. I'm just opposed. I'm just  
14 opposed to not only the environmental impact, but  
15 the safety issues. It's just a scary place to live  
16 right now, especially after this weekend. And --  
17 you know, fog is never going to go away. You can  
18 never get rid of fog, so that's never going to go  
19 away. It's always going to impact airline -- air  
20 travel, as well as winds and dangerous weather.  
21 And I just don't think that it's safe enough of an  
22 airport, and safe enough to land these planes in  
23 this area. And that's all I have to say about  
24 that. Thank you for hearing me.

25 THE MODERATOR: Thank you for your

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comment.

Our final name to double-check is Evan Moore. Is Evan Moore here and wishing to speak? If so, raise your hand.

Well, seeing none, I want to thank -- I want to say thank you to all of our speakers today. As a reminder, the public comment period will be open until May 1st, 2023. Written comments can be sent via mail to HVN-EA Public Comments, McFarland Johnson, 49 Court Street, Suite 240, Binghamton, New York 13901. Written comments can also be sent via e-mail to hvn-ea@mjinc.com, and this information is included on the project website, tweedmasterplan.com. You can also see it here on your screen.

On behalf of Tweed Airport, we thank you for your participation.

The time is now 8:13 p.m., and this meeting is adjourned. Goodnight.

(Whereupon, at 8:13 p.m., the meeting was adjourned.)

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STATE OF NEW YORK )  
SS.  
COUNTY OF NEW YORK )

I, MARC RUSSO, a Shorthand  
(Stenotype) Reporter and Notary Public within and  
for the State of New York, do hereby certify that  
the foregoing pages 1 through 107, taken at the  
time and place aforesaid, is a true and correct  
transcription of my shorthand notes.

IN WITNESS WHEREOF, I have  
hereunto set my name this 17th day of May 2023.



-----  
MARC RUSSO

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