



PUBLIC INFORMATION MEETING SUMMARY

Project: Environmental Assessment (EA) & Environmental Impact Evaluation (EIE) for Obstruction Removal – Waterbury-Oxford Airport (OXC)
Location: Oxford High School – Media Center
Meeting: Public Information Meeting #1
Date: October 25, 2016 – 6:30 p.m.

Summary:

A public information meeting (PIM) for the Environmental Assessment & Environmental Impact Evaluation for Obstruction Removal - Waterbury-Oxford Airport (OXC) was held at the Oxford High School – Media Center on October 25, 2016 – 6:30 p.m. The meeting presentation outlined the overarching purpose of the EA and EIE, which is to promote safety by bringing the airport into compliance with Federal Aviation Administration (FAA) design standards and regulations regarding clear airspace as well as the process of identifying and evaluation potential obstructions. The study documents potential impacts of tree obstruction removal, includes trees both on and off the airport, satisfies the requirements of the National Environmental Policy Act (NEPA) and Connecticut Environmental Policy Act (CEPA) and is consistent with applicable FAA guidance. Those in present for the meeting were also briefed on the upcoming RW 18-36 reconstruction project.

There were approximately 16 persons in attendance, including the following representatives of the Connecticut Airport Authority and Airport.

Attendee	Affiliation
Colin Goegel	Connecticut Airport Authority
Molly Parsons	Connecticut Airport Authority
Mike Kelly	Waterbury-Oxford Airport
Sally Snyder	Connecticut Airport Authority
Paul McDonnell	CHA Consulting
Jeremy Martelle	CHA Consulting

The following is a summary of comments and questions discussed during the meeting:

- Q1. What height trees will be removed?
A1. The height is unknown due to the varying elevations of the property surrounding the airport.

- Q2. Who pays for the project?
A2. The FAA and the CAA.

- Q3. Is this a possible precursor to a runway extension?

- A3. There is no runway extension planned for the airport.
- Q4. Is the power plant that will be constructed an obstruction?
A4. The FAA has jurisdiction over the power plant and has been working with the owner directly on the permitting process.
- Q5. Are they changing the flight patterns and is this why they are doing this study?
A5. They are not changing the flight pattern, this study is required to ensure safety of the aircraft using the airport.
- Q6. If you remove the trees, will this project have to be done again in the future?
A6. If the trees grow and create a safety hazard in the future this process will need to be completed again.
- Q7. If you remove the trees, will the noise level increase due to the tree removal?
A7. FAA studies show that tree removal does not have a direct impact on the increase in noise levels.
- Q8. Will the tree removal allow for more or larger aircraft?
A8. Tree removal will have no impact on design aircraft for the airport. It is unknown if this project will increase the number of aircraft using the airport.
- Q9. Will this project change the runway length?
A9. This project will have no impact on the runway length.
- Q10. Should this project be done due to the costs involved?
A10. This is a philosophical question. The FAA requires the airport to maintain a safe approach and safety areas.
- Q11. What is the timeframe for this project?
A11. Depending on the property owners, this could take a couple years.
- Q12. What if a homeowner doesn't want a tree removed?
A12. The homeowner and the airport will try to see an agreeable solution.
- Q13. Would the project include a clearing of the cemetery on North Larkey Road?
A13. The current assessment has identified trees that will need to be removed in the cemetery on North Larkey Road.