

Welcome!

Tweed New Haven Airport Draft Environmental Assessment Open House and Public Hearing

Agenda

Open House

10:00 AM - 1:00 PM

Break

1:00 PM

Remarks from Elected Officials

1:25 PM

Public Hearing

1:30 PM - 3:30 PM



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Purpose of NEPA

National Environmental Policy Act (NEPA) requires all federal agencies to assess the environmental effects of their Proposed Actions prior to making decisions

White House Council on Environmental Quality establishes regulations federal agencies must follow to comply with NEPA

Federal Aviation Administration (FAA) has published two (2) Orders for implementing NEPA for FAA actions

- Orders 1050.1F and 5050.4B
 - FAA Orders establish the procedures and requirements for complying with NEPA for FAA actions
 - FAA Orders establish the impact level (“thresholds”) of significance
 - The established “Significant Impact Thresholds” are used to determine if the environmental effects of a proposed action or its reasonable alternatives would cause significant environmental effects. Quantitative significance thresholds do not exist for all impact categories.

Environmental Assessment

Three (3) Categories of NEPA Documents

1. Categorical Exclusion
2. Environmental Assessment (EA)
3. Environmental Impact Statement (EIS)

Environmental Assessment is Used When

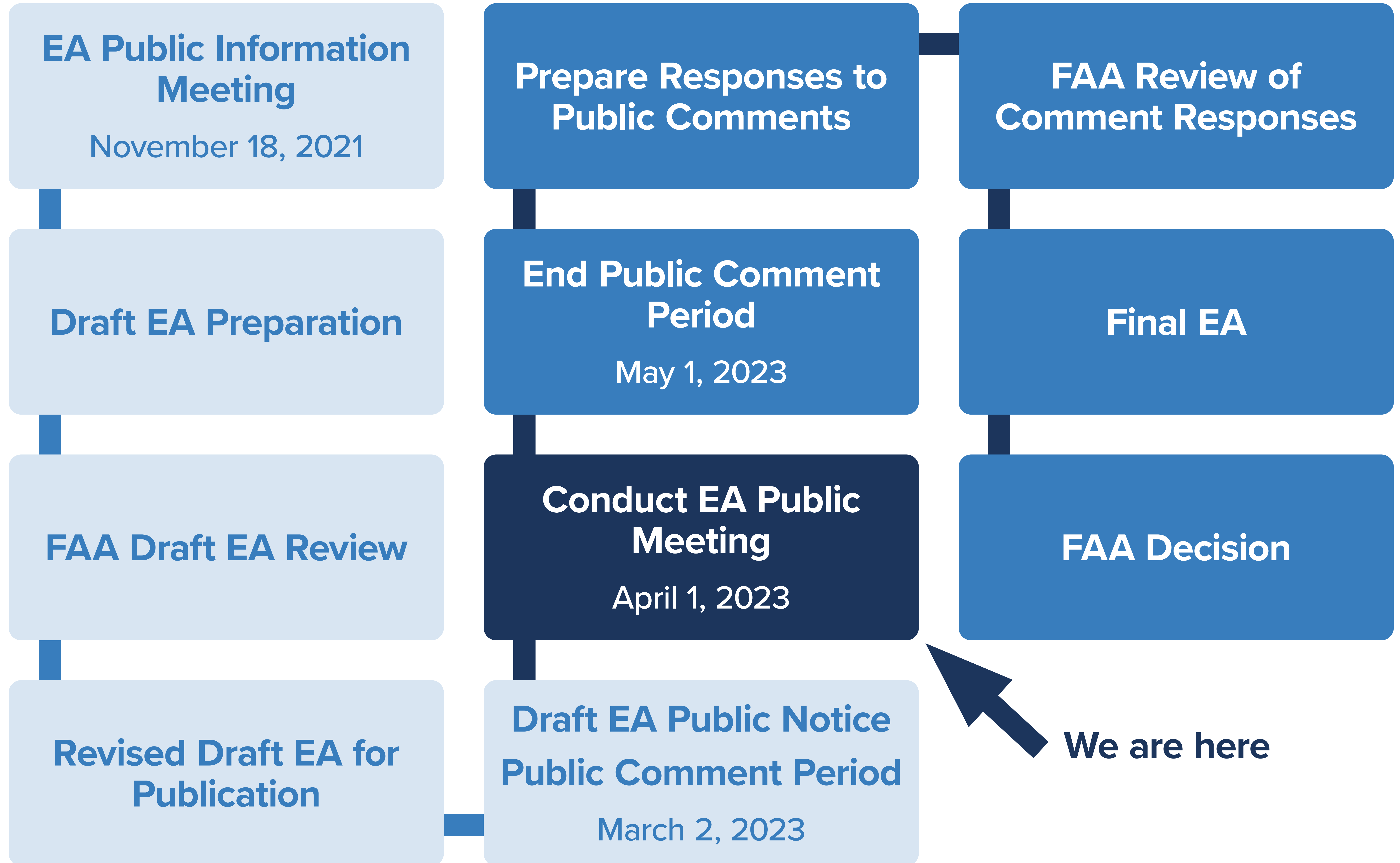
- Proposed Action is not Categorically Excluded
- Potential environmental impacts are unknown

Provides the federal agency with sufficient evidence and analysis for determining whether to prepare an EIS or Finding of No Significant Impact (FONSI)

- Level of analysis sufficient to understand the purpose and need, identify reasonable alternatives, including the no action alternative, and assess potential environmental impacts
- Allows FAA to determine if:
 - An EIS is needed or
 - A FONSI can be issued
 - Proposed Action's impacts would not be significant or
 - Mitigated FONSI can be issued because the Proposed Action's environmental impacts with additional mitigation would not be significant

NEPA Process

Environmental Assessment



Environmental Assessment Contents

Chapters of an Environmental Assessment

1. Introduction / Proposed Action
2. Purpose and Need
3. Alternatives
4. Affected Environment
5. Environmental Consequences

Technical Appendices – provide additional technical detail to support the findings of the Draft EA

- Appendix A: Runway 02-20 Length Eligibility Analysis
- Appendix B: FAA Section 163 Determination
- Appendix C: Agencies Correspondence
- Appendix D: Public Involvement / Public Comments
- Appendix E: PGAL Tweed Airport New Haven East Terminal Development
- Appendix F: Wetland Report
- Appendix G: Environmental Background Information
- Appendix H: SHPO Project Review Package
- Appendix I: Noise and Air Quality Technical Report
- Appendix J: Environmental Justice Screening Report
- Appendix K: Traffic Study for New Terminal Building

Federal Aviation Administration

FAA actions requiring NEPA Review

- Unconditional approval of the Airport Layout Plan which is a graphic representation of the Master Plan recommendations for projects evaluated in the EA
 - Airfield improvements (runway, taxiway, apron, NAVAIDs, etc.)
 - Terminal
- Funding through FAA administered grant programs and Passenger Facility Charges
- Determination whether the proposed action meets applicable design standards
- Determination that the proposed action is reasonably necessary for use in Air Commerce
- Approval of amendments to the HVN Airport Certification Manual

FAA Role in the Environmental Assessment

- Funding
- Oversee development of the Environmental Assessment
 - Develop the scope of work
 - Establish/monitor schedule
 - Technical and legal review of draft documents
- NEPA Determination

FAA's NEPA Determination

- A Finding of No Significant Impact, OR
- Require preparation of an Environmental Impact Statement

Purpose and Need

Provide runway and apron areas sized to safely accommodate aircraft with 150-200 seats (e.g. the Boeing 737 and Airbus A320 aircraft families) serving primarily domestic U.S. markets

- Provide approximately 975-foot runway extension

Construct all facilities to comply with applicable design and safety standards

Accommodate current and forecasted passenger demand during peak hours:

- Terminal gates sized to accommodate the current and projected aircraft fleet mix
- Provide efficient modern space in public areas within the terminal
- Provide optimum level of service as defined by International Air Transport Association
- Comply with Americans with Disability Act requirements
- Provide sufficient terminal curbside space while meeting TSA setback recommendations
- Provide more intuitive and direct roadway connections that minimize use of access corridors through residential areas

Improve the resiliency and sustainability of the terminal

Ensure federal dollars are used wisely, and that building structures would be planned, designed, and constructed to be resilient to climate change as appropriate

Continue and expand HVN's role in regional economy by enhancing convenient access to air travel and job creation in New Haven and East Haven

Purpose and Need

Environmental Assessment

Scenario	Enplanements (Departing Passengers)	Air Carrier/Air Taxi Operations	Total Aircraft Operations
2025 Master Plan Update Forecast	82,273	5,267	25,219
2021 (actual)	29,372	3,600	40,031
2022 (actual)	351,506	5,650	26,372
2026 No Action	665,334	11,680	35,321
2026 Proposed Action	665,334	9,928	33,569
2031 No Action	1,222,551	19,856	43,702
2031 Proposed Action	1,222,551	16,352	40,198

The “No Action” refers to continuing with the course of action with the existing West Terminal, and the existing operations would grow consistent with the forecast.

Implementation of the Proposed Action would reduce the number of aircraft operations when compared to the “No Action” alternative due to the expected change in the fleet mix and use of aircraft with greater passenger capacity.

The EA Analysis assumes a two-year construction phase ending in 2026.

Purpose and Need

Environmental Assessment

Terminal Functional Area	Existing Terminal	2031 Terminal Needs*	Terminal Deficiency
Number of Gates	3 Gates	4 Gates	-1 Gate
Check-In/Ticketing	1,648 SF	5,225 SF	-3,577 SF
Outbound Baggage Screening and Makeup	751 SF	3,450 SF	-2,699 SF
Passenger Security Screening Checkpoint	1,356 SF	11,615 SF	-10,259 SF
Secure Hold rooms	3,376 SF	9,800 SF	-6,424 SF
Baggage Claim and Inbound Baggage Handling	7,769 SF	8,785 SF	-1,016 SF
Concessions	1,090 SF	10,175 SF	-9,085 SF
Total	32,860 SF	79,825 SF	-46,965 SF
Aircraft Parking Positions	5	8	-3

* Based on 1,222,551 annual enplanements and “optimum” level of service as defined by International Air Transport Association

Alternatives Analysis

Considerations in the Alternatives Development

- Known Physical Constraints
 - Avoid impacting high function and value wetlands
 - Well documented flood history of existing terminal
- Focus on redevelopment of previously disturbed and filled airfield
- Well defined airfield and airspace constraints limit developable area

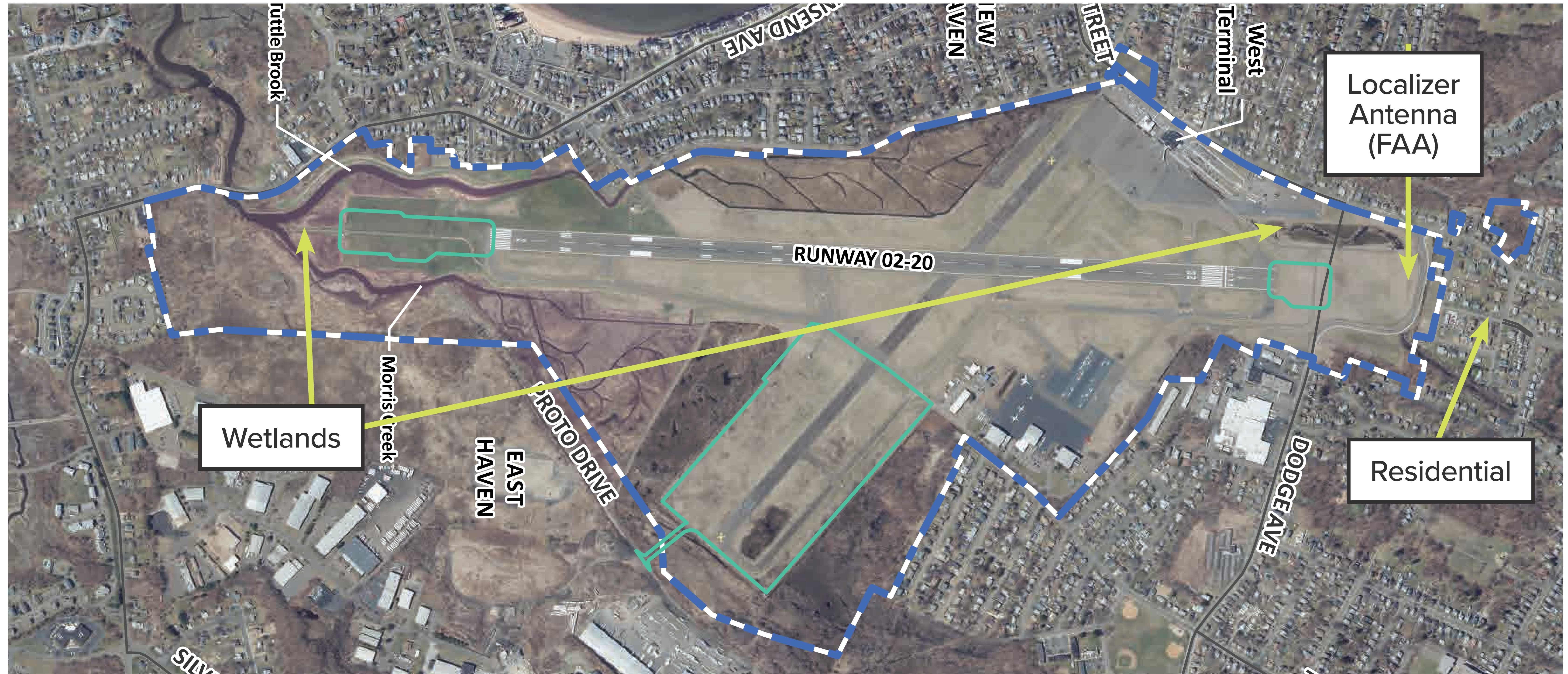
Alternatives Evaluation Criteria

- Fulfills purpose and need
- Land use compatibility
- Flexibility to accommodate existing and future demand
- Level of service and operational efficiency

No Action Alternative carried to end of process for baseline comparison



Runway Constraints



Constructability

FAA Airport Design Standards

- Advisory Circular 150/5300-13B
 - Runway safety area
 - Runway object free area
- Airspace

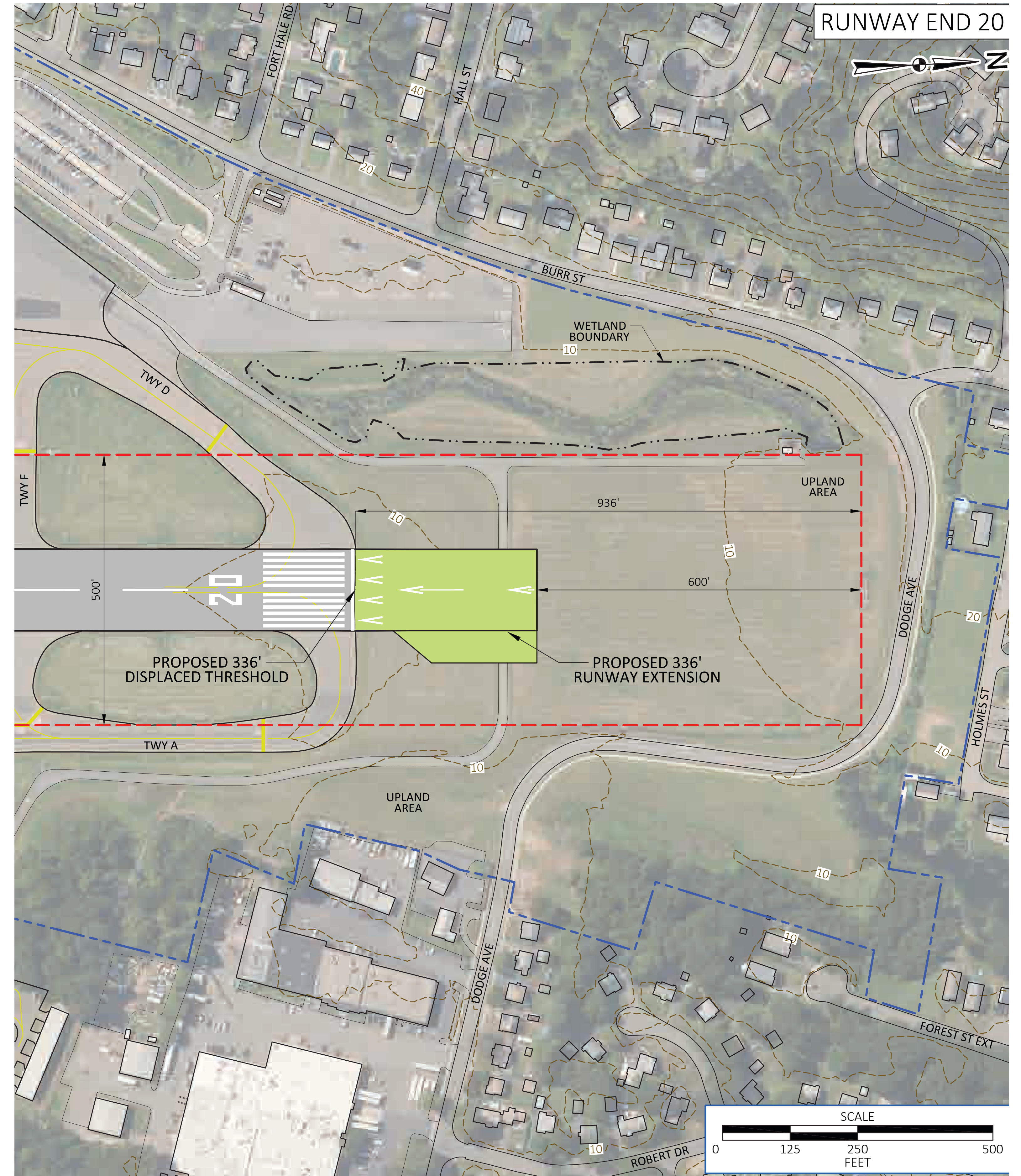
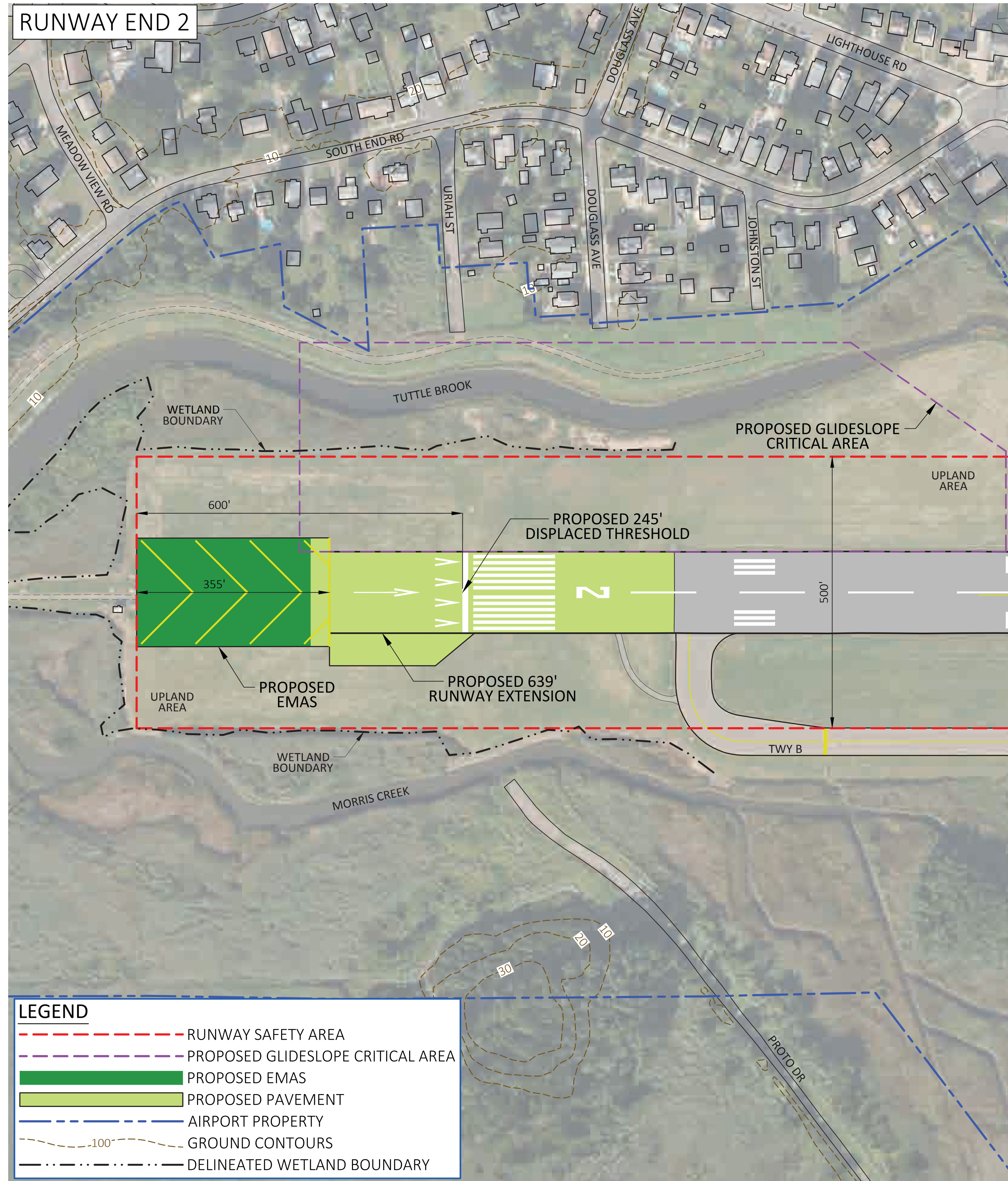


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Runway Preferred Alternative (#2)

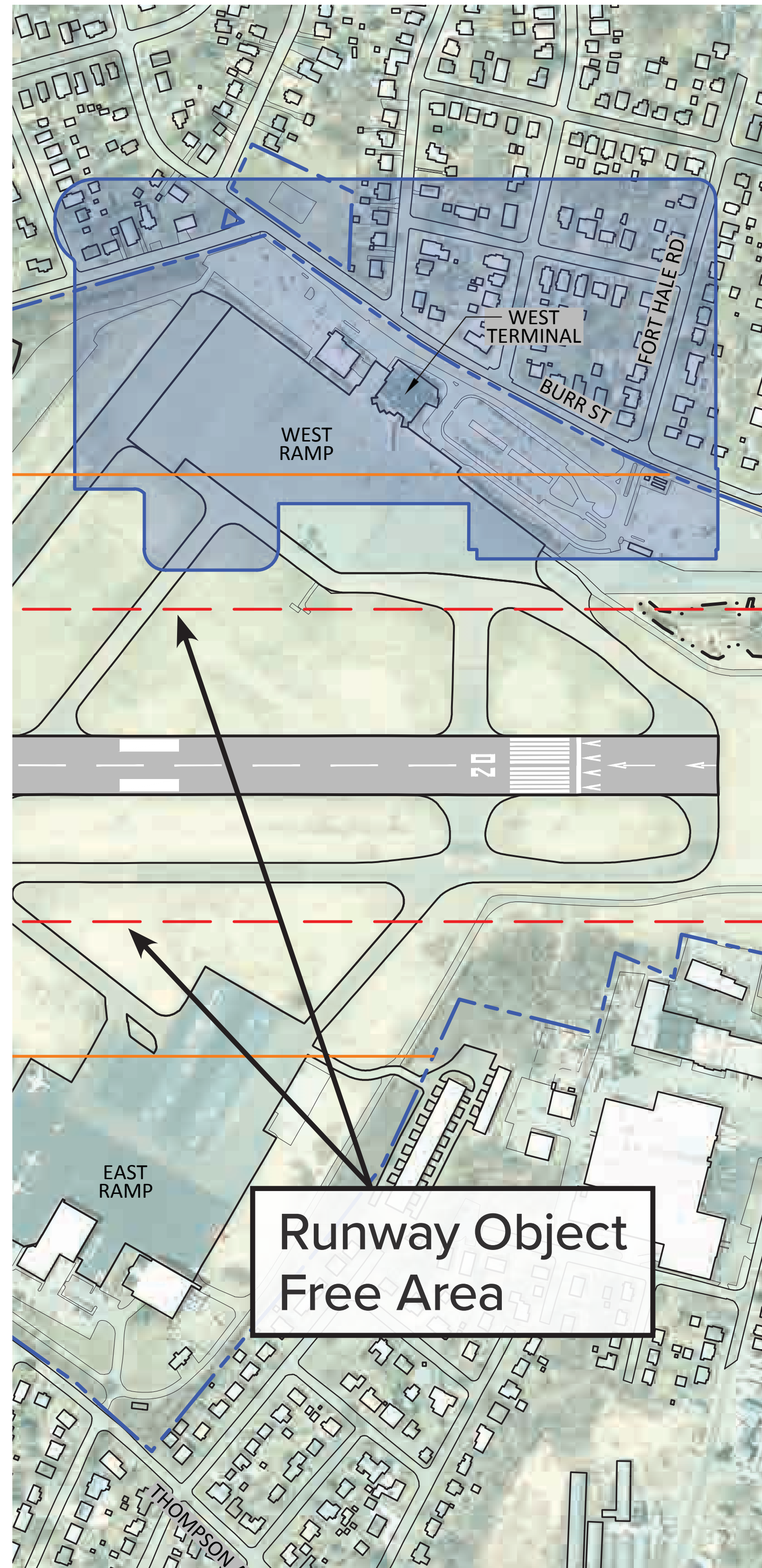


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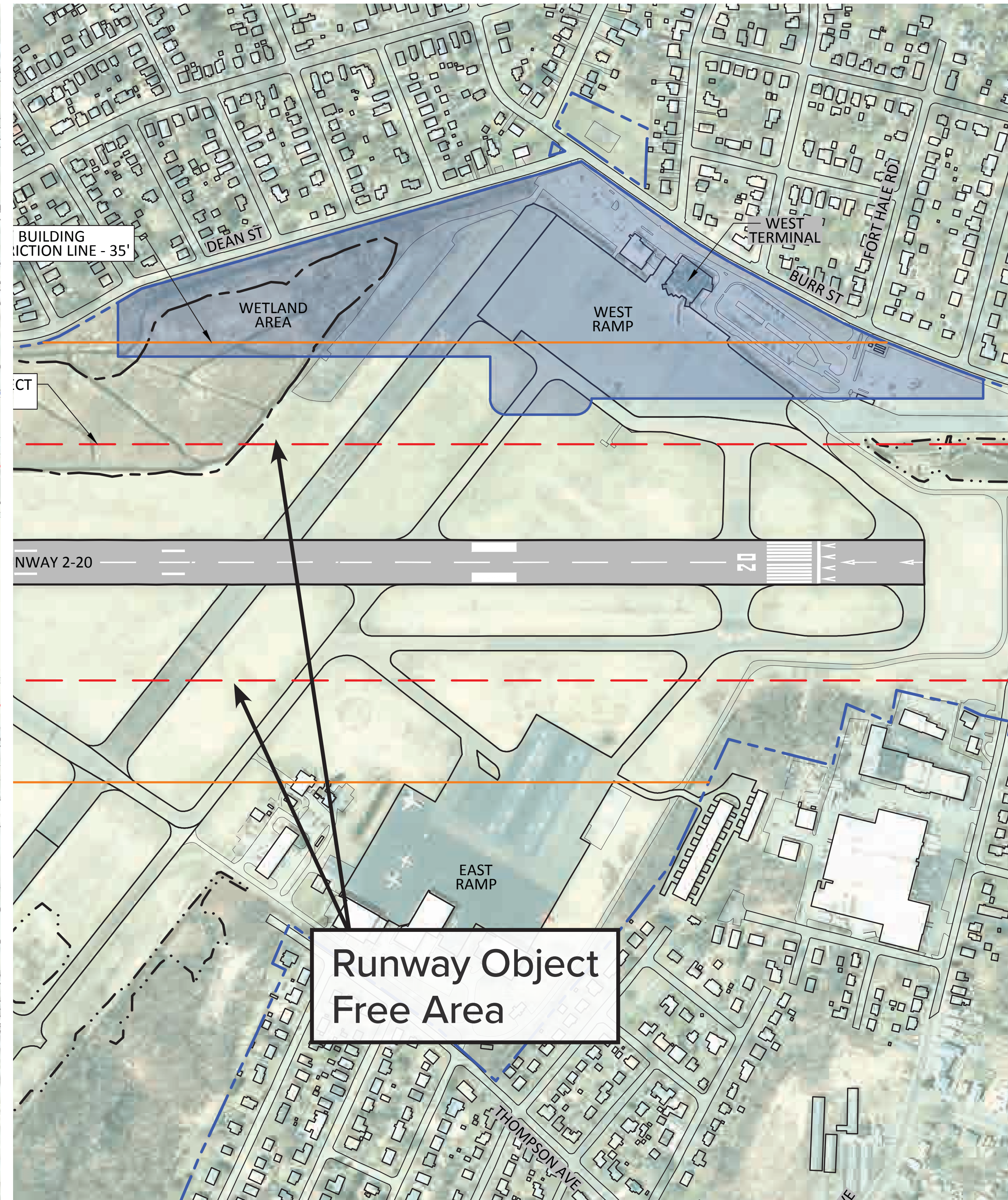
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West Side Redevelopment Scenarios



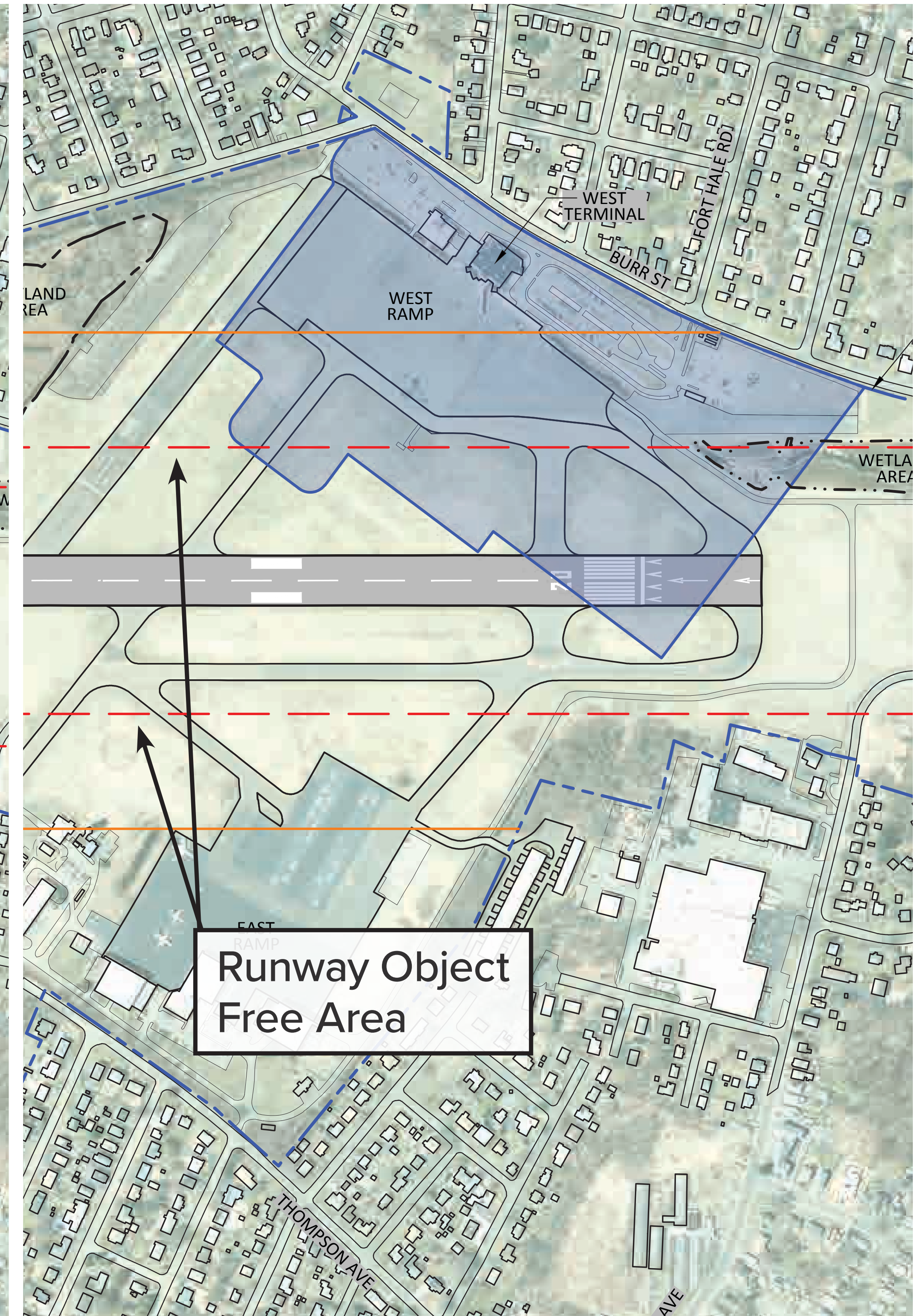
Land Use Constraints

This alternative would require significant land acquisition.



Tidal Wetland Constraints

This alternative would result in higher wetlands impacts.



Airfield Constraints

This alternative overlaps the existing runway.



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Terminal Preferred Alternative #2

Environmental Assessment



Proposed Action



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Proposed Action

Proposed Action		
Airside	Runway 02-20 Extension	<ul style="list-style-type: none"> • Extension of Runway 02-20, which entails approximately additional 639 feet at Runway 02 end and 336 feet at Runway 20 end. • Adjust runway elevation and profile to comply with FAA standards. • Construction of Engineered Material Arresting System (EMAS) at Runway 02 end. • Existing medium intensity approach lighting system would be removed and replaced by runway end identifier lights
Landside	Terminal	<ul style="list-style-type: none"> • Construction of a new approximately 80,000 SF terminal building (“East terminal”) with four (4) gates and two (2) additional boarding positions (6 total). • Existing terminal would be used to support airport administration and operations.
	Aircraft Apron	<ul style="list-style-type: none"> • Construction of a new 462,500 SF aircraft apron the aircraft apron would include two (2) Remain Overnight (RON) parking positions. The aircraft apron would include a collection system for spent aircraft de-icing fluid.
	Parking and Roadway	<ul style="list-style-type: none"> • Construction of approximately 4,000 new parking spaces consisting of a combination of surface parking and parking garage • Construction of a bridge and new two-lane airport access road from Proto Drive and associated improvements.
		<ul style="list-style-type: none"> • Incidental grading, stormwater drainage, and pavement markings • Relocate, adjust, and calibrate navigation aids for the relocated Runway 02 threshold. • Install runway edge lighting, guidance signs, and other accessory features to fully comply with FAA design standards.
		<ul style="list-style-type: none"> • Security fencing and access gate relocation/ installation. • Incidental related site work.
		<ul style="list-style-type: none"> • Construction of an access taxiway from the terminal apron to the existing Taxiway B. • Removal of a FAA-owned decommissioned navigation equipment • Incidental site work
		<ul style="list-style-type: none"> • Installation of electrical lighting, wayfinding, signage, landscaping associated with new parking. • Incidental site work

Affected Environment

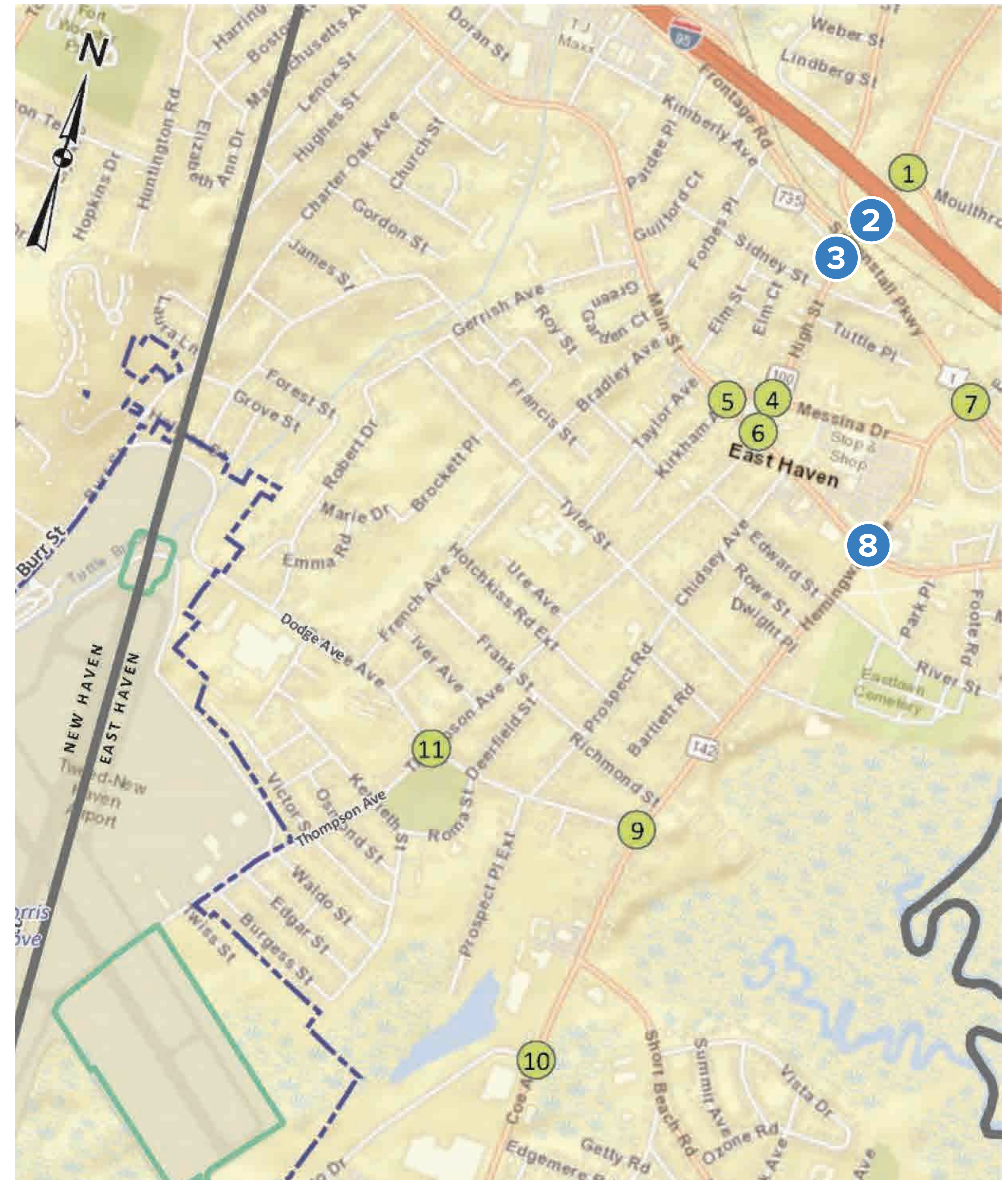
Per FAA Orders 1050.1F and 5050.4B the following are analyzed:

- Air Quality
- Biological Resources (fish, wildlife, plants)
- Climate
- Coastal Resources
- DOT Section 4(f) and 6(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise Compatible Land Use
- Socio-economics
- Environmental Justice
- Children's Health and Safety Risks
- Traffic
- Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater, Wild and Scenic Rivers)

Air Quality - Traffic

Signalized Intersection Analysis

- Pollutant concentrations of carbon monoxide and particulate matter were predicted from additional vehicles during construction (2026) and operation of the airport
- 3 worst-operating intersections (of the 11 analyzed):
 - **#2:** High Street Route 100 & I95 NB On Ramp (Exit 52)
 - **#3:** High Street Route 100 & Kimberly Avenue
 - **#8:** Hemingway Avenue Route 142 & Main Street
- Modeling Results: all would be below NAAQS for 2026 and 2031



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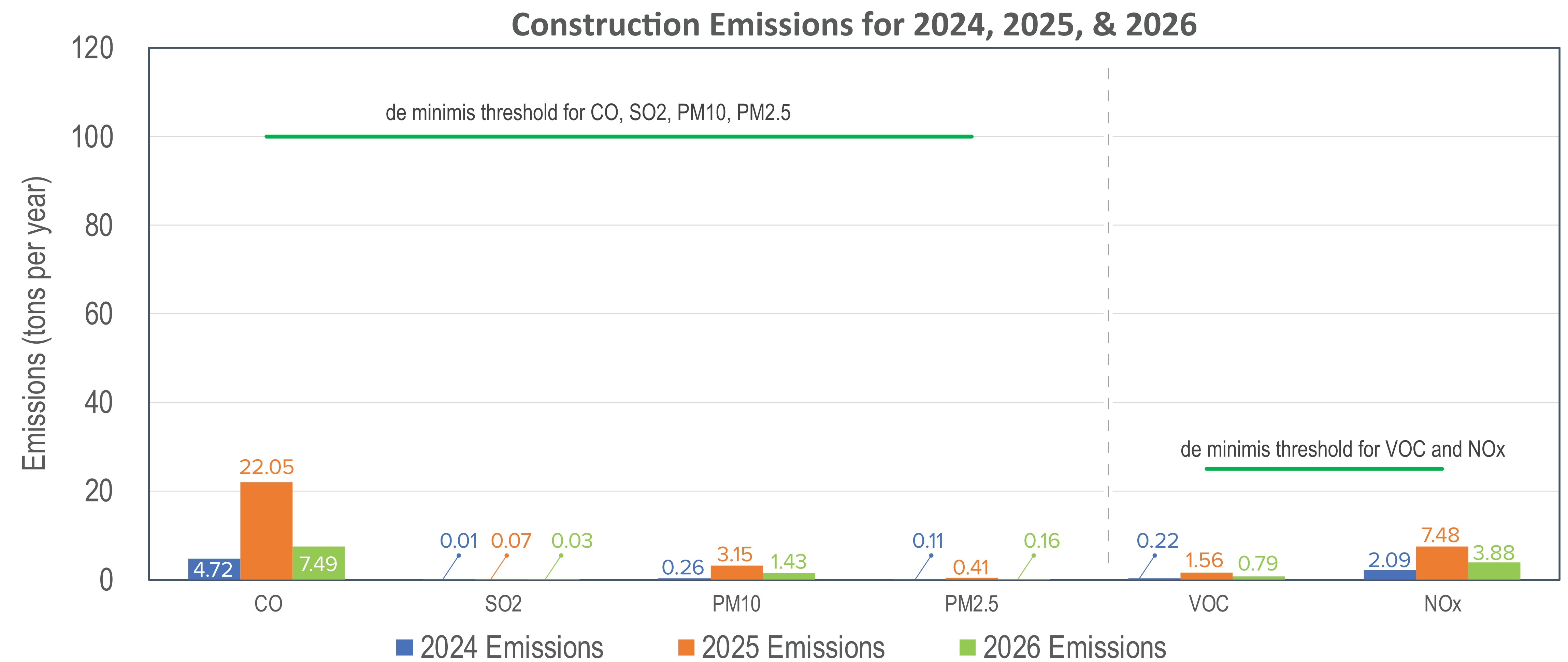
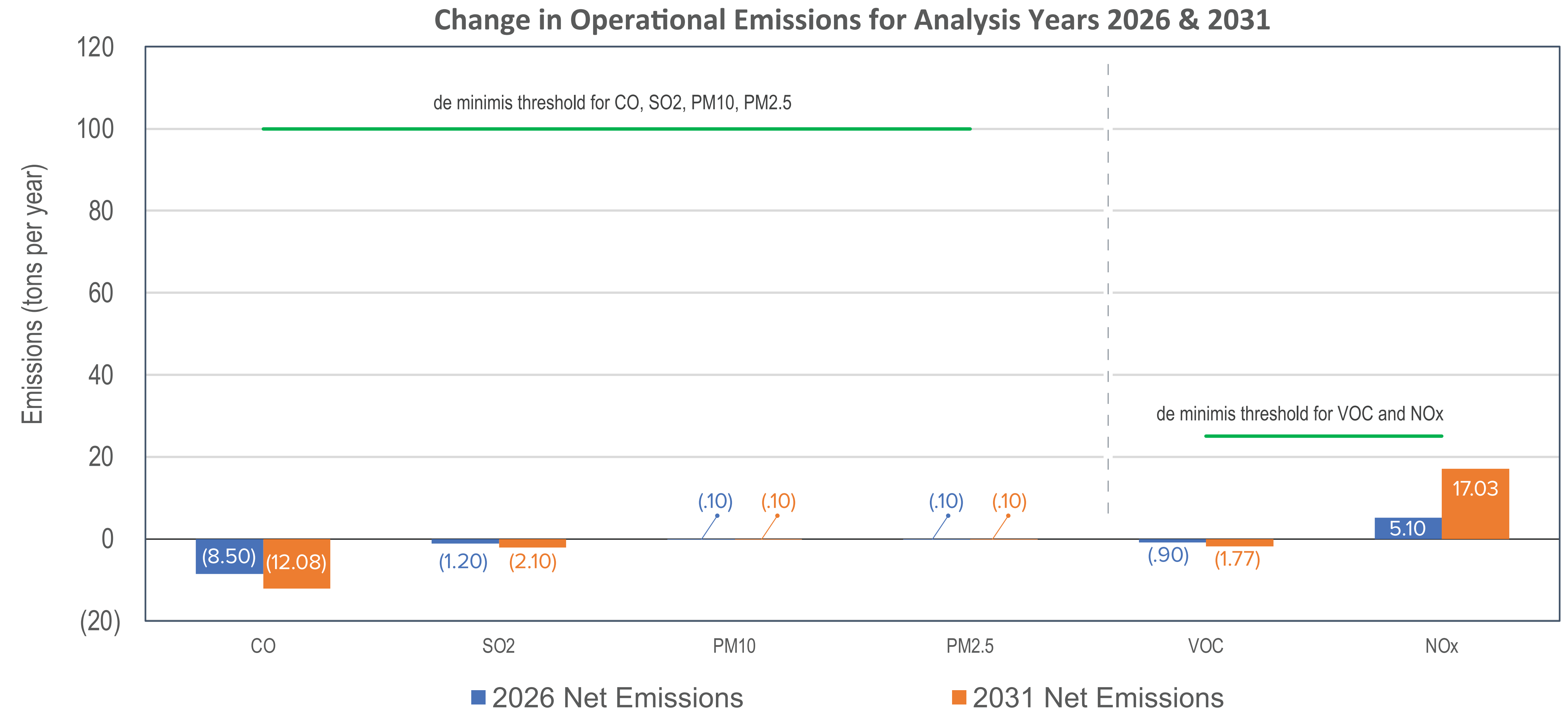


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Air Quality – Operation & Construction

General Conformity Applicability Analysis

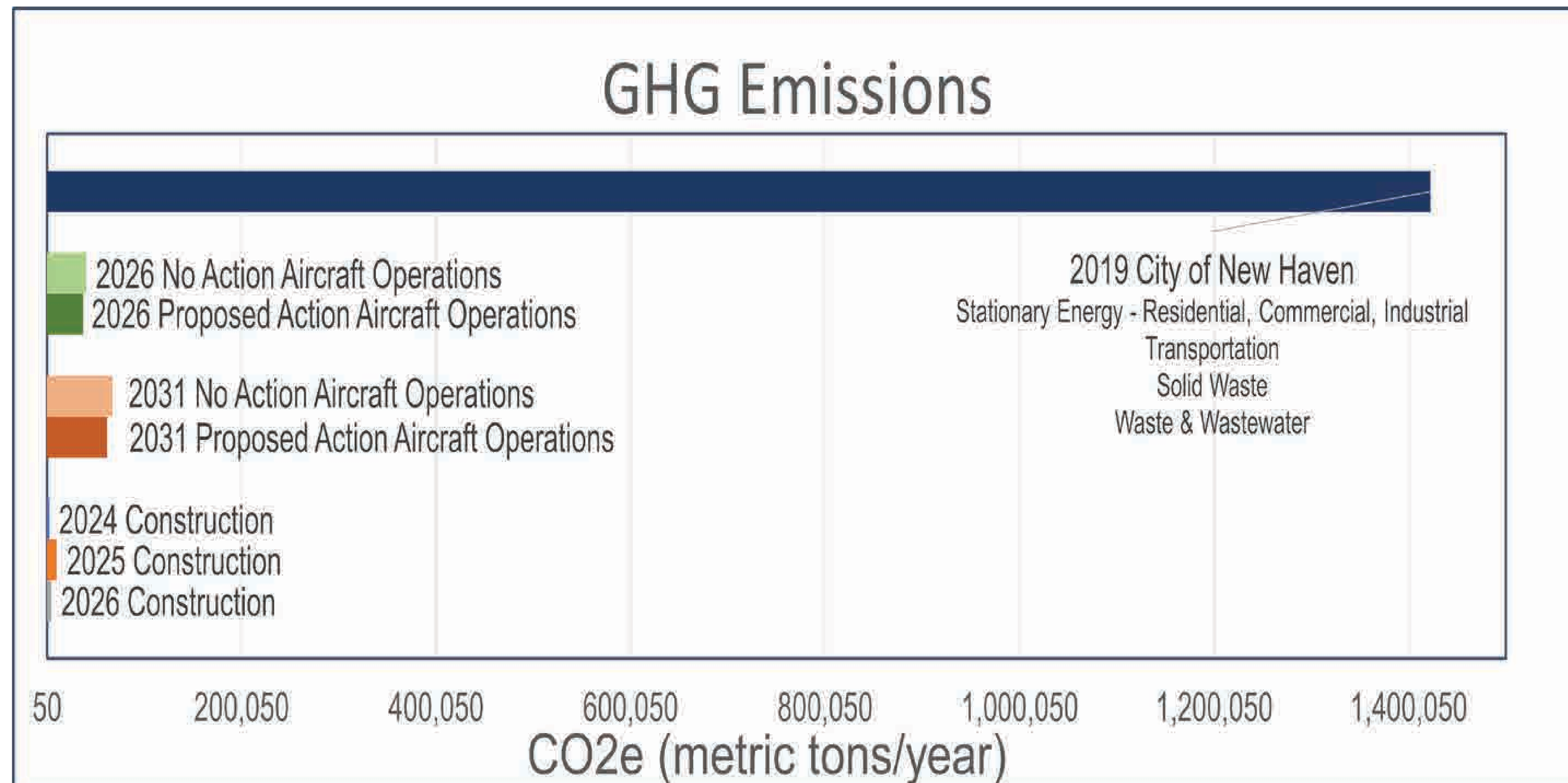
- Net Operational and construction emissions are all below EPA *de minimis* thresholds
- No significant air quality impacts would result from construction or operation of the Proposed Action



Air Quality - Climate

Greenhouse Gas (GHG) Emissions and Climate Analysis

- GHG emissions inventory prepared pursuant to FAA guidance for construction (2024 – 2026) and operations (2022, 2026, and 2031)
- EPA has no applicable GHG significance thresholds established to date
 - Any additional GHG emissions from construction and operation of the Proposed Action would comprise a very small fraction of City of New Haven 2019 GHG emissions inventory, and GHG emissions from aircraft are expected to decrease, compared to the No Action
- Proposed Action incorporates resiliency into design to mitigate GHGs and account for predicted climate changes



Airport Noise Assessment Metrics

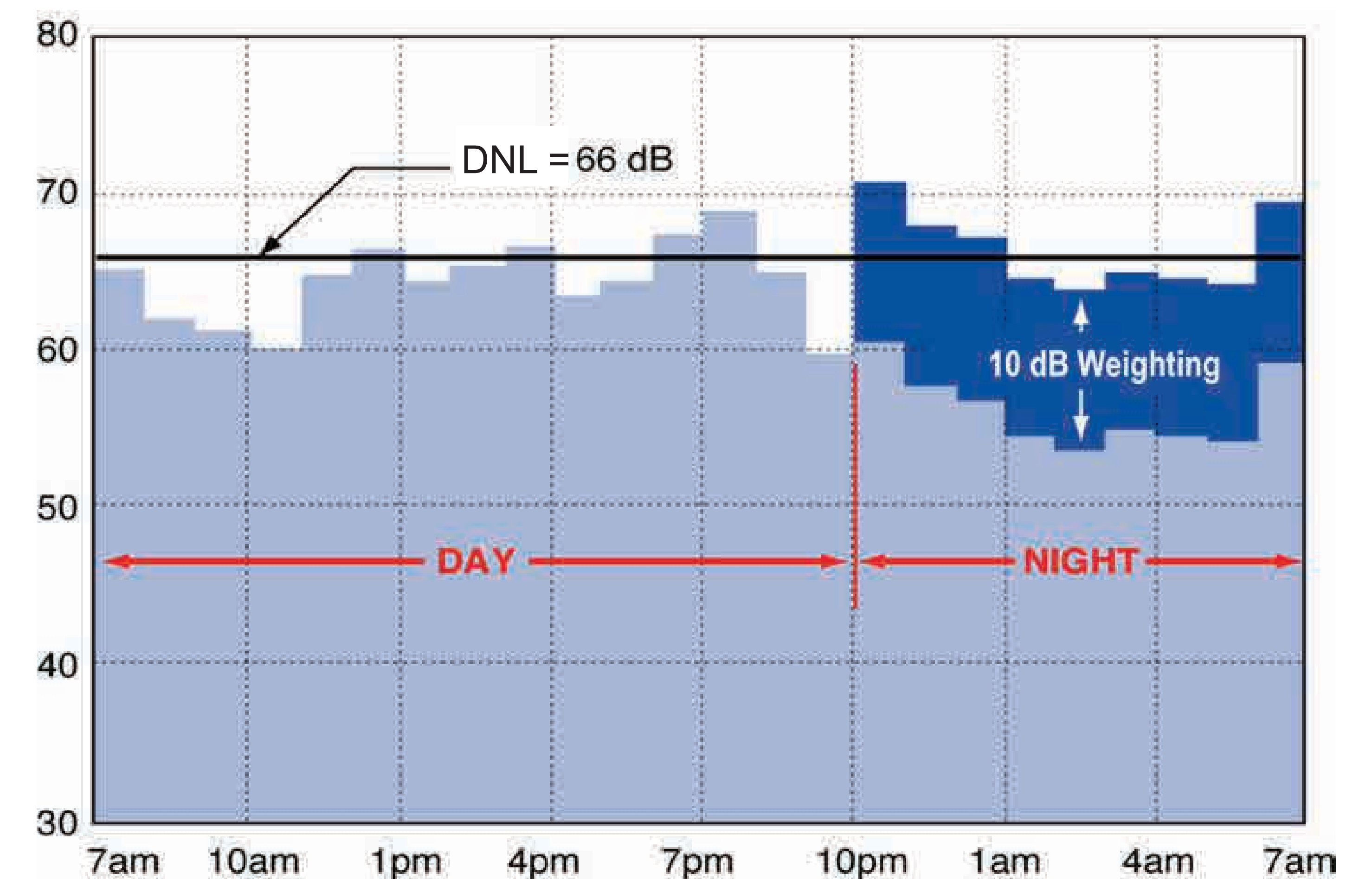
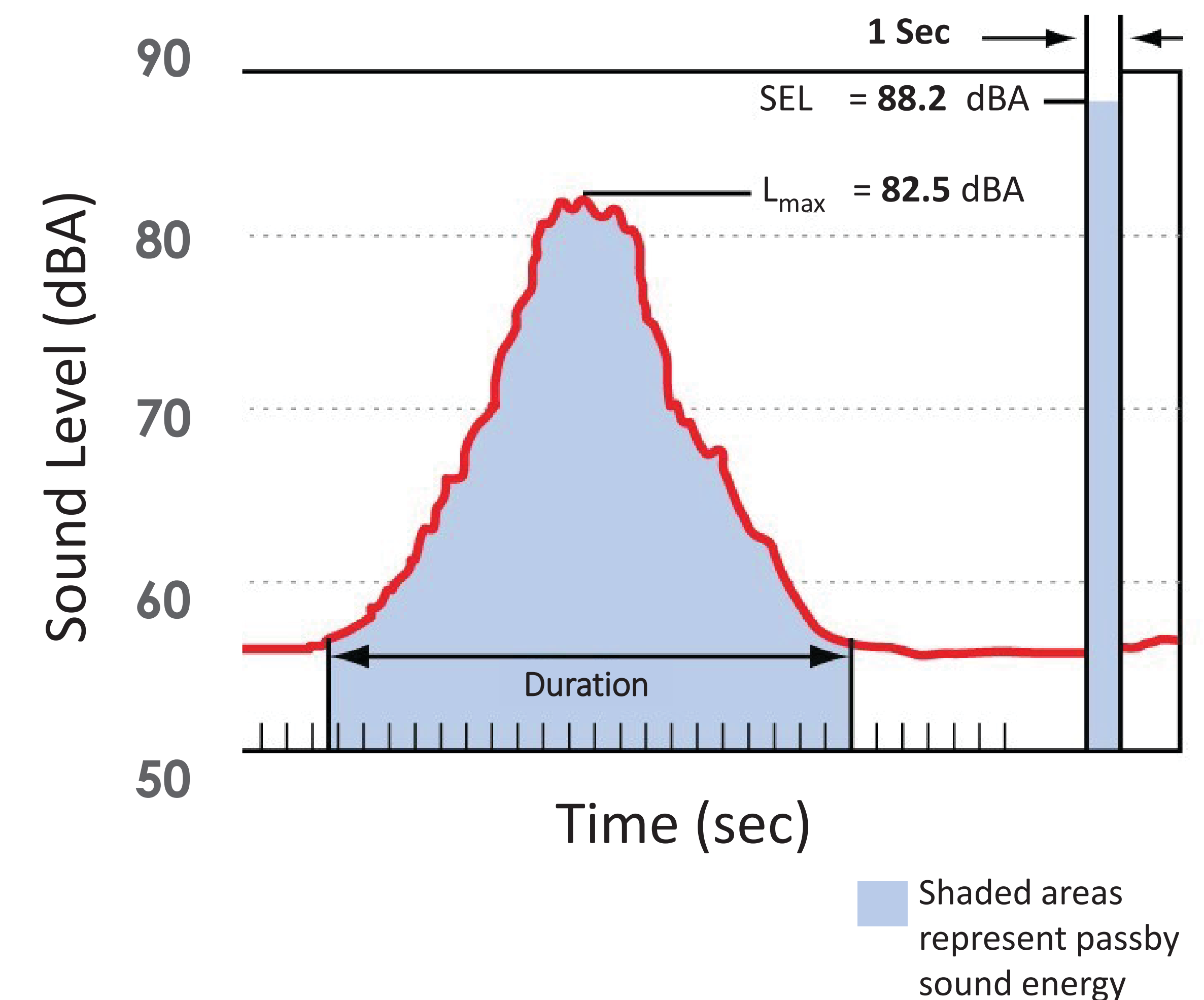
We hear sounds as “events”

- **L_{max}** is the peak level reached (intensity)
- **Duration** is how much time the noise is over a certain threshold
- **Sound Exposure Level (SEL)** measures the event “noisiness” (intensity and duration)
- SEL values are used to calculate the hourly levels and DNL caused by aircraft

FAA requires the DNL metric for evaluating potential noise impact

DNL is Day Night Average Sound Level

- Calculated by either summing hourly levels or SEL values of individual events
- Weights nighttime (10 p.m. to 7 a.m.) hourly levels or individual events by 10 decibels (dB)
- Accounts for:
 - Event “noisiness” (intensity and duration)
 - Frequency of noise events
 - Time of day when events occur



Noise and Noise Compatible Land Use

The EA evaluated aircraft flight operations, aircraft ground noise and noise levels at all noise-sensitive sites within the Study Area for two future years. Changes in noise between the No Action and Proposed Action were assessed using FAA criteria.

FAA Thresholds for Significant or Reportable Changes in Noise			
	65 DNL or Greater	Greater than or equal to 60 DNL but less than 65 DNL	Greater than or equal to 45 DNL but less than 60 DNL
Minimum Change in DNL with Alternative	1.5 dB	3.0 dB	5.0 dB
Level of Impact	Significant	Reportable	Reportable

Source: FAA Order 1050.1F Desk Reference, Chapter 11

Key Findings:

- The 2031 Proposed Action results in 238 housing units exposed to DNL 65 or greater, which is 49 housing units less than the No Action alternative
- 81 of the 238 housing units have been previously sound insulated by HVN
- Of the 157 housing units not previously mitigated by HVN, 54 would be exposed to a significant noise impact and would be eligible for mitigation as part of the proposed project
- The remaining 103 homes may be eligible for mitigation as part of an update to the airport's Part 150 program
- Two noise sensitive sites are exposed to DNL 65 or greater under both the No Action and Proposed Action Alternatives

Noise Modeling Assumptions

Aircraft Operations

Annual and Average Annual Daily Aircraft Operations for Existing and Forecast Cases

Source: MJ Airport Master Plan Forecast, Avelo flight schedule, Avelo letter of intent, and HMMH, 2021

Annual Operations						
Scenario	Air Carrier	Air Taxi	GA Itinerant	GA Local	Military	Total Operations
Existing Conditions	8,760	3,384	10,206	9,525	457	32,332
2026 No Action	11,680	3,335	10,267	9,582	457	35,321
2026 Proposed Action	9,928	3,335	10,267	9,582	457	33,569
2031 No Action	19,856	3,241	10,422	9,726	457	43,702
2031 Proposed Action	16,352	3,241	10,422	9,726	457	40,198

Annual Average Day Operations						
Scenario	Air Carrier	Air Taxi	GA Itinerant	GA Local	Military	Total Operations
Existing Conditions	24.0	9.3	28	26.1	1.3	88.6
2026 No Action	32.0	9.1	28.1	26.3	1.3	96.8
2026 Proposed Action	27.2	9.1	28.1	26.3	1.3	92
2031 No Action	54.4	8.9	28.6	26.6	1.3	119.7
2031 Proposed Action	44.8	8.9	28.6	26.6	1.3	110.1

Runway Use

Modeled Runway Use Percentages for Air Carrier Aircraft

Source: 2019 HVN radar flight track data, HMMH, 2021

Scenario	Arrivals		Departures	
	2	20	2	20
Existing Conditions	62%	38%	34%	66%
2026 No Action	56%	44%	34%	66%
2026 Proposed Action	56%	44%	34%	66%
2031 No Action	56%	44%	34%	66%
2031 Proposed Action	56%	44%	34%	66%

Note: Future arrival runway use was adjusted from existing to reflect expected increase in south flow.



Noise Analysis – Existing Conditions

Existing Conditions Represent 2022

Residences previously sound-insulated by airport are color coded on the map

Noise sensitive locations (non-residential) within the study area:

1. Nathan Hale School
2. East Shore Senior Center
3. St. Bernadette Church
4. Ms. Shaina’s Neighbor School
5. East Haven Adult Education
6. Little Bear’s Day Care
7. Former East Haven High School



Note: Figure included in Appendix I: Noise and Air Quality Technical Report

Note: RSIP = Residential Sound Insulation Program



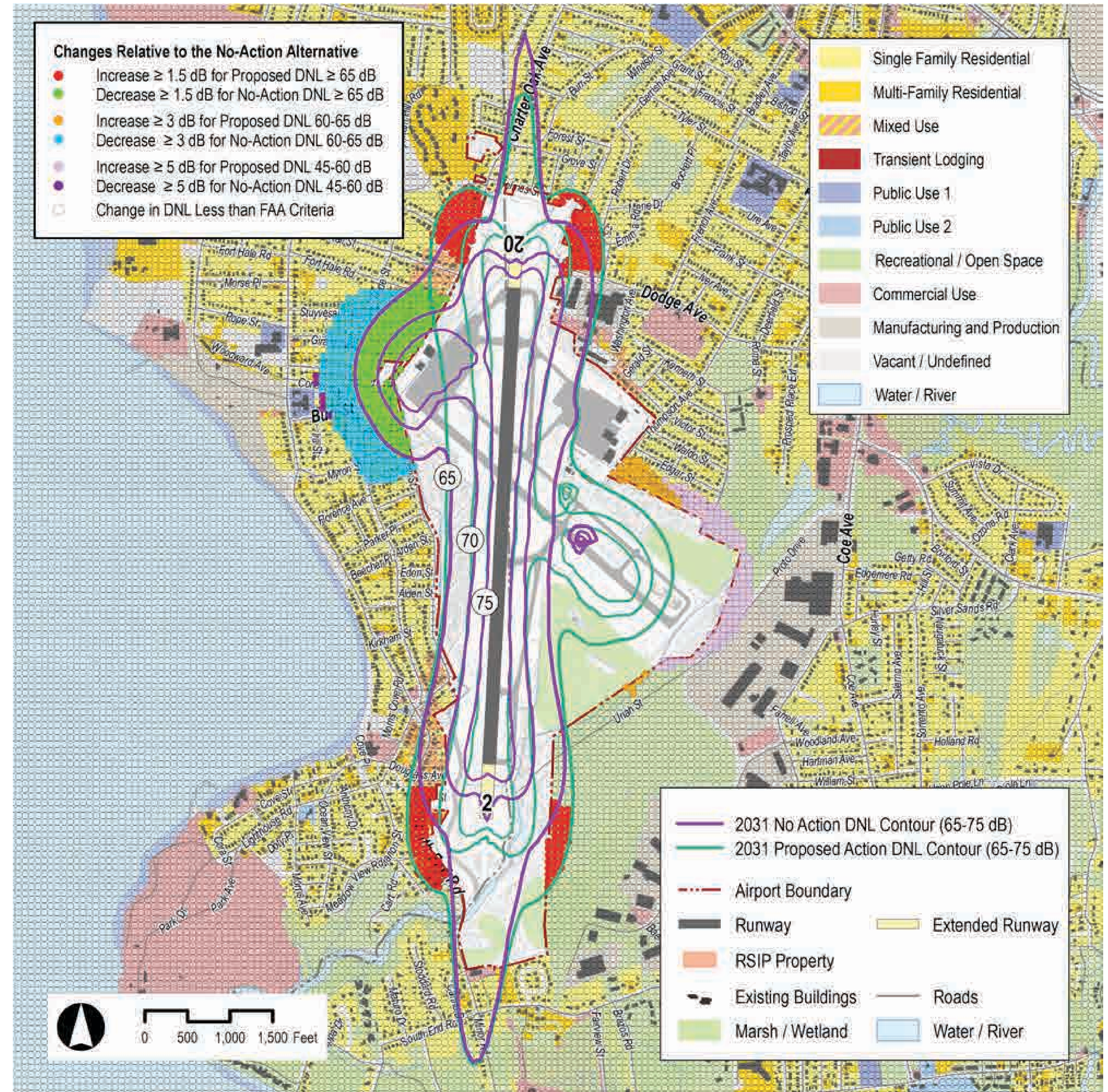
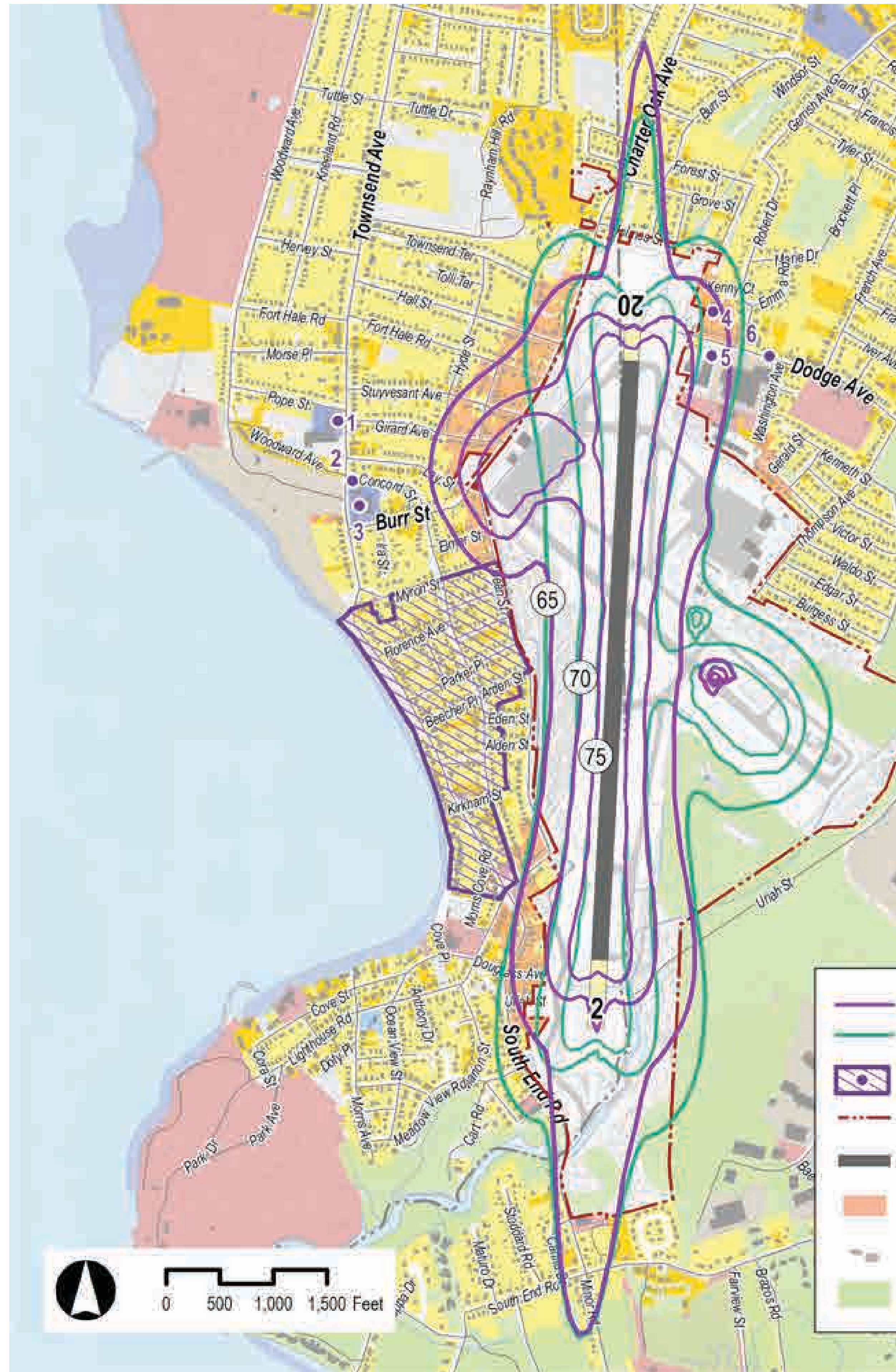
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Noise Analysis – Future Conditions

Proposed Action Comparison to No Action Alternative



Note: Figure included in Appendix I: Noise and Air Quality Technical Report
 Note: RSIP = Residential Sound Insulation Program



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Floodplains

- ≈ 61,300 CY of Fill Required
 - Runway profile
 - Terminal area construction
- Floodplain ordinances require “zero net fill”
- Preliminary analysis ≈ 90,000 CY of compensatory cut opportunities available on-site
- Flood resiliency measures incorporated
 - Terminal constructed on columns
 - Finished floor elevation above flood elevation
 - Critical terminal infrastructure sited above flood elevation (rooftop or mezzanine)
 - Hardened flood resistant infrastructure
 - Drainage design to account for site conditions
- Replacement terminal less susceptible to flooding when compared to existing
- No significant impact on floodplains expected



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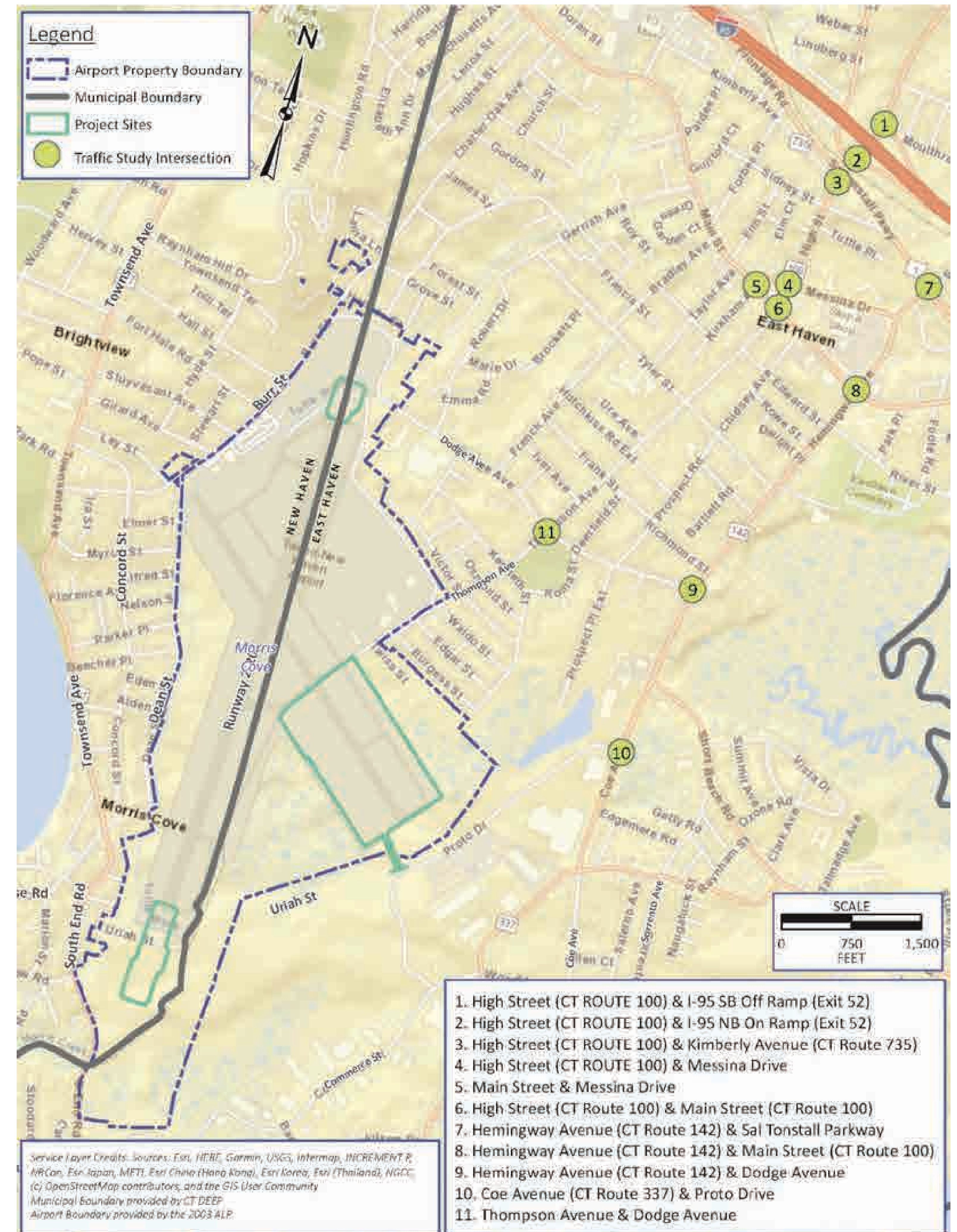


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Traffic

Traffic Study

- Study area intersections identified in coordination with CTDOT based on expected travel patterns during typical conditions
- Overall travel demand would be similar to the No Action Alternative
- The Proposed Action would result in a change in access patterns to proposed terminal and traffic operations:
 - One (1) additional intersection that would operate at an overall Level of Service (LOS) F at Coe Avenue and Proto Drive
 - Proposed mitigation (new traffic signal) at Coe Avenue and Proto Drive would improve overall intersection LOS



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Traffic

Traffic Study

- Two (2) additional roadway segments with longer queues
 - Hemingway Avenue northbound between Edward Street and Main Street
 - Main Street westbound between Hemingway Avenue and High Street
- One (1) additional intersection would operate at an overall acceptable LOS (D or better) but have critical movements at LOS E or F
 - Route 1 and Hemingway Avenue
- The Proposed Action would not significantly impact traffic operations at Study Area intersections

**Overall Intersection Level of Service Summary
Future No Action and Proposed Action Conditions**

ID	Intersections	No Action (2031)		Proposed Action No Improvements (2031)		Proposed Action With Improvement at Coe Ave with Proto Dr (2031)	
		Morning Peak Hour	Midday Peak Hour	Morning Peak Hour	Midday Peak Hour	Morning Peak Hour	Midday Peak Hour
1	High Street (Rte 100) & I-95 SB Off Ramp (Exit 52)	B	C	B	C	B	C
2	High Street (Rte 100) & I-95 NB On Ramp (Exit 52)	C	F	C	F	C	F
3	High Street (Rte 100) & Kimberly Avenue (Rte 735)	B	E	B	E	B	E
4	High Street (Rte 100) & Messina Drive	B	B	B	B	B	B
5	Main Street & Messina Drive	B	B	B	B	B	B
6	High Street (Rte 100) & Main Street (Rte 100)	C	C	C	C	C	C
7	Hemingway Avenue (Rte 142) & Saltonstall Parkway (Rte 1)	C	C	C	C	C	C
8	Hemingway Avenue (Rte 142) & Main Street (Rte 100)	C	D	D	D	D	D
9	Hemingway Avenue (Rte 142) & Dodge Avenue	B	B	B	B	B	B
10	Coe Avenue (Rte 337) & Proto Drive	C	C	F	F	B	B
11	Thompson Avenue & Dodge Avenue	A	B	A	A	A	A

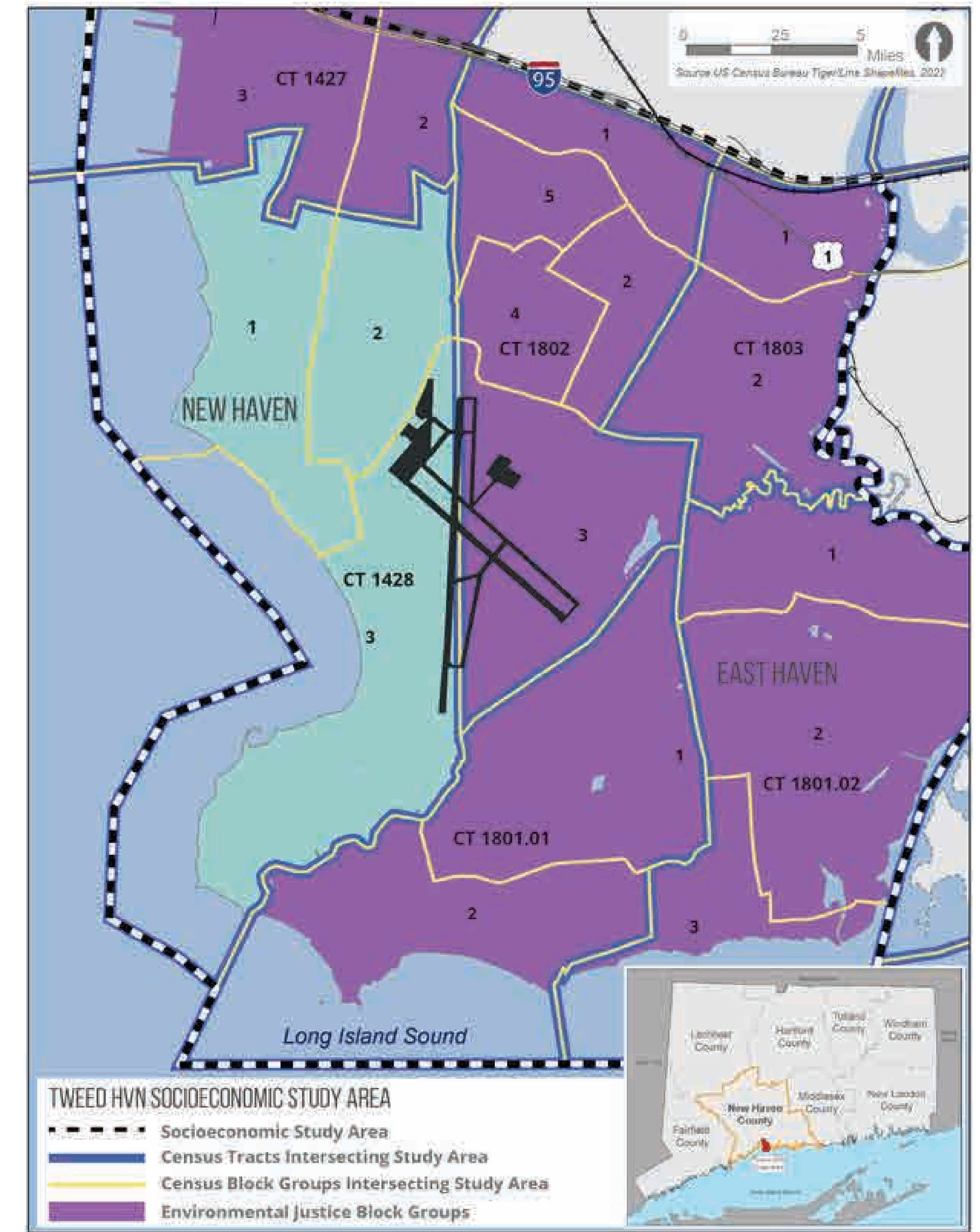
Environmental Justice

Environmental Justice Analysis

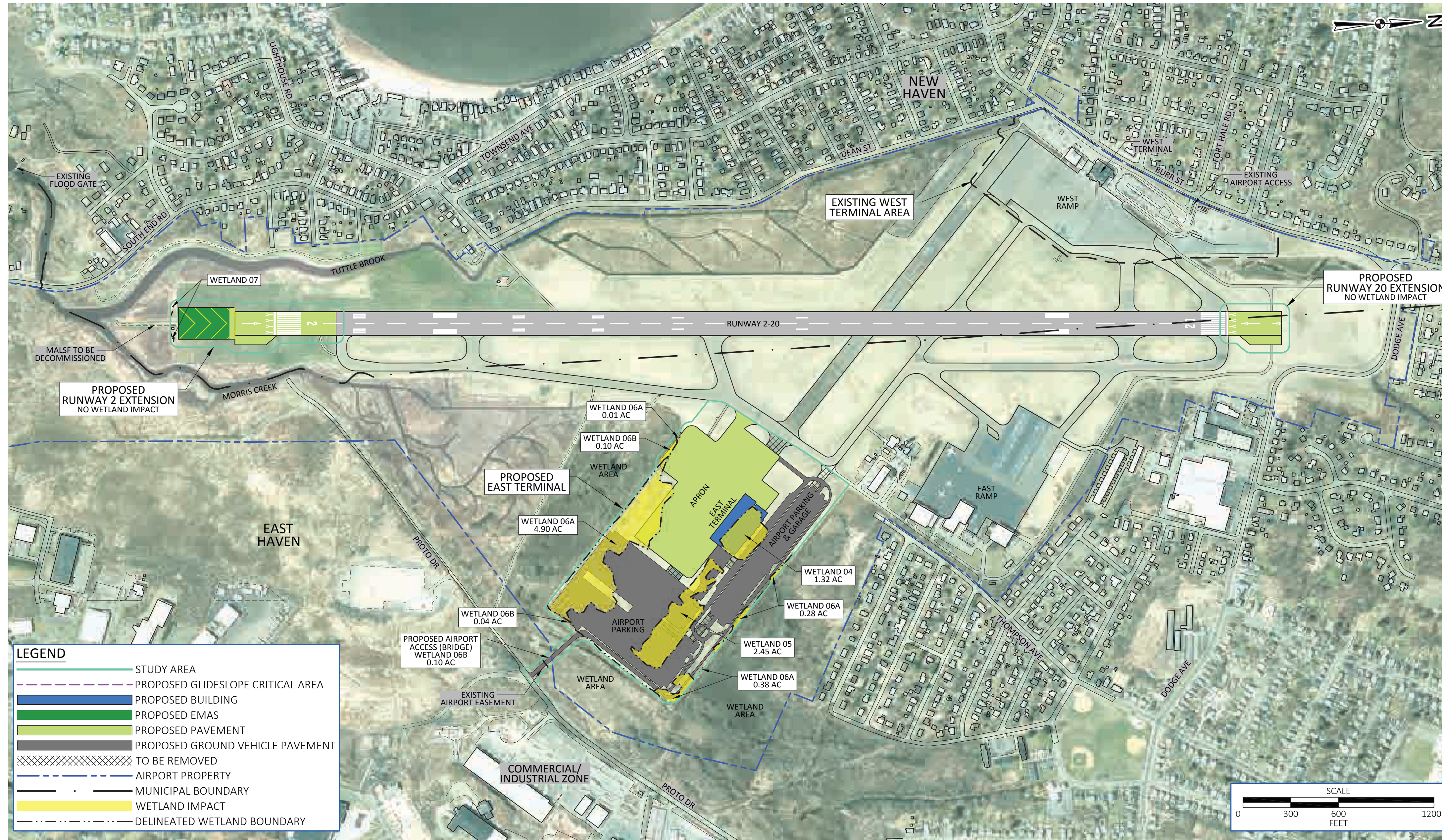
- No off-airport impacts to floodplains
- Change in air quality emissions would be below *de minimis* thresholds
- Fewer total housing units within the Proposed Action 65 DNL contour in EJ Census Block Groups
- Fewer housing units exposed to a 1.5 dB increase or more in EJ Census Block Groups
- Temporary construction noise and vehicle delays would be minimized
- Overall intersection Levels of Service at Study Area intersections would be maintained or improved with proposed mitigation
- No disproportionately high and adverse impacts on Environmental Justice populations are expected from the Proposed Action

US EPA Environmental Justice Definition

- EPA defines Environmental Justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
- Fair treatment means no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.



Wetlands



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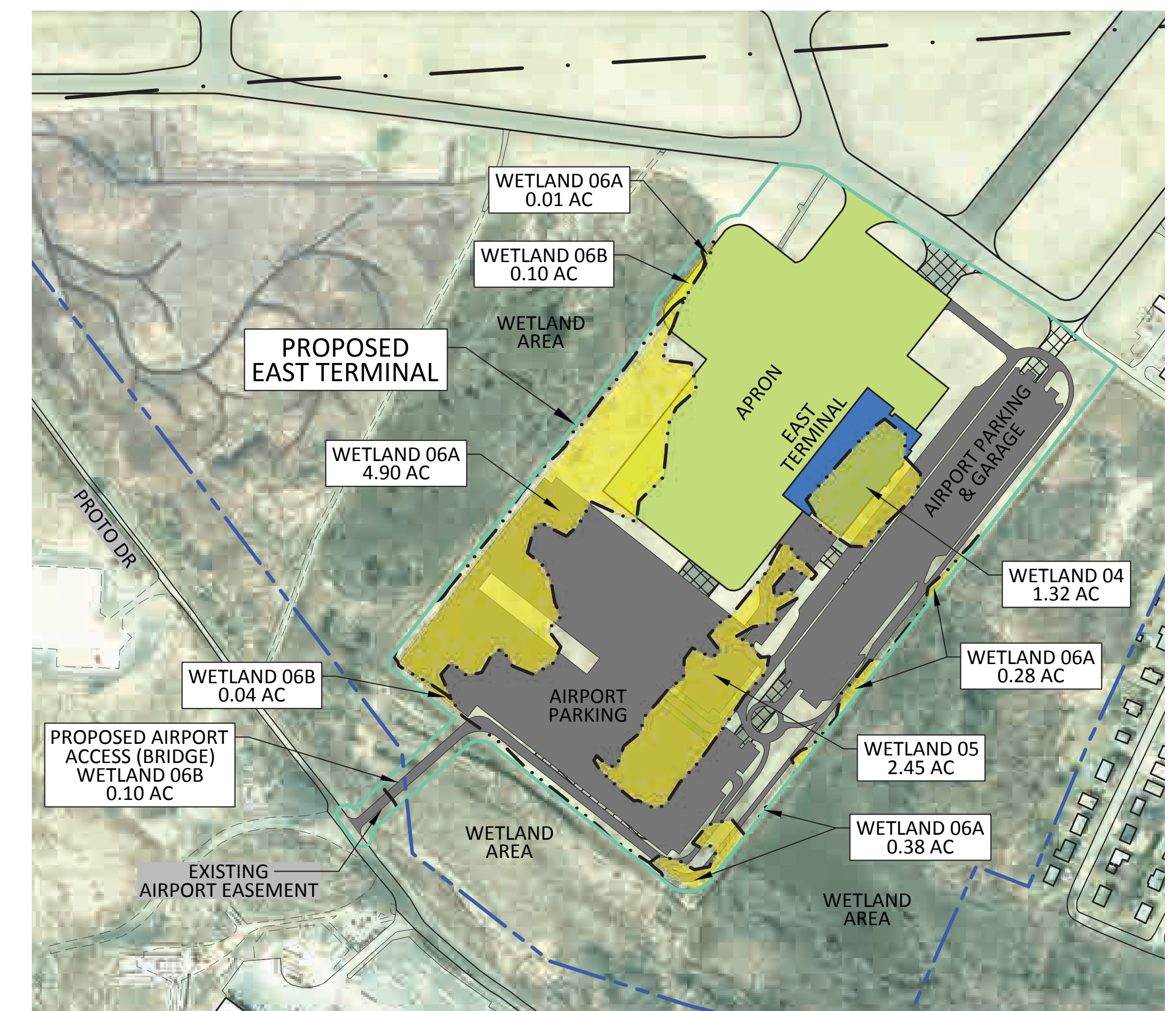
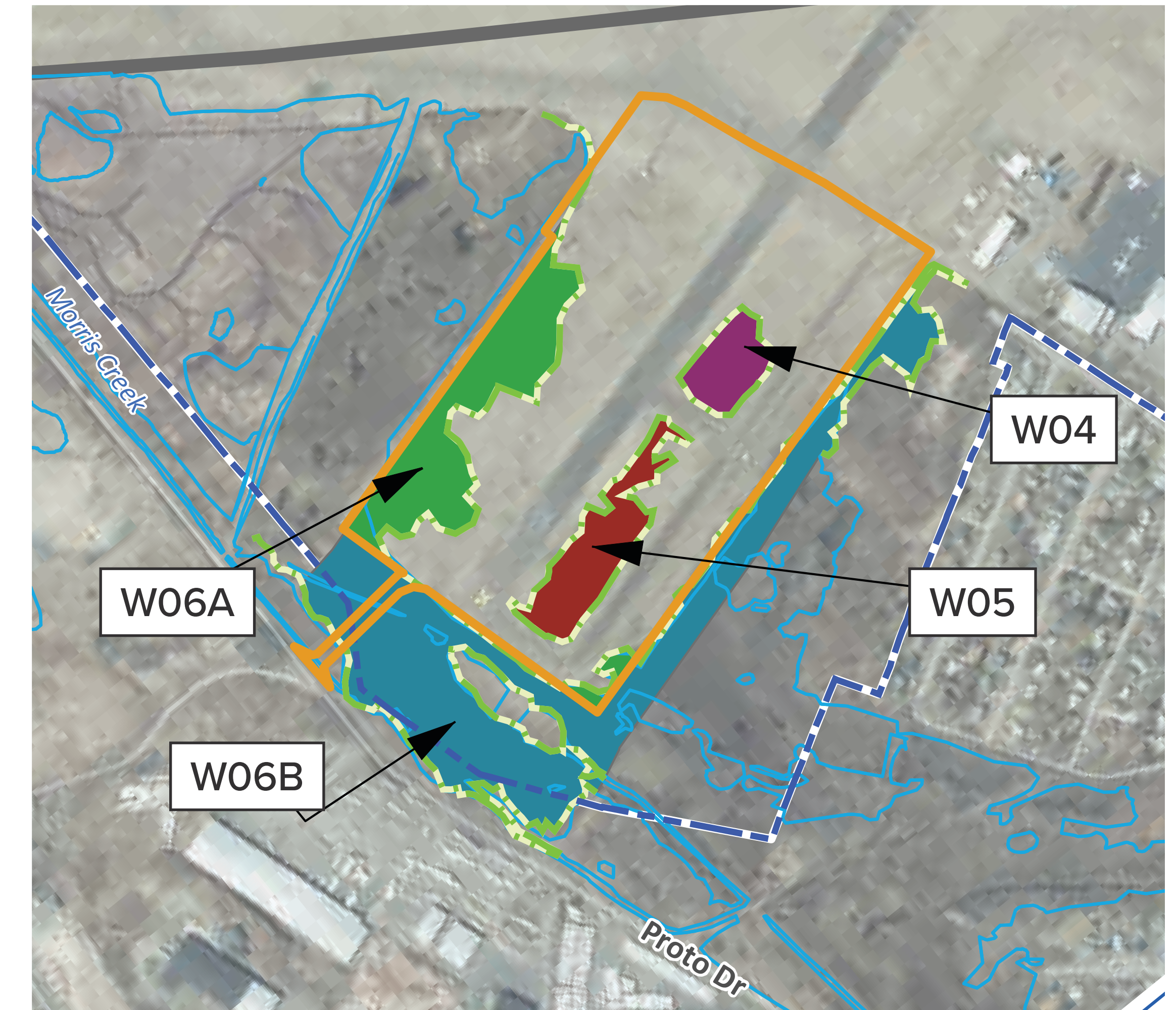


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Wetlands

Summary of Wetland Impacts

Wetlands ID	HVN Area Location	Wetland Characterization	Wetland Acreage	Project Footprint (Departing Passengers)	Description of Project Footprint / Impacts	Principal Functions & Values Impacts
W01	NW Rwy 20	Inland	3.04	0.00	Avoided	N/A - No impacts
W02	East Rwy 20	Inland	0.72	0.00	Avoided	N/A - No impacts
W03	NW Rwy 14-32	Inland; Man-made drainage feature	0.25	0.00	Avoided	N/A - No impacts
W04	Infield Rwy 14-32	Inland; Man-made drainage feature (Disturbed Wetland)	1.32	1.32	Terminal Area Development	Sediment/ Toxicant Retention
W05	Infield Rwy 14-32	Inland; Man-made drainage feature (Disturbed Wetland)	2.45	2.45	Terminal Area Development	Sediment/ Toxicant Retention & Production Export
W06A	Rwy 14-32 airfield	Inland (Disturbed Wetland)	5.37	5.37	Terminal Area Development	Sediment/ Toxicant Retention
W06B	Adjacent Rwy 14-32 airfield	Inland	9.59	0.14	Minimized New Bridge for Terminal Area Access	Sediment/ Toxicant Retention
W07	Adjacent Rwy 02	Tidal	6.76	0.00	Avoided	N/A - No impacts
Total			29.5	9.28		



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Threatened & Endangered Species

- Habitats mostly previously developed airport grounds
- No USFWS-designated Critical Habitats
- Northern Long-Eared Bat (NLEB) (Federally Threatened)
 - USFWS previously determined the Proposed Action was consistent with programmatic biological opinion for NLEB
 - NLEB reclassified as endangered effective 3/31/23
 - Impacts to NLEB habitat not expected (minimal large tree removal expected)
- Minimal temporary disturbance to state-listed bird movement patterns within the Project Site
- Project would adhere to the conservation recommendations for grassland birds in the CT DEEP NDDDB Preliminary Determination Letter
- Ground disturbance may impact the state-listed plant species. Mitigation would be coordinated with CT DEEP during permitting
- The Proposed Action would not significantly impact biological resources



Summary of Environmental Consequences

Environmental Consequences By Resources Category		Level of Impact
Meet Purpose and Need		YES
Cultural Resources	Archeological (See Section 4.6)	Not Present
	Historic Properties (See Section 5.5)	No Effect
	Section 4(f) (See Section 5.6)	No Adverse Effect
	Section 6(f) (See Section 5.6)	No Adverse Effect
Natural Environment	Biological Resources (e.g., Flora and Fauna) (See Section 5.2)	Does Not Exceed Significant Thresholds
	Protected species (See Section 5.2.1)	Does Not Exceed Significant Thresholds
	Jurisdictional Wetlands (See Section 5.14.1)	+/- 9.28 acres Impacts to be Mitigated
	Regulated Surface Waters (See Section 5.14.1)	0.0 acre impact (No Change)
	Groundwater (See Section 5.14.2)	No Change
	Floodplains (See Section 5.14.3)	Does Not Exceed Significant Thresholds
	Coastal Resources, Barriers and Sanctuaries (See Section 5.4)	No Change
	Wild and Scenic Rivers (See Section 4.15.5)	Not Present
	Natural Resources and Energy Supply (See Section 5.12)	Does Not Exceed Significant Thresholds
Human Environment	Air Quality (See Section 5.1)	Does Not Exceed Significant Thresholds / NAAQS
	Land use (See Section 5.8)	Less than significant
	Farmlands (See Section 4.8)	Not present
	Noise (See Section 5.9)	Less than significant
	Hazardous Materials, Solid Waste and Pollution Prevention (See Section 5.7)	Does Not Exceed Significant Thresholds
	Socioeconomic, Environmental Justice, and Children’s Health and Safety Risks (See Section 5.10)	Less than significant
	Traffic and Surface Transportation (See Section 5.11)	Less than significant
	Light Emission and Visual Impacts (See Section 5.13)	Less than significant

Cumulative Impacts (See Section 5.15)

Implementation of the Proposed Action, when combined with the implementation of one or more of the past, present, and reasonably foreseeable future actions, would not result in a cumulative impact.

How to Comment

Comments received prior to March 2, 2023, have been reviewed and considered in the preparation of the Draft EA

The public comment period is March 2 - May 1
Comments received March 2 - May 1 will be addressed in the Final EA

To be considered in the Final EA, comments must be submitted as shown below

Mail To:

HVN-EA Public Comments
McFarland Johnson
49 Court Street, Suite 240
Binghamton, NY 13901

E-Mail To:

hvn-ea@mjinc.com

Today

Written Comments 10:00 am - 3:30 pm
Oral Comments 1:30 - 3:30 pm (Hearing - transcript will be prepared)

Next Steps

Public Comment Period Closes May 1

Review All Comments Received March 2 - May 1

- Prepare responses to comments
- Additional analyses as necessary to address public comments
- Revise EA as necessary to address public comments

Prepare Draft Final EA

FAA Decision