

## Bryan Goodrich

---

**From:** Caitlin Hennessey <cfhennessey4@gmail.com>  
**Sent:** Friday, October 14, 2016 2:46 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Regarding the Increase of Air Traffic at Trenton Airport

To Whom It May Concern,

I wish to vehemently oppose the increase of air traffic at the Trenton Airport. As it is now, the planes fly extremely low to the ground and fly right over my property in Yardley. With the last increase, the planes were supposed to follow the I-95 to I-295 pathway and were supposed to stick to that corridor for their flight patterns. Instead, they choose to fly over the residential areas and farms, disregarding the discussed traffic patterns which were agreed upon during the last discussion of increasing the air traffic in Trenton. Therefore, I cannot trust that the increase to the air traffic at Trenton Airport would follow any agreement made with the residents of the surrounding area. The airport's flagrant disregard of rules and regulations from the last request for expansion provides more than enough evidence for me to disapprove of this decision. I must fervently oppose such an idea!

Additionally, I wish to complain that I only received notice of this intended expansion today, when the flyer advertising this purported change indicates that all comments and complaints about this change are due by Friday, October 14, 2016. I only received the information and flyer today! That is disrespectful, underhanded, and simply rude and inappropriate behavior for the information to be issued so belatedly. It seems the airport does not wish to abide by public opinion, nor respect the views of the residents in the surrounding area! This is truly unprofessional and unacceptable behavior, especially when a change like this would impose a tremendous impact on the surrounding area.

As it is, with the current traffic patterns, there is constant interruption from the planes flying overhead. Adding more would not only increase the bombardment of noise of the flights flying overhead at all hours, but would exponentially increase the amount of air pollution in the Bucks County and Mercer County areas. This is simply unacceptable! We are trying to preserve the little bit of land we have left in Bucks County, not only for future generations but to counteract the horrible effects of pollution caused by centuries of human habitation. Adding more air traffic to this environment would destroy the air quality of this suburban and rural area.

The Bucks County and Mercer County areas are also the home of countless historical and cultural heritage sites. Increasing the air traffic around these precious monuments to American culture is something which should be prevented and circumvented at all costs. Not only would the added air traffic increase the air pollution in our local environment, it would also negatively impact the preserved lands, county and state parks, and national monuments in this area. Our wildlife is being smothered enough as it is by increased industrialization, commercialized industry, and development of new homes in the area. For instance, adding increased air traffic will affect the flight patterns of birds who travel miles each year from their ancestral homes to winter in our area. Our area is all ready being plagued with destructive expansion through the expansion of I-95 and the addition of a toll bridge in that area. Our land is suffering enough without the added turmoil caused by wayward flights of endless air traffic from the Trenton Airport.

Additionally, by adding more air traffic to the surrounding area, we pose increased threats to the Pennsylvania and New Jersey schools. The children in these areas would be placed in the flight path, and the flight patterns would increase the potential for our children to be put in the line of fire from malfunctioning planes or potential

terrorist hijackers. This is something that cannot be allowed to happen! We risk more water contamination, too, by allowing these planes to fly overhead. Do we really want to jeopardize our environment just to increase the flow of income and traffic to the Trenton Airport? I do not believe this is a justifiable decision and should be addressed immediately by our community. We risk not only our own health, but our children's and the health of our environment. If we do not protect the environment which supports us, we will not be able to live here and will destroy any possibility of making this world a better place for future generations.

I simply cannot abide by this decision to expand the amount of air traffic in this area, nor can I condone the behavior and impropriety of the people responsible for this expansion. Had the Trenton Airport abided lawfully by the rules and regulations imposed by the public during their last expansion request and had the current request been treated with an appropriate sense of decorum and respect for the thoughts of the residents in this area, I might have been willing to negotiate on this issue to enable the expansion. However, as it is, I must oppose this decision and any attempt to put it forward into action, as it is not a decision mutually agreed upon by the airport and the citizens of the surrounding area.

Thank you in advance for your time, understanding, and consideration of my opinion regarding the requested expansion of air traffic at the Trenton Airport. I value the opinion of my community and fellow residents in this area and hope we can come to a mutually beneficial resolution to this issue in the future. Although I can understand the airport's desire for expansion and to assist in their economic development, I cannot approve of this decision which was so rashly constructed and conveyed so haphazardly to the public, without regard for the public's opinion and right to choose and affect what happens in their area.

Sincerely,  
Caitlin F. Hennessey

## Bryan Goodrich

---

**From:** Stephanie Davison <stephiedavison@gmail.com>  
**Sent:** Friday, October 14, 2016 11:17 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** oppose Trenton Airport Master Plan

To Whom It May Concern:

This email is in strong opposition to the Trenton Airport Master Plan. We live in Yardley PA and feel our voices have NOT been heard or even considered in the plan to increase take-offs/landings per day. We actually had no information at all ever given to us that this was a possibility, let alone a 20 year plan! At the very least, more public notice needs to be provided to all NJ AND PA residents who will be affected by the Airport expansion.

We feel the FAA needs to consider the cumulative effect of the increase in flights as a whole. The effects span beyond just areas of Mercer County. These planes hover over and make their descents over PA areas. We do not recall getting any warning that these disturbances would be increasing. the FAA needs to comply with an Environmental Impact Study before considering the increase in flights!

Beyond that, we have 4 school-aged children. These planes fly right over their schools. The noise, vibrations, pollution impacts them and their learning. On personal levels, the noise creates huge sleep disruptions and impacts mental well being.

We are hoping you do NOT move forward with this increase.

Thank you,  
Bob and Stephanie Davison

## Bryan Goodrich

---

**From:** Jean Madden <Jean\_Madden@HMRoyal.com>  
**Sent:** Friday, October 14, 2016 9:09 AM  
**To:** Rick L. Lucas  
**Subject:** opposed to Trenton Mercer airport expansion

I am opposed to Trenton Mercer airport expansion and live in Lower Makefield Township, PA. Our family's quality of life is disturbed by the noise from so many flights already, before any expansion. If the expansion does take place, I ask you to direct flights in and out of airport using flight paths over NJ, not PA.

Thank you,  
**Jean Madden**  
Credit Manager

Jean Madden | H. M. Royal, Inc. | 689 Pennington Avenue, Trenton, NJ 08618  
Office: 609 -278-5816 | Fax: 609-396-3185  
E Mail: [jean\\_madden@hmroyal.com](mailto:jean_madden@hmroyal.com) | web [www.hmroyal.com](http://www.hmroyal.com)



Note: Please advise sender if any attachment cannot be opened or read.

This e-mail is intended only for the use of the recipient(s) named above and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, or the employee or agent responsible for delivering this to the intended recipient, you are hereby notified that any dissemination or copying of this e-mail is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender by reply e-mail and permanently delete the original copy, as well as any photocopy or printed copy of this e-mail.



## Bryan Goodrich

---

**From:** Susan Herman <suherman54@gmail.com>  
**Sent:** Friday, October 14, 2016 7:46 AM  
**To:** Rick L. Lucas  
**Cc:** Susan Herman  
**Subject:** RRTS Comment Submission, Airport Master Plan Public Meeting 092916  
**Attachments:** RRTS Comment Submission-Airport Master Plan 092916.pdf

To whom it may concern:

**Please confirm receipt of the attached Comment Submission from Residents for Regional Traffic Solutions, Inc.**

This morning, you will also receive our comments via FedEx Priority Overnight Delivery.

Sincerely,

Susan Herman, President

--

Sue Herman

**R.R.T.S.**  
**Residents for Regional Traffic Solutions, Inc.**  
PO Box 285  
Newtown, PA 18940  
[rrtsbuckspa5@gmail.com](mailto:rrtsbuckspa5@gmail.com)

Urban Engineers  
530 Walnut St.  
Philadelphia, PA 19106  
(Attention: Trenton Master Plan)

October 12, 2016

**SUBJECT: COMMENT SUBMISSION Regarding Trenton Mercer Airport-Master Plan  
Update Public Information Meeting Held on September 29, 2016**

**OBJECTIVE:**

- 1) Flights have grown from 2 per week to 6 per day (6 takeoffs + 6 landings), with plans to expand to 34 flights per day (34 takeoffs + 34 landings) in the future. We want the FAA/Trenton Mercer Airport to consider the cumulative impact of these flights and the expansion plan as a whole, and to order an Environmental Impact Statement BEFORE considering whether to grant the Master Plan request.

WE ARE NOT TRYING TO SHUT DOWN TRENTON MERCER AIRPORT. Rather, we want to make sure that it operates under the law and is a good and responsible neighbor that can be held accountable.

Multiple upgrades have occurred at Trenton Mercer Airport (a.k.a. The Airport) over many years that have dramatically changed the surrounding communities without ever conducting the required Environmental Impact Statement (EIS) as required by the National Environmental Protection Act (NEPA). This pattern suggests that The Airport has broken upgrades down into small pieces to avoid doing an EIS and to get categorical exclusions for its actions.

The Airport has been designated by the Delaware Valley Regional Planning Commission as an International Airport. IT IS WRONG THAT THE AIRPORT IS EXPANDING UNCHECKED. WHY HASN'T THE GROWTH TRIGGERED AN EIS? THE TOTAL CUMULATIVE IMPACTS OF THE AIRPORT ACTIONS TO DATE WARRANT AN EIS.

- 2) **More public notice should be provided for public planning meetings – including wider notification, earlier notification, and notification to regional governing institutions including Yardley Borough, Lower Makefield Township and Upper Makefield Township. State officials should also be notified.**

The meeting held on September 29, 2016 was not adequately advertised, resulting in poor attendance by citizens and government officials. This lack of consideration is additional evidence that The Airport expansion is being done in blatant disregard for the affects it has on surrounding communities, therefore, endangering public health. It is unacceptable that:

- ...citizens were deceived, as they were not given adequate notice of the meeting and were not informed about the meeting by their municipal governments.
- ...municipal governments (Lower/ Upper Makefield, Newtown, Langhorne, Yardley Borough) and state officials were not informed about the meeting. Officials were unable to be in attendance and were unable to inform citizens about the meeting and encourage them to attend.
- ...adequate notice was not placed in **all** public newspapers.
- ...there was a large amount of information to look at and there were no hand-outs with the information on it that the public could take with them.
- ...the information was not available on the websites of The Airport or the engineering firms (McFarland Johnson and Urban Engineers)
- ...the Comment Period for public comment is so short. The deadline for comment submission is October 14, 2016. How can the public and municipal agencies become educated and make well thought out comments under these conditions?

- 3) **We request that these actions be taken regarding the current process for reviewing the Master Plan:**

- More time should be granted for public comment, than the 15 day period for the initial planning meeting.



- Additional planning meetings should be held in Lower Makefield Township, to ensure that PA public comment is heard.
- Please publish the date for the November Public Meeting #2 regarding Alternatives and Recommended Plan.
- Please publish the date that the December, 2016 Draft FAA Submittal will be published.
- What public recourse exists to challenge findings presented in the November Airport Master Plan Public Meeting?
- Please clarify the planned December Draft FAA Submittal. What does this submittal consist of? Is it legally binding, or are there mandatory follow-up activities with opportunity for public comment? What recourse do citizens have?
- The Airport has an equal or greater impact on PA citizens than on NJ citizens. PA citizens contribute equally to fund FAA. What rights do PA citizens have around the expansion of the airport? How will their concerns influence the rulings of the FAA?

**4) We request that the following actions be taken to protect public health:**

- There should be an impartial mechanism to ensure a fair distribution of flights over PA and NJ, with each state sharing the flight burden equally.
- There should be an impartial mechanism for brainstorming about ways to minimize negative impacts of The Airport on surrounding communities.
- The following environmental impacts need to be thoroughly evaluated in a formal EIS:
  - i) Impact on community youth from flight paths over numerous NJ and PA schools in close proximity
  - ii) Impact of noise, vibrations, air pollution, land and water pollution, sleep disruptions, and safety concerns on health, mental and physical well being
  - iii) Financial impacts on property values

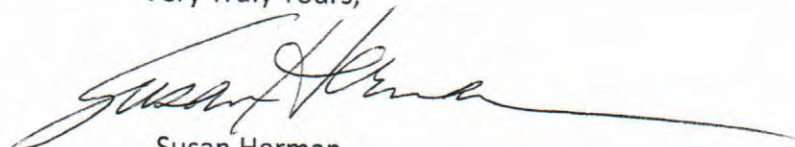
- iv) Impact on historical, architectural, archaeological & cultural resources including historic Yardley, historic Washington Crossing, Delaware Canal parklands, Delaware River scenic drives
  - v) Impact on Fish, Wildlife and Plants
  - vi) Impact on Farmlands
- Consider Social Justice and the impact on economically disadvantaged Ewing Township.
  - Flight curfews and fines for violation of curfews should be put in place.
  - There should be an independent commission to enforce airport and airline behavior, such as flight curfews, to address citizen complaints.
  - ILS capability should be planned for additional runways, so that instrument landings can occur from NJ, as well as, PA approaches.

#### **BACKGROUND:**

- Residents for Regional Traffic Solutions, Inc. (RRTS) is a regional citizens' group that engages in public awareness as to traffic issues in the Central Bucks County area.
- HIGHLIGHTS OF THE TRENTON MERCER AIRPORT MASTER PLAN:
  - Forecast for estimated traffic:  
Increase from current 6 flights per day (6 takeoffs + 6 landings) to 34 flights per day (34 takeoffs + 34 landings)
  - New Taxiway parallel to runway 6/24.  
This is the runway used by planes that take-off and land over Lower Makefield. The new taxiway will permit Trenton to stack planes for takeoff, increasing flight density during peak periods.
  - The number of terminal gates is increasing from 2 to 4, facilitating high frequency departures.

It is unconscionable that Trenton Mercer Airport has been expanding unchecked. The residents of our region insist that the FAA/Trenton Mercer Airport place our health, safety and welfare as the paramount concern. Flights have grown from 2 per week to 6 per day (6 takeoffs + 6 landings), with plans to expand to 34 flights per day (34 takeoffs + 34 landings) in the future. We insist that the FAA/Trenton Mercer Airport consider the cumulative impact of these flights and the expansion plan as a whole, and order an Environmental Impact Statement BEFORE considering whether to grant the Trenton Mercer Airport Master Plan request.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Susan Herman", with a long horizontal flourish extending to the right.

Susan Herman  
President

CC: RRTS Membership (mass e-mail)



11/11/2016. Thank you for your part

Urban Engineers  
530 Walnut St, Philadelphia, PA 19106  
Attn: Trenton Master Plan  
OR e-mail:  
[Trenton@mjinc.com](mailto:Trenton@mjinc.com)

[illegible]





## **Trenton Mercer Airport –Master Plan Update Public Information Meeting – September 29, 2016**

Welcome, and thank you for joining us for the Trenton Mercer Airport Master Plan Public Information Meeting. The information presented tonight takes you through the first phase of the Master Planning Process. You will learn:

- What a Master Plan is and its purpose
- What information is collected and how it is used for the project;
- Demand projections and future airport facility needs

### **ROOM FORMAT**

The layout of the room consists of ordered stations that represent the steps of an airport master plan. Staff from McFarland Johnson, Urban Engineers and the airport will be present at these stations to better describe the planning process to you and answer any questions you may have. After visiting the stations we invite you for refreshments and offer you an opportunity to provide us with additional thoughts or comments via the comment sheet on the back of this handout. Again, we thank you for joining us this evening and look forward to speaking with you.

### **MASTER PLAN STATIONS**

**Background:** Highlights the Goals and Objectives used to guide this process sets the direction and guiding principles for the plan.

**Inventory and Forecasts:** The Inventory documents and reviews all existing facilities and conditions on the airport which serves as the baseline going forward. The Forecast assesses operational data and industry trends to create projections of future aviation demand, this effort also includes the identification of the future design aircraft.

**Facility Requirements:** Facility Requirements compares the existing conditions with projected aviation demand to determine the requirements for the various elements of the airport. These elements are grouped into airside, terminal, and general aviation/support facilities.

**Environmental Overview:** Environmental conditions were identified early in the process with the goal of minimizing the environmental effects of the Airport's operation and growth on the surrounding environment and community.



## **Bryan Goodrich**

---

**From:** jpc1963@verizon.net  
**Sent:** Friday, October 14, 2016 11:35 AM  
**To:** Rick L. Lucas  
**Subject:** TM Airport

Conduct an EIS first before adding any more airplanes flying over my house.  
Thank you

John Corra  
11 Knoll Drive  
Yardley, Pa. 19067

## Bryan Goodrich

---

**From:** Boyd, Karen J. <KBoyd@GilbaneCo.com>  
**Sent:** Friday, October 14, 2016 9:28 AM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** TRENTON AIRPORT Expansion

Dears Sirs and or Madam,

I strongly object to increased flights to and from the Trenton Airport.

My understanding is that you gave extremely short notice for a public review of your 20 year Master Plan. You are failing to consider the voices of the PA residents and especially those of the Yardley community that would be impacted by the number of increased flights over their homes.

I find the present early and late landings offensive and irritating. If you wish to expand the Flights you need to build a new runway and change the flight path to come in over the river from North or South. I also believe all flights should be restricted to 8 AM to 8PM.

Please respond to this letter

Regards,

Karen J. Boyd  
Resident of Yardley, PA

**Bryan Goodrich**

---

**From:** Bruce Boyd <bruceaboyd@yahoo.com>  
**Sent:** Thursday, October 13, 2016 7:23 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** TRENTON AIRPORT Expansion

Dears Sirs and or Madam,

I strenuously object to increased flights to and from the Trenton Airport.

My understanding is that you gave extremely short notice for a public review of your 20 year Master Plan. You are failing to consider the voices of the PA residents and especially those of the Yardley community.

**You need to follow the rules.**

I find the present early and late landings offensive and irritating. If you wish to expand the Flights you need to build a new runway and change the flight path to come in over the river from North or South. I also believe all flights should be restricted to 8 AM to 8PM.

Please respond to this letter  
Regards,

Bruce Boyd  
609-477-9337

## Bryan Goodrich

---

**From:** Christina Neher <csilves513@hotmail.com>  
**Sent:** Thursday, October 13, 2016 3:30 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton, NJ Airport Expansion

To Whom it May Concern

I was just informed of the plan to expand the Trenton Airport. I have just moved out of the city to Bucks County to get away from all of the noise and pollution and it saddens me to hear that this plan is taking place. I was planning on raising my growing family in this area, but now knowing this, I want to leave after moving in only 5 months ago.

Please reconsider this plan and keep the airport as is. Bucks County is a beautiful area and this is just going to ruin it. The noise from the few airplanes that fly over during the course of the day is loud enough where I can not open my infants window while he sleeps, I really don't want the additional disruptions.

Not to mention the property value of my home. Me and my husband worked very hard to save for a nice house in a nice area and have already put a lot of money into the house in the last few months, I really would like to keep the value of my house. If I wanted to live close to a major airport, I would have moved to Newark, NJ or Philadelphia, PA

Please consider the following:

- Flights have grown from 2 per week to 12 per day, with plans to expand to 34 flights per day in the future. Please consider the cumulative impact of these flights and the expansion plan as a whole, and order an Environmental Impact Study before considering whether to grant this request.
- There should be an impartial mechanism to ensure a fair distribution of flights over PA and NJ, with each state sharing the flight burden equally.
- There should be an independent commission to enforce airport and airline behavior, such as flight curfews, to address citizen complaints.
- Flight curfews and fines for violation of curfews should be put in place.
- More public notice should be provided for public planning meetings, including wider notification, earlier notification, and notification to regional governing institutions including Yardley Boro, Lower Makefield Township, and Upper Makefield Township.
- The airport has an equal or greater impact on PA citizens than on NJ citizens. PA citizens contribute equally to fund FAA. What rights do PA citizens have around the expansion of the airport? How will their concerns influence the rulings of the FAA?
- The following environmental impacts need to be thoroughly evaluated in a formal EIS:
  - Impact on community youth from flight paths over numerous NJ and PA schools in close proximity
  - 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.

Thank you,  
Christina Neher

Sent from my iPhone

**Bryan Goodrich**

---

**From:** Dave Spencer <spencer.daveandmillie@gmail.com>  
**Sent:** Saturday, October 15, 2016 10:10 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport

I wholly support the expansion of the airport. I believe we need a better and more convenient access to air travel in this area. I currently live in Langhorne on the final approach to the airport and do not find the noise an inconvenience.

Thank you,  
Dave Spencer  
Windham Dr  
Langhorne, Pa.

## Bryan Goodrich

---

**From:** Kim Secoda <ksecoda@gmail.com>  
**Sent:** Friday, October 14, 2016 10:47 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton airport

I have seen that one of the Master Plan components is addressing the community needs. At this point, there are already too many planes flying very close to my home in Fairless Hills, Pennsylvania. The new plan that you propose includes many more flights throughout the day. Is there a consideration on runway placement so that the number of flights can be directed in different directions? My windows rattle and items are falling from shelves now. I can read tail numbers as the planes are flying over my home. I hope that the Master Plan tries to address not only the community immediately surrounding the airport, but also the community members that did not even realize that the airport was going to cause trouble miles away. A home should be a place for happiness not deafening noise.

Mrs. Kimberly Secoda  
Lower Bucks resident

## Bryan Goodrich

---

**From:** Nancy Gallagher <Nancygallagher52@aol.com>  
**Sent:** Saturday, October 15, 2016 10:08 AM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Airport

I received the flyer regarding the the Master Plan by the Trenton Airport to increase take-offs/landings from 12 to 68 per day. Planes already fly very low over our house. I am a person who has a fear of flying to begin with and I have not gotten on a plane for many years because of this fear. Now I have to live with a fear of one of these planes crashing into our house upon landing EVERY day. It is stressful for me now. I can't even imagine what it will be like if there are more flights coming and going. These planes are flying directly over residential areas and, statistically, the most dangerous part of a flight is take-off and landing. I also believe that this flight pattern has lowered property values in our neighborhood. I cannot believe there are not laws in place to protect residents from this. We live very close to the Delaware River. Why can't the planes take-off and land by approaching the airport along the river and not fly directly above homes with families living in them. If someone can sue McDonald's for their coffee being too hot and a person being burned when it, accidentally spilled on them, I can't believe that there would not be a case for legal action against the Airport for the chronic distress it's causing residents and it's refusal to find a better solution. I bet there are a lot of people living in the line of these planes living with the same fear I have. Please reconsider this plan and try to come out with a flight plan that keeps residents safe before there is an accident and it's too late. Thank you.

Sincerely,  
Nancy Gallagher

Sent from my iPad



## Bryan Goodrich

---

**From:** John Dardes <jadardes@gmail.com>  
**Sent:** Friday, October 14, 2016 6:00 AM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Airport

The excess noise from the airport is disruptive to the quality of life in the surrounding areas.

Sleep interruptions, noise pollution. General disruption of outdoor activities. Ever try to have a barbecue or even sit on your back patio and fight the noise?

Come on! Lets look at the impact before things get out of hand

Thank you!

## Bryan Goodrich

---

**From:** Lisa Dayton <lisadayton8@gmail.com>  
**Sent:** Thursday, October 13, 2016 4:44 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Airport

I am a resident of Lower Makefield Township, Pennsylvania and my family has been personally impacted by the noise and disruption created by the increase in flights from 2 per week to 12 per day from the Trenton Airport over the last several years. I understand that the proposed Trenton Airport Master Plan will expand the number of flights to 34 flights per day in the future. Before this Master Plan is approved the following should take place:

1. The FAA must consider the cumulative impact of these flights and the expansion plan as a whole, and order an Environmental Impact Study before considering whether to grant this request.
2. The Masterplan should formally document the flight paths used from the airport, the number of aircraft which currently and will in the future use each flight path on a daily basis, the required elevation of the planes in these flight paths, the reasons planes might be flying lower, the number of planes which have flown lower over the past 2 years, the noise levels on the ground from the aircraft in these flight paths and any factors which might lead to the increase in these noise levels over the duration of the Masterplan.
3. There should be an impartial mechanism to ensure a fair distribution of flights over PA and NJ, with each state sharing the flight burden equally.
4. Additional planning meetings should be held in Lower Makefield Township, to ensure PA public comment is heard.
5. More public notice should be provided for public planning meetings, including wider notification, earlier notification, and notification to regional governing institutions including Yardley Boro, Lower Makefield Township, and Upper Makefield Township.
6. More time should be granted for public comment, than the 15 day period for the initial planning meeting.
7. The master plan must include improvements to the airport so that flights can be routed equally above both New Jersey and Pennsylvania so that Pennsylvania does not bear the full environmental impact of this expansion.
8. The financial impacts on surrounding property values must be assessed and a mechanism put in place to compensate property owners for any loss of value.

I look forward to your response to these comments.

Thank you,  
Lisa Dayton

## Bryan Goodrich

---

**From:** Michele Cayemitte <mcayemitte@cwsny.com>  
**Sent:** Thursday, October 13, 2016 9:46 AM  
**To:** Rick L. Lucas  
**Cc:** 'brram.org@gmail.com'  
**Subject:** Trenton Airport

**Importance:** High

I am writing to express my concern that the Trenton airport is not following the rules regarding their 20 Year Master Plan, which would increase the take-offs/landings per day from 12 to 68. I have been living in Yardley, and can see planes flying right over my backyard and have never once seen anything from the FAA or any Public notice, advising me of any plans of expanding the airport and what that would actually mean for me as a resident. I am very concerned of both the Environmental impacts and the non-public notices and would like to know what my rights are as a PA citizen. This is unacceptable. Please have someone reach out to me regarding this issue. My cell phone number is 215-817-5676.



**Michele Cayemitte**  
**Controller**  
330 West 42nd Street  
New York, NY 10036-6979  
Tel: 212.356.0203  
Fax: 646.473.8203

[mcayemitte@cwsny.com](mailto:mcayemitte@cwsny.com) | [www.cwsny.com](http://www.cwsny.com)

Under applicable Treasury Regulations, we are required to inform you that no U.S. tax advice in this email or an attachment to this email is intended or written to be used, nor can it be used, to avoid a penalty under the Internal Revenue Code, or to promote, market or recommend to another party a transaction or matter addressed in this email or attachment.

This E-Mail and any attachments may contain material that is protected by an attorney-client privilege or that is otherwise confidential. Please do not permit anyone other than an addressee or an employee or other authorized agent of an addressee to read this e-mail or any of its attachments without the consent of Cohen, Weiss and Simon LLP. If you are not one of the people specified in the previous sentence, please delete this e-mail and its attachments and notify me.

**Bryan Goodrich**

---

**From:** Ron Cresta <rmcresta@yahoo.com>  
**Sent:** Tuesday, October 11, 2016 5:57 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport

Dear Sirs,

Every evening, after 11PM, I'm awakened by a plane flying close over the roof of my home.

This happens EVERY EVENING!

In the very early morning my family and I awakened again by multiple planes taking off, flying low over my home.

This noise situation is absolutely horrid!

And now I've learned of plans to increase the numbers of take offs and landings.

There is absolutely no regard for the residents in our community, which is a disgrace to all.

Sincerely,

The Cresta Family

**RONALD CRESTA** 1537 HARVEST DRIVE YARDLEY PENNSYLVANIA 19067  
TELEPHONE 215-493-7929

## Bryan Goodrich

---

**From:** Steven F. Baum <sfbaum@comcast.net>  
**Sent:** Sunday, October 16, 2016 11:54 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport

I would just like to express my opinion that I think it is a very good idea that an expansion of the airport service at the Trenton airport is being considered. This local airport is vital to the area and to have multiple airlines in competition for customer support should not only give greater flexibility for connecting cities, but it should lower costs of travel. Noise abatement, traffic patterns, and operating hours can all be worked out to the satisfaction of the majority. The ease of using this airport over the Philadelphia airport is tremendous. Expansion of the current facilities to handle incoming luggage will also be welcomed.

## Bryan Goodrich

---

**From:** George Kozlowski <gwkozlowski1@gmail.com>  
**Sent:** Friday, October 14, 2016 4:49 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Airport

I am resident of Lower Makefield, Pa and have been subjected to a unjust amount of noise and house vibration as well as danger from Trenton airports current takeoff and landing routes. Your planes fly directed over my home so low that I can read the serial numbers off of your planes.

How the FAA would even consider and allow a commercial airline to fly so low over such hugely populated towns and citizens and destroy their quality of life is beyond belief. Consider waking up entire households at 6 am every morning due to jets and engine noise flying directly low over their homes and waking up entire households at 11 pm and later every single day and night.

Not only the impact to the environment, but did anyone consider the impact to the elderly and our children that need to be alert and ready to learn and succeed at school and are constantly impacted by the noise.

This is horrible and the greed involved that you want more and want to expand your danger field and destroy people's lives is pathetic. I just hope the FAA wakes up before it is to late and stops this horrible injustice to the people of a neighboring state.

George Kozlowski  
541 Franklin Circle  
Yardley, Pa 19067

## Bryan Goodrich

---

**From:** Linda Scotia <lmbsjes@aol.com>  
**Sent:** Friday, October 14, 2016 3:49 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport

Please consider the residents of Bucks County in your airport master plan. We do not feel that you have fully recognized how much of an impact more flights will have on our life here. The environmental impact needs to be investigated and the FAA needs to comply. ( Right now the noise of airplanes at night is so loud over our house that it sounds as if the airplane is going to crash right in. I can't decide whether to run upstairs or down to be safer, if it is indeed crashing! )  
Thank you, Linda Scogna Yardley PA

## **Bryan Goodrich**

---

**From:** Laura Hucklebridge <laura.hucklebridge@gmail.com>  
**Sent:** Wednesday, October 12, 2016 12:10 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport - Master Plan Comments

Hello,

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

### **Comment #1: Environment Impact Study**

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 Study (EIS) performed to evaluate the negative impacts on the surrounding communities for the full amount of proposed flights.

The surrounding communities that are effected by an increase in the flights per day will be impacted by noise pollution, increased vibrations, and air and water pollution from the plane exhaust over residential areas in both PA and NJ. I have young children and their ability to play outside should not be hindered by an airport in NJ, when we live in PA! There are also several schools in the current flight path, and such a significant increase in flights will negatively impact the ability of these students to focus and learn throughout the day.

These concerns should be addressed by the FAA prior to an expansion plan being approved.

### **Comment #2: Flight Curfews and Regulations**

Another major concern I have is that it appears there is no one currently in charge of enforcing airline behavior or curfews. Planes seems to fly over my house at various heights and there does not seem to be standard rules in place.

Between the hours of 7pm and 11pm when I am trying to get my kids and myself to bed there could be between 2 and 8 flights landing. Sometimes there are flights that land at 1am, and often wake my 1 year old.

There needs to be better controls in place over the times that flights can take off and land. These times need to be determined with collaborative efforts between the airport, regulators, and PA and NJ residents that are directly impacted by the flights. There should also be some kind of fine or penalty in place to ensure that the airlines are following the rules.

### **Comment #3: Equal Distribution of Flights over PA and NJ**

It seems like the majority of flights are taking off and landing over PA, with minimal impact to NJ residents. I would like to see a study done to analyze the current take off and landing patterns to determine where the majority of the flights are positioned. The Master Plan should address the distribution of flight paths to ensure that the burden of take offs and landings are shared equally among PA and NJ communities.

My understanding is that ILS capability needs to be considered for any future runways so that instrument landings can occur for NJ and PA landings.

PA residents need to be included in the discussions related to the airport, since we are bearing the biggest impact of the current flight paths.



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

Sincerely,  
Laura Hucklebridge  
1051 Drew Drive  
Yardley, PA 19067  
267-566-4155

## Bryan Goodrich

---

**From:** Al Hazell <arhazell@verizon.net>  
**Sent:** Friday, October 14, 2016 11:50 AM  
**To:** Rick L. Lucas  
**Cc:** Al at Verizon; brram.org@gmail.com  
**Subject:** Trenton Airport 20-year Master Plan

Sir/Madam:

It has come to our attention that Trenton Airport is considering increasing the number of take-offs/landings per day from 12 to 68! There are a number of points that need to be taken into consideration, including the concerns of Yardley and PA residents and the impact of these proposed changes upon them. As a Bucks County and Yardley resident living almost directly under the current flight path, I have great concern.

The following topics need to be taken into account in assessing the proposed changes.

- More public notice needs to be provided to all PA and NJ residents that are affected by the airport expansion
- An impartial group should ensure the burden of flight paths is evenly distributed over PA and NJ communities
- The FAA needs to comply with an Environmental Impact Study before considering the increase in flights
- The FAA needs to consider the cumulative effect of the increase in flights as a whole
- We need a commission to enforce airline behavior and flight curfews, with fines in place for violations
- An "ILS capability" should be planned for additional runways, so instrument landings can occur for NJ approaches, as well as PA approaches to the Airport
- The Airport Environmental Impacts that need to be evaluated should include:
  - Noise, vibrations, air pollution, land and water pollution
  - Sleep disruptions, mental and physical well being
  - Effect upon kids in PA and NJ schools under the flight paths
  - Impact on historic architectural elements and cultural resources along the Delaware River in PA and NJ, including fish, wildlife, plants, and Farmlands

We have spent many sleepless nights with flights coming in for landing after midnight and flight arrivals and departures between 5:30 and 6:30 AM. This is already unacceptable and any increase would be more intolerable.

Your due consideration of these points in assessing the Airport plan is greatly appreciated.

Sincerely,

Alan & Renata Hazell  
1133 Quarry Commons Dr  
Yardley, PA. 19067

Sent from my iPad

## Bryan Goodrich

---

**From:** Fred <fredasare1@gmail.com>  
**Sent:** Wednesday, October 12, 2016 10:55 AM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Airport Expansion: A concerned taxpaying resident's request

To whom it may concern,

I have received, with grave concern, the reported expansion of the Trenton Airport to accommodate not only a longer runway, but an increase in flight density as well.

As a tax-paying resident of Lower Makefield township, I am alarmed at the negative impact these airport expansion plans have been having on my home values and quality of life, and wish to, without ambiguity, make clear my objections.

Adding insult to injury, it has become clear to most of us residents that the proper impact studies were not conducted, possibly even fraudulently performed.

I am requesting, with copy to my local congressman, the following:

1. There should be an impartial mechanism to ensure a fair distribution of flights over PA and NJ, with each state sharing the flight burden equally.
2. There should be an independent commission to enforce airport and airline behavior, such as flight curfews, to address citizen complaints.
3. Flight curfews and fines for violation of curfews should be put in place.
4. Additional planning meetings should be held in Lower Makefield Township, to ensure PA public comment is heard.
5. More public notice should be provided for public planning meetings, including wider notification, earlier notification, and notification to regional governing institutions including Yardley Borough, Lower Makefield Township, and Upper Makefield Township.
6. More time should be granted for public comment, than the 15 day period for the initial planning meeting.
7. ILS capability should be planned for additional runways, so that instrument landings can occur from NJ as well as PA approaches.
8. Please clarify the planned December draft FAA Submittal. What does this submittal consist of, Is it legally binding, or are there mandatory follow on activities with opportunity for public comment. What recourse do citizens have?
9. The airport has an equal or greater impact on PA citizens than on NJ citizens. PA citizens contribute equally to fund FAA. What rights do PA citizens have around the expansion of the airport? How will their concerns influence the rulings of the FAA?

Respectfully,

Fred Asare

## Bryan Goodrich

---

**From:** Carl Ravitch <carl.ravitch@me.com>  
**Sent:** Friday, October 14, 2016 3:21 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport Expansion

I know that you will be receiving a lot of Emails talking about the technicalities and the basic talking points against the expansion of Trenton Airport and they are very important. However, as somebody whose house sits right under the current flight path into the airport I am not so technical. I believe those of us effected by the incessant traffic, starting at 6:03 AM and ending very late at night, should have our houses appraised and have estimates of the lost value due to the increased flights. Being a market researcher we have good ways to make estimates based on other areas so this is possible. I believe that there are several thousand homes effected. Assuming a loss of \$25,000 to \$100,000 per home even given the lowest estimates of homes (say 1,000) and lost value, that is \$25,000,000. It will probably come out much higher (perhaps \$100,000,000). We are probably talking about both more homes and higher lost value. Don't forget this also effects the tax base.

The number of people effected certainly allows for a Class Action. Now you may think this is silly but it has been done against my former accountants regarding some ill advised investments for their clients, Jaguar Motors, Sterling Motors and others quite effectively. Also, a list of politicians who are actively working for and against expansion should be prepared and publicized.

I am sure that if anybody actually reads this you will not take it seriously, but you really should. People are getting very upset. Steve Santarsiero has reacted favorably to the need of his constituents on this matter and will probably get a lot of votes because of it. There is really no upside for those who do nothing or are openly for expansion. I am just speaking for myself

Not so cordially,

Carl Ravitch

Taint. Carl Ravitch  
1296 Prospect Farm Drive  
Yardley PA, 19067  
215-499-6361

## Bryan Goodrich

---

**From:** William Ferry <billferry@verizon.net>  
**Sent:** Friday, October 14, 2016 6:10 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport Expansion

I am a Bucks County resident, a current user of the airport services, and I fully support the expansion plan. It is much growth in my area, and it is much more convent to travel to Trenton versus Philly, Allentown or Alantic City airports. However, I think the daily charge for parking is outrageous!

## Bryan Goodrich

---

**From:** dbarrett1400@comcast.net  
**Sent:** Thursday, October 13, 2016 8:47 AM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Airport Expansion

Dear Sirs,

I am a resident of Lower Makefield Pa and I am in the direct landing path of Frontier Airlines flights. The FAA needs to consider cumulative effect of the increase in flights as a whole. They also need to comply with an Environmental Impact Study before considering the increase in flights.

An impartial group should ensure the burden of flight paths is equally distributed over PA and NJ communities.

The airport has an equal or greater impact on PA citizens than on NJ citizens. PA citizens contribute equally to fund FAA. What rights do PA citizens have around the expansion of the airport. Who is listening to our concerns. We need the attention of Elizabeth Warren.

More public notice should be provided to all PA and NJ residents that are affected by the airport expansion. ILS capability should be planned for additional runways, so instrument lands can occur for NJ as well as PA approaches.

Environmental impacts that need to be evaluated:

- a. Kids in NJ and PA schools in flight path
- b. Noise, vibrations, air pollution, land and water pollution
- c. Sleep disruptions, mental and physical well being. I have a health issue.
- d. Fish, Wildlife, Plants and Farmlands.

Financial Impact will be great for homeowners in PA. Our real estate values will decrease. It is terrible being sound asleep and 1AM a plane is coming in for a landing.

I ask you to put yourself in our places and consider all of the above.

Thank you for your time,

Dolores Barrett  
1400 Lance Lane  
Yardley PA 19067

## Bryan Goodrich

---

**From:** Judith Clarke <claxtonnyc@aol.com>  
**Sent:** Friday, October 14, 2016 6:51 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport Expansion

This letter is a plea to table Trenton Airport expansion. My family moved to Mercer County in 2002, when the only planes flying in and out were small private planes and occasional corporate flights. Now, the air traffic is so frequent and so low over the homes in our neighborhood that we cannot hear each other speak, endure house shaking noise, and live with the hulking shadows of planes over our once lovely yards. We know that planes are lower than they should be and they increasingly invade our lives, our families and our communities.

We have major airports less than an hour away to service our community. The environment, and the mental health of our citizens cannot stomach further expansion. This is a crisis for our community in Hopewell Township and further expansion will lead to property values decreasing, and families fleeing this area.

We ask that every avenue be explored to avert this dangerous addition to air and noise pollution, negative environmental impact, and loss of quality of life of many, many families.

Sincerely,

Judy Clarke  
11 Orchard Avenue  
Pennington, NJ 08534

## Bryan Goodrich

---

**From:** daveytharrison@gmail.com  
**Sent:** Wednesday, October 12, 2016 3:19 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport Expansion - Concern

To Whom it may concern:

I'm writing to express my concerns not only over the current increased volume at the Trenton (TTN) airport, but to also oppose any future expansion. My comments below regarding my concerns, include, but are not limited to:

- 1) The flights currently are too often in the early morning and late at night. The planes fly too low right over or on either side of my home and are very loud. It interrupts my sleep both early morning and late night. An increase in flight activity would only continue to interfere with and disrupt my quality of life.
- 2) Because of the frequency of the loud plane noise and because the planes fly so low and close to my home, too often and consistently, I'm unable to talk to family and have regular conversation. The loud plane noise often is defining and interrupts the enjoyment of conversation whether at breakfast, lunch, dinner, having company, outside doing yard activities, sitting on the deck reading, just about anything inside or outside when these large planes fly too often and too low over my home.
- 3) There is no set traffic pattern. Planes fly in and out all over the sky above and next to each side of my home. They go all directions. Like other airports, planes should fly over the interstate highway or over the river, not over my home all the time too low and too loud. This is a small historic community and the air traffic is disturbing the quality of life.
- 4) The TTN airport was built for small aircraft or small corporate jets, not for large commercial jets. These large jets are noisy, disruptive, and interfere with the quality of life in a small community. They consistently fly too low and you cannot hear or be heard when they are departing or arriving.
- 5) Expanding the airport to increase flights will be detrimental to my quality of life and the welfare of the residents of this surrounding community. My quality of life has already decreased as the airport operates now. Increasing and expansion will be a huge disappointment and big detriment to my quality of life.

Please understand and take action toward my concerns. Thank you for your time.

David Harrison, 37 Ludlow Road, Yardley Boro, PA 19067

Sent from [Mail](#) for Windows 10



## Bryan Goodrich

---

**From:** cbgh2@verizon.net  
**Sent:** Friday, October 14, 2016 12:54 PM  
**To:** Rick L. Lucas; brram.org@gmail.com  
**Subject:** Trenton Airport Master Plan

We are very opposed to the increase of landing take offs increasing by over 500%. The noise from the planes which fly low over our property disrupt sleep, TV watching and sometimes conversation in the house on a nice day when the windows are open. Outside it totally disrupts conversation when they fly over. Sometimes the planes are low enough that you can see faces in the windows of the plane! I live in a Historic home and have lived here for 35 years so I did not buy a property knowing this was a factor. This is a new negative impact on the quality of our lives. I also thought that when this first began with Frontier that the planes were supposed to be flying over I95 and the Delaware River. I understand that agreement expired, why can it not be reinstated? The Delaware River and I95 are still there.

Leon and Cheryl Hennessey

## Bryan Goodrich

---

**From:** Mary Kirsch <kirsch.mary@gmail.com>  
**Sent:** Friday, October 14, 2016 8:59 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport Master Plan

Good Morning:

I am voicing my serious concerns about the expansion of the Trenton Airport.

First, environmental impacts have not been evaluated in a formal EIS, even though such an evaluation is required. The negative environmental effects are numerous, including those to young children in schools close to the flight paths, noise and air pollution, land and water pollution, overall safety concerns, damage to the national historical resources in Yardley, Washington Crossing, the Delaware River and Canal.

Second, the early morning and late night flights disrupt vital health-needed sleep patterns. A member of our family works shift work in the medical field and is just getting to sleep when all the flights start in the morning, making it difficult for him to get adequate rest to treat patients for his next shift. There should be substantial fines for planes that land or take off after curfew. And there should be an impartial mechanism to ensure a fair distribution of flights over Pennsylvania and New Jersey.

Third, since the airport has an equal or greater impact on Pennsylvania citizens than on New Jersey citizens, the citizens of Pennsylvania need to have their voices heard about its negative impact and a mechanism for their concerns to be heard and evaluated by the FAA. There needs to be more public notice of planning meetings so that citizens of both states can express their concerns.

Clearly, this airport expansion has wide-reaching negative effects that will greatly alter the life styles of thousands of people who selected this area to raise their families and to eventually retire. It will lower both the property values and the quality of life this area that we all seek for our families.

As is often seen, corporations will make promises to a community but really are not interested in what happens to that community. This is the time to value family life, environmental resources and social justice over the needs of corporations.

Mary Kirsch

## Bryan Goodrich

---

**From:** Debbie and David Sokol <dd.sokol@verizon.net>  
**Sent:** Wednesday, October 12, 2016 2:47 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Airport Master Plan

Dear Sir/Madam:

I am writing to express my concerns regarding the Trenton Airport Master Plan. I am a resident of Lower Makefield, Bucks County, PA. My home and many of my neighbors are in the flight path for the airport. When private and especially commercial jets pass overhead, the noise is very loud. If I am outside, I cannot have a conversation until the plane passes. Flights start at 6-630am and continue until late at night. I am often wakened in the morning by the first flight. Because of this, I am writing to express my concerns regarding potential expansion of the airport facilities and flight traffic.

Particular points I would like the encourage you to consider as plans for expansion are considered include:

- Flights have grown from 2 per week to 12 per day, with plans to expand to 34 flights per day in the future. Insist that the FAA consider the cumulative impact of these flights and the expansion plan as a whole, and order an Environmental Impact Study before considering whether to grant this request.
- There should be an impartial mechanism to ensure a fair distribution of flights over PA and NJ, with each state sharing the flight burden equally.
- There should be an independent commission to enforce airport and airline behavior, such as flight curfews, to address citizen complaints.
- Flight curfews and fines for violation of curfews should be put in place.
- More public notice should be provided for public planning meetings, including wider notification, earlier notification, and notification to regional governing institutions including Yardley Boro, Lower Makefield Township, and Upper Makefield Township.
- More time should be granted for public comment, than the 15 day period for the initial planning meeting.
- ILS capability should be planned for additional runways, so that instrument landings can occur from NJ as well as PA approaches.
- Please clarify the planned December draft FAA Submittal. What does this submittal consist of, Is it legally binding, or are there mandatory follow on activities with opportunity for public comment. What recourse do citizens have?
- The airport has an equal or greater impact on PA citizens than on NJ citizens. PA citizens contribute equally to fund FAA. What rights do PA citizens have around the expansion of the airport? How will their concerns influence the rulings of the FAA?
- The following environmental impacts need to be thoroughly evaluated in a formal EIS:
  - o Impact on community youth from flight paths over numerous NJ and PA schools in close proximity
  - o Impact of noise, vibrations, air pollution, land and water pollution, sleep disruptions, and safety concerns on health, mental and physical well being.
  - o Financial impacts on property values.
  - o Impact on historical, architectural, archaeological & cultural resources including historic Yardley, historic Washington Crossing, Delaware Canal parklands, Delaware River scenic drives.
  - o Fish, Wildlife and Plants
  - o Farmlands

Thank you for your consideration.

David and Deborah Sokol

Lower Makefield Township  
Bucks County, PA



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

## Bryan Goodrich

---

**From:** Jeffrey Waldner <jswaldner@yahoo.com>  
**Sent:** Friday, October 14, 2016 10:07 PM  
**To:** Rick L. Lucas  
**Cc:** BRRAM Org  
**Subject:** Trenton Airport Master Plan Comments

To whom it may concern:

The following are my comments to the Trenton Airport Master Plan:

- Little if any public announcement was made to the residents of Pennsylvania. Since this plan has a major impact on this community the announcement lacks proper transparency, good government and a disregard for residents in a neighboring state.
- This master plan will increase traffic along heavily traveled I-95 which is also planned to undergo extensive construction along the Scudders Falls bridge and toll system. Traffic will inhibit commerce, individual commutes and impede access to an area hospital. Traffic will be diverted to local area roads and bridges that are not equipped to handle alternate traffic loads.
- Any previous EA or EIS scoping is invalid due to the time elapsed and accuracy of environmental instrumentation and measurement protocols, the community population and development has changed, nearby protected areas have changed their environmental designations, additional EPA regulated emission pollutants, exposure levels etc. have also changed.
- Mercer County, by its own admission, has stated that the airport is not profitable on its own. Local newspaper investigations revealed that airport costs were paid by other county sources e.g. airport security paid by the county park system. The county has not demonstrated that it is fit to manage an airport and has failed to demonstrate that they have the capacity to accept federal funds. A full and transparent accounting needs to be made of the airport operations in order to demonstrate that the county is financially responsible enough to manage any federal funds it has access to as a result of this plan.
- Flights have grown from 2 per week to 12 per day, with plans to expand to 34 flights per day in the future. Because of this increase, evermore so the FAA needs to comply with previous judicial instruction to instruct that a proper Environmental Impact Study before considering whether to grant this request.
- There should be an impartial mechanism to ensure a fair distribution of flights over PA and NJ, with each state sharing the flight burden equally.
- There should be an independent commission to enforce airport and airline behavior, such as flight curfews, to address citizen complaints. The airport has a history of poor compliance with its noise curfew notification system. The website is often inoperable and complaints and curfew violations cannot be logged into the system. This has a distinct advantage to the airport where complaints cannot be recorded. An impartial third party system and website needs to be in place funded by the airport without interference.
- More public notice should be provided for public planning meetings, including wider notification, earlier notification, and notification to regional governing institutions including Yardley Boro, Lower Makefield Township, and Upper Makefield Township.
- More time should be granted for public comment, than the 15 day period for the initial planning meeting.

- ILS capability should be planned for additional runways, so that instrument landings can occur from NJ as well as PA approaches.
- What public recourse exists to challenge findings presented in the November Airport Master Plan Public Meeting? FAA?
- The following environmental impacts need to be thoroughly evaluated in a formal EIS:
  - Impact on community youth from flight paths over numerous NJ and PA schools in close proximity
  - 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 on historical, architectural, archaeological & cultural resources including historic Yardley, historic Washington Crossing, Delaware Canal parklands, Delaware River scenic drives.
  - Fish, Wildlife and Plants
  - Farmlands

Thank you.  
 Jeff Waldner  
 5 Harlow Court  
 Yardley PA 19067  
 cell 215-431-6723  
 jswaldner@yahoo.com

## Bryan Goodrich

---

**From:** Don <stepdon@verizon.net>  
**Sent:** Wednesday, October 05, 2016 3:05 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton Airport Noise

Planes are flying over my house in Yardley Boro at an increasing rate, at sleeping hours of 6am and 11pm, and at very high noise levels at all times of the day. . As a senior citizen, it is affecting my ability to sleep and my general health and well-being.

I realize your need to conduct your business but I ask that you refrain from any increase traffic over Yardley.

Sincerely,

Don Canepa

## **Bryan Goodrich**

---

**From:** Jeanne and/or Rob <jarzmoore@aol.com>  
**Sent:** Tuesday, October 11, 2016 7:13 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Airport expansion plan

To: Trenton@mjinc.com

I am very concerned about the planned expansion of the Trenton airport. I live in Yardley and am already negatively impacted by low-flying noisy planes flying overhead. They fly over while I'm still sleeping in the morning, all day, during meals, watching TV to relax, and as late as 10 pm at night. My quality of life is negatively impacted.

With the forecast for traffic increases at the airport, life in my Yardley home will clearly worsen.

An environmental Impact Study must be done before considering any request to expand the airport or its services.

Thank you.

Robert Moore  
21 Austin Road  
Yardley, Pa 19067



## Bryan Goodrich

---

**From:** Glenn Reitmeier <glenn.reitmeier@live.com>  
**Sent:** Tuesday, October 11, 2016 10:59 AM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Airport expansion plans

Dear Sir/Madam-

I am extremely distressed to learn of the expansion plans that have been set forth in the Trenton Airport Master Plan.

The current landing pattern and flight schedules have been extremely disruptive to our quality of life. They routinely wake us up from sleep and disrupt our indoor conversation, reading and TV watching. Enjoying the quiet of our outdoors is extremely upsetting when a large airliner comes screaming overhead at nearly treetop level! The prospect of a greatly increased number of flights - to 34 flights per day - is extremely disturbing.

It is unconscionable that these plans have been made without proper review and a full Environmental Impact Study being conducted by the FAA and without any consideration to the distribution of flights and flight paths over residential areas in both Pennsylvania and New Jersey. The FAA should conduct such a study and appropriate public hearings before approving any additional expansion of the Trenton airport.

Specifically, among the impact topics that a formal Environmental Impact Study must consider are:

- Impact of noise, vibrations, air pollution, land and water pollution, sleep disruptions, and safety concerns on health, mental and physical well being of residents.
- Financial impacts on property values.
- Impact on historical, architectural, archaeological & cultural resources including historic Yardley, historic Washington Crossing, Delaware Canal parklands, Delaware River scenic drives.

Moreover, the current 15-day comment period clearly demonstrates the utter disregard for gathering input and making fair consideration of the impact to residents in the planning process. There needs to be appropriate oversight of airport operations by a dual-state, bi-partisan independent commission that fairly considers distributing the impact of any expansion fairly among residents of ALL surrounding communities. Specifically:

- There should be an independent commission to oversee and enforce airport and airline behavior and to address citizen complaints.
- There should be an impartial mechanism to ensure a fair distribution of flights over PA and NJ, with each state sharing the flight burden equally.
- Flight curfews should be put in place to limit evening and nighttime operations
- Additional planning meetings should be held in Lower Makefield Township, to ensure PA public comment is heard.
- More public notice should be provided for public planning meetings, including wider notification, earlier notification, and notification to regional governing institutions including Yardley Boro, Lower Makefield Township, and Upper Makefield Township.
- More time should be granted for public comment, than the 15 day period for the initial planning meeting.

- Means for public recourse need to be provided

Finally, with today's aviation technology, it is ridiculous and unconscionable that landing patterns are concentrated over residential areas in Pennsylvania. Approach patterns could easily be shifted slightly to follow Interstate-95, rather than directly over nearby residential areas. In addition, ILS capability should be planned for additional runways, so that instrument landings can occur from NJ as well as PA approaches.

I strongly urge Trenton Airport planners to consider these recommendations and the views of Pennsylvania citizens in its planning of any expansion to Trenton Airport operations.

Glenn Reitmeier  
1124 S. Houston Rd  
Yardley, PA 19067

## Bryan Goodrich

---

**From:** Daria Long <darialong@hotmail.com>  
**Sent:** Friday, October 14, 2016 10:53 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com; Daria Long  
**Subject:** Trenton Airport expansion

I am writing in protest to the Master Plan for Trenton Airport that was submitted that will increase the number of flights going in and out of the Mercer County airport. The PA residents who are in the flight path and directly affected by the noise, vibrations and ruination of their quality of life have not been considered in this expansion.

Planes take off every morning at 6 am and have been known to land as late as 1:30 am waking me up each time. The FAA should consider the surrounding areas when agreeing to an expansion plan and enforce the regulations on when planes can land and levy fines when they rules are not complied with.

***Daria Carlin Long***

1023 Cultipacker Road  
Yardley, PA 19067

This email could be legally privileged and confidential. If you are not the intended recipient, any use, copying or reproduction of this document is strictly forbidden. | Ce courriel peut être de nature légalement privilégiée et confidentielle. Si vous n'êtes pas le destinataire visé, tout usage, copie ou distribution de ce message est strictement interdit.

## Bryan Goodrich

---

**From:** Bruce Finkel <brucefinkel@hotmail.com>  
**Sent:** Thursday, October 13, 2016 9:38 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Airport increase of flights

To Whom it May Concern,

It has been brought to my attention that a master plan has been submitted to increase from 12 to 68 take-offs / landings per day at the Trenton New Jersey (NJ) Airport. I appreciate the potential business implications of this proposed expansion, but I currently live on the flight path in Yardley, Pennsylvania (PA). The current level of traffic from this airport is significant and is currently an issue for our home. An increase to this traffic would be unbearable. The noise from the flights over our home have made it difficult for us to work and concentrate.

The airport has an equal or greater impact on PA citizens then on NJ citizens. As I am sure you are aware, PA citizens contribute equally to fund the FAA. Can you please advise me of what rights do PA citizens have around the proposed expansion of the airport? Has anyone discussed this with the residents in my area or our township or PA government officials?

I would appreciate providing me with details of this proposed increase, including time line, approvals that have already been given and who actually approved it, as well as what other approvals are required and who from PA was involved. I would also like to know if the additional flights would be mostly over NJ or PA. I would assume since all the financial advantages of this airport are taken in NJ, the additional flights should follow that flight path.

I look forward to hearing back from you on these requests and hope that you have considered the effect of this proposal to the PA residents who are already suffering from the current level of traffic from the Trenton Airport. Thanks.

Bruce Finkel

832 Combine Lane  
Yardley, PA 19067

## Bryan Goodrich

---

**From:** Michele Anthony <ceomom82828@gmail.com>  
**Sent:** Thursday, October 13, 2016 8:51 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton Mercer Airport

As a long time resident of Lower Makefield Township in Pennsylvania, I am quite disturbed by the increased activity at Trenton-Mercer Airport. I have been in my home sine 2001 and the number of planes over my home daily has increased dramatically, not to mention how low they are now flying. Sometimes it feels and sounds like they are about to land in my living room! I cannot imagine the negative impact on the quality of life for me and my family and neighbors if the number of take-offs and landings per day is increased. It is imperative that the effect on local residents as well as the environment be thoroughly evaluated and considered before any additional activity ensues. Although the airport is located in New Jersey, we as Pennsylvania residents are greatly impacted and have a right to a voice in airport plans. I most sincerely hope our concerns are heard and addressed by all parties involved in the possible expansion of the Trenton-Mercer Airport. Feel free to contact me and perhaps come spend a few hours at my home observing the impact of Trenton-Mercer flights on our community.

Respectfully submitted from a concerned citizen,

Michele Anthony

[Ceomom82828@gmail.com](mailto:Ceomom82828@gmail.com)

## Bryan Goodrich

---

**From:** lesya6884@verizon.net  
**Sent:** Wednesday, October 12, 2016 9:56 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton Mercer Airport

My name is Lesya Tsar

I've been living in Yardley borough since 2005. The year when we moved in we had only 2 flights per week.

But years later we got fully impacted with Trenton Mercer Airport.

We being constantly disrupted by constant loud and low airplane flights directly over our house day or night or early morning, especially weekends at 6:30 am and on.

I do have big concerns as well

What will happen if airplane hit my home?

Why planes are flying over school area?

Why is the airport so close to residential area?

On top of this do you want to expand Airport?

you don't have enough close by (Philadelphia, Newark, New York)?

Do you care about people?

If you do try to regulate flights

Sent from my iPhone

## Bryan Goodrich

---

**From:** Theresa Foody <tfoody@DOUBLEHPLASTICS.COM>  
**Sent:** Wednesday, October 12, 2016 8:28 AM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com; Theresa Foody  
**Subject:** Trenton/Mercer Airport

To Whom it May Concern:

I have lived in Lower Makefield for 39 years and feel compelled to email you at this time because I have just learned of an expansion of the Trenton Airport. I cannot believe you are thinking of increasing the number of flights out of that airport when we have complained already about the noise level of the few take offs and landings. I remember years ago when there was a noise study and an expansion was denied. What has changed. Being awakened in the early morning by flights that are so low is not a nice thing – especially when you have babies in the house. Not only noisy but scary too. I have flown on Frontier myself and we were so low I could see the car in my own driveway. This cannot be right what you are planning.

How can we ask you nicely to do a noise level study and an environmental impact study before even considering this expansion.

And is there even anyone deciding where the flight patterns are? I used to think it was the wind direction but I'm beginning to think it's who is the most upset at the time and whether there is a meeting coming up either in New Jersey or Pennsylvania.

What has happened to all the complaints that were sent in? These planes are flying quite low over residential houses and also over many schools – not just in PA but also in NJ. Why aren't the citizens who are affected by these low flying aircraft considered? And why aren't you being upfront about all these changes? Please make your meetings more public and with more notice. More time should be granted for public comment. My neighbors and myself were unaware of this expansion until today. And we have three days to write in? How does this happen?

When I think I'm going to have a quiet weekend after working all week, I'm awakened by these flights – one after another in the morning. What in the world is it going to be like when you are allowing 68 takeoffs and landings? We have Philadelphia and Newark that are close enough to drive to for these flights. Please consider the people who have moved out of cities for peace and quiet – not to be under a flight pattern of a busy airport.

Thank you and please let me know when there will be meetings.

Theresa Foody  
1579 Silo Road  
Yardley PA 19067

## Bryan Goodrich

---

**From:** jillysharrison@gmail.com  
**Sent:** Wednesday, October 12, 2016 12:08 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton/Mercer Airport - Concern

To Whom it may concern:

I have lived in Yardley Borough for over 21 years. In the past few years, the increase of air traffic in and out of TTN has had an adverse affect on my quality of living. My concerns are, but not limited to:

- Increase of flights and the times they depart and arrive. Their flight patterns vary and are on either side or above my home. The noise is so loud at times you can't hear anything, or are woken up. Besides my house or windows shaking at times because of the very low flying and loud planes, I worry that because the noise is so very loud that a plane is crashing, and that's very disturbing.
- With the air traffic noise and increase disrupting my quality of life, I also have to take the extra time to routinely make complaints to TTN using their website. Because they have a feature to use to complain about noise it is obvious they know the airport makes too much noise for this small area along the Delaware River in Bucks County, PA.
- The jets and commercial jets are too large. They make defining noise and interrupt everything you do. Whether I'm sleeping, eating a meal with family, watching the news, walking the dog, riding my car down the street, enjoying the outdoors on my property, or working on my computer at home, the noise is too loud and too often.
- Like other airports, the planes should take a route over the highways or river, like the I95 corridor or Delaware River, and the airport should be making those types of changes for its air traffic. NOT flying very low over small housing and historical communities.
- With the current airport situation and timing and amount of flights, my quality of life has and continues to decrease. I worry that my property value may also lessen. I'm retired and at home and this airport problem isn't providing a better lifestyle. It would be devastating if there's an increase in flights.

Please listen to my concerns and those of others in this area and do not allow expansion or increase in fights at TTN.

Thank you for your time.

Jill S. Harrison, 37 Ludlow Road, Yardley, PA 19067

Sent from [Mail](#) for Windows 10



## Bryan Goodrich

---

**From:** MARYANNE <rm5smith@comcast.net>  
**Sent:** Wednesday, October 12, 2016 11:24 AM  
**To:** Rick L. Lucas  
**Subject:** Trenton Mercer Airport Expansion Plans

We are writing to express our concern over the planned expansion of Trenton Mercer Airport. A residents of Lower Makefield Township in Bucks County, PA, we are extremely concerned about the negative environmental impacts that this expansion would have on our community and others surrounding the airport. In addition to air and noise pollution, it is paramount that all negative impacts to the environment and surrounding communities be evaluated by a thorough Environmental Impact Study prior to the FAA approving any expansion plans to the airport.

Items to be evaluated and implemented should include:

- M - Impact on fish and wildlife in the Delaware River basin and surrounding areas. Impact on quality of life and environmental hazards in surrounding communities.
- e - Establishing an impartial mechanism to ensure a fair distribution of flights over PA and NJ, with each state sharing the flight burden equally; independent commission to enforce airport and airline behavior, such as flight curfews, to address citizen complaints.
- F - 11pm to 6am (night time) curfews and fines for violation of curfews.
- M - More time should be granted for public comment, than the 15 day period for the initial planning meeting.
- - ILS capability should be planned for additional runways, so that instrument landings can occur from NJ as well as PA approaches.

Tr In summary, Tenton Mercer Airport has an equal or greater impact on PA citizens than on NJ citizens. PA citizens contribute equally to fund FAA. More public notice should be provided for public planning meetings, including wider notification, earlier notification, and notification to regional governing institutions including the Pennsylvania communities of Yardley Boro, Lower Makefield Township, and Upper Makefield Township. Please be responsive to our concerns as well as those of New Jersey residents. Responsible airport management and protection of our fragile environment should be of paramount importance to all governing and oversight bodies. We thank you for your diligence in addressing these areas of concern.

Sincerely,  
M Maryanne and Frederick Smith  
1514 Harvest Drive, Yardley, PA 19067

S

T

## Bryan Goodrich

---

**From:** Concord Acres <concordacres@hotmail.com>  
**Sent:** Monday, October 10, 2016 10:17 PM  
**To:** Rick L. Lucas; Concord Acres  
**Subject:** Trenton Mercer Airport Master Plan

As a property owner in LMT on the direct flight path of the Trenton Mercer Airport runway I am very concerned that the increase of flights from 12 to 68 daily will impact my quality of life. I spend a lot of time outside riding my horses on my farm and am often bothered by the noise of helicopters and flights. This noise is not only distracting but also a safety hazard. The proposed expansion of a taxi way will divert the majority of the traffic over my property. I have also learned that all flights pass over my property in bad weather since this is the only runway with ILS. I am especially disturbed by the way this expansion is being done without an EIS and proper notification of all impacted property owners. The public has not been given adequate notice of meetings and adequate time for comments. This expansion will have more impact on LMT residents than NJ, however we are not being heard in our request for an environmental impact study.

**Bryan Goodrich**

---

**From:** Terri Hellings <drhellings@gmail.com>  
**Sent:** Thursday, October 13, 2016 9:51 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton Mercer Airport –Master Plan Update Public Information Meeting – September 29, 2016

I am a resident of and business owner in Bucks County PA. I write in support of the Airport Master Plan presented at the meeting and detailed on the website. With the proposed minimal changes to the surrounding area and proposed quieter aircraft utilizing the airport, this valuable resource to business travelers and vacationers from our entire region can be preserved and improved.

Terri Hellings

## Bryan Goodrich

---

**From:** brownlilyblues@aol.com  
**Sent:** Tuesday, October 11, 2016 9:54 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton airport Master Plan Comments

I am a concerned citizen regarding the expansion of the Trenton Airport. What concerns me is that no environmental study has been done to assess the impact of the expansion on the surrounding communities. This airport, which until recently has been unsuccessful in keeping clients, has always been situated in a community, unlike other airports like Newark and Philadelphia, which were constructed on designated land.

It is unfair to these large communities that have existed around the airport for years that somehow, you can forgo an impact study and expand in increments. It is imperative that you be honest and comply with regulations to have environmental impact studies. In the meantime, you have made enormous plans to expand the airport further. You can't do this to existing communities, the space was not meant for the amount of traffic you intend to have.

My other concern is that in light of all the failed attempts by other airlines to establish a presence at this airport, this airport has recently been able to expand so easily and quickly despite demands for impact studies.

You need to be morally decent and comply with the demands for impact studies and how you can environmentally coexist with the surrounding communities. It is your world, too and once it is destroyed, it is destroyed for you, too.

Susan Burns

## Bryan Goodrich

---

**From:** Thomas Nedumakel <tnedumakel@yahoo.com>  
**Sent:** Friday, October 14, 2016 6:19 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton airport expansion

Hello,

More public notice should be provided to both PA and NJ residents that are impacted by the airport expansion.

Sent from my iPhone

## Bryan Goodrich

---

**From:** D Smith <debrafranksmith@gmail.com>  
**Sent:** Thursday, October 13, 2016 11:08 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton airport flight increases

I understand the airport has submitted a plan to significantly increase the number of flights. This increase is detrimental to the residents who are in the flight paths. As a resident of Yardley I have already been affected by the recent increase in low flying planes in the last couple of years. After living here for over thirty years I was looking forward to enjoying the serenity of my back porch after retirement. I had about one year before the quiet was disrupted by the new flights. If I 'm talking to someone outside we have to wait until the plane has passed to be heard. One neighbor mentioned they use the morning flight instead of a snooze alarm and this is with the windows closed.

An increase in these flights will not only reduce the residents' peaceful enjoyment of their homes but will also reduce the value of the homes since it will be more difficult to sell a house with planes soaring overhead. I know this will affect me personally since the ability to sell our home is part of our retirement planning.

An independent group or agency needs to evaluate the effect these changes will have on all residents including those in Pa as well as NJ.

Debra Smith

## Bryan Goodrich

---

**From:** Linda Scotia <lmbsjes@aol.com>  
**Sent:** Friday, October 14, 2016 3:33 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton airport master plan

To Whom It May Concern,

The FAA needs to consider the cumulative effect of increasing the amount of flights arriving and departing from Trenton Airport. More information is needed to come up with a satisfactory plan for the airport. We do not feel you have considered the residents of Bucks County at all in this plan you have.

Sincerely,  
Francis and Cathy Janson  
Lower Makefield Residents

## Bryan Goodrich

---

**From:** Susan Pacifico <smp452@verizon.net>  
**Sent:** Friday, October 14, 2016 6:29 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton airport-plane vibration etc.!!

To whom it may concern,

I live in Langhorne, very close to Yardley, Pa. this is my 1st note & concern, But it has been a issue over my home for the past 3 to 4 years.

I can read the sign of the airplane, I can hear the wheels coming down on the airplane and it makes my whole house vibrate especially the roof area.

At times there are 3 planes over my home every 20 to 30 min. In the summer eating outside sometimes we have to go into the house.

Is it good for the air we breath, sleep, let's face it just general health.

I have always received all the emails from BRRam, thank you for all your notices& concerns. My address is 35 Teal Drive, maybe a mile from the Yardley area.

Hope my concern will be understood!!

Sincerely,

Susan Pacifico

Sent from my iPhone



## Bryan Goodrich

---

**From:** Natalie <natalieodonnell44@gmail.com>  
**Sent:** Friday, October 14, 2016 1:50 PM  
**To:** Rick L. Lucas  
**Cc:** brram.org@gmail.com  
**Subject:** Trenton airport

I am a Middletown Township resident and I am against the expansion of the airport . In addition to the increased traffic in this area these were not the plans of the original airport .

More public notice should be provided for public planning meetings, including wider notification, earlier notification, and notification to regional governing institutions including Yardley Boro, Lower Makefield Township, and Upper Makefield Township.

Natalie O'Donnell

## Bryan Goodrich

---

**From:** DJ Nikles <djnikles@verizon.net>  
**Sent:** Friday, October 14, 2016 3:21 PM  
**To:** Rick L. Lucas  
**Subject:** Trenton – Mercer airport expansion

Hello I am currently a resident of Yardley, Pennsylvania. I moved to my current house approximately six years ago with little knowledge that the Trenton – Mercer airport could potentially expand. There are currently several flight that land and take off in the airspace directly over my house. I did not plan to spend \$10,000 plus per year in taxes for more airplanes invading the skies above my home. For many reasons this is just wrong and I greatly discourage and oppose additional airport expansion plans. If you'd like to expand please keep your planes over New Jersey and do not ruin the Quality of life and environment in Pennsylvania, thank you

## Bryan Goodrich

---

**From:** Greg Hucklebridge <greghucklebridge@yahoo.com>  
**Sent:** Wednesday, October 12, 2016 3:53 PM  
**To:** Rick L. Lucas  
**Subject:** TTN Airport Master Plan - Public Comments

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, Uperr 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

---

**From:** Greg Hucklebridge <greghucklebridge@yahoo.com>  
**Sent:** Wednesday, October 12, 2016 4:00 PM  
**To:** Rick L. Lucas  
**Subject:** TTN Airport Master Plan - Public Comments

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, Uperr 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

---

**From:** John B. Lewis <John\_B\_Lewis@msn.com>  
**Sent:** Friday, October 14, 2016 5:03 PM  
**To:** Rick L. Lucas  
**Cc:** Jeff Benedetto; David Fritchey; Kristin Tyler; Terry Fedorchak; Judi Reiss  
**Subject:** Trenton Mercer Airport Master Plan Update  
**Attachments:** Trenton Mercer Airport Letter.pdf

Dear Mr. Russell:

Please find attached my comment letter on the Trenton Mercer Airport Master Plan Update. Could you acknowledge receipt?

Thanks,

- John

John B. Lewis  
1550 Surrey Brooke Court  
Yardley, PA 19067  
267-994-4564 (c) | 215-321-9820 (h)  
<http://www.john-b-lewis.com>



# Township of Lower Makefield

---

BOARD OF SUPERVISORS  
Jeffrey Benedetto, Chairman  
John B. Lewis, Vice Chairman  
Kristen Tyler, Secretary  
Judi Reiss, Treasurer  
David E. Fritchey, Supervisor

October 14, 2016

Mr. Dale Russell  
Urban Engineers  
530 Walnut Street  
Philadelphia, PA 19106

Subject: Trenton Mercer Airport Master Plan Update

Dear Mr. Russell:

As the Vice Chairman of the Lower Makefield Board of Supervisors, I would like to share my perspective on the proposed Airport Master Plan Update. While Lower Makefield residents appreciate the convenience and service of the Trenton Mercer Airport, we have significant concerns with planned expansion in the number of flights and the continued inability of the Federal Aviation Administration to comply with National Environmental Policy Act (NEPA) requirement for an Environmental Impact Statement (EIS) on Trenton Mercer Airport's continued expansion.

Specifically, I believe the routing of plane traffic should be shared equally among New Jersey and Pennsylvania residents and the Airport Master Plan should address this directly. Currently, Lower Makefield, Yardley Borough, and Upper Makefield residents deal with the significant negative externality of being in the flight path of Trenton Mercer Airport. Residents in Lower Makefield frequently express noise concerns over very low flights and late night landings.

A formal EIS and the proposed Trenton Mercer Airport Master Plan Update should properly evaluate the following:

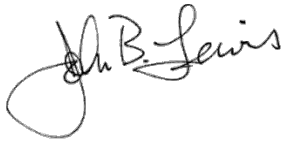
- Impact of noise, vibrations, sleep disruptions, air pollution, land and water pollution, and safety concerns on health and well being of residents in the Trenton Mercer flight path;
- Risks and impacts of flight paths over numerous schools in the region;
- Negative financial impact on property values in the region;
- Positive economic impact of the airport;
- Impact on historical, architectural, and cultural resources in the flight path including vital national historic sites as well as the Delaware River and Canal resources; and
- Environment impact on wildlife, plants, fish, and farmlands.



Page 2  
October 14, 2016  
Letter to Mr. Dale Russell

Lower Makefield Township remains concerned about the potential for increased airport traffic from Trenton Mercer Airport flying over our residents. To that end, the Board of Supervisors created a Trenton Mercer Airport Review Panel to be comprised of seven people. The Review Panel is designed to help the Township formulate its strategy to address the potential impact of increased air traffic. As the Master Plan Update process continues, we would welcome public hearings or public forums in Lower Makefield Township to provide the perspective of our residents.

Sincerely,

A handwritten signature in black ink, reading "John B. Lewis". The signature is written in a cursive style with a large, looping initial "J".

John B. Lewis  
Vice Chairman