

## Bryan Goodrich

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**From:** melissa wayne <wayne.melissa@gmail.com>  
**Sent:** Friday, October 14, 2016 8:51 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton Mercer Airport Master Plan

The expansion of Trenton Mercer Airport corporate/private and commercial jet flights in the early morning and late night in recent years has caused my family to lose sleep on a regular basis. The following should be done as part of the update for the master plan for Trenton Mercer Airport:

1. Install another ILS (instrument only) approach to the runway that does not involve a path over Yardley Borough and Lower Makefield Township. The only ILS right now is the one on the end of runway end 6. The result is that all flights arriving after hours MUST use the exact same landing path over neighborhoods along the Dolington Road corridor. This included our neighborhood of Whiskey Hill in Yardley.
2. Develop and institute Noise Abatement Departure Profiles for all planes. Place large signs on all runways informing pilots that noise abatement profile is on and must be followed. Establish fan p[atter takeoffs to spread the departures.
3. Establish an airport commission and include members who live within the Pennsylvania impact area where average day/night levels exceed 55 dBA.
4. When constructing a noise contour and impacted areas, do not use the average day/night sound level of 65 dBA. The 65 dBA value is too noisy and unhealthy. Use 55 dBA as an interim value until a descriptor that includes low-frequency noise, and better reflects the impacts of aircraft noise such as sleep disturbance, interference with learning, and other noise impacts.
5. Establish a real nighttime curfew. The current curfew at Trenton Mercer is violated almost every week. Around the world, hundreds of airports already have curfews.
6. Increase landing fees and fuel taxes to pay for sound insulation programs and compensate for lost property value, Expand soundproofing programs to all homes, churches, schools, hospitals, and commercial businesses experiencing a day/night average of greater than 55 dBA from the airport. Eventually, all sensitive properties--homes, churches, schools, day care, hospitals, etc.--should be protected against indoor single event readings exceeding 45 dBA with windows open.
7. Work with Philadelphia and Newark Airports to increase the minimum altitude for planes immediately after takeoff and landing approach.
8. Modernize the noise reporting form (<http://63.68.152.17/noise.asp>) on the airport website. It appears to be an older template/proxy of some sort and is blocked by Websense and other popular web filter and security programs. Please update so it all browsers can safely use it. Several of my neighbors have said they cannot use the site to report noise complaints.

Thank you,

Melissa Wayne  
115 Windsor Road  
Yardley PA 19067  
[215-493-9291](tel:215-493-9291)

## **Bryan Goodrich**

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**From:** daisie727@verizon.net  
**Sent:** Saturday, October 15, 2016 12:16 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton Mercer Airport Plan

*I live in Langhorne pa near Yardley pa and I am opposed to the airport expansion. The plane noise is very loud, my house shakes and I am very concerned about pollution from the airplane fuel. I feel this airport should not be allowed to expand at all since this community and surrounding communities were here before the expanding airport. I would never have moved here if I knew this was going to happen. I feel that the planes should fly out of N.J. and bank over the ocean till they get to their altitude they want. This expansion idea is not a very good idea for the people who live here. also, we have major airports surrounding us in Phila. and Newark. Thank you for listening. Patricia Williams.*

## Bryan Goodrich

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**From:** Dominique Mitchell <domandtim@gmail.com>  
**Sent:** Wednesday, October 12, 2016 1:43 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Mercer Airport Trenton master plan

As a resident of Yardley Pennsylvania, I am concerned by the proposed expansion of Trenton Airport. Areas of Lower Makefield Township are directly under the current flight path and a lot of residents are complaining about the noise. If the number of airplanes taking off and landing is increased following an expansion of the airport, the number of areas affected will increase as well.

We all are terribly worried that our quiet community will be disrupted with noise, air pollution not to mention the negative financial impact on our property values. We believe that an environmental impact study is imperative.

We feel that Pennsylvania residents have not been properly informed about the future plans, consequently their voices have not been heard.

In order to be well informed, we request that additional planning meetings be held in Pennsylvania so that Lower Makefield, Upper Makefield and Yardley Boro residents and local governments representatives can attend.

Thank you.

## **Bryan Goodrich**

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**From:** alliedcleaning <alliedcleaning@verizon.net>  
**Sent:** Friday, October 14, 2016 9:34 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton Mercer airport

Our family is opposed to airport expansion due to noise disturbance caused by airplanes flying so close and often. We chose to live in Lower Makefield for peace and quiet family life and the current airport is ruining it. If expansion is approved please fly over NJ not PA.

Regina Madden  
Yardley PA

Sent via the Samsung GALAXY S®4, an AT&T 4G LTE smartphone

## Bryan Goodrich

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**From:** bruce wayne <brucewaynetoo@msn.com>  
**Sent:** Friday, October 14, 2016 7:39 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton mercer airport noise

There are many nights where low flying commercial planes going to mercer airport fly over my house. The times are after 9pm and then be as late as 2am. The planes are so low if you are asleep it will wake you. The planes fly during the day too. I can not imagine additional airflights without this being an additional a public nuisance and infringement on my quality of life and enjoyment of my property. These plane routes need to be diverted elsewhere at the least or mercer county airport needs to stop the expansion which will infinitely compound this problem. Please help.

Sincerely  
William gregull  
Langhorne pa

## Bryan Goodrich

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**From:** Janice Quillia-Budd <jxquilli@gmail.com>  
**Sent:** Friday, October 14, 2016 11:09 PM  
**To:** Rick L. Lucas  
**Cc:** BRRAM.ORG@GMAIL.com  
**Subject:** Trenton- Mercer County Airport

To Whom It May Concern:

I live at 152 Windsor Road in Yardley, PA, directly in the immediate flight path from the Trenton-Mercer Airport.

While having a local airport may be advantageous for some individuals and businesses, my experience is not advantageous. I have experienced a dramatic increase in noise, to the point that while outdoors in the summer, you cannot converse when a plane lands or takes off. My sleep has been interrupted many times, especially heightened during take off. Frontier planes are flying very low when they pass over my house.

I am extremely interested in having a formal Environmental Impact Study completed, since it is my understanding that a study has never been conducted; yet Frontier and possibly other carriers continue to increase their flights. My property's value and those of my neighbors will be further negatively impacted through expansion because we are in the direct flight path of its airport runways.

Yardley, PA and other Bucks County residents are directly impacted by any expansion of the carriers at the airport, and yet have very little voice in its expansion plans.

We need more notification of Master Plans meetings and a separate meeting for Bucks County, with its elected officials (especially those townships in the direct flight path).

May we work together to find a solution for your expansion and my quality of life.

Sincerely,

Janice Quillia-Budd  
152 Windsor Road  
Yardley, PA 19067

Sent from my iPad

## **Bryan Goodrich**

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**From:** jpc1963@verizon.net  
**Sent:** Friday, October 14, 2016 11:17 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton-Mercer Airport

Please, no more extra airplane flights over my house. What I have now is far more than enough already. When I moved here that airport was a put-put piper cub airport. I don't want it to turn into Newark. This is a nice neighborhood. Let's keep it this way.  
Thank you

John  
11 Knoll Drive  
Yardley, Pa. 19067

## Bryan Goodrich

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**From:** franklyn aronson <fzaesq@yahoo.com>  
**Sent:** Sunday, October 16, 2016 12:30 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton-Mercer Airport 20 year master plan

When my wife and I bought our home in Lower Makefield Township in the early 1970s, very few planes flew in and out of Mercer Airport; they were small and mostly private. We still live in this home. And now the size of planes has greatly enlarged, and significant increase in commercial flights in and out of Trenton–Mercer Airport make it the fourth busiest airport in New Jersey. Further, the flight path takes planes from this New Jersey airport over Lower Makefield Township which is in Pennsylvania, thus disturbing PA residents and not NJ residents.

It has become increasingly disturbing to those of us on the ground, with the increasing size of planes, frequency and flights from early morning (as early as 6am) until late at night. The flights cause sleep interruption, conversation (direct and on phone) interruption; and any increase in the number of flights will surely affect our home values and the values of other Lower Makefield residences in the flight path. The decrease in value will not only be a financial detriment to anyone selling a home, but the decrease in value will ultimately affect the real estate tax revenues of the Township, which will reduce the municipal benefits to the residents.

The Airport has not given any concern of these effects to Pennsylvania residents.

This airport was not originally built for this volume of commercial flights. The flight path is over PA residential neighborhoods, most of which were developed when it was local and small, prior to the recent expansion of the Airport. Most homeowners, including us, purchased our homes long before any expansion of the NJ airport; and now its significant effect, on many levels, is being imposed on us.

I strongly urge rejection of any change in the Master Plan that will increase the number of flights, the size of planes (runway) or the time of flights. I demand the Airport follow the rules imposed upon it and under which it must run its operations. Further, current flights should be restricted to normal waking hours during the day, and flight paths should be varied to spread the imposition on those of us on the ground.

Franklyn Aronson  
1007 Lafayette Drive  
Yardley, PA 19067  
609-217-2242  
fzaesq@yahoo.com



## **Bryan Goodrich**

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**From:** Frederick C Kleban <fckleban@nyu.edu>  
**Sent:** Friday, October 14, 2016 11:05 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton-Mercer Airport Expansion

We have seen the Airport Master Plan for the Trenton-Mercer airport online Dated September 29, 2016.

We are opposed to the expansion of commercial flights at the Trenton-Mercer Airport based on the considerable noise pollution that will increase as a result of increased commercial flights. The current noise from the Frontier flights is excessive. When standing outside the house normal conversation is not possible when the Frontier aircraft flies overhead. The airport has been an acceptable neighbor in the community for years with the private plane traffic. That level of noise is not especially objectionable since the flights are smaller aircraft and are not frequent, and only occasionally operate early in the morning or very late at night. The proposed increased in the large commercial aircraft is going to make the noise level in the area around the airport intolerable. The impact of the increased large aircraft traffic must be considered before implementing any increase in the flights.

The airport is situated in a residential area and any large aircraft moving into the area has to be evaluated based on the impact on the community surrounding the airport.

Frederick and SherryKleban  
1448 Heather Circle  
Yardley, PA 19067  
2154-369-9848

## Bryan Goodrich

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**From:** Dennis Newell <dnewell622@yahoo.com>  
**Sent:** Friday, October 14, 2016 3:06 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton-Mercer Airport Plan.

I live in Lower Makefield Township in Pennsylvania, and have lived here for 40 years. I am close to the Delaware River. I fully support the efforts the Trenton-Mercer Airport are making to expand their business. The additional employment alone is a significant reason for supporting the airport. The availability of local flights - vs. Philadelphia or Newark airports are another significant reason for supporting the airport. I currently am not, and have not in the past been bothered by flights in or out of the Trenton-Mercer Airport. Trains are loud and very noticeable .. not the planes.

The BRRAM organization (Bucks Residents for Responsible Airport Management) are again opposing the Trenton-Mercer Airport plan. They inappropriately claim that this community airports initiatives has made local residents quality of life "miserable". I am a local resident and I do not believe any of this baloney from BRRAM.

This BRRAM group does not represent Bucks County Residents ... only themselves (about 200 members). There are over 600,000 residents in Bucks County. More than 33,000 in Lower Makefield alone. The Trenton-Mercer Community Airport has, is, and will continue to be a welcome place of business to Bucks County, PA and Mercer County, NJ.

Thank you for providing the opportunity to comment in support of the Trenton-Mercer Airport plan.

Dennis D. Newell  
Oct. 14, 2016

## **Bryan Goodrich**

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**From:** George <Gfmccormick1935@msn.com>  
**Sent:** Friday, October 14, 2016 4:11 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton-Mercer Airport Plan

I support the expansion plans for the airport. I like the convenience of the airport and look forward to more flight options.

G.F. McCormick  
Fairless Hills, Pa.

Sent from my iPad

## Bryan Goodrich

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**From:** Bryan Hoechner <blhoechner@gmail.com>  
**Sent:** Friday, October 14, 2016 7:24 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton-Mercer Airport expansion

To Whom it may Concern,

I have lived in Bucks County, more specifically Lower Makefield Township, since my birth, and I am deeply concerned about the actions being taken on the other side of the Delaware River regarding the Trenton - Mercer County Airport. The attempted expansion of the Trenton-Mercer Airport (TTN) by increasing commercial flights and expanding low-budget carriers will negatively affect my life and the lives of my family and loved ones. Without representation from the Pennsylvania side within TTN's noise range, I fear that the issues faced by those living in the flight path will not be recognized or taken into consideration by the local government and airport authorities.

- The noise from aircraft that disrupts sleeping patterns and induces stress, disrupts conversations and activities during the day, and disturbs those trying to sleep between 10 pm and 6 am.
- The pollution that could be generated by a greater volume of flights and the impact it could have on our community and the Delaware River
- A decrease in property values for the families living in the area
- The lack of enforcement of the few rules that are in place, e.g. the curfew.

As a concerned resident of Lower Makefield, it unfortunately appears that the desires and demands of a small group of businesses are overriding the well-being of the community that would be most affected by an expansion of TTN's traffic. I urge those pushing for an expansion of the airport to implement an Environmental Impact Study (EIS), a required provision under NEPA, and other required environmental and societal studies of airport impacts on communities.

Thank you,  
Bryan Hoechner  
1406 Silo Road  
Yardley, PA 19067

## Bryan Goodrich

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**From:** Joanne Guiniven <jnngnvn@verizon.net>  
**Sent:** Thursday, October 13, 2016 5:01 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton-Mercer Airport expansion plans

To whom it may concern:

I am writing to voice my serious concerns about the expansion plans for Trenton-Mercer Airport. Under the current conditions, people surrounding the airport in New Jersey and Pennsylvania are under stress because of:

- The noise from aircraft – primarily commercial aircraft – that wakes them in the morning, disrupts conversations and activities during the day, and disturbs those trying to sleep before midnight (or even 1 am).
- Our concerns about safety as the planes fly over or close to many schools and major hospitals.
- The impact the pollution generated by the aircraft have on our environment including the Delaware River.
- The extremely short notice given for meetings which probably are meant to reduce the attendance.
- The lack of enforcement of the few rules that are in place, e.g. the curfew.

Additionally, those of us in Pennsylvania are disheartened that governmental executives in one state (NJ) seemingly have the power to make decisions where people in their state reap the lion's share of the benefit while people in another state (PA) contend with the lion's share of disruption, noise, and stress in their lives. To make matters worse, the Trenton-Mercer Airport and the FAA are ignoring the requirement to conduct a full Environmental Impact Study (EIS) and other provisions under provisions NEPA. The unfairness of the situation is astounding.

Please take the health and safety of individuals under the flight path before you decide to expand this airport in ways that will encourage the growth of louder, bigger, lower flying, pollution-creating aircraft. Please understand the full impact of what you are planning before you embark on such an endeavor.

Thank you,  
Joanne Guiniven  
986 Cultipacker Rd.  
Yardley, PA 19067

## Bryan Goodrich

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**From:** Agnes Romano <agnesromano55@gmail.com>  
**Sent:** Thursday, October 13, 2016 8:52 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton-Mercer Airport plans

As a resident of Lower Makefield Township in PA, I am writing to express my concerns about the expansion plans for Trenton-Mercer Airport recently presented. The airport already presents a nuisance with flights that disrupt sleep and impinge on our quiet and the enjoyment of our homes. That nuisance will become an untenable situation for those of us who live in the flight path, whether in PA or NJ, if you enlarge the airport and allow commercial traffic to increase.

Please do studies, including an Environmental Impact Study (EIS) under NEPA regulations, to understand the impact your plans will have on people's health, safety, quality of life and on the environment before you embark on this plan.

Thank you,

Agnes Romano

986 Cultipacker Rd.

Yardley, PA

## **Bryan Goodrich**

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**From:** mkoniers@verizon.net  
**Sent:** Sunday, October 16, 2016 11:39 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton-Mercer Airport

Expand the airport now. The people in this area need an alternative to PHL or Newark. As for the protesters - Did they not know an airport was just across the river when they bought their McMansions ?

Mike & Amy Koniers  
Warminster PA

M.S. Koniers - Sent from my iPhone

## Bryan Goodrich

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**From:** victor@davidfioriinc.com  
**Sent:** Friday, October 14, 2016 12:20 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton-Mercer KTTN expansion plans

Hi Sir/Mam,

What's wrong with the nice airport we have now, why the grandiose expansion plans?

I have lived 47 years in Yardley-Lower Makefield, I have been a passenger, and a Pilot flying out of the airport.

I live beneath the flight path for landing Runway 6-24. The Frontier planes are not a bad Nuisance to me, but choppers have been.

I can't imagine wanting "68" flights per day out of this airport. I recently flew to Ft.Lauderdale On Frontier. The facilities are too small and cramped. On returning it was the worst. The door Leading outside from the baggage return did not even open for you.

Just leave the airport a "boutique" airport for corporate aircraft; training; and a carrier like Frontier.

On another note, I did not feel completely safe while flying in and out of KTTN. Coming back from Ft. Lauderdale on Frontier it feels like landing on a aircraft carrier. Consider the shorter runway As compared to 10,000 foot parallel runways at Philadelphia PHL. This combined with training activities, and large military transport aircraft crossing the flight path at approx.. same Altitude heading to Mcquire AFB left me alittle jittery.

Well you have my "2 Cents" Good luck with your project, and just plan it as if you lived Under the flight paths 24/7

Respectfully,  
Victor Fiori

Sent from [Mail](#) for Windows 10



## Bryan Goodrich

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**From:** pat.zenner@verizon.net  
**Sent:** Thursday, October 13, 2016 7:24 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton-Mercer flight expansion

I was just notified that the Trenton-Mercer airport submitted a master plan to increase take offs and landings from 12 to 68 per day. To say this is upsetting is an understatement.

Only short notice for an informal public meeting was given for a 20-year master plan and the voice of PA residents and the impact on the Yardley community was not considered. This is an absolute outrage. PA citizens contribute equally to fund the FAA. What rights do PA citizens have around the expansion of the airport? Who is listening to our concerns?

I have resided at my Yardley home for 15 years, and am so incredibly angry at what has happened with the planes flying directly overhead. When I have family and friends over, I am embarrassed by how loud and low the planes fly. All conversation has to stop due to the noise level, and anyone ever witnessing the low planes are amazed that we are subjected to them at such regularity. I think they are surprised we would buy a home with such a disturbance, and I feel compelled to explain that when we moved in, the airport was prop planes and private jets.

I have heard all of the arguments that the airport was there long before I moved into the area, but the impact on our lives has been dramatic and significant. I know I cannot fight the airport's rights, and simply have to accept that I did indeed move into an area that is affected directly by their air traffic. But, I do not have to accept such short notice on airport expansion. More public notice should be provided to all PA and NJ residents that are affected by the Airport expansion! I also cannot accept that the FAA does not need to consider cumulative effect of the increase in flights as a whole. They certainly need to comply with an Environmental Impact Study before considering the increase in flights.

I've read all the rules for planes/ pilots that are in place, and see/ hear violations on a regular basis. My reporting these incidents has no effect. The only way to stop these violations is a commission to enforce airline behavior and flight curfews with fines in place for violations.

I've heard the rumblings that Yardley residents in the big homes don't like the airport traffic and it should be diverted to the less fortunate NJ residents. Well, I'm a Yardley resident in a modest home, and believe all home owners should have equal rights. I have looked up the flight schedule and am amazed at the large portion of flights that fly directly over my home. Certainly an impartial group should ensure the burden of flight paths is equally distributed over PA and NJ communities. Additionally, I don't know the technical issues, but as I understand it, the airport could add to plans for additional runways to insure instrument landings can occur for NJ as well as PA approaches. If this is a contributing cause for so many of the flights taking off and landing over my home, this has to be mandatory in any future expansion.

Not only am I impacted as a home owner (I don't believe that my home value hasn't been impacted- and won't be impacted further), there are other environmental impacts that need to be evaluated. The level of noise cannot be healthy. I know others suffer from the same plane related sleep disruptions that I do. In the middle of the night and early morning, I don't have to look at my clock, I know what time it is by the plane that makes it sound like I have no roof over my bedroom.

Please, I implore you, do not let this move forward without these considerations.

Pat Zenner

1060 Creamery Road

Yardley, PA

## Bryan Goodrich

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**From:** coufal saraya <saraya\_coufal@yahoo.com>  
**Sent:** Friday, October 14, 2016 9:32 PM  
**To:** Rick L. Lucas  
**Subject:** URGENT- Trenton Mercer Airport Expansion and the Associated Negative Impacts

Good Evening,

My name is Saraya Sherman and I live at 9 Orchard Avenue in Pennington, NJ. I am writing you because of my concern over news of the Trenton Mercer Airport expansion. Over the last three years, I have noticed a significant increase in air traffic and aircraft noise volume over my neighborhood when Frontier Airlines began flying commercial flights into the airport. I recently found out there were expansion plans for Trenton Mercer Airport that would once again increase the flight volume and associated noise. I was very disappointed and worried to hear this news. I would like to tell you a little about how this has affected my work and my family's life. I also know that every neighbor I have talked to feels the same as I do.

I bought my house in this neighborhood 5 years ago to keep my children in the Hopewell school district after needing to downsize. I was aware of the small corporate and private planes that were in and out of the Trenton Mercer Airport. I contemplated this airplane noise when buying my house and decided it was tolerable considering those aircraft seemed high enough where they weren't too loud or disturbing. However, as I mentioned above, there was a significant change in this pattern when commercial flights began flying into the airport. The Frontier flights are much lower, bigger and louder. This has significantly disrupted our daily activities. Many of the planes we've observed have shaken the house and have woken the 3 children (in the morning and at night). In addition, the planes have disrupted my teleconferences where I have had to ask clients to hold while the plane flies over. I am a Director of Sales for the NE US and most of my conferences are web-ex from my home office and my clients have even noted that I must be right near the airport as they could hear the planes through the phone. This is something that did not occur prior to the commercial flights. I definitely didn't bargain for living under a heavily used air traffic zone nor would I have purchased my home here knowing this was going to happen. The flights were routinely coming in at 6:30AM which is an hour before my children normally wake for school yet they have started complaining that "the plane woke them up this morning". The seven year old has been scared several times because the plane came in so low that the entire house shook at the noise and it took us a while to calm him down. The planes have come in so low that while I am out in the yard with the kids I can actually read the identification number on the side of the planes (not just the Frontier Logo) and all conversations completely pause because you can't hear someone talking that is standing right next to you. It is not just affecting my personal life and family life but also my business life.

I have other concerns as well. For example, I am extremely worried about the added pollution that the flights cause and short and long term impact that the daily flight exhaust will have on the health of my children and me. The grayish trail of exhaust is clearly visible as the Frontier flights frequently fly directly over my house. I also worry about what the added airport noise and traffic will negatively affect the overall community as house values will fall as no one wants to live with the disruption of flight noise.

I am hoping there is something you can possibly do to help decrease the frequency and the altitude of these commercial flights or even the flight path they take to land at the airport rather than expanding to only increase the number of flights. Given close proximity to I-95 and additionally our neighborhood running parallel to the highway, this may be a feasible alternative for flight paths where the planes

would not be so disruptive to our neighborhood. In addition, I would beg the following be implemented:

1. addition of flight curfews and fines for violation of curfews
2. A formal Environmental Impact Study be completed for each construction project at the airport runways, parking facilities, terminal and other airport buildings including an assessment of impact of noise, vibrations, air pollution, land and water pollution, sleep disruptions, and safety concerns on health, mental and physical well being. Financial impacts on property values. Impact of fish, wildlife, plants, farmlands and our canals and rivers.

I am hoping you will to take the request seriously and do your due diligence to ensure the well being of our community as the airport expansion will directly impact our family, environment and quality of life.

Thank you,

Saraya Coufal Sherman  
9 Orchard Ave  
Pennington, NJ 08534  
cell: 978-269-4241

## Bryan Goodrich

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**From:** Greg Hucklebridge <greghucklebridge@yahoo.com>  
**Sent:** Wednesday, October 12, 2016 3:59 PM  
**To:** Rick L. Lucas

I am writing to provide public comment on the Master Plan that was presented for the TTN Airport expansion.

I understand the Master Plan is to be used as an official FAA planning document and as such, it reflects Mercer County's Goals for the Airport while depicting future airport development over the next 20 years. This raises several questions for me based on what was presented.

The following is what I understand the projected growth to be through 2035:

1. Increase in commercial flights from a current 6 daily to 34 daily by 2035 (equating to a total of 68 projected daily flight events, i.e. takeoffs/landings compared to 12 daily currently).
2. Increase in terminal building square footage from approx. 25,000 to 100,000
3. Increase in number of gates from 2 to 4.
4. New proposed taxiway to serve the E/W runway, thus adding stacking capacity at the runway to increase number of flights possible in a shorter period of time. This runway impacts PA as well as NJ residents.

### **Comment #1: Environmental Concerns**

**With a significant projected increase of capacity and therefore, air traffic, will an Environmental Impact S be required during the planning process? I am confused as to how the growth to present conditions has not already done so. I believe the airport has grown from 2 flights per week to up to 11 flights per day in 2015. Have the environmental impacts of the increase in flights been evaluated under the current conditions? If the airport is currently at 6 flight operations per day and will increase to 34 flight operations per day, there should be an Environmental Impact Statement (EIS) performed to evaluate the negative impacts on the surrounding communities for the full amount of proposed flights. It appears the TTN has a history of avoiding the triggers of the EIS requirements by breaking projects up into smaller incremental projects which result in categorical exclusions for actions. The plan in totality should be considered from an environmental perspective in order to mitigate impacts to the surrounding communities in the region.**

**Due to the previous developments, we in the surrounding communities have already been negatively impacted. We experience an increase of noise pollution and vibrations. With planes already flying at low altitudes over housing and schools, sleep is disrupted and learning is impaired due to the negative impacts on the quality of life. Where I live, the planes fly over in the early morning hours as well as late at night, causing my children to wake up due to the disruptions. The problem seems to be exacerbated during inclement weather as I understand the E/W runway is the only one at TTN with ILS, instrument only, capabilities causing a disproportionate amount of flights over the Pennsylvania communities.**

**Also, who enforces the environmental regulations? Is it the EPA? If so, what region? With the Airport so close to the NJ/PA border, there seems to be a lack of voice for those in Pennsylvania. With the environmental concerns, there are also safety concerns. Is there any consideration for training and emergency preparedness in case of catastrophic failure of an aircraft during takeoff/landing?**

### **Comment #2: Master Plan and Other Airport Development Processes**

**With an approximate cost of \$1,000,000 for the Master Plan, of which I believe 90% is funded by the FAA and 10% from Mercer County, a significant amount of taxpayer dollars are being spent to plan for future growth. I appreciate such attention to the long-term planning process**

and believe it is a step in the right direction. However, the public notices appear to be minimum at best, with little information available outside of the public meeting held by the project engineers (Urban Engineers and McFarland Johnson). I would have hoped to have someone available from the Airport and/or County to be able to provide additional insight to the planning. Additionally, there is very little time for the public comment period. The meeting was held on September 29th and comments are required to be submitted by October 14th. The timing is simply too short. This combined with inadequate notice of the Review Meeting along with no notice to other local municipal governments lead me to believe the Master Plan process is simply following the minimum requirements for public engagement with little consideration for true input from the public.

There has been no published date for a follow up meeting supposedly to be held in November with a draft submittal to the FAA scheduled in December. Will there be additional informational sessions? If so, can we have one in or around Lower Makefield Township, PA? Is there any public recourse for the findings presented to date? How will the public comments be factored into Master Planning process? Assuming the Master Plan is approved, how will individual projects be carried out? Can the local municipal governments of the communities directly in the flight path (Lower Makefield Township, Upper Makefield Township, Newtown, Yardley, Middletown Township) be notified directly in writing about upcoming meetings?

### Comment #3: Airport Operations and Community Involvement

It appears there is little input from surrounding communities on the operations of the Airport. With a significant amount of public money being spent to grow the Airport, this should be rectified. Those living in Pennsylvania are equally or more impacted by the flights in and out of the airport with no say in what happens with the facility. Perhaps an independent citizens committee for concerns/complaints would ensure fairness in overflights of NJ and PA communities. A social injustice caused by an unequal distribution of flights should be avoided.

I do see the benefit to the region for the Airport in terms of the economy and convenience but this will potentially come at the expense of health impacts as well as a loss in the quality of life for those living in the flight path. With responsible growth through true engagement of the communities, mitigative measures can be implemented throughout the design and construction to minimize negative impacts while maximizing the benefits of the Airport's growth for everyone.

Thank you for taking the time to consider my comments. I look forward to hearing the responses to the public comments.

Sincerely,

Greg Hucklebridge

1051 Drew Drive

Yardley, PA 19067

703-581-9239

## Bryan Goodrich

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**From:** Gale Wiik <wiikster@aol.com>  
**Sent:** Wednesday, October 12, 2016 10:44 PM  
**To:** Rick L. Lucas  
**Cc:** mikeypsy@verizon.net  
**Subject:** Very concerned by plane noise and close proximity

Please stop Trenton Airport from flying many more planes over the same paths and expanding the airport . The noise is already affecting our outside time and the quiet Bucks County landscape. I vote ( if I had a vote) to find a more secluded path or different flight paths or expand Atlantic City ? Gale wiik

Sent from my iPhone

## Bryan Goodrich

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**From:** mikeryb@aol.com  
**Sent:** Thursday, October 13, 2016 2:01 PM  
**To:** Rick L. Lucas  
**Subject:** West Trenton airport master Plan

My Name is Michael J Rybczynski, and I live at 139 Pine Lane, Yardley, Pa. (Lower Makefield Township). My house is directly in the flight path for planes arriving to and departing from West Trenton Airport. I do not know how to put into words the sound and the sight of the planes directly overhead. If I am outside, all conversation needs to stop till they pass, because you cannot hear. In good weather you can never sleep with your windows open because the planes start around 6:00AM and continue till 11:00PM and later. Some of the planes make my windows feel like they are rattling, they are so loud and the vibrating is so loud overhead. The helicopters are also very loud , often worse than the planes with the vibration and the noise. In the colder weather when the windows are closed, it is not much better. It often interrupts television and sometimes conversation. I have been at this location since August of 1999. Being directly in the flight path makes everything worse. My whole neighborhood ( Pinebrook farms) would be most affected.

I understand the convenience of the West Trenton airport to those in nearby areas. And, I am aware that many Lower Makefield Township residents would like to see additional flights to new locations out of West Trenton Airport. But, I am sure that none of those in favor of the additional flights live in the flight path. Please put those in favor of the increase and those opposed to the increase , on a map and you will see a pattern. I really plead with you to do this.

I am not asking that the airport cease business. Bu t I am asking that the airport not be allowed to increase traffic. I am aware of the master plan, I am aware of the increased interest in travel. But, the convenience for some will take place at the sacrifice of others. The other large airports are easily accessible by train or car. Parking is available either at the airports or the Septa stations for \$1.00 per day (overnight allowed). So it is not that other travel is not available to people, it merely means that the trip to get to the airport may take a few more minutes. I am aware that the intention of the master plan is to improve the facilities and handle more people. I was told that the airport is operating over capacity presently. Processing more people thru the airport means there will be more noise. I am concerned also that the airport is currently operating at an over capacity level. Why is this being allowed? In today's political climate and the need for increased safety, I do not understand how this can be allowed. Many of the tragic events of today happen at smaller more discreet locations. I would hope that West Trenton Airport starts to handle only the amount of passengers that it can safely manage immediately. I know all of this is driven by money, but safety seems to be compromised.

I hope that you consider the impact that the improvements to the airport will have on the quality of my life and that of my immediate neighbors in the flight path, and not increase the flights in and out of the West Trenton Airport.

Sincerely,

Michael J Rybczynski

139 Pine Lane  
Yardley, Pa. 19067  
215-369-0843

## Bryan Goodrich

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**From:** setzer william <billsetzer99@yahoo.com>  
**Sent:** Friday, October 14, 2016 10:49 PM  
**To:** Rick L. Lucas  
**Cc:** BRRAM Community  
**Subject:** YOUR AIR TRAFFIC FLYS MUCH TOO LOW; CEASE AND DESIST;

I live in Morrisville Borough, near the Calhoun Street Bridge.

Your incoming air traffic passes over my house and my property **at incredibly low altitudes**. You need to **stop these illegally low approaches and descents toward your airport** immediately.

It is **very noisy** and has very **high potential risk to the local population**.

The **helicopter traffic** from your airport **is also flying much too low over Morrisville** Borough on a very regular basis. The **helicopters and the planes both** need to maintain a much higher altitude.

Morrisville Borough and the Delaware River should not be used as a low-flying, sight-seeing amusement ride for your pilots. Get them back up to the legal and appropriate safe altitudes where they belong.

I am Chairman of the Morrisville Borough Environmental Advisory Council (EAC), and **your air traffic is also adversely affecting the migratory air routes of many species of birds that depend on the Delaware River** in the Spring and Autumn. That includes disruption of the local habitat for the **American Bald Eagles** that frequent the area (particularly during migration seasons). **I hope that you care about Bald Eagles which have finally made a comeback in this region following decades of endangerment from other environmental threats.**

**Do not increase the air traffic;** you aren't even properly controlling the traffic levels you currently have.



Contact me by email or phone if you have any questions regarding my complaints. I feel very strongly that your air traffic (and their substandard conformance to regulations) is dramatically **detracting from my right to enjoy my home and property**. I do not want to relocate; it is your airport that should cease and desist.

William D. Setzer  
806 Crown Street  
Morrisville PA 19067

215-736-2794