

## Tweed-New Haven Part 150 Noise Compatibility Study

### Report on First Public Meeting

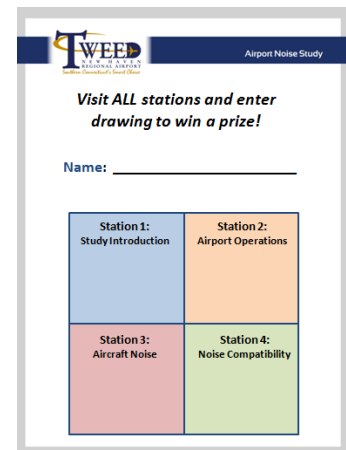
**13 July 2011**

The first public meeting of the FAR Part 150 Noise Compatibility Study for Tweed-New Haven Airport was conducted at the Nathan Hall School on 13 July 2011. The consultant team set up five informational stations to educate attendees from the surrounding community about the study, its components, requirements, and methodology. The team also provided visual tools to educate the attendees about aircraft noise metrics, effects, and compatibility standards.

The Public Meeting was attended by 35 members of the community along with several members of the study committees and Airport Staff. A reporter, Jacob Cohn, from the New Haven Independent was also present in the meeting. A subsequent article penned by the same reporter was published on 14 July 2011 and is available on line at the following location:

[http://www.newhavenindependent.org/index.php/archives/entry/how\\_much\\_noise\\_at\\_tweed\\_airport/](http://www.newhavenindependent.org/index.php/archives/entry/how_much_noise_at_tweed_airport/)

The public meeting was constructive and several community members engaged the consultant team on various topics relative to perceived 'noise impacts' from the airport. The attendees were provided Comment Forms to register their concerns, requests, and opinions and return to the team. They were also provided with station cards to help ensure that they visit all the information stations and enter a drawing for a prize to thank them for their attendance.



Airport Noise Study

**Visit ALL stations and enter drawing to win a prize!**

Name: \_\_\_\_\_

Station 1: Study Introduction	Station 2: Airport Operations
Station 3: Aircraft Noise	Station 4: Noise Compatibility

The following is a summary of the issues and comments raised by various community members during the course of the meeting. Please note that the attendees of this first meeting were largely from New Haven neighborhoods (see map attached to this memo with locations of places of residence of meeting attendees) and their comments may or may not represent the concerns of their neighbors in East Haven.

#### Verbal comments heard during the meeting:

- Several residents expressed concern about a 2-3am "jet aircraft" operation that causes "loud noise" over their homes. The community members wanted to make sure that this operation is identified and modeled properly in the study. They were assured that the team is collecting data from various sources to identify all regular operations for modeling including those flight operations conducted when the ATCT is closed. One neighbor complained about the late night flights and said when he's called the airport to complain, staff have told him they "don't know" who's coming in late. The person says he either doesn't believe the airport, or, if that's true, the airport's lack of oversight/knowledge is unsettling.

- Several residents expressed concern about how the modeling and noise monitoring would reflect the cyclical nature of flight operations at Tweed, namely the busy cycles identified as “during the start of fall semester (last two weeks of August) and during graduation”. They were informed that the modeling will capture all the annual operations and model an average day to produce noise contours for the noise compatibility plan. However, the study will also exercise supplemental metrics and a noise monitoring program to provide additional information on the noise environment at Tweed. One resident recommended that noise monitoring be conducted in the last two weeks of August to “capture a busier-than normal traffic situation.”
- Two attendees learned about the meeting from their neighbors and complained that they did not receive formal communication from the study team. They were assured that they will receive study information and updates from now on since the team now has their contact information added to the database.
- Several complaints were voiced about Run-up operations at the airport (“aircraft revving up”). Community members were assured that the team is collecting information on these types of operations and will include them in the modeling. Also, a few homeowners complained about “fumes” from aircraft engine run-ups.
- Some residents also discussed the need for a clearer and more effective noise complaint process. They were informed that suggestions in that regard fall within the purview of the NCP, namely under Program Management measures and that their continued involvement will help the airport and study team identify proper measures to address this issue in the NCP.
- Some residents voiced complaints about propeller-driven pattern (Touch & Go) operations. They expressed concern that such operations are not considerate of noise impacts on residents and should be addressed. They were informed that such feedback and the continued involvement of the community in the study will allow for the consideration of noise abatement measures under the NCP.
- Overall, residents were more responsive to noise abatement measures as opposed to mitigation efforts when interacting with the consultant team about available NCP measures should adverse noise impacts be identified through the study.
- One attendee who was recently added to the Technical Advisory Committee (TAC) did not get any meeting notices. He also wondered what happened to noise mitigation from the EIS and how the FAR Part 150 “can be trusted to address noise issues” when several years have passed since the EIS and “no action” was taken to address noise. He was informed that the EIS recommended a noise study to be conducted and that the FAR Part 150 study is the right mechanism for addressing noise compatibility around airports.
- A few attendees asked how members of the Community Advisory Committee (CAC) were chosen and wondered if the folks on it represented a diversity of opinion. One individual from East Haven was recently added to the CAC.
- One attendee said this meeting isn’t what she expected. This attendee prefers a more formal presentation and discussion setting presumably to voice concerns for all to hear.

### Written comments received during the meeting:

Five written comments were received:

- Three people expressed interest in having a noise monitor placed on their property as part of the study noise monitoring program.
- One person wrote “noise monitoring needs to include the time period when Yale University comes into session. Large numbers of private jets land at the opening of Yale’s academic year and its close. Failure to measure the noise of this traffic will lead to a model that is not valid or representative of the real noise impact of the airport.”
- One person wrote “a long 24-hour study should be made because there are regular flights that come two or three times a week about 2 a.m. They are very noisy and the public address system is used. U.S. Airways has a flight that lands at 11 p.m. They have a flight that leaves at 6 a.m. and they start the airplanes up at 5:15 a.m. This is very disruptive and should be stopped.”

## Places of Residence of Public Meeting Attendees



Tweed-New Haven Regional Airport



- |                |                    |
|----------------|--------------------|
| — Flight Track | — Highway          |
| — Arrival      | — Major Road       |
| — Departure    | — Local Road       |
| — Pattern      | — Airport Boundary |
|                | — Town Boundary    |

0 500 1,000 2,000 3,000 Feet

Data Sources:  
Shape: City of East Haven, Town of East Haven,  
CT GEO, University of Connecticut MAGC,  
AFCO-Airports  
Coordinate System:  
NAD83 1984 UTM Zone 18N