

Listing of Public Comments

Chatham Municipal Airport

Draft Environmental Assessment (EA)

Correspondence Submitted

During Public Comment Period

May 20, 2021 – July 6, 2021

Terry Whalen

From: Kyle Takakjian <vf51@comcast.net>
Sent: Wednesday, June 09, 2021 7:34 AM
To: Huntley Harrison; Terry Whalen
Subject: Chatham Airport, Alternative 4

Dear Members of the Airport Commission,

I'm a retired full-time resident of Chatham, and live under the approach path to runway 6. I purposely moved to Chatham because of the airport. The safety of our residents and pilots is of the utmost importance to me.

Using the most advanced landing systems available to the Chatham Airport is the only prudent option. They bring aircraft into the airport on a consistent, precise approach path that minimizes the time it takes for landing. This equates to less circling at low altitudes and less noise for surrounding neighborhoods. Currently, the radio beacon approach system uses old equipment, that can't be purchased new, and in most cases, is unrepairable. The FAA is decommissioning these radio beacons all over the country. Why would the Airport Commission continue to support such a system?

Option 4 reduces the effected properties from 47 to 21 needing tree trimming or cutting. The town has a bylaw requiring this to be done, and it should be enforced for the safety of those on the ground and in the air.

I strongly urge you to pursue alternative #4 for the safety of all involved.

Respectfully,

Kyle Takakjian

Chatham

Terry Whalen

From: John Burke <john@johnburkelaw.com>
Sent: Wednesday, June 09, 2021 12:18 PM
To: Airport Commission
Subject: Draft Environmental Assessment

Dear Commission Members:

I am unable to attend this evening's Commission meeting but wish to be on record with respect to your consideration of the recommendations set forth in the Draft Environmental Assessment (EA)

I am a Chatham resident and I live in close proximity to the airport. I am also a pilot of many years. I have reviewed the EA and wish to note my strong support for Alternative 4.1.4 concerning the acquisition of the needed avigation easements. This action is especially important to the safety of residents living in close proximity to the airport and all others that use the facility. This is long overdue. As you know, there's been a long-standing, but woefully unenforced, Chatham Bylaw (Airport Approach Protection, Section 100-1-6) that already establishes limits to structures and vegetation. Obviously, this bylaw has not worked. I believe that the establishment of specific avigation easements will be of benefit in enforcing the original intent of the town's bylaws.

Thank you.

John P. Burke, Esq.
5 Ridge Cove Lane
Chatham, MA 02633
508-735-6065
john@johnburkelaw.com

Terry Whalen

From: Stella S. Ross <stelross@gmail.com>
Sent: Wednesday, June 09, 2021 5:48 PM
To: Airport Commission
Subject: Support for Alternative #4

To the Chatham Airport Commission:

My family & I have been coming to Chatham since 1998. I'm now retired, and while not quite living in Chatham fulltime, that's the plan. We've owned a home here for many years. We chose to retire to Chatham for many reasons, including the desire to live in a town *with* an airport.

Safety was a primary consideration as we considered aging in Chatham.

- It's important to us that in the event of a natural disaster (hurricanes, the rare tornado), supplies can arrive quickly and anyone hurt can be airlifted as necessary. What if Route 6 were closed, or cars were lined up bumper-to-bumper?
- In the event of a life-threatening medical need, we would certainly seek to fly, rather than drive, to an off-Cape hospital if we needed care elsewhere.
- New technologies increase safety! Is there a neighborhood in Chatham that looks the same as it did fifty years ago? Every home, every car, every family has benefitted from smart technologies introduced over the past several decades. It's common sense that 21st c. approaches to landing aircraft are safer than those of old, and that technologies that provide vertical, in addition to horizontal, guidance will greatly increase safety.

I support Alternative Number 4.

Stella S. Ross

Chatham, MA & Storrs, CT

Terry Whalen

From: Kenneth Bacow <kbacow@gmail.com>
Sent: Wednesday, June 09, 2021 8:47 PM
To: Airport Commission
Subject: In support of option #4

Dear members of the airport commission,

Thank you for the opportunity to speak at tonight's meeting. As I mentioned, I am strongly in favor of option #4, due to the increased safety that more modern instrument approaches will bring to the pilots and passengers that use Chatham airport, as well as to the many residents and homeowners (including myself, my wife, and our two small children) who have homes near the airport.

I was always taught to take good care of things, and in my mind this includes making regular and periodic updates to homes, property, and yes, airports. The current instrument approaches are archaic and not as safe as the modern approaches the residents of Chatham should expect.

Finally, as I mentioned tonight, this airport could save the life of anyone in Chatham and the nearby communities should a medical evacuation flight ever be necessary. The airport is a community resource and one we should continue to support and protect.

Thank you again for all that you do on behalf of the town and the airport.

Ken Bacow
405 Riverview Drive
Chatham, MA 02633

Terry Whalen

From: Gerry Stahl <Gerry@gerrystahl.net>
Sent: Thursday, June 10, 2021 6:53 PM
To: Airport Commission
Subject: Comments on Environmental Assessment of CXQ AMPU

The "Assessment" was conducted by Gale, who proposed the actions in the first place. It is not an objective environmental assessment by an unbiased investigator. Rather it is a repeated argument for the options that Gale and the Airport Manager have pushed for all along. While it appears to present multiple options, it stresses the advantages of the option preferred by Gale and the supposed disadvantages of any and all alternatives. It is not an honest assessment of the AMPU's impacts, but a rationalization, justification or cover-up. It is the hen house being guarded by the sly fox. This assessment was more a job application by Gale to the AC for renewal of Gale's contract as a loyal front-man for the Airport Manager's private financial interests.

The report does not assess the impact of all aspects of the AMPU, such as the jet-fuel increase, which would significantly increase carbon emissions. At a time when the federal, state and local governments are mandating decreasing carbon footprints, Gale is recommending the opposite. The jet fuel increase is excluded from the assessment on the grounds that it would not take place in the near future, although the RFQ included in the same AC package lists the Jet "A" Fueling Facility as scheduled before the construction of the hangers, which are assessed.

The flippant environmental conclusion is: "While the project would ultimately result in a **slight increase in aircraft traffic and associated GHG emission**, it is anticipated that this increase would have a **negligible impact on climate**." Of course, no local action is going to significantly impact the global climate, but it is such callous disregard for local emissions that originally caused climate change, and it is necessary for everyone to decrease emissions, not down-play planned but avoidable increases. The AMPU assumptions of slight increases in aircraft traffic is itself suspect, given Gale's consistent concern with "the viability of the Airport's role in the National Plan of Integrated Airport Systems." It is likely that this is a dog whistle for significant commercial flights, serving the increasing number of post-pandemic wealthy Chatham and Orleans home buyers. The entire AMPU designed by Gale can now be seen as a restructuring of the airport for this purpose. It is interesting that the AC's public relations effort has recently been focused on denying this planned increase in commercial flights.

Of course, the worst part of the assessment is that it is still pushing for the maximum number of aviation easements. There is no mention of the social impact of this assault on residents, which it euphemistically refers to as "isolated portions of selective vegetation management." Two years of vocal protest by the community has had no effect at all on the plans of Gale, the Airport Manager, the AC, the Select Board or the Town management, who all seem to support this continuing lack of assessment.

My own assessment is that the AMPU has already caused significant social impacts, increasing tensions and divisions in our community. This so-called Assessment is an affront to the many Chatham residents and nonprofit organizations who are struggling to lower carbon footprints, save trees and protect wetlands. How can Town representatives remain silent when the interests and environment of most residents are being so callously ignored?

-- Gerry Stahl, West Chatham full-time resident

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Saturday, June 12, 2021 4:42 PM
To: Airport Commission
Cc: Jill Goldsmith; Terry Whalen
Subject: Avigation easement notifications

Airport Commission:

Huntley, now that the AE is out for public review and comment, can you tell me if the commission has notified the owners of properties targeted for easement takings? How are they notified?

Thank you.

David Bixby

Sent from my iPhone

Terry Whalen

From: Gerry Stahl <Gerry@gerrystahl.net>
Sent: Sunday, June 13, 2021 12:32 PM
To: Airport Commission
Subject: response to airport environmental assessment
Attachments: Assessing the Town Airport's Environment.docx

Please see attached document and forward it to the FAA

Sincerely,
-- *Gerry Stahl*

Assessing the Town Airport's Environment

Chatham land use and Airport expansion have been developing for many years without coordination, creating serious conflicts between residential development and increasing air traffic. The Airport Master Plan (AMPU) for the coming 20 years should have been an opportunity to finally adjust airport operation to its residential surroundings, which have become densely congested since the airport was a field in farmland long ago. Given the emergency of climate change, the AMPU should have also been taken as an opportunity to reduce the impact of the airport on the physical environment. Unfortunately, the Airport Commission (AC) is relentlessly pursuing a plan that does the opposite, and it has now tried to justify its plan with a so-called Environmental Assessment that obfuscates environmental and social stressors.

The AC has ignored the interests of residents and treated them as the enemy, rather than as the legal owners of the Airport. Instead of seeking a plan for the airport which preserves the charm, relaxing atmosphere and natural environment that homeowners and vacationers value, the AC pushes to further expand airport traffic, including larger, noisier commercial flights. It should pull back the RPZ "crash zones" away from the populated West Chatham Village and Great Hill. Noise should be reduced and confined to reasonable daytime hours.

The AMPU should adopt a "net-zero" option that reduces pollution and preserves trees and wetlands. Chatham residents and nonprofits are struggling to reduce their carbon footprint. The federal, state and local governments are mandating conservation and reduction of CO₂. Yet, the AC plan runs headlong in the opposite direction.

The recently released "Environmental Assessment" was conducted by Gale Associates, the AC consultant who proposed the Plan in the first place. It is not an objective scientific assessment of the AMPU's impacts, but a rationalization, justification or cover-up. It is the fox guarding the hen house. This Assessment was more a job application by Gale to the AC for renewal of Gale's contract (immediately granted upon submission of the assessment) as a loyal front man for the Airport Manager's personal financial interests.

The report does not assess the impact of all aspects of the AMPU, such as the jet-fuel increase, which would significantly increase carbon emissions. The jet fuel tank is excluded from the assessment on the grounds that it would not take place in the near future, although the RFQ included in the same AC package lists the Jet "A" Fueling Facility as scheduled before the construction of the hangers, which are assessed.

The flippant environmental conclusion of the Assessment is: "While the project would ultimately result in a slight increase in aircraft traffic and associated GHG emission, it is anticipated that this increase would have a negligible impact on climate." Of course, no local action by itself is going to significantly impact the global climate, but it is such callous disregard for green-house gas (GHG) emissions at individual sources that has in sum caused climate change, and it is necessary for everyone to decrease emissions, not down-play planned but avoidable increases. Chatham should be setting an example of conservation, not flaunting the excessive exploitation of natural resources.

The AMPU assumption of slight increases in aircraft traffic is itself suspect, given the AC's repeated concern with "the viability of the Airport's role in the National Plan of Integrated Airport Systems." It is likely that this is an FAA dog whistle for significant commercial flights,

serving the increasing number of post-pandemic wealthy Chatham and Orleans home buyers. The entire AMPU designed by Gale can now be seen as a restructuring of the airport for this purpose. It is interesting that the AC's public relations effort has recently been focused on justifying this increase in commercial flights.

Of course, the worst part of the Assessment is that it is still pushing for dozens of aviation easements. There is no mention of the social impact of this assault on the community, which it euphemistically refers to as "isolated portions of selective vegetation management."

My own assessment is that the AMPU has already caused significant social impacts, increasing tensions and divisions in Chatham. In addition, Gale's so-called Assessment is an affront to the many people and organizations concerned about the environment.

It is time to resolve the conflicts that have arisen by planning for an airport suited to the current and future development of the area and to climate change. The most damaging options of the AMPU will soon be pushed through by the AC, and the conflict between the Airport and the Town will be cast in concrete for the next 20 years unless the opportunity for a responsible forward-looking plan is taken advantage of immediately.

-- Gerry Stahl is a full-time resident of West Chatham.

Terry Whalen

From: mflusberg@comcast.net
Sent: Sunday, June 20, 2021 9:17 AM
To: Airport Commission
Cc: 'Tager-Flusberg, Helen B'
Subject: Environmental Assessment

Chatham Airport Commission,

I would like to make some comments regarding the Environmental Assessment.

I have multiple concerns regarding the potential overall impacts of the Airport Master Plan, but will stay focused specifically on the Environmental Assessment. In fact, I will stay focused on one specific statement.

The plan is to seek the acquisition of aviation easements for up to 21 properties. The Environmental Assessment states: **“There are no environmental impacts associated with the acquisition of aviation easements”**.

Here is an abridged description, not described at all in the Assessment, of what the Easements include:

The appurtenant rights and benefits include the uses, rights and restrictions described as follows:

The unobstructed use and passage of all types of aircraft in and through the airspace at any height or altitude above the surface of the land. The right of said aircraft to cause noise, vibrations, fumes, deposits of dust, fuel particles (incidental to the normal operation of aircraft); fear, interference with sleep or communication, and any other effects associated with the normal operation of aircraft taking off, landing or operating in the vicinity of (Airport). As used herein, the term “aircraft” shall mean any and all types of aircraft, whether now in existence or hereafter manufactured and developed, to include jet, propeller-driven, civil, military or commercial aircraft; helicopters, regardless of existing or future noise levels, for the purpose of transporting persons or property through the air, by whoever owned or operated.

The Grantors (property owners) agree that during the life of this easement, they will not construct, erect, suffer to permit or allow any structure or trees on the surface of the burdened property.

Grantors agree to waive all damages and claims for damages caused or alleged to be caused by the Grantors violation of any aspect of this easement document. The (Airport) has a perpetual right of ingress/egress in the easement area and the right to remove any new structure or vegetation that is not specifically mentioned above as “accepted”.

Now, granted, the largest impact on the affected property owners will be financial, not environmental. Property values will plummet. We could see a reduction of perhaps \$10 million or more in property values, with a direct associated impact on property taxes paid to the town.

And there will clearly be physical and emotional impacts on the property owners as well. And, certainly, the affected property owners and their neighbors will feel much less safe – not safer as suggested by the goals of the plan.

But how can the removal of trees, not to mention noise, vibrations, fumes and the deposit of dust and fuel particles, not have any environmental impacts? To suggest that is totally illogical and disingenuous. It can have a meaningful environmental impact on the properties directly affected as well as nearby properties – and therefore on the Town of Chatham as a whole.

One related topic; both the Environmental Assessment and the Easement refer to tree removal. If the issue is that some trees have grown too tall in relation to the airport approaches, why not trim the trees? Certainly they should be able to be taller than the houses they surround; there is no compelling reason to remove them. Or to require easements.

If the goal of the Master Plan is safety, that can be more easily accomplished with a simple solution: in inclement weather require all pilots to land at Hyannis. No exceptions.

Martin Flusberg
Chatham

Terry Whalen

From: David Smith <dm99smith@hotmail.com>
Sent: Tuesday, June 22, 2021 4:46 PM
To: Airport Commission
Subject: Comments on the Airport Environmental Plan

We are Chatham homeowners, and live on the flight path of the airport. We've seen the many changes since we moved here full time in 2007, but the one most disturbing is the increasing number of charter flights bringing summer visitors starting at 5:30am from Friday through Monday. We are most disturbed by the changes to the airport contemplated by the AMP, apparently intended to increase the frequency of such flights and the proximity to the houses in our Great Hill neighborhood. We have lived in the vicinity of both Chicago O'Hare and London Heathrow airports and know how disruptive the noise can be.

We read the Environmental Assessment and have a few comments.

1. It is very unprofessional to have the same consulting firm produce both the AMP and the EA, and declare that there are minimal impacts. A clear conflict of interest.
2. It is clear that there will be significant impacts as a result of significant tree pruning and cutting. To say otherwise is to insult the Chatham residents who will be affected.
3. It is also clear that the lack of airport safety zones is a significant risk to both the pilots who utilize the airport and the citizens of Chatham who lie within the flight path. The AMP minimizes that risk and is disingenuous at best and duplicitous at worst.
4. We are not at all unsympathetic to the need to improve flight safety, but not at the cost of increasing noisy, disturbing charter traffic. We cannot talk on our deck when the turboprops land, and that is not character of the airport we want in Chatham.
5. Lastly, there is nothing in the AMP or EA about the potential impact upon Chatham property owners who will be affected by the avogation easements, which will most certainly reduce the value of their homes, nor the impact on Chatham taxpayers due to reduced property tax revenue and highly probable prolonged and expensive legal action by homeowners to preserve their rights.

We ask the Commission to respect the town and make the airport something with which we all can be pleased

David

David Smith
35 Skyline Drive
Chatham, MA 02633
Mobile: 508-737-2858

Terry Whalen

From: Lorraine & Bob <lorraine-bob@comcast.net>
Sent: Tuesday, June 22, 2021 4:53 PM
To: Airport Commission
Subject: Environmental Assessment Comments
Importance: High

I live on High Point Drive and I am awakened by low flying jet planes over my property coming in for landings at Chatham Airport in the early morning hours. In addition to limiting the size and number of planes there should be restrictions about the hours that planes can access the airport.

I am a year round resident disturbed by this noise polluting activity.

Lorraine Canavan
56 High Point Drive

Terry Whalen

From: HART FESSENDEN <hfessenden@mac.com>
Sent: Friday, June 25, 2021 12:07 PM
To: Airport Commission
Subject: CQX - Support Option 4

Chatham Airport is a huge asset to the town and its people. The public benefit includes jobs, Medevac, Angel Flight, Coast Guard search and rescue, shark spotting, fish spotting, whale studies, open space, and flight training which can lead young people to careers in aviation.

Everyone agrees that the safety of the airport should be promoted. The best way to do that is to follow the recommendations described in Option 4 of the EA (Environmental Assessment) and especially to follow the lead of other airports by installing modern GPS approaches.

Thank you for your hard work.

Hart Fessenden
88 Lienau Drive
Chatham, MA 02633
hfessenden@mac.com
917-257-0888 (cell)

Terry Whalen

From: Peter G. Gerstberger <petergerst@comcast.net>
Sent: Friday, June 25, 2021 10:42 PM
To: Airport Commission
Subject: Enclosed letter supporting Alternative # 4
Attachments: Support for Alternative #4 (final).pdf

Dear Commissioners,

Please see attached letter in support of Alternative #4.

Thank you.

Best regards,

Peter Gerstberger

Peter G. Gerstberger, Ph.D.
South Orleans, MA 02662
petergerst@alum.mit.edu

June 25, 2021

Dear Members of the Chatham Airport Commission:

I strongly support Alternative #4 as outlined in the Environmental Assessment of the proposed updated Master Plan for Chatham Airport. Alternative #4 is consistent with the Commissions' mission to support and enhance safety at the Airport. Furthermore, this "safety" goal, in my opinion, is aligned with the desire for "safety" advocated by the "anti-airport" members.

This opposition group is so much smaller than the much broader and larger constituency that benefits from the Airport and that will benefit further from the actions proposed under Alternative #4. Furthermore, even the opposition group will benefit from overflights over fewer homes as circling approaches are no longer necessary and fewer homes are exposed to any noise footprint since aircraft will be at lower power settings using straight-in approaches rather than circling while trying to maintain a constant altitude.

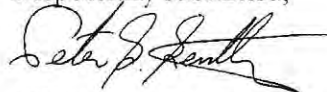
The recent "anti-airport" advertisement in the *Chronicle* is worthy of several *Pinocchios*. For one, shortening a runway by creating displaced thresholds reduces safety since braking distance upon landing is reduced. The risk of runway overruns increases and is a peril for pilots and passengers alike. The opponents have thrown what they consider to be "facts" against the wall under the guise of a "safety" argument and have attempted to mislead the public in an effort to enlarge their constituency and turn it against the airport and its safe operation.

So what is going on? To be blunt: **Blatant Hypocrisy!**

I wish the airport opponents would be honest for once. I surmise that their hatred of aircraft noise in general and the *Pilatus* aircraft in particular is their primary motive. It used to be *skydiving* where their opposition efforts cost Chatham considerable money and wasted a lot of Town staff time. The airport has been in place since 1929 and I suspect that several of the opponents have located in its vicinity in the late 1990s and early 2000s. They argue that the airport lowers their real estate values. OK, well they probably benefited from "lower" values when they purchased their property. I understand that they are trying to have it both ways. Who would not want to? But, on the plus side, eliminating the circling approaches and thereby reducing noise and overfly areas should improve property values in the future.

So where are we now? Time to put the hammer down and move forward with Alternative#4 and the updated airport master plan. There has been plenty of talking, listening, whining, generating misinformation, Ad Nauseam. It is high time to move ahead and embrace the safety benefits that new technology offers.

Respectfully submitted,



CQX Hangar Owner & Pilot

Terry Whalen

From: Joseph Sandberg <drjsandberg@gmail.com>
Sent: Friday, June 25, 2021 1:53 PM
To: Airport Commission
Subject: Environmental Assessment

Dear Commissioners,

I would like to strongly support Alternative 4 of the EA. As a CQX tenant, instrument flight instructor and Cape homeowner, I feel the modernization of the instrument approach procedures into CQX is vital to the Chatham community and safety of both pilots and residents. The development and implementation of straight-in approaches to both runways with vertical guidance is a major advancement of stable, safe and quieter approaches. The accident reports point to circling approaches as carrying higher risks than straight-ins and the addition of vertical guidance allows for more stable and lower power (ie quieter) approaches. I think when you weigh the environmental impact vs. the benefits, I think the decision falls heavily towards Alternative 4.

Thank you for your service to the community, Joseph Sandberg

Sent from my iPad

Terry Whalen

From: Pirri <pirri@comcast.net>
Sent: Friday, June 25, 2021 3:35 PM
To: Airport Commission
Subject: New CQX Airport Master Plan

Hi,

I am a pilot based at the Falmouth Airpark and frequently fly in to CQX enjoying its facilities and proximity to the offerings of the Town of Chatham. I am aware that you are presently reviewing a new Master Plan that would call for an LPV straight in instrument approach. This approach would offer a safer alternative to the circling approaches that are presently permitted to CQX. Increased safety and less noise for surrounding residents are a real plus. I encourage you to press ahead with this plan. Thank you.

Best regards,
Tony Pirri
N4521V

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Saturday, June 26, 2021 9:22 AM
To: Airport Commission
Subject: Comment period on EA

Is there a process for requiring an extension on the EA comment period and if so, what is that process?

It is my belief that due to covid meeting restrictions and other factors that the public needs greater time to review and comment on the EA. There remains outstanding document requests, the results of which might be significant to public comment.

It is also my belief that much of the public that will potentially be impacted remains insufficiently informed due to the fact that much of Chatham residency is seasonal. As people return to Chatham and when meetings become open to the public people will want to involve themselves in the process. This will require an extension of the comment period.

David Bixby

Sent from my iPhone

Terry Whalen

From: edwin stadelman <n415le@msn.com>
Sent: Saturday, June 26, 2021 12:51 PM
To: Airport Commission
Subject: LPV approach CQX

I would like to address the proposed instrument approach to be requested for CQX. I think this proposal is excellent and a true enhancement for safety and long overdue. We would like to have one at 5B6. This would be a major benefit not only to the Cape aviation community, but the community in general. Let's talk about all these issues.

First, this will give pilots a legal and safe approach to CQX when ceilings and visibilities are reduced below visual conditions. This approach would be monitored by Boston Approach and they would be able to help assure minimum altitudes are met and could challenge aircraft if they seem to be deviating from published procedures. Also if the approaching aircraft did not acquire the runway environment by the published missed approach point, a missed approach procedure would be published to be followed ensuring adequate terrain and obstacle clearance. This is good for both the pilot of the aircraft and for those on the ground as safety is enhanced for everyone. Those of us familiar with Cape weather know how rapidly it can change to reduced ceiling and visibility, in many cases trapping and unsuspecting pilot as these changes do not always appear in the forecast. Having an instrument procedure would give these pilots a safe approach to the airport. Without this approach, some pilots would be tempted to try to make the airport visually, a safety hazard for those flying and on the ground.

I have seen comment that having an approach would be detrimental as it would bring more jet aircraft. This comment is uninformed as there is only 3000 feet of runway at CQX. This is not long enough for most jet aircraft and certainly not suitable for aircraft operating under the constraints of FAR part 135. Other comments about electric and/ or vertical takeoff aircraft are also misinformed. Even if developed they would still need approach capabilities at the airport. This approach would also benefit the CQX region economically. Many aircraft owners and operators come to the Cape on day trips and vacations, as well as summer home owners. Knowing there is an instrument approach to CQX as a fall back would do nothing but enhance revenue to the Chatham community.

I hope the above illustrates for you the benefit to all of having an instrument approach at CQX.

Sincerely,

Captain Edwin Stadelman
American Airlines (Ret)
5B6 Airport Support Network Volunteer

Sent from [Mail](#) for Windows 10

Terry Whalen


From: Robert Bisbee <bobbisbeejr@gmail.com>
Sent: Saturday, June 26, 2021 1:34 PM
To: Airport Commission
Subject: Airport master plan.

I write to support your airport improvement plan. The ad in the Cape Cod Chronicle was misleading at best, outright false at worst. As you well know, there is already a GPS approach to R/W 24. Though it says circling, in actual operation it is a straight in unless there is a strong East wind.

Regarding Jet traffic, very few jets other than very small ones can operate on 3000'. and probably already do, Turboprops maybe.

135 charter is tightly controlled by the FAA.

Thanks,
Robert Bisbee
East Falmouth.

Sent from my  iPhone

Terry Whalen

From: John Reed <reedgrpjr@gmail.com>
Sent: Saturday, June 26, 2021 2:48 PM
To: Airport Commission
Subject: Environmental Assessment

I request that an impartial assessment be made of the Environmental impact the present plans will make on our water and air in Chatham. The airport commission has no concern for the people of Chatham as far as safety, noise or the environment is concerned.

Alice Reed,
South Chatham

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Saturday, June 26, 2021 3:10 PM
To: Airport Commission
Cc: david bixby; Jill Goldsmith; Terry Whalen
Subject: Questions re: the EA

Airport Commission,

It is my understanding that you have set a July 6 deadline for public comment on the AMPU draft Environmental Assessment. Please answer or explain the following:

1. It is my understanding that under NEPA it is the federal government that has the responsibility for the EA of the impact of the AMPU, not the airport commission. In this case the federal agency with responsibility would be the FAA. Can you explain the involvement of the airport commission and its consultant, Gale Assoc., in this process? Do either the commission or Gayle have any official standing with respect to the preparation of the EA and its outcome or findings? I think the public deserves a clear explanation and understanding of the legal roles and responsibilities for the EA and any resulting findings.
2. You have set what I believe to be a 30 day timeframe for public comment with a July 6 deadline. Can you cite the regulatory framework for this comment period and deadline?
3. If under CEQ federal agencies are required to provide for public involvement in the EA process, please explain how and when that will take place.
4. Is it the opinion of the airport commission that the FAA has tasked public involvement to the commission or its consultant, Gale, and that the public involvement concludes with the July 6 deadline?
4. If an FAA review of the draft EA results in a Finding of No Significant Impact, please explain what steps are available to the public under NEPA to challenge that finding.
5. Has either the FAA or Airport Commission directly contacted all private parties that are potentially targeted for aviation easements advising them of the threat to their properties and outlined for them what roles or steps are available to them under the EA process?

Please respond promptly in time for a meaningfully response prior to July 6.

Thank you.

David Bixby

Terry Whalen

From: suzannemiska (null) <suzannemiska@aol.com>
Sent: Sunday, June 27, 2021 12:52 PM
To: Airport Commission
Subject: Airport Master Plan

Dear Members of the Commission:

Having followed the proceedings of this commission and the adversarial responses to fellow taxpayer concerns have prompted this email, along with the increased air traffic this summer.

As someone who lives near the airport, I appreciate that there will be traffic but when we bought 10 years ago Chatham airport was a sleepy venue with sky divers but now I have planes flying over on take off and planes that are more jet set then friendly flyer.

I'm concerned that your plan and intention is to increase Chatham airport to a more urban level airport and not the small airport we have known. The airport needs to be a good neighbor and unfortunately this plan of adding an aviation easement is not what we need in Chatham and it's unfair to the property owners of West Chatham. Do any of you live in West Chatham in areas affected by your plan?

Hyannis has an airport that can and should handle all the jets and whatever aircraft that need long runways, noise and volume of traffic NOT Chatham.

Please listen to your fellow neighbors and be a good one, stop these large plans and keep Chatham airport as it is!

Thank you,

Suzanne Miska

Resident of West Chatham

Suzanne Miska

Sent from my iPhone

Terry Whalen

From: Gerry Stahl <Gerry@gerrystahl.net>
Sent: Sunday, June 27, 2021 1:49 PM
To: richard.doucette@faa.gov; Airport Commission
Subject: Extend the Environmental Assessment of the AMPU

Investigate possible Airport pollution of the public well

The #1 public concern in Chatham today is PFAs in the drinking water, especially in the well near the airport.

If the Airport "Environmental Assessment" had been conducted as an unbiased, scientific assessment of the impact of the airport (and its planned expansions) on the physical and social environment, it should have investigated the possibility that airplane exhaust fumes, the planned storage of large amounts of Jet-A fuel, fire-fighting foam with known PFAs associated with the jet fuel, and other airport operations (anti-icing fluids, aircraft hydraulic fluid, etc.) put PFAs into the environment that can enter the water table.

The citizens of Chatham and any officials who claim to represent the interests of residents should insist that the Environmental Assessment be extended and conducted by an impartial expert to investigate the impact of proposed operational expansions on the water and other aspects of the physical and social environment.

Such an investigation should take seriously alternative options, including a net-zero option (as now required by Town Meeting) and a "displaced threshold" option, which would avoid avigation easements.

Immediate action is required to avoid the Airport Commission's rationalization being accepted by the FAA on July 6. If the FAA refuses to extend the investigation, the Town of Chatham should conduct an independent scientific environmental assessment of the Airport Plan and use the Town sponsorship of the airport to require the airport to act in the interests of Chatham residents.

-- *Gerry Stahl and Carol Bliss*
West Chatham

Terry Whalen

From: Ellen Adams <ellenadams0302@gmail.com>
Sent: Monday, June 28, 2021 11:30 AM
To: Airport Commission
Subject: Upgrade to Chatham Airport

Hello everyone,

Chatham Airport is a vital resource to our area. Chatham not only provides access to the area and a resulting increase in local commerce, it provides flight training for our next generation of pilots. Every time you board a commercial flight, an airport like Chatham has most likely played a role in your safe flight. A viable airport is an investment in today as well as the future.

An upgrade to the landing assistance from the outdated technology currently in use to a GPS-based guidance will help Chatham modernize in a way that won't change the character of this lovely small airport; it won't make the airport a magnet for larger jets; it won't make the airport noisier. It **will** give pilots a way to quickly and safely land. A faster landing is a less noisy landing!

The current landing system requires airplanes circle around the airport. The GPS system allows the maneuvering be done further from the airport and at higher altitudes, with a brief straight-in landing. There will be many in the area who are against the GPS guidance upgrade, but it is unfortunately a case of automatically assuming, without study, what the upgrade means. A safer, faster landing will benefit area residents immediately and over time.

Your support of this important upgrade is appreciated, and your other constituents will find GPS makes Chatham airport a better neighbor.

Thank you,

Ellen Adams
Private Pilot
54 Amvets Ave
Falmouth, MA 02540

Terry Whalen

From: Kevin Hughes <khughes9211@gmail.com>
Sent: Monday, June 28, 2021 2:40 PM
To: Airport Commission
Subject: Tree Clearing and Future Environmental Impact Concerns

To whom it may concern,

In regard to the proposed airport changes I would like to bring up my environmental concerns and offer my preferred solution.

I live on Great Hill and have a view of the airport along with the surrounding vegetation and ponds from my home. Clearing of any trees on the Cape should be done with caution as we have seen how erosion is occurring along our coasts and near water ways.

My first concern with clearing of the trees is based on the impact to the surrounding soil and possible future erosion as we continue to clear parcel by parcel with the thought process that is just a small amount of clearing that individually one feels is justified for their personal reasons.

The proposal requires removing these trees for clearance purposes but does not appear to mention what will be done to the land after the clearing. If the land will be replaced with additional concrete this would be rather a worst-case scenario for the environment as animal habitats are being diminished. On the other hand, if low growing vegetation were to replace those trees to allow for some continued soil erosion protection and habitat protection for animals, this would be favorable if the project needs to continue forward. I have enough coyotes and turkeys running through my yard as is, removing more of their land would only push more towards Great Hill. It is also my preference to continue to look out from Great Hill and see the beautiful green landscape of Chatham that I am accustomed to.

My second concern with clearing the trees is that the reason for doing so is to allow for the airport to meet requirements needed to be a non-precision-based airport instead of a precision based. With how foggy Chatham gets and how close airplanes already fly from above my home I would feel a lot more comfortable knowing the airplanes flying into town have more advanced equipment on board that allows for more accurate landing as opposed to allowing for a lower entrance for the planes. It appears that your justification for the need to be a non-precision airport is based on economics. Chatham has been home to very wealthy people and high-end businesses prior to the airport and will continue to bring in tourists regardless of the airport being non-precision based. Wealthy people in general are the typical people with second homes which the documents essentially specify as the people the airport gains income from. As wealthy as Chatham is, the cost to utilize more high-end aircraft should not really be an issue. I am far more concerned with preserving the beauty of Chatham which is the sole purpose people have second homes here in the first place. If a big airport is a big reason for people to visit a town or buy a second home in a town then Hyannis would have all of the wealthiest residents, yet Chatham and Provincetown hold that honor.

Adjusting the airport to meet non-precision requirements should solely be based on a safety standpoint compared to precision based. Adding a large fuel tank to the airport poses more safety concerns due to possible leaks into the surrounding ponds and aquifer. Has the cost of a cathodic protection system on the tank been considered in the cost estimates? Are pipes being installed to bring in the fuel or is it being trucked in? Both of these bring possible environmental concerns between possible pipe leaks and additional cathodic protection and AC mitigation (which you may not have considered based on what I have read in the documents) or additional road traffic concerns from constant deliveries of fuel.

Additional load current from the electric distributor does not appear to be addressed if any is required. Additional load currents being sent on existing circuits to the airport can have negative effects to the surrounding areas in the form of AC interference and additional stress to the circuits. I did not see anything regarding the need for future right of ways which will require clearing of trees to provide future electric circuits or pipes to the airport. If there is a need for a future right-of-way clearing that has not been discussed it should be brought up as I do not believe any Chatham citizens in the area will be in favor of such a project.

My preferred solution is for the committee to consider all of the concerns regarding each solution and choose on merit the solution that preserves Chatham's charm and environment while keeping the citizens and pilots the safest. If the current situation, where airplanes allowed to use the airport require more advanced equipment to use the airport, is an overall safer solution while preserving the environment, then that should be the solution. If continuing with the project to allow for substantial landing clearance is significantly safer than moving toward a precision-based airport, then the project should move forward while preserving as much vegetation as possible and replacing higher vegetation with short vegetation that will not overgrow in the future. This option should not allow for more jet airplanes into the area as the air and noise pollution directly affect the citizens this airport is supposed to service.

Thank you for your time,

Kevin Hughes

Terry Whalen

From: Margaret Tompsett <metompsett@gmail.com>
Sent: Monday, June 28, 2021 2:34 PM
To: Dean Nicaastro
Cc: Jill Goldsmith; Peter Cocolis; Shareen Davis; Jeffrey Dykens; Cory Metters; Terry Whalen
Subject: Environmental Assessment of Chatham Airport comments due by July 6th
Attachments: Brief Evaluation of EA.docx; FAA Avigation Easement Deed.pdf

Dear Dean Nicaastro,

I am writing to you as a lawyer and a member of the Select Board. My husband, Mike, has spent hours trying to understand and digest the so-called environmental assessment (EA) and the AMPU of our Airport here in Chatham. I am sending you his summary which I have been sending to those interested and concerned about this EA. The feedback is that it is well written but too technical and people cannot understand it.

The due date for comments is July 6th and it is evident that if our citizens cannot understand the EA they cannot comment on it. I therefore implore you as our representatives, owners and sponsors of the airport to insist on a longer period for comments. We need a proper meeting of the community at which Gail Consultants present the information to the town in a question and answer format so that we know and understand exactly what is proposed. This needs to be in person.

If you remember at the last meaningful in-person meeting in November 2019 it was stated by one of our premier real estate developers in town that avigation easements are "the kiss of death" to property values. In this EA, 21 avigation easements are called for but the original 46 have not been taken off the table.

At one of your last in-person meetings, the Select Board explicitly did not give the Airport Commission permission to go ahead and authorize an EA without first developing a clear plan. There is still no clear plan but \$345,000 of public money has been spent. This is unacceptable. It should also be noted that this 20 year plan is not due until 2023.

If this EA is approved without appropriate consideration of its effects on the citizens of Chatham I can guarantee that there will be law suits from affected individuals. Is this what you want?

You have the power to delay approval of this EA until it has had full public scrutiny. Please use your authority to delay approval and insist on a public in-person meeting. If it is not safe to do so until September so be it. We have until 2023.

Sincerely,

Margaret E Tompsett MD

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Margaret E Tompsett, MD
17 Lake Shore Drive,
Chatham, MA 02633
Tel. 508-245-5212
Email: metompsett@gmail.com

BRIEF EVALUATION OF THE CHATHAM AIRPORT

2021 DRAFT ENVIRONMENTAL ASSESSMENT

At the outset the Draft EA defines the proposed actions as consisting of 3 projects:

The acquisition of Avigation Easements over 21 parcels,

The removal of vegetative obstructions.

The development of hangars.

Despite this statement, the EA extensively discusses lists of alternatives under these headings, but they are not proposed actions. There is no mention in the introduction of converting from a type 2 runway to a type 4 instrument runway, which is the intention and would have a major impact. Straight-in approaches are being sought, in which the pilot does not check that the runway is being used before flying 'straight-in. This is a dangerous practice without a control tower, but there is no discussion of this. In addition, a type 4 instrument runway specifies visibility $\geq 3/4$ mile. If $\geq 3/4$ mile is used then 49 acre Runway Protection Zones, would put many more people living in these enlarged zones in danger. This could not be allowed, either by the FAA or locally, but omitting this inconsistency from the Draft EA is unacceptable.

The definition of environment is 'the circumstances, objects, or conditions by which one is surrounded'. However the discussion in this Draft EA is not on assessing the environmental Impacts around us, but has a narrow focus on the economic impacts and the related processes of the 3 projects.

There is discussion on the process of acquiring avigation easements and the process of removing vegetation without discussion of the Environmental issues. There is obfuscation of the reasons for needing to clear vegetation from the approach surfaces. In fact there are 2 very distinct reasons:

1. Historical

PART 77 20:1 approach surfaces for the visual runways are required to maintain the present runway length, but only require 11 avigation easements. This need and the need to remove trees from the wetlands was actually created by extending the runway right up to the edge of the wooded wetlands in 1959. That the trees would grow into this approach surface was a forgone conclusion. FAA Advisory 150/5300-13A warns that positioning a new threshold for a visual approach may not allow for a future Instrument approach, because of penetrations to the instrument approach surfaces. This is exactly what has happened in Chatham, where not only are the original surfaces penetrated, but the proposed new instrument approaches are proving to be impossibly costly, untenable socially and disastrous environmentally. This should be reflected in the Draft EA.

2. Proposals for Instrument Approaches

There are proposals in the AMPU for new instrument approaches, which means the use of GPS for either horizontal or vertical guidance in the plane. However the FAA requires different design standards on the ground. The AMPU actually cites a preferred approach requiring a 30:1 glide-path requiring 46 avigation easements, and other significant clearing in the wetlands and around the runway. This approach and the clearing is also included in the Airport Layout Plan and in the 5 year plan. However the EA only discusses 20:1 approach surfaces, but these must meet so-called Terminal Instrument Procedures (TERPS) requirements. These surfaces cover different areas than the earlier PART 77 approach surfaces, require an additional 10 avigation easements and additional tree removal from the wetlands and vernal pool area. This is creating a new facility, which is an important distinction, which is not made clear in the Draft EA and should be.

There are major deliberate omissions from this Draft EA, which are totally disingenuous, self-serving and unacceptable. For example the construction of the 10,000 gallon fuel tank listed in the immediate 5 year plan, over a single source aquifer, which we all depend on, is deliberately excluded from this assessment.

No specific proposal was agreed on by the Airport Commission or by the Airport Sponsor, which the Town, or even specified before spending \$345,000 on this Draft EA, which defies comprehension. The Draft EA even says that the purpose of the Proposed Actions is to comply with FAA airport safety design standards, but without a plan the standard to be complied with is not defined.

The proposed new Instrument approaches include non-precision with horizontal guidance, non-precision with straight-in, and non-precision with straight-in and vertical guidance. Approaches with Vertical Guidance. are designed to handle instrument approach operations. where the navigation system provides vertical guidance down to 250 feet above the runway threshold in bad weather visibility as low as 3/4 statute mile. The FAA says the runway must be at least 3,200 feet, which cannot be met at Chatham Airport, which has a 3000ft runway. Approving this would put many more residents, shoppers, users of route 28 at much greater risk of planes landing short or overshooting.

The Draft EA explains that not implementing one particular alternative “*would reduce possible revenue from car rentals and the Airport’s role in the National Plan of Integrated Airport Systems.*” This is economic and not environmental impact, but it clearly shows that the goal of the proposed actions is to increase charter and scheduled traffic, and create a ‘commercial’ airport. There is zero assessment of the environmental impact of the increased traffic that would arise from this.

This is relevant to another omission. Pilatus turboprops are major users of the Airport, with over 200 landings in 2019 and many more this year. These planes are larger and in a higher design group-II for which the Airport does not and cannot meet FAA design standards. When the number of landings exceeds 250, the FAA will require major changes to the Airport to meet these standards. This could include removing ~10 more acres of trees around the runway and ~4 more acres of trees in the wetland and vernal pool areas. Assessing the current, let alone the future impact of the Pilatus PC-12s on the physical and social environment is just not considered.

The Draft EA expresses concern for “enhanced safety for pilots, passengers, neighboring properties, and aircraft” due to the removal of trees, but there is no mention of improvement in safety for those living or working in the RPZs, in fact the hazards would be increased. There are key social categories normally included in an environmental assessment that are not included in this one, namely:

Land Use: The statement in the Draft EA is disingenuous and wrong. The Airport is surrounded by many homes and business properties. Safety and welfare of the public in the vicinity of the Airport’s approach zones was in no way considered, under the flight path, and especially in the RPZs that according to the FAA should never have been allowed to become populated,

Noise and Compatible Land Use: Gale Associates relied on an arcane FAA requirement that noise analysis is only required with >350 annual jet landings or >1 average daily operations. In fact in 2019 the number of jet landings has already reached over 200 annually and 1 per day for the month of August 2019. Planes fly very low over people’s homes especially those in the RPZs and over homes on 70ft Great Hill The whole flight path is densely populated and noise levels exceed the OSHA threshold of 35dB stopping all conversation. Therefore excluding an assessment of noise is unconscionable.

Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks: The Draft EA implies 21 aviation easements removing trees from but omits to mention the economic

hardship that this would cause. A real estate developer referenced an aviation easement as “The kiss of death to a property’s value”. These proposals encourage traffic. Aviation gasoline contains very high levels of lead, much higher than those prohibited in automobile fuel, and which affects the health of children. There are 2 groups of habitat for humanity homes very close to the ends of the runway, where planes take-off with full throttle with the prevailing SW wind. The larger noisy planes flying low over everybody causes fear, which is also detrimental to health. The presence of the Airport and the RPZs over West Chatham are a major problem for the development of West Chatham. This Socio-economic category should never have been excluded from this Draft EA.

Development of Hangars

The Draft EA claims “the Airport continues to lack the adequate infrastructure to meet existing demand for hangar units” However it already has 3 hangars and according to the AMPU, the number of based aircraft is expected to only marginally increase, but the proposal is to unnecessarily construct 2 more hangars to double the capacity. With aprons and taxiways and car parking this would add an additional 3 acres of impervious tarmac surface. The Draft EA states that “the purpose of this development is to comply with FAA airport safety design standards”, which is ridiculous.

Threshold Displacement is mentioned as an alternative but then dismissed, yet it is allowed and recommended by the FAA for two reasons and it could have another advantage. The explanation for these reasons is illustrated in the drawings below.

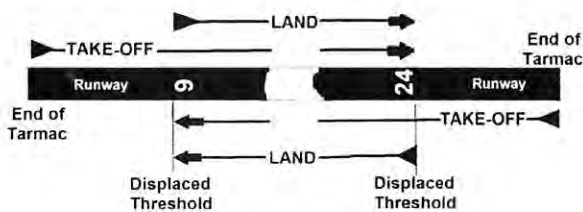
‘DISPLACING THRESHOLDS’ is the Solution

Aircraft normally land at the ends of the runway, called thresholds, but the FAA allows these thresholds to be displaced along the runway.

Jet charters would use Hyannis Airport, but recreational flyers would not be affected.

There would be less traffic, less hazard and less noise, no-cost and the character of Chatham would be preserved for future generations.

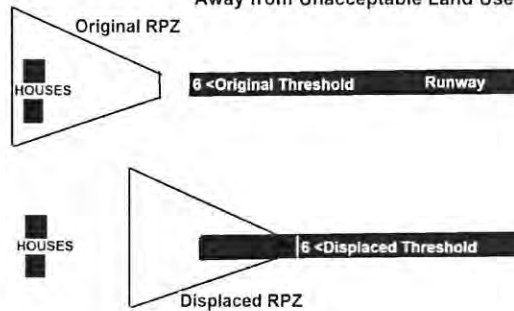
Operation of Runway with Displaced Thresholds



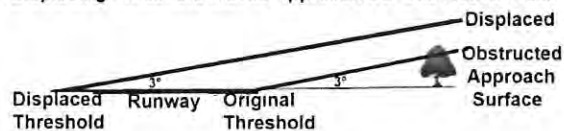
Change is Coming

It makes **NO** sense to spend millions of dollars and destroy habitat, when aeronautical technology is about to undergo such dramatic changes with electric propulsion and vertical take-off planes and drones.

Displacing Thresholds moves RPZs Away from Unacceptable Land Use



Displacing Threshold Moves Approach Surface Above Trees



Check <http://comspks.us> for more information
 Please Read and Submit comments on the Environmental Assessment at
<https://www.chatham-ma.gov/airport-commission/pages/environmental-assessment-ea-portal>
 Ad bought and paid for by The Community Speaks

1. Raises the approach surfaces above the vegetation eliminating the need for tree removal in the wetlands and aviation easements.
2. It moves the RPZs away from the residents currently living in those dangerous zones at the ends of the runway.

3. Shorter landing distances may discourage the use of the Airport by the larger aircraft types currently operating at the Airport.

The statement is made in the Draft EA that "it is to comply with *Airport Approach Protection* Bylaw by promoting the health, safety, and general welfare of the public by preventing the creation, establishment, and maintenance of airport hazards, thereby protecting the lives and property of users of the Chatham Airport and of the occupants of land in its vicinity and preventing destruction or impairment of the airport and the public investment therein." Without displacing thresholds, there is no effort to protect public safety.

Summary

In summary this Draft EA does not assess the impact of a defined plan. It omits assessing imminent issues such as the use of the larger aircraft in design group-II, but discusses the impact of new hangars, which are shown to be unnecessary. The impact on the wetlands and the vernal pool area are minimized. Much of the discussion is about process and economic factors, which are nothing to do with the environment other than ultimately having negative impacts. A viable alternative, displaced thresholds, is dismissed out of hand. This Draft EA is disingenuous, confusing, incomplete and not related to a specific approach plan, which renders it worthless. This Draft EA was called for under the National Environmental Policy Act. It expresses concern for "enhanced safety for pilots, passengers, neighboring properties, and aircraft, but there is zero concern for people living, working, shopping and driving in the RPZ hazard zones, and others living under the densely populated flight paths, some threatened with desecration of their property and property values. Those people would endure more extreme noise and psychological effects of more larger low flying, aircraft noisier than the OSHA threshold level of 85dB. The categories of Socioeconomics, Safety Risks, Land use and Noise were rejected from this draft EA. The explicit goal of the National Environmental Policy Act (NEPA), which controls the EA process, is "productive harmony between humans and their environment." There is nothing about productive harmony in this Draft EA, which should be rejected on all counts.

Suggested Template for Avigation Easements

SURFACE AND OVERHEAD AVIGATION EASEMENT

WHEREAS, (Property Owner), hereinafter called the Grantors are the fee owners of the following specifically described parcel of land situated in (City, County & State):

(Metes & bounds description of easement parcel)

hereinafter called "Grantors' property" and outlined on an attached Exhibit A map.

NOW, THEREFORE, in consideration of the sum of \$_____ and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Grantors, for themselves, their heirs, administrators, executors, successors and assigns do hereby grant the following appurtenant rights and benefits to the (Name of Airport) hereinafter called the "Grantee" for the use and benefit of the public.

The appurtenant rights and benefits include the uses, rights and restrictions described as follows:

The unobstructed use and passage of all types of aircraft in and through the airspace at any height or altitude above the surface of the land.

The right of said aircraft to cause noise, vibrations, fumes, deposits of dust, fuel particles (incidental to the normal operation of aircraft); fear, interference with sleep or communication, and any other effects associated with the normal operation of aircraft taking off, landing or operating in the vicinity of (Airport).

As used herein, the term "aircraft" shall mean any and all types of aircraft, whether now in existence or hereafter manufactured and developed, to include jet, propeller-driven, civil, military or commercial aircraft; helicopters, regardless of existing or future noise levels, for the purpose of transporting persons or property through the air, by whoever owned or operated.

In granting this easement, the Grantors agree to make no modifications to the following "accepted" existing structures lying within the bounds of the easement area of the Grantors' property.

(Example: 20' x 25' utility shed, see attached Exhibit A map)

The Grantors agree that during the life of this easement, they will not construct, erect, suffer to permit or allow any structure or trees on the surface of the burdened property. The Grantors may not permit any places of public assembly or gatherings within the easement area. (Examples: churches, schools, day care facilities, hospitals, restaurants, stadiums, office buildings, etc.) The Grantors are permitted to continue to grow and harvest crops or graze livestock in the easement area

The Grantors agree to keep the easement area free of the following: structures (permanent or temporary) that might create glare or contain misleading lights; residences, fuel handling and storage facilities and smoke generating activities and creation of any means of electrical interference that could effect the movement of aircraft over the easement area.

Grantors agree to waive all damages and claims for damages caused or alleged to be caused by the Grantors violation of any aspect of this easement document. The (Airport) has a perpetual right of ingress/egress in the easement area and the right to remove any new structure or vegetation that is not specifically mentioned above as "accepted."

TO HAVE AND TO HOLD said easement and right of way, and all rights appertaining thereto unto the Grantee, its successors, and assigns, until said (Airport) shall be abandoned and shall cease to be used for public airport purposes. It is understood and agreed that all provisions herein shall run with the land and shall be binding upon the Grantors, their heirs, administrators, executors, successors and assigns until such time that the easement is extinguished.

IN WITNESS WHEREOF, the grantors have hereunto set their hands and seals this _____ day of _____, 20____. (Local recordation and subordination practices must also be met. If subordination is necessary in which case the mortgagee must join in the agreement, a statement must be made to assure that the mortgage is subordinate to the Easement and the Easement recording superior and prior to lien in said mortgage without consideration of the date of the mortgage instrument)

_____(SEAL)
Grantor(s)

Terry Whalen

From: Shanna Nealy
Sent: Monday, June 28, 2021 3:17 PM
To: Terry Whalen
Subject: FW: EA relative to AMPU

Shanna Nealy
Executive Secretary to the Town Manager/Select Board
508-945-5105

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From: Gloria Freeman <freeannie@comcast.net>
Sent: Monday, June 28, 2021 3:15 PM
To: Peter Cocolis <PCocolis@chatham-ma.gov>; Shareen Davis <SDavis@chatham-ma.gov>; Cory Metters <CMetters@chatham-ma.gov>; Dean Nicastro <DNicastro@chatham-ma.gov>; Jeffrey Dykens <JDyken@chatham-ma.gov>; Richard Doucette <richard.doucette@faa.gov>; doucette@faa.gov; 'airport' <commission@chatham-ma.gov>; Jill Goldsmith <jgoldsmith@chatham-ma.gov>; Robert Duncanson <rduncanson@chatham-ma.gov>; Thomas Temple <TTemple@chatham-ma.gov>; Shanna Nealy <snealy@chatham-ma.gov>; Tim Wood <twood@capecodchronicle.com>
Subject: EA relative to AMPU

To those who are evaluating the Airport EA or involved in Chatham's water supply:

These comments are directly in response to the recent Environmental Assessment (EA), which was conducted as part of the update for the implementation of the new Airport Management Update Plan (AMPU). I would request that this letter be made available to all concerned parties and I thank you for that courtesy.

I strongly object to this report (EA) being conducted by the airport's engineering consultant, Gale Associates. This is a conflict of interest and further divides the community. It is made worse by the Select Board's hands-off attitude. Having Gale Associates conduct this study is a clear indication that the EA is meaningless and is not being taken seriously by the Airport Commission, the Select Board, and the FAA. An independent contractor should have been chosen to conduct the study. I am surprised that you did not consider how offensive this would be to many townspeople who are concerned about changes in the use of the airport. Safety, noise, and change of character, among others.

The EA is supposed to be a study to safeguard the human environment and establish all the impacts either positive or negative about a particular project. There are

numerous issues that do not appear to have been addressed in the EA, primary among them is our water. Right now, the single most important issue our Select Board should be discussing is the contamination of our potable water. A letter sent out to citizens by the Water Department has frightened many, and immediate action is needed to determine why our water is contaminated. PFAs are in the well near the airport. Why is that and are any airport operations causing that contamination? That issue must be addressed before any determination is approved by the FAA relative to the AMPU.

I hope that our Select Board will immediately request an expansion of the EA, to be conducted by an impartial science-based consultant, to include all airport operations which could possibly contaminate the water table or impact our wells. That first-step will show Select Board members' concern and determination to provide safe drinking water for its citizens, a most basic element of life.

Gloria Freeman

Terry Whalen

From: James Fulton <fulton1@optonline.net>
Sent: Monday, June 28, 2021 3:41 PM
To: Airport Commission
Subject: Gale Associates Draft Environmental Assessment

In Section 2.1 of the Draft Environmental Assessment, Gale Associates (“Gale”) communicates information that is false and misleading. They would be well advised to consult with an attorney experienced in aeronautics before presuming to understand what an avigation easement is. They state, for example, that if Chatham’s Airport Approach Protection Bylaw were enforced, a smaller number of avigation easements might be adequate for purposes that they have in mind. This is categorically untrue. They would also be well advised to consult with an attorney who has read *United States v. Brondum*, 272 F.2d 642 (5th Cir. 1959), a decision by Judge John Minor Wisdom, one of the greatest judges in the history of American jurisprudence.

The “Airport Approach Protection Bylaw” mentioned by Gale, which is contained specifically in § 100-1 et. seq. of the Town Bylaws, does nothing more than – as Gale explains – regulate “the height of structures and objects of natural growth in the vicinity of the Chatham Airport.” If it were ever actually enforced by the Town, the bylaw would grant what are called “clearance easements,” also known as “flight obstruction easements” – **not** “avigation easements” -- to the Town. The bylaw affords to no aircraft the right to fly anywhere.

The difference between a “clearance easement” and an “avigation easement” is that a clearance easement explains what a property owner may not do (i.e., grow trees or maintain structures higher than a prescribed height), but it does not allow aircraft to do anything. An avigation easement specifically allows aircraft to fly over property at a low elevation – not infrequently, but on a regular basis – regularly enough to constitute a “taking” of airspace property rights, damage property value and require just compensation. In the words of Judge Wisdom:

There is no mention of the right to fly over the land. In plain words, **the Government seeks to acquire the right to cut trees and natural growth to a prescribed height** and to remove man-made obstructions above a prescribed height. **The estate therefore is sometimes referred to as a ‘flight obstruction easement’.**

Brondum, 272 F.2d at 644-45 (emphasis added).

In *United States v. 64.88 Acres of Land*, (Citation omitted), a similar easement was interpreted as only a **clearance easement**.

Brondum, 272 F.2d at 645 (emphasis added). A clearance or flight obstruction easement restricts the height of trees and structures. Such an easement does **not** allow flights in the airspace where those trees would, but for the easement, be allowed to grow:

[In the case of a clearance easement], [t]here is no reason for planes to fly over the Brondums' land, unless an **emergency** should make such a flight unavoidable.

Brondum, 272 F.2d at 645.

"It [a clearance easement] is merely a safety factor in case a plane gets off course. If it gets off course and invades Mr. Brondum's property, he has a right of action against the

Government."

Brondum, 272 F.2d at 643 n. 1.

An **avigation easement** may or may not contain provisions dealing with obstructions, but, unlike a **clearance easement**, in express terms it **permits free flights over the land** in question [I]t provides for flights that may be **so low and so frequent as to amount to a taking of the property**. Thus, when an avigation easement is taken, such language is used as: '**for free and unobstructed passage of aircraft through the airspace above the portions of clear zones**' (Citation omitted).

Brondum, 272 F.2d at 645 (emphasis added).

Gale has informed us on repeated occasions that it is recommending the acquisition of avigation easements in order to facilitate "straight-in, nonprecision instrument" approaches to the Airport – approaches that are utilized by large, turboprop aircraft that *some* people would welcome more frequently at the Airport. If Gale's ideas became reality, aircraft would be allowed to utilize avigation easements to invade airspace lower to the ground – lower over homes that are occupied by Chatham families.

Gale states, "There are no environmental impacts associated with the acquisition of avigation easements." What exactly do they mean by this? Certainly the **imposition** and **enforcement** of avigation easement rights have environmental impacts; Gale admits that obstruction and tree removal – which more often than not are included with the imposition of avigation easements --- have environmental impacts. In addition, how can flying lower to the ground, thanks to an

avigation easement, have no environmental impact on the homeowner who lives below -- wondering whether aircraft is about to fly into his bedroom?

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Monday, June 28, 2021 3:47 PM
To: Airport Commission
Cc: david bixby; Jill Goldsmith; Terry Whalen
Subject: Comment s on airport EA

Airport Commission,

Please add to the public comments, either directly or by reference, on the airport Environmental Assessment all public comments regarding the development of the AMPU and E.A. directed at the Commission during Commission public meetings as well as any related correspondence since public discussion of the AMPU began.

I suggest the public record of these meetings be presented electronically or by typed transcript.

Thank you.

David Bixby

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Monday, June 28, 2021 3:57 PM
To: Airport Commission
Cc: david bixby; Jill Goldsmith; Terry Whalen
Subject: Comment on Chatham Airport E.A.

Section 40 CFR 1501.9 requires that affected persons or interested persons be included in the scoping process. It is unclear whether that is limited to the development of an EIS or also applies to the EA. Given the controversy over many of the AMPU proposals and alternatives, I would have expected that Gale's scoping meeting with its clients, (FAA, MassDOT, and Airport,) would have included those affected and interested persons as well. It did not. Why?

David Bixby

40 CFR § 1501.9 - Scoping.

• [CFR](#)

[prev](#) | [next](#)

§ 1501.9 Scoping.

(a) *Generally.* Agencies shall use an early and open process to determine the [scope](#) of issues for analysis in an [environmental impact statement](#), including identifying the significant issues and eliminating from further study non-significant issues. Scoping may begin as soon as practicable after the [proposal](#) for action is sufficiently developed for agency consideration. Scoping may include appropriate pre-application procedures or work conducted prior to publication of the [notice of intent](#).

(b) *Invite cooperating and participating agencies.* As part of the scoping process, the [lead agency](#) shall invite the participation of likely [affected](#) Federal, State, Tribal, and local agencies and governments, the proponent of the action, and other likely [affected](#) or interested persons (including those who might not be in accord with the action), unless there is a limited exception under [§ 1507.3\(f\)\(1\)](#) of this chapter.

(c) *Scoping outreach.* As part of the scoping process the [lead agency](#) may hold a scoping meeting or meetings, [publish](#) scoping information, or use other means to communicate with those persons or agencies who may be interested or affected, which the agency may integrate with any other early planning meeting. Such a scoping meeting will often be appropriate when the impacts of a particular action are confined to specific sites.

(d)

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Monday, June 28, 2021 4:10 PM
To: Airport Commission
Cc: david bixby; Jill Goldsmith; Terry Whalen
Subject: Comments on EA

Airport Commission,

What is the significance of the July 6 deadline for comment on the draft EA? It is my understanding that the EA is an FAA responsibility and as such any deadlines for review must be set by the FAA. I am aware of no such announcement by the FAA setting any deadline for comment. Please clarify. Given that any legal challenges or remedies to the EA that are pursued in court are limited to issues raised during the official comment period, it is critically important that this process be conducted openly and with the clear understanding of the public. Many if not most of us consider the July 6 deadline to be unrelated to any FAA deadline for comment. If this is not the case then you have failed to adequately inform the public.

David Bixby

§ 1501.10 Time limits.

(a) To ensure that agencies conduct NEPA reviews as efficiently and expeditiously as practicable, Federal agencies should set time limits appropriate to individual actions or types of actions (consistent with the time intervals required by § 1506.11 of this chapter).

(b) To ensure timely decision making, agencies shall complete:

(1) **Environmental assessments** within 1 year unless a **senior agency official** of the **lead agency** approves a longer period in writing and establishes a new time limit. One year is measured from the date of agency decision to prepare an **environmental assessment** to the publication of an **environmental assessment** or a **finding of no significant impact**.

(2) **Environmental impact statements** within 2 years unless a **senior agency official** of the **lead agency** approves a longer period in writing and establishes a new time limit. Two years is measured from the date of the issuance of the **notice of intent** to the date a record of decision is signed.

(c) The **senior agency official** may consider the following factors in determining time limits:

- (1) Potential for environmental harm.
- (2) Size of the proposed action.
- (3) State of the art of analytic techniques.

- (4)** Degree of public need for the proposed action, including the consequences of delay.
 - (5)** Number of persons and agencies affected.
 - (6)** Availability of relevant information.
 - (7)** Other time limits imposed on the agency by law, regulations, or Executive order.
- (d)** The **senior agency official** may set overall time limits or limits for each constituent part of the NEPA process, which may include:
- (1)** Decision on whether to prepare an **environmental impact statement** (if not already decided).
 - (2)** Determination of the **scope** of the **environmental impact statement**.
 - (3)** Preparation of the draft **environmental impact statement**.
 - (4)** Review of any comments on the draft **environmental impact statement** from the public and agencies.
 - (5)** Preparation of the final **environmental impact statement**.
 - (6)** Review of any comments on the final **environmental impact statement**.
 - (7)** Decision on the action based in part on the **environmental impact statement**.
- (e)** The agency may designate a person (such as the project manager or a person in the agency's office with NEPA responsibilities) to expedite the NEPA process.
- (f)** State, Tribal, or local agencies or members of the public may request a **Federal agency** to set time limits.

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Monday, June 28, 2021 4:27 PM
To: Airport Commission
Cc: david bixby; Jill Goldsmith; Terry Whalen
Subject: Comments on EA - Agency responsibility

Airport Commission,

NEPA regulations hold the FAA as the agency responsible for the accuracy, scope, and content of environmental documents. In Chatham the Town applied for a grant to develop an EA as well as other things. The FAA approved that grant. The FAA may **require** an applicant to submit environmental information for possible use by the FAA to prepare an EA. That does not appear to be the case in Chatham. There appears to be no provision in the regs for the Town to prepare the EA on behalf of the FAA, and yet that appears to be the case in Chatham. Gale Assoc. is contracted with the Town to prepare the EA, it is not contracted with the FAA. Absent a letter or directive from the FAA to the Town to prepare environmental documents, I have to question the legitimacy of the EA before the public for comment.

Can you please explain the relationship and roles under 40 CFR of the FAA, Town of Chatham, and Gale Assoc. with respect to the EA? Please cite supporting legislation or regulation.

Thank you.

Davis Bixby

§ 1506.5 Agency responsibility for environmental documents.

(a) Responsibility. The agency is responsible for the accuracy, scope (§ 1501.9(e) of this chapter), and content of **environmental documents** prepared by the agency or by an applicant or contractor under the supervision of the agency.

(b) Information. An agency may require an applicant to submit environmental information for possible use by the agency in preparing an **environmental document**. An agency also may direct an applicant or authorize a contractor to prepare an **environmental document** under the supervision of the agency.

(1) The agency should assist the applicant by outlining the types of information required or, for the preparation of environmental documents, shall provide guidance to the applicant or contractor and participate in their preparation.

(2) The agency shall independently evaluate the information submitted or the **environmental document** and shall be responsible for its accuracy, **scope**, and contents.

(3) The agency shall include in the **environmental document** the names and qualifications of the persons preparing **environmental documents**, and conducting the independent evaluation of any information submitted or **environmental documents** prepared by an applicant or contractor, such as in the list of preparers

for **environmental impact statements** (§ 1502.18 of this chapter). It is the intent of this paragraph (b)(3) that acceptable work not be redone, but that it be verified by the agency.

(4) Contractors or applicants preparing **environmental assessments** or **environmental impact statements** shall submit a disclosure statement to the **lead agency** that specifies any financial or other interest in the outcome of the action. Such statement need not include privileged or confidential trade secrets or other confidential business information.

(5) Nothing in this section is intended to prohibit any agency from requesting any person, including the applicant, to submit information to it or to prohibit any person from submitting information to any agency for use in preparing environmental documents.

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Monday, June 28, 2021 4:31 PM
To: Airport Commission
Cc: david bixby; Jill Goldsmith; Terry Whalen
Subject: Comment on EA - executive orders

Airport Commission,

Please explain why Executive Orders 13807 and 13891 do not apply in the case of the Town's application for a grant to develop an EA.

Thank you.

David Bixby

§ 1506.7 Further guidance.

(a) The **Council** may provide further guidance concerning NEPA and its procedures consistent with [Executive Order 13807](#), Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects (August 5, 2017), [Executive Order 13891](#), Promoting the Rule of Law Through Improved Agency Guidance Documents (October 9, 2019), and any other applicable Executive orders.

(b) To the extent that **Council** guidance issued prior to September 14, 2020 is in conflict with this subchapter, the provisions of this subchapter apply.

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Monday, June 28, 2021 4:44 PM
To: Airport Commission
Cc: david bixby; Jill Goldsmith; Terry Whalen
Subject: EA Comments - public involvement

Airport Commission,

40 CFR 1506.6 (b) requires the FAA provide public notice of NEPA-related hearings, public meetings, and other opportunities for public involvement, and the availability of [environmental documents](#) so as to inform those persons and agencies who may be interested or [affected](#) by their proposed actions. I am aware of no such notifications to persons, businesses, or organizations as noted under 1506.6 (b) (3) (vii, or viii.) It may be a technicality, maybe the Town or Gale did so on their own, but the regulation requires action by the FAA.

Can you explain why the FAA has not complied with requirements for public involvement under the regulation? I suspect it is because the FAA will do so when it asks the public for comment on its EA. Can you confirm this?

Thank you.

David Bixby

§ 1506.6 Public involvement.

Agencies shall:

- (a)** Make diligent efforts to involve the public in preparing and implementing their NEPA procedures (§ [1507.3](#) of this chapter).
- (b)** Provide public notice of NEPA-related hearings, public meetings, and other opportunities for public involvement, and the availability of [environmental documents](#) so as to inform those persons and agencies who may be interested or [affected](#) by their proposed actions. When selecting appropriate methods for providing public notice, agencies shall consider the ability of [affected](#) persons and agencies to access electronic media.
 - (1)** In all cases, the agency shall notify those who have requested notice on an individual action.
 - (2)** In the case of an action with [effects](#) of national concern, notice shall include publication in the Federal Register. An agency may notify organizations that have requested regular notice.

(3) In the case of an action with [effects](#) primarily of local concern, the notice may include:

(i) Notice to State, Tribal, and local agencies that may be interested or [affected](#) by the proposed action.

(ii) Notice to interested or [affected](#) State, Tribal, and local governments.

(iii) Following the [affected](#) State or Tribe's public notice procedures for comparable actions.

(iv) Publication in local newspapers (in papers of general circulation rather than legal papers).

(v) Notice through other local media.

(vi) Notice to potentially interested community organizations including small business associations.

(vii) Publication in newsletters that may be expected to reach potentially interested persons.

(viii) Direct mailing to owners and occupants of nearby or [affected](#) property.

(ix) Posting of notice on and off site in the area where the action is to be located.

(x) Notice through electronic media (*e.g.*, a project or agency website, email, or social media).

(c) Hold or sponsor public hearings, public meetings, or other opportunities for public involvement whenever appropriate or in accordance with statutory requirements applicable to the agency. Agencies may conduct public hearings and public meetings by means of electronic communication except where another format is required by law. When selecting appropriate methods for public involvement, agencies shall consider the ability of [affected](#) entities to access electronic media.

(d) Solicit appropriate information from the public.

(e) Explain in its procedures where interested persons can get information or status reports on [environmental impact statements](#) and other elements of the NEPA process.

(f) Make environmental impact statements, the comments received, and any underlying documents available to the public pursuant to the provisions of the [Freedom of Information Act](#), as amended ([5 U.S.C. 552](#)).

Terry Whalen

From: pgw73 <pgw73@verizon.net>
Sent: Tuesday, June 29, 2021 7:44 AM
To: 'Christine Howard'; Airport Commission
Cc: thomaswhurley1@gmail.com; 'Tom Maher - PYM Airport'; 'Kenneth Fosdick'
Subject: Favor for CQX
Attachments: cqx_draft_ea_for_public_comment.pdf; Airport Commission _ Chatham, MA.PDF; legal publishing.pdf

Good morning Commissioners,

I understand you are struggling with providing justifications for advancing toward GPS-based approaches at Chatham. For more than five years I managed the FAA contract team for FAA Navigation Programs in Wash. DC that creates the GPS approaches and maintains the satellite system servicing the WAAS-enabled GPS network. Let me simply offer:

1. The FAA steadfastly maintains they do not create GPS approaches to increase air traffic. They are created for primarily for greatly increasing safety.
2. GPS-based approaches also increase cost efficiency by enabling the removal of more costly VOR, NDB, and eventually some ILS systems.
3. As stated by others and is replicated all across the nation, GPS approaches eliminate more dangerous non-precision approaches and circling maneuvers.
4. As good as any GPS-based airport is, the operations are not based on the approaches that serve that airport, but the fixed ground environment such as runway length and width, approach lighting, overruns, and obstructions clearances.

These are not my personal opinions or comments. These are all part of the FAA's GPS navigation promotion guidelines when working with airports all across the country. The FAA has rightfully no interest in increasing air traffic where it is not wanted. GPS navigation wasn't created to do this. Again, it was created for safety and eliminate inefficiencies in the airways servicing systems.

Most sincerely,

Paul

Paul Worcester
Former FAA Contract Program Manager for FAA HQ Navigation Programs
C (774) 454-0701

From: Christine Howard <cocodevans@yahoo.com>
Sent: Thursday, June 24, 2021 10:16 AM
To: Thomas Hurley <tomhurley@aol.com>; plymouthaeroclub@gmail.com
Cc: sticknrudderaero@comcast.net
Subject: Re: Favor for CQX

Hi Tom,
I attached a copy of the EA, the legal publishing and The Airport Commissioners names for your convenience. Hopefully they are helpful.
Thanks,
Chris

On Thursday, June 24, 2021, 08:40:01 AM EDT, Christine Howard <ccodevans@yahoo.com> wrote:

Hi Tom,

I was wondering if you and your pilots at Plymouth Aero Club could assist with a little favor. CQX is currently in the public input stage of our Environmental Assessment including one of our major projects, upgrading to GPS based precision instrument approaches. Of course, our local anti-airport group is pushing back because well, they seem to think that the old outdated technology we currently have is enough and if the airport is safer, more aircraft will come.

Anyways, they are stuffing the Airport Commission email box as well as FAA email with negative comments so we were hoping some positive support of upgrading the precision approaches to the most current technology for safety might help.

Do you think some of your group be agreeable to putting some emails together in support of the GPS based instrument approaches and send to ? We've tried to explain that the new technology would allow for less circling in the pattern during inclement weather, that the technology also allows for straight in approach which leads to less noise, but they are fighting this hard.

I know your group understands the need for safe instrument approaches and how important small airports like CQX are. Any support your club can provide will be appreciated.

The public input stage closes July 1st, so if they could aim to get something in before that date, it would be so helpful.

Best regards,
Chris Howard
Chatham Municipal Airport

[Sent from Yahoo Mail on Android](#)

Terry Whalen

From: Shanna Nealy
Sent: Tuesday, June 29, 2021 8:17 AM
To: Airport Commission; Cory Metters; Dean Nicastro; Jeff Dykens; Jeffrey Dykens; Jill Goldsmith; Peter Cocolis; Shareen Davis
Subject: FW: EA relative to AMPU

Please see below.

Shanna Nealy
Executive Secretary to the Town Manager/Select Board
508-945-5105

Please be advised that email messages and attached content sent from and to this email account are public records unless qualified as an exemption under the Massachusetts Public Records Law - <http://www.sec.state.ma.us/pre/preidx.htm>.

From: Peter Cocolis <PCocolis@chatham-ma.gov>
Sent: Monday, June 28, 2021 4:58 PM
To: Shanna Nealy <snealy@chatham-ma.gov>
Cc: Jill Goldsmith <jgoldsmith@chatham-ma.gov>
Subject: Fwd: EA relative to AMPU

Please forward to Airport Commission and SB. PKC

Sent from my iPad

Begin forwarded message:

From: Peter Cocolis <PCocolis@chatham-ma.gov>
Date: June 28, 2021 at 4:55:58 PM EDT
To: Gloria Freeman <freeannie@comcast.net>
Cc: Jill Goldsmith <jgoldsmith@chatham-ma.gov>, Shanna Nealy <snealy@chatham-ma.gov>
Subject: Re: EA relative to AMPU

Thank you Gloria for your comments, concerns and opinions. You included a number of Town Staff and the FAA representative on your email. I agree this letter should be available to all concerned parties and will forward to the Airport Commission. As your concerns are being addressed, the one common factor is the Select Board and Town commitment to safe drinking water as our number one priority.

Peter

Sent from my iPad

Sent from my iPad

On Jun 28, 2021, at 3:14 PM, Gloria Freeman <freeannie@comcast.net> wrote:

To those who are evaluating the Airport EA or involved in Chatham's water supply:

These comments are directly in response to the recent Environmental Assessment (EA), which was conducted as part of the update for the implementation of the new Airport Management Update Plan (AMPU). I would request that this letter be made available to all concerned parties and I thank you for that courtesy.

I strongly object to this report (EA) being conducted by the airport's engineering consultant, Gale Associates. This is a conflict of interest and further divides the community. It is made worse by the Select Board's hands-off attitude. Having Gale Associates conduct this study is a clear indication that the EA is meaningless and is not being taken seriously by the Airport Commission, the Select Board, and the FAA. An independent contractor should have been chosen to conduct the study. I am surprised that you did not consider how offensive this would be to many townspeople who are concerned about changes in the use of the airport. Safety, noise, and change of character, among others.

The EA is supposed to be a study to safeguard the human environment and establish all the impacts either positive or negative about a particular project. There are numerous issues that do not appear to have been addressed in the EA, primary among them is our water. Right now, the single most important issue our Select Board should be discussing is the contamination of our potable water. A letter sent out to citizens by the Water Department has frightened many, and immediate action is needed to determine why our water is contaminated. PFAs are in the well near the airport. Why is that and are any airport operations causing that contamination? That issue must be addressed before any determination is approved by the FAA relative to the AMPU.

I hope that our Select Board will immediately request an expansion of the EA, to be conducted by an impartial science-based consultant, to include all airport operations which could possibly contaminate the water table or impact our wells. That

first-step will show Select Board members' concern and determination to provide safe drinking water for its citizens, a most basic element of life.

Gloria Freeman

Terry Whalen

From: Erika Klein <erikaklein161@gmail.com>
Sent: Tuesday, June 29, 2021 9:44 AM
To: Airport Commission
Subject: Airport Environmental Assessment

To Whom It May Concern,

We live at 87 North Skyline Dr. in Chatham Ma.

The noise already we have to put up with from low flying airplanes is intolerable.

To have our property devalued so that a few pilots can use the airport at night and in poor weather is very selfish.

We are tax paying long standing residents of Chatham and are opposed to all the changes that will be made at the airport

to provide this benefit to the few pilots.

Please listen to us! Cutting vegetation, clearing trees, creating avigation easements, increased carbon emissions, a 10,000 gallon jet fuel tank on aquifer
ALL TERRIBLE ideas, and again selfish.

The noise alone is atrocious. To add these environmental impacts on top of that is awful.

I appreciate you taking the time to take the residents of Chatham seriously and not push through for a busier airport that allows bigger planes to land at all hours of the day and in any weather.

Sincerely,

Erika Klein and James Schwartz

87 N. Skyline Dr

Chatham, Ma

401 486 3634

Terry Whalen

From: Margaret Tompsett <metompsett@gmail.com>
Sent: Tuesday, June 29, 2021 4:07 PM
To: Airport Commission
Subject: ENVIRONMENTAL ASSESSMENT

It was not clear to me that my letter went through to you so I am sending it again.

This Environmental Assessment is totally inadequate because it does not look at the impact of the noisy charter planes on the human beings in the vicinity, it minimizes the environmental impact of cutting down at least 10 acres of trees and destroying vernal pool and wetlands and the cost of the aviation easements. The idea of "trimming trees" is nonsense when we were told in no uncertain terms that trees had to be cut down. It decides to avoid looking at the impact of a 10,000 gallon jet fuel tank saying it is in the distant future when it is in the 5 year plan.

It impacts every citizen in Chatham. Driving on route 28 when one of these monster planes is coming into land is noisy and scary because it feels as if the plane is about to crash on you. Bird watching on the Monomoy river is ruined by noisy planes coming over.

What is the purpose of new hangars when it says that no marked increase in traffic is expected? So you cut down the trees and put more tarmac down on another 3 acres??

All charter planes coming straight in should go to Hyannis with 2 5000+ foot runways and a control tower if safety is the goal. It is unsafe to mix them with ordinary little planes who may not have their radios on. Save Chatham airport for the little planes for whom a shorter runway works well.

This is an attempt to whitewash an attempt to turn Chatham Airport into a commercial airport like Hyannis. It's entirely inappropriate for Chatham and decreases safety, destroying the natural environment, causing havoc for the unlucky people whose property will be slapped with an aviation easement and causing deterioration in the quality of life for everyone. This pot of whitewash should be rejected out of hand.

Margaret E Tompsett MD

Chatham

--

Terry Whalen

From: NicoleStern <meantobe60@aol.com>
Sent: Tuesday, June 29, 2021 4:37 PM
To: Peter Cocolis; Shareen Davis; Cory Metters; Dean Nicastro; Jeffrey Dykens; Jill Goldsmith; Shanna Nealy; Airport Commission
Subject: Chatham Water and Airport's Environmental Assessment

To All...

Action is needed NOW by our Select Board to determine the contamination of our drinking water. PFAs are in the well near the airport, could years of airport operation caused this contamination? Why wasn't our water included in the Environmental Assessment? This isn't the first time the Town has had problems with a well close to the airport. Why wasn't the Environmental Assessment conducted by an impartial independent contractor? Using Gale Associates, airport's engineering consultant, is like putting the fox in the hen house! The Environmental Assessment lacks credibility on many issues not addressed. The Select Board must immediately be involved to protect their citizens health by assuring safe drinking water. Thank you.

Nicole Stern

Terry Whalen

From: Shanna Nealy
Sent: Wednesday, June 30, 2021 8:17 AM
To: Airport Commission; Terry Whalen
Subject: FW: Chatham Airport Support

Shanna Nealy
Executive Secretary to the Town Manager/Select Board
508-945-5105

Please be advised that email messages and attached content sent from and to this email account are public records unless qualified as an exemption under the Massachusetts Public Records Law - <http://www.sec.state.ma.us/pre/preidx.htm>.

From: Cory Metters <coryjmetters@gmail.com>
Sent: Wednesday, June 30, 2021 7:23 AM
To: Jeff Fisher <JFisher@cl-trust.com>
Cc: Cory Metters <CMetters@chatham-ma.gov>; Shanna Nealy <snealy@chatham-ma.gov>
Subject: Re: Chatham Airport Support

Hello Mr. Fisher,
Thank you for your email and the comments you provide in support of the airport. I will certainly be considering the needs of all residents as we discuss future items connected to the airport.

Thank you,
Cory Metters
SB

Sent from my iPad

On Jun 29, 2021, at 1:22 PM, Jeff Fisher <JFisher@cl-trust.com> wrote:

Mr. Metters:

As a long-time Chatham property owner, I am writing to you to voice my support for the work the Chatham Airport Commission is doing with the Airport Master Plan Update (AMPU). As a supporter and user of the Chatham airport, it is good to see the airport being modernized and continuing to add value to our community.

One of the reasons we bought a house in Chatham was for the convenience of having a local airport. I travel often for business in a turboprop Pilatus PC-12 within the New England area. (Please note that although the article in *Cape Cod Times (Hyannis, MA)* speaks to this plane as a "new jet", they were incorrect.) I believe the continued use of the Chatham airport by owners of propeller or turboprop planes is beneficial for all.

I also support the addition of satellite GPS technology, as I have had many trips to and from the Chatham airport cancelled at the last minute due to lack of visibility.

I hope you take into consideration the needs of all tax-paying residents of Chatham.

Sincerely,

Jeffrey Fisher
330 Stage Harbor Road
Chatham, MA 02633

Terry Whalen

From: Leslie Weinstein <leslie@turtlesflytoo.org>
Sent: Wednesday, June 30, 2021 10:01 AM
To: Airport Commission
Cc: Christine Howard; David V. Dinneen; Ken Andrews; Bonnie Barnes; pauls@mts-nc.com
Subject: Chatham Airport GPS Instrument Approach Upgrades
Attachments: MA Sen CRY 05142021[1].pdf; Chatham GPS Approach 06282021.pdf

To whom it may concern,

Attached is our letter in favor of CQX Chatham Airport GPS instrument approach upgrades. Turtles Fly Too is the conservation organization responsible for the Cape Cod cold stun sea turtle air rescues. It is imperative that our pilots flying our missions are safe.

It is further my opinion you have a few in your community who are ill advised when it comes to aviation and the important role aviation plays in conservation. Turtles Fly Too air medivacs the most endangered sea turtle species that are headed towards extinction from Cap Cod each year to rehab hospitals in the south. Recently I have had to address your ill-informed State Senator Cyr of the importance of aviation and his unfounded statements. Letter attached.

If nothing else think of the negative impact to the Kemp's ridley sea turtles that not approving the upgrades to the Chatham Airport will have. I am known for flying a single Kemp's ridley to rehab hospitals in the south, that is how important it is to save a species on the verge of extinction.

Sincerely,



Leslie J. Weinstein
President
Turtles Fly Too, Inc.
208-484-7774
4911 Parkwood Street
Boise, ID 83704
leslie@turtlesflytoo.org
www.turtlesflytoo.org
<https://www.facebook.com/turtlesflytoo/>
<https://www.instagram.com/turtlesflytoo/>
501(c)(3) public charity
EIN 81-4802745



*Our mission is to facilitate the use of general aviation
to transport endangered species and to promote
conservation through education and outreach*

May 17, 2021

State Senator Julian Cyr
24 Beacon St House
Room 309
Boston, MA 02133

Dear Senator Cyr,

I am writing representing our 501(c)3 non-profit organization, Turtles Fly Too, (TF2) as well as the many other organizations that provide critical general aviation emergency transport services to the state of Massachusetts.

House Bill 2305, as presented by you will provide considerable hardship to each of our general aviation nonprofits that transport children, animals, and of course, the endangered species we transport each year within and out of the state of Massachusetts.

This year was the second largest cold stun season for the Cape Cod area with our organization and "Turtle Fliers" transporting over 600 endangered sea turtles. We have been transporting these endangered sea turtles each year since 2014, as your local organizations MASS Audubon Wellfleet Bay Wildlife Sanctuary brings them in off the beaches, New England Aquarium and National Marine Life Center triage them, and we transport the large majority of them out of the state for long-term rehabilitation, as your local non-profit facilities do not have the means to provide.

This year alone, we flew 23 missions, using over 35 planes landing at your local airports. At \$1,000 each landing, that's a cost of over \$35,000 to our pilots (Turtle Fliers), of which each one contributes 100% of their time, fuel, and flight time to assist in our missions. Multiply this by the many other organizations that provide similar services that benefit your state. Turtles Fly Too provides our services nationwide and we do not encounter fees such as you are proposing in any other state. Why is it that you think this is a wise idea in the state of Massachusetts?

As President of Turtles Fly Too, I have enough on my plate taking care of the Cape Cod sea turtle cold stuns that occur every year in the State of Massachusetts. When it comes to endangered sea turtles and assisting the whale rescue teams in flying to the surrounding states when needed, TF2 is called on by NOAA and USFWS to fly these missions.

▪ AVIATION ▪ CONSERVATION ▪ COMMUNITY

Main Office: 4911 No. Parkwood St. | Boise, ID 83704 | 208-484-7774
East Coast Office: 22441 SW 88th Place, #304 | Miami, FL 33190 | 904-463-0513

TURTLES FLY TOO.ORG



Our mission is to facilitate the use of general aviation to transport endangered species and to promote conservation through education and outreach

Your House Bill 2305 is damaging to conservation and the aviation industry as a whole. The most endangered species of sea turtles that TF2 transports by aircraft are the Kemp's ridley that are headed towards extinction. The Fixed Base Operators at your local airports have graciously waived their landing fees and it is time-consuming for us, as a 501(c)3 to negotiate these waivers. The fees you are proposing will cripple each of our non-profit's abilities to recruit pilots to fly our missions for these endangered sea turtles, which will have unquestionable devastating consequences on many of your general aviation transport services we provide.

In addition, due to COVID-19, commercial and private businesses of all types have undergone tremendous loss of business and income. Why would a bill like this to unduly tax the public you serve make sense at this time or for that matter at any time?

To give you an idea of the total costs involved in our air transports was in excess of 1 million dollars that was donated not by the state of Massachusetts, nor any government entity but by our pilot aircraft owners. Nor does any government entity and especially not Massachusetts provide TF2 with any overhead funding.

Recent example:

This past week I had to call off a mission scheduled for Friday, May 14 to fly sea turtles (Kemp's) from the New England Aquarium and National Marine Life Center that went through months of rehabilitation and are ready for release. The MA area ocean waters are too cold yet for release so flying to NC to release was the plan. Un-fortunately the Colonial Pipeline shutdown impacted us. *A total of 4 aircraft would have been involved at a cost to our volunteer Turtle Fliers of \$8,000.00.*

Julian Cyr quote:

"So why did I file the bill? I believe that reaching our goal of net-zero carbon emissions by 2050 (now in law in Massachusetts) will require changes and sacrifices in every industry and most areas of our lives. Currently, there is no public cost to private and corporate plane operators owned by millionaires and billionaires to fly in and out of Massachusetts as they please; every trip produces significant carbon emissions while often carrying just a handful of passengers. During the pandemic, we have seen the use of private air travel increase across Cape Cod, Martha's Vineyard, and Nantucket. Indeed our local airports are the busiest in New England in the summer months. I expect this trend to continue, with hybrid work practices and virtual work becoming

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more routine post-pandemic. Individuals with means have every right to travel as they'd like, but I believe there should be a price or disincentive on such high carbon emissions for few passengers. We are out of time to avert the climate crisis. To meet the moment, components of our way of life need to change, and that includes luxury air travel," Stated Mr. Julian Cyr, Massachusetts State Senator.

I strongly suggest that you abandon House Bill 2305 as it goes far beyond the devastation to climate and our environment. The consequences can decimate so many beneficial programs. You obviously have no idea and are ill-informed of the importance of aviation.

Sincerely,

A handwritten signature in blue ink that reads 'Leslie Weinstein'.

Leslie J. Weinstein
President, Turtles Fly Too
208-484-7774
leslie@turtlesflytoo.org

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to transport endangered species and to promote
conservation through education and outreach*

June 29, 2021

RE: Chatham Airport GPS Approach Upgrades

To whom it may concern:

I write this letter as a pilot on behalf of Turtles Fly Too, Inc. a 501(c)(3) public charity specializing in the air transport of endangered species and first responders. Our missions involve flying into a wide range of airports from small to large, urban to rural and mountainous to coastal depending on mission requirements. We recently became aware of challenges to the proposed GPS upgrades to the Chatham Airport's (KCQX) instrument approaches. As an emergency response organization, we wanted to provide feedback on these important changes that we view as a critical flight safety improvement to the airport.

Modernizing the airport's instrument approaches with GPS technology would yield a significant safety improvement for pilots, passengers and the general public. By utilizing modern technology, pilots arriving at the airport will have the option of flying a stabilized approach both laterally and vertically resulting in consistent and safe approaches. Many pilots take advantage of the precision afforded by GPS approach guidance even in good weather and visibility as the on-board systems will monitor the approach and provide feedback to the pilot that the aircraft is properly stabilized. The safest approach has been proven time and again to be one that is stabilized far from the airport and flown within a set of well-defined parameters – precisely what these GPS approaches would provide. The Chatham Airport and surrounding neighbors would benefit from the added safety brought by modernizing the airport's approaches to use GPS technology.

Contrary to what the layperson might assume, the proposed GPS approaches would in no way attract larger aircraft to the airport just as the current approaches are likely not a factor in deterring them. The primary constraint to larger aircraft utilizing the Chatham Airport is the available runway landing distance that would not be altered. Therefore, the approach changes would increase safety while in no way changing the available runway landing distance that is the primary factor in deterring larger aircraft from utilizing the airport.

We sincerely hope that these instrument approach upgrades are allowed to take place as they will increase the safety of the Chatham Airport for both aviators and the general public while not changing the dynamic of aircraft that currently utilize the airport. We know that our pilots, if called to fly a mission into the Chatham Airport, would be safer with these changes in place.

Sincerely,

Kenneth Andrews
Board Vice President
Turtles Fly Too, Inc.

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Terry Whalen

From: Shanna Nealy
Sent: Wednesday, June 30, 2021 11:32 AM
To: Cory Metters; Dean Nicastro; Jeff Dykens; Jeffrey Dykens; Jill Goldsmith; Peter Cocolis; Shareen Davis
Cc: Airport Commission; Terry Whalen
Subject: FW: Please forward to all Select Board Members, Many thanks.

Shanna Nealy
Executive Secretary to the Town Manager/Select Board
508-945-5105

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From: GEORGE HENRY <ghenry49@comcast.net>
Sent: Wednesday, June 30, 2021 11:30 AM
To: Shanna Nealy <snealy@chatham-ma.gov>
Subject: Please forward to all Select Board Members, Many thanks.

Dear Select Board,

The effects of airplane noise on the quality of life in Chatham especially Great Hill is terrible! Today, June 30, 2021, I counted six (6) low flying airplanes come over my house in 20 minutes! One was the heavy and very, very noisy commercial Pilatus aircraft. Another one had two engines, and it looked like it was just above the tree line! Since we bought our house 11 years ago the number of very noisy large airplanes has increased substantially. The increased commercial and charter flights are making the noise nuisance worse, and there are more flights during hours when we are sleeping.

Also, The airport commission wants to do avigation easements on a minimum of 21 homes, lower flight paths, and increase flights. Someone needs to step up and help the residents of Chatham! We are being bullied by the Airport Commission, and by the few who fly in these huge, low flying, noisy Pilatus airplanes. It needs to stop!

George Henry 210 Horizon Drive Chatham, Ma 02633

Terry Whalen

From: Joyce Williams <jkwlandscapedesign@outlook.com> on behalf of jkw007@comcast.net
Sent: Wednesday, June 30, 2021 1:06 PM
To: Airport Commission
Subject: Environmental Assessment of Chatham Airport Concerns

TO: Chatham Airport Commission
RE: Environmental Assessment of Chatham Airport Concerns

I have serious concerns about the Draft Proposal of the Environmental Assessment related to expansion of the Chatham Airport, specifically the potential for long-term environmental degradation, and the safety and quality of life for those living near the airport and especially those whose property lies within the Avigation Easement.

I am particularly concerned about the potential for removal of an untold number of trees from ten acres of land; destroying acres of wetland and numerous vernal pools; increasing air traffic by accommodating larger planes which will devalue homes and properties due to tree removal and associated noise and safety issues; and forever disrupting the quality of life in Chatham for those living near the airport. Additional jet fuel storage on our single source aquifer, with so many ponds and wetlands nearby, is a nightmare waiting to happen.

I hope that you can find ways to improve and maintain the safety of Chatham airport, and increase revenue if you must, but not at the expense of the environment and quality of life in Chatham.

Joyce K. Williams
15 Ryder Pond East Road
West Chatham

Terry Whalen

From: Roger D'Entremont <roger@angelflightne.org>
Sent: Wednesday, June 30, 2021 3:50 PM
To: Airport Commission
Subject: CQX GPS Approach

Friday, June 25, 2021

I have been a volunteer pilot with Angel Flight Northeast for over twenty years.

This year Angel Flight Northeast is celebrating it's 25th year of service.

Angel Flight Northeast is a 501 (c) (3) non-profit, tax-exempt organization that coordinates free air transportation for patients whose financial resources would not otherwise enable them to receive treatment or diagnosis, or who may live in rural areas without access to commercial airlines.

The organization is comprised of 500+ volunteer private pilots who combine our love of flying with the spirit of grassroots volunteerism by flying patients and their families to the critical health care they need.

Angel Flight NE provides air transportation in private aircraft by volunteer pilots so that children and adults may access lifesaving medical care free of charge.

The Chatham airport needs an approach with minimums of 200 feet and a half mile., which would be possible with a GPS LV approach. This approach is available in the aircraft flown by our volunteer pilots.

I have personally been unable to pick up a medical passenger flying out of Chatham because of 400-foot weather, which is below your approach minimums. The passenger was unable to be treated for two days.

The Chatham airport GPS-B and the ADF have minimums of 600 feet and 1 mile. These minimums are too high for New England weather!

An upgrade to GPS LV with a 200-foot decision height would be extremely helpful in allowing our volunteer pilots to fly safely into Chatham much more often than the current 600-foot minimums.

Angel Flight NE often is requested to fly patients in and out of the Chatham airport.

With a GPS LV approach we would be able to help more local residents get the medical treatment they require.

Considering the normal New England weather, I believe that Chatham needs to upgrade to a GPS LV approach as soon as possible.

Respectfully,

Roger D'Entremont
Angel Flight NE Pilot Administrator

Terry Whalen

From: pgw73 <pgw73@verizon.net>
Sent: Thursday, July 01, 2021 7:21 AM
To: Airport Commission
Cc: 'Christine Howard'
Subject: Public Response to Chatham EA
Attachments: cqx_draft_ea_for_public_comment.pdf; legal publishing.pdf

Good morning Commissioners,

I understand you are requesting inputs to the environmental assessment for advancing toward GPS-based approaches at Chatham. For more than five years I managed the FAA contract team for FAA Navigation Programs in Wash. DC that creates the GPS approaches and maintains the satellite system servicing the WAAS-enabled GPS network. Let me simply offer:

1. The FAA steadfastly maintains they do not create GPS approaches to increase air traffic. They are created for primarily for greatly increasing safety.
2. GPS-based approaches also increase cost efficiency by enabling the removal of more costly VOR, NDB, and eventually some ILS systems.
3. As stated by others and is replicated all across the nation, GPS approaches eliminate more dangerous non-precision approaches and circling maneuvers.
4. As good as any GPS-based airport is, the operations are not based on the approaches that serve that airport, but the fixed ground environment such as runway length and width, approach lighting, overruns, and obstructions clearances.

These are not my personal opinions or comments. These are all part of the FAA's GPS navigation promotion guidelines when working with airports all across the country. The FAA has rightfully no interest in increasing air traffic where it is not wanted. GPS navigation wasn't created to do this. Again, it was created for safety and eliminate inefficiencies in the airways servicing systems.

Most sincerely,

Paul

Paul Worcester

Former FAA Contract Program Manager for FAA HQ Navigation Programs
Airport Commissioner – Plymouth Municipal Airport, Massachusetts
Colonel (Retired) & Former Commander 102nd Fighter Wing, Otis ANGB, MA
C (774) 454-0701

Terry Whalen

From: Jane Wilson <jnww51@gmail.com>
Sent: Thursday, July 01, 2021 9:26 AM
To: Airport Commission
Cc: Peter Cocolis
Subject: Environmental Assessment Feedback

FAA:
Please consider the fact that in over 70 years our airport has had a remarkable safety record with a 600' visibility ceiling.
Do not lower it.
We DO NOT want more inclement weather landings at CQX.
Barnstable offers a much safer alternative site in inclement weather.
Do not lower the visibility ceiling.
There are no functional RPZs at our airport.
There's a Farmers Market IN the RPZ here.
Do NOT lower the visibility ceiling.

Jane Wilson
West Chatham

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Thursday, July 01, 2021 11:37 AM
To: Airport Commission
Cc: david bixby; Jill Goldsmith; Terry Whalen
Subject: EA comments - locked document unnecessarily makes comment more difficult and time consuming

Airport Commission,

Why is the EA document locked? It makes detailed review and comment difficult. It is this kind of continuing lack of consideration for the public reviewing your documents that undermines any thinking that the Commission is engaged in any good faith effort to seek meaningful public input on its EA.

Please unlock the document in order to make comments easy to insert without retyping the document. Please also consider an extension of the comment deadline.

Thank you.

David Bixby

Terry Whalen

From: Dan Brickman <dan.brickman@me.com>
Sent: Thursday, July 01, 2021 11:42 AM
To: Airport Commission
Subject: Chatham Airport Option 4

Dear Commissioners:

We are Chatham homeowners and would like to see improvement to the Chatham Airport. Although we are not pilots we have used the airport on many occasion over the last 20 years. It is a great asset to the town and its residents, and should be modernized for the benefit of all. We fully endorse Option 4 to the Environmental Assessment (EA) proposal to install GPS instrument approaches and other improvements. We are in support of a safer, quieter and updated airport facility and instrumentation to assure the airport operations in the future. This is an important piece of Chatham!

Thanks for your time.

Sincerely,

Dan Brickman
20 Davids Lane
Chatham, MA 02633
203.249.2667

Terry Whalen

From: David Daniel <DDaniel@SpencerStuart.com>
Sent: Thursday, July 01, 2021 12:18 PM
To: Airport Commission
Subject: CQX

Dear Commissioners,

As a Chatham homeowner, I know that Chatham Airport offers many benefits to the town and its people. I have used it regularly as a passenger for many years. Option 4 to the Environmental Assessment (EA) speaks to the possibility of installing GPS instrument approaches and other improvements. I support this plan since it will make the airport safer and quieter and assure its future.

David Daniel
Private Equity, CEO and Board Practice
Spencer Stuart Miami

T 203.326.3780 | M 917.770.8258

[Email](#) | [Miami office](#) | [My bio](#)

Assistant: [Carolyn Caley](#) | T 203.326.3749 | M 203.918.4200

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Terry Whalen

From: Jan Fields <jbfields1@gmail.com>
Sent: Thursday, July 01, 2021 1:24 PM
To: Airport Commission
Cc: Shanna Nealy
Subject: Support of Alternate #4

To the Members of the Airport Commission:

In considering the choices in front of you presented by the Gale report on Environmental Assessment, I hope you will put safety as your first consideration. I strongly support Alternate #4 as the only alternative that fully embraces the safety of the surrounding area, people, places, and pilots. An approach that allows for both lateral and vertical guidance, technology that has been in place for years at other airports, is inherently much safer than the outdated technology that currently exists.

Some have suggested that shortening the runway makes things safer. That is incorrect as it shortens the landing distance allowing for a smaller margin of error for planes of all sizes. Further, if obstacles are not removed, we will be shortening the runway again in years to come as they grow further into the flight path of any size plane.

Finally, we seem to be in an era of positioning our beliefs as facts. Whether at Town Meeting, letters to the editor, Airport Commission, and/or Select Board, ads in the newspaper "facts" are cited which aren't, in truth, facts at all. For example, the Just the Facts ad which states that the "airport's current approach is visual conditions only" is patently false and is meant to mislead. The current, less than ideal circling approach, is used in instrument conditions.

Please do not be discouraged by these actions. Move forward with Alternative #4 for the safety of all.

Respectfully,

Jan Fields

Jan

Terry Whalen

From: Richard Klein <klei027@optonline.net>
Sent: Thursday, July 01, 2021 2:52 PM
To: Airport Commission
Subject: EA alternative 4

Hi. As a longtime property owner and pilot I support the proposal for improved GPS approaches. Safety is most important to pilots and neighbors.

Richard Klein
West Chatham,MA

Sent from my iPad

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Thursday, July 01, 2021 4:02 PM
To: Airport Commission
Cc: david bixby; Terry Whalen; Jill Goldsmith
Subject: Critique of Chatham Airport Master Plan Environmental Assessment

Please add the following comments to your review of the draft Environmental Assessment of the AMPU projects.

1.1 - When and why did the Commission expand the service areas of the airport from local communities to all of Cape Cod? The AMPU portrays the service areas all of Cape Cod. Service has also been expanded significantly to include Part 135 taxi/commuter service nationally. The EA does not adequately address the human impact of these expanded operations on Chatham residents living within the area impacted by airport noise.

2.0 - A commitment was made in public meeting by the Commission to not pursue aviation easements in the vicinity of Runway 24. The EA reneges on that commitment. It appears that the Commission has taken advantage of the covid meeting restrictions in order to quietly pursue more easements without the face to face opposition of the public.

2.0 - Did the Airport Commission consider the Cape Cod Commission order of conditions with respect to vegetative management under the Airport Commission's DRI hardship exemption back around 2003? If not, then why is that not discussed in the EA?

2.0 - There remains an issue that demand for more airport hangars is justified based on faulty mathematical analysis and only word of mouth estimates of the airport manager who will most likely benefit financially. The Commission has been unable to produce a written record of demand and may or may not even have a hangar waiting list or any written documentation of how a list, if it exists, is or will be managed. There are certainly ethical if not legal issues here that warrant investigation. There is no serious discussion of the human impact of increased airport activity, including noise and air pollution, as a result of a near doubling of based airport capacity. And there is no discussion on the impact on airport finances given the recommendation to pursue hangar development through private enterprises, thus depriving the public airport of needed funds to support airport operations as is required under aviation law and grant assurances with the FAA. The resulting human impact of continually increasing tax demands to support the under funded airport remains unexplored.

2.0 - Fuel facilities may be excluded generally but I believe NEPA law and regulations provide for special consideration when called for by local circumstances. A doubling of on airport fuel capacity is a significant risk to Chatham's drinking water supply, already compromised by a sinking water table and ground water pollution, possibly related to airport activities. It is hard to imagine a greater impact on the human environment than loss of its drinking water source. Airport officials have a record of ignoring SWPPP rules and agreements. The Manager has no SWPPP document as is required in the Commission's SWPPP. Furthermore, the Manager has routinely parked his private 3000 gallon fuel truck outside of the fuel spill containment area in violation of Commission conditions. The Commission is also on record as citing ongoing excess water accumulation in the spill containment area compromising the system.

2.0 State law and Cape Cod Commission rules categorize the AMPU as a Development of Regional Impact calling for, among other things, a public hearing. NEPA regulations call for coordination with other public bodies in the EA process. There has been no such coordination. A DRI application requires that the AMPU be evaluated in its entirety, not piecemeal. Had the Commission coordinated the EA review with the CCC, a review of the airport admin building and fuel farm expansion would have been included. The direct and indirect impact on the human environment for these two proposals should have been reviewed along with other projects in the AMPU. This attempt at a piecemeal EA of total AMPU project impacts weakens the process.

2.1 - It is not entirely clear that the Town Bylaw had or has the authority to limit stricter or tree growth without compensation under state law. Regardless, the Bylaw assigns responsibility to the Commission. There is no record of the Commission acting to enforce the Bylaw since I believe 1995 when the Commission abandoned all attempts to secure easement rights of private properties with compensation. Furthermore, there exists no record or inventory of which structures or trees existed at the time the Bylaw was enacted. The Commission has no idea of which trees would have been grandfathered under the Bylaw. For 26 years the Commission has ignored its responsibility with respect to the control of airport approaches under 1) the Bylaw, 2) FAA regulations, 3) federal grant assurances. And the FAA has done nothing in these 26 years to enforce these regulations and grant assurances. Why then the big push now to control tree heights? Do the Commission and FAA take no responsibility for their historic failings?

Has the Commission contacted each of the owners of property targeted for easement takings and solicited their involvement in the EA? What will be the human impact on the families who have been stripped of their right to the enjoyment of their properties? FAA aviation easements are harsh with respect to stripping home owners of rights. Where in the EA can we find a copy of the text for the aviation easements? Is this attempt to whitewash the impacts, by claiming straight in landings will result in less noise, disingenuous? We already know that most large Part 135 aircraft already practice straight in landings, so where is the noise reduction. Furthermore, we know that the larger turboprop air taxi / commuter operations in Chatham are increasing, thus creating even more noise, regardless of approach patterns. Where is the analysis, the projections, for increasing Part 135 activity? What will be the future impact on the human environment? Who is benefiting financially? Has the Commission set aside public concerns over noise, etc. in order to featherbed certain private interests? Why?

4.1 - In the 50 or so years of Chatham routinely ignoring federal aeronautics laws and grant assurances, the FAA has never once pursued an action to withhold airport improvement funds, despite numerous violations. Why then is this now a concern? Is the Commission using this apparently empty threat to justify its actions to deprive home owners of their property rights? The Town of Chatham ceded all rights to enforce the grant assurances required under federal law when it signed its grant assurances agreements with MassDOT. The FAA has taken action despite Part 13 complaints before the FAA. The Town has taken no action to restrict the land around the airport to uses compatible with normal airport operations. The federal grant assurances require the town to use zoning to prohibit the development of these areas for residential purposes. No such action has ever been taken by the town, and yet, no FAA enforcement actions. The Airport Management Services Agreements covering now a 30 year period grant all airport income (with now a few limited begrudging concessions as a result of public pressure) to the airport manager's private business, CCFC. Federal law and grant assurances prohibit the diversion of airport revenues for purposes other than funding airport operations and improvements. The FAA failed to take any enforcement action. There exist at least four other private businesses that operate on the premises of the public airport. Not one contributes revenues to fund the airport. Not one word from the FAA. Federal law and the FAA grant assurances require the airport to take reasonable steps to make the airport self sustaining. And yet the AMSA continues to strangle the airport of needed public funds. The Commission continues to seek public funding for improvements even while continuing to divert airport revenues for private purposes. No action from the FAA.

So it is a bit hard to accept the idea that the FAA will now step in and withhold funds because people bought houses in residentially zoned areas near the airport and allowed their trees to grow. Is it a safety issue? Maybe. But the FAA has ignored numerous repeated violations of its pilot regulations and prohibitions of skydiving with no consequence to pilots. Pilots flying out of Chatham routinely violated the minimum flight altitudes and the FAA allowed skydiving (which is prohibited over congested areas) of Chatham for five years. No enforcement actions were taken and no threats to withhold funds.

4.1.2 What does " 'potential' diminishment of the viability of the Airport's role in the National Plan of Integrated Airport Systems" mean? Does the Commission not know? Did they not fully investigate this alternative? Why not?

Not all pilots are entitled to use all airports. If local conditions and considerations call for a displaced threshold, in accordance with FAA design criteria and regulations, then so be it. There is no rule of law that says all airports must

accommodate all pilots. And it is not as if there are no viable alternatives given the proximity for the very close by and much safer Hyannis Airport.

The Airport has always had an obligation to continuously monitor vegetation, and has largely ignored that obligation for many years. What is the status of the airport's obligation to manage the growth of invasive species under its order of conditions from the CCC roughly 20 years ago?

I don't know how you can say aviation easements have no environmental impact. It is my understanding the impacts under NEPA are defined broadly to include all human impacts. When nearly 300 residents packed to overflowing meetings before the Commission nearly two years ago it was over their fear of the Town seizing their property rights. Only covid managed to defuse the public outrage. Confiscating a homeowner's right to enjoy his property is a pretty basic impact on the human environment.

"This option only provides a temporary solution to a long-term problem." - There appears to be an undertone here that pilots and airport officials will always get what they want: their stated need and purpose. But neither the Town nor the Commission have been willing to set limits on either the airport or outside development. The FAA required recipients of FAA funds to take actions, including zoning, to prohibit the use of lands near the airport to those compatible with normal airport operations. The Town and Commission have ignored that obligation for roughly 50 years. We now have an airport fully surrounded by residential and other uses that are according to the FAA inherently incompatible with the airport. The flareups over skydiving, the biplane, and now easements exemplify the very predictable conflict between airport and community. And now, after shirking their duty to comply with the FAA agreements for decades, the Commission wants to confiscate property rights. Let the Commission reap what it has sown. Maybe it is time to set limits for the airport. The EA has given little serious consideration to its heavy handed imposition on home owners and taken no responsibility for a situation of its own making. FAA literature is replete with warnings of the dangers of residential development and its existential threat to airports. The Town and Commission refused to heed those warnings. Why now should homeowners pay the heavy price for failure of the Town and Commission?

4.1.4 Has the Commission consulted with the Conservation Commission and Cape Cod Commission with respect to managing vegetative growth in the environmentally sensitive areas? What were the Airport's commitments under the DRI hardship exemption granted by the CCC with conditions? Is there a problem in these areas because airport officials, maybe again, ignored their responsibilities under previous agreements, in this case with the CCC. The CCC conditions and subsequent compliance actions by the airport officials need to be examined.

The airport needs to retain its existing client base? What analysis did the Commission determine which, if any, of the based aircraft would be limited, or forced to base elsewhere, as a result of a displaced threshold? Is conjecture the basis of this EA?

Preserve community revenue? 1) profits from fuels sales all go to a private company, CCFC, not to the airport and not to the Town. 2) Rental cars? Is there a rental car business operating at the airport? Where are the required permissions from the Commission and Town Manager? Or is this again just conjecture. 3) Hangars? In the past 25 years or so ALL hangar revenue has gone to the private manager, CCFC. And it appears that the new hangars proposed will also benefit a private business, most likely CCFC, with no revenue going to the airport. And if as the EA seems to suggest, if displaced runway thresholds result in based aircraft leaving Chatham, is that such a bad thing for the community as a whole, with less noise and less pollution?

4.2.1 There is no evidence of demand for airport hangars. There is no public waiting list documenting demand. Only conjecture. And just because pilots may want hangars in Chatham, is that justification for the inevitable conflict with the neighboring community resulting from increased air traffic? Children don't always understand that they can't have something just because they want it. But adults? Demand does not (and frequently does not) always result in wants being fulfilled for the simple reason that there can be consequences. Do the wants of a small number of pilots outweigh the interests of the hundreds if not thousands of airport neighbors who might not appreciate more airport noise.

New Hangars will help make the airport self-supporting? It is my understanding that the hangars will be built by private interests and most likely with no revenue benefit to the airport. Have the authors of the EA sought to mislead the reader? The next line of the EA confirms this. Private developers will develop the hangars. Guess who will get the revenue.

118,500 SF of impervious surface over the Town's drinking water aquifer that is already overtaxed and supplies shrinking. Where is the analysis of this loss of pervious surface and its impact on Chatham's water supply? Certainly the tradeoff between a couple dozen hangar spaces and town drinking water supply is worthy of a more careful analysis than this.

Increased opportunity for revenue generation? Certainly the EA could be more specific than this. How much revenue generation and for whom? Will revenues go to the airport fund or will revenues go to CCFC, a private company? Why is there no firm commitment here? Does the Commission use revenue generation as a carrot to get public support and then quietly steer hangar construction to private interests as it did last time?

Massachusetts law requires public agencies evaluate public projects for their impact on climate change. I see no such analysis in this EA.

6.0

How is it that a 10,000 gallon jet fuel storage tank over a sole source public drinking water supply a categorical exclusion? Don't NEPA regulations provide for setting aside the categorical exclusion when local conditions demand it. I can not image a more critical concern than jet fuel leaking into our water supply. We have no alternative supply of water. Our water levels are low and now contaminated, possibly from the airport. Is the trade-off here worth it? A real threat to our sole source water supply vs fuel supplies for larger, noisier turboprop aircraft? All profits from jet fuel sale will go to the private for-profit airport manager, CCFC. None will benefit the airport nor make the airport more self-sustaining. We will spend federal, state, and local public tax monies to build a facility for the sole financial benefit of a private business with close ties to the airport commission.

It is not clear to me how land use categorical restrictions apply to the AMPU EA. Is this an attempt to categorically exclude airport projects from NEPA examination?

Noise and Noise-Compatible Land Uses - I believe this categorical exclusion calls for greater review and with the possibility that it be set aside due special local considerations. And frankly, the FAA classifying an airport with annual operations approaching 90,000 or 247 daily as not requiring a noise analysis is laughable. No rational person would suggest the resulting noise impact on a community surrounding such an airport is so negligible as to not warrant review.

6.1 Air Quality - Barnstable County is not Chatham. What are the localized effects of lead fuel exhaust and jet fuel shoot on the local population in the vicinity of the airport, particularly children. A North Carolina study for statistically significant increases in lead levels in the blood of children within five miles of several airports. Chatham's children may or may not have increased lead in their blood as a result of localized airport operations, but we will never know by simply extrapolating to county wide numbers. Has anyone in Chatham actually bothered to compile the numbers for children growing up in Chatham near the airport?

6.3 Regardless of any agreement between the town and airport commission, I believe the order of conditions placed upon the Commission in its DRI hardship exemption requires the continuation of the bike path.

6.5 The convenient dismissal of the adverse affects of the Proposed actions on human health and the environment are at best speculative. Where is the evidence of insubstantial impact. I know I and many of my neighbors in Chatham are very concerned over both on-going impacts of the airport and the potential for increasing impacts as a result of the cumulative effect of the proposed actions on the growth of airport activity. The FAA well understands that airports and

residential communities in the vicinity of airports are not compatible. An expansion of airport facilities will inevitably attract more use and exasperate local conflict. This EA has given short shrift to those conflicts undermining the credibility of the document.

I find the statement that the proposed actions will not appreciably induce substantial growth either directly or indirectly to be disingenuous at best. The Town and Commission have repeatedly touted the \$13 million in annual economic activity attributed to the airport as justification for added and continuing airport investments. And now the EA says those investments will not make a difference? I guess I just don't understand this apparent contradiction, unless it is that airport officials speak out of one side of their mouths when it suits them and the other when it doesn't. In the world of aeronautics where there is often no accountability, I guess it just doesn't matter. And for the record, the MassDOT study of economic benefits would never stand up to peer review because they refuse to release the data. The sources of that data are often people who would benefit financially from airport investment. Not exactly unbiased.

Is tree removal really unavoidable? The Commission has consistently avoided releasing details of their constantly changing plans. Have they ever met face to face with the proposed property owners to see how they feel about these "unavoidable" impacts? And are they unavoidable in the case of displaced runway thresholds?

6.7.5 - With respect to impacts on climate change, probably no single action contributes significantly to climate change. And yet the cumulative affects of all these little insignificant actions has somehow changed our climate with disastrous consequences. And it will only get worse. To write off all these actions as "negligible," to encourage more use of the airport as having an insignificant impact on climate change perhaps undermines any chance we will ever have to reverse the trend. The continuing and increasing recreational use of the airport is maybe a luxury the world can no longer afford.

Thank you

David Bixby

Terry Whalen

From: Rene Haas <renehaas@gmail.com>
Sent: Thursday, July 01, 2021 10:52 PM
To: Airport Commission
Subject: Comment on Environmental Assessment

The following are my comments with respect to the Environmental Assessment conducted in conjunction with the Master Plan Update at Chatham Airport:

1. The proposed approaches called for in alternative 4 will more accurately and consistently guide aircraft to Chatham.
2. The new approaches will guide aircraft at a safe altitude above people's homes, never lower than current approaches in effect today.
3. The approaches will be quieter for everyone as aircraft are guided down steadily on a low power setting, overflying fewer homes than today.
4. The approaches have been proven (by FAA) to be far safer for all, based on many years of accident statistics.
5. Most airports in our region have already implemented these safer approaches; why should Chatham be a laggard?
6. Implementing the approaches will allow us to decommission the obsolete radio beacon, freeing space for a future solar array, and moving Chatham Airport toward a zero-carbon footprint.
7. Unlike the current obsolete radio beacon, the new approaches will require no maintenance whatsoever, reducing costs.
8. The proposed alternative 4 greatly reduces the number of impacted properties to 21 from the originally envisioned 46 in the Airport Master Plan Update. This shows that Gale Associates has worked hard to minimize property impacts while maintaining the high safety levels of the GPS-guided approaches.
9. The number of trees that are affected will be less than the tree clearing typically done to build a single-family home.
10. Proposed approaches would have a minimal impact on overall traffic at the airport. A small increase in instrument-guided landings would mostly be offset by a small decrease in landings under clear skies.

I have only one change to the EA that I would like the Commission to consider, namely, in section 2.1 it states that only 11 aviation easements would be required if the Town had enforced its airport protection bylaw. While that is true, there is nothing stopping the Town from still using the bylaw in lieu of pursuing Easements on the 10 protected properties. The EA should be amended to reflect that option.

In summary, I strongly support the adoption of the recommended alternative 4. It may not be the 100% solution sought by the aviation community, but it is an

excellent compromise that balances the need for safety with a substantial reduction in the impact to neighboring properties.

Thank you for your consideration,
Rene Haas
Chatham

Terry Whalen

From: Douglas Fields <douglas.fields1@gmail.com>
Sent: Friday, July 02, 2021 7:50 AM
To: Airport Commission
Cc: Aviation for us
Subject: Alternative #4

Your support of the historically significant and economically important part of our community, the Airport, means so much to us. The false rumours, inaccurate ads, and irrational letters to the editor don't make your job easier. Fortunately they do not represent the views of the community as a whole. In spite of the name they have adopted, they speak only for their own selfish motives. Continue your fine work managing this precious Community asset.

Douglas Fields

Terry Whalen

From: Gavin Archibald <garchib150@gmail.com>
Sent: Friday, July 02, 2021 8:00 AM
To: Airport Commission
Subject: Continued support for alternative #4

Hello Airport Commission, I continue to strongly support alternative #4. As an airport user, it makes the most sense to make the airport safer not only for airplanes, but those on the ground. This modernization and updating is long overdue.

Your steadfast support of the Chatham Airport, while under a barrage of false information campaigns has been admirable and I encourage you to stick to your convictions as we head into the final stretch of the AMPU, in spite of noise from those whose intent is to do anything to stop progress at the Chatham Airport.

Over the past several months, I have spoken with numerous Chatham residents and small business owners as I go about my day. To date, I have not spoken to one person, I will say that again, I have not spoken to one person who does not support the Chatham Airport. The anti-airport vocal minority remains that - a small minority of the Chatham population.

Thank you, Gavin Archibald
Harwich Port, MA
Aircraft owner, hangar owner at CQX

Terry Whalen

From: Peter Gerstberger <petergerst@comcast.net>
Sent: Friday, July 02, 2021 8:13 AM
To: Douglas Fields; Airport Commission
Cc: Aviation for us
Subject: RE: Alternative #4

Nicely done Doug

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Douglas Fields <douglas.fields1@gmail.com>
Date: 7/2/21 7:49 AM (GMT-05:00)
To: airportcommission@chatham-ma.gov
Cc: Aviation for us <aviation-for-us@googlegroups.com>
Subject: Alternative #4

Your support of the historically significant and economically important part of our community, the Airport, means so much to us. The false rumours, inaccurate ads, and irrational letters to the editor don't make your job easier. Fortunately they do not represent the views of the community as a whole. In spite of the name they have adopted, they speak only for their own selfish motives. Continue your fine work managing this precious Community asset.

Douglas Fields

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You received this message because you are subscribed to the Google Groups "Aviation for us" group.

To unsubscribe from this group and stop receiving emails from it, send an email to aviation-for-us+unsubscribe@googlegroups.com.

To view this discussion on the web visit https://groups.google.com/d/msgid/aviation-for-us/CAPGWXj2xFY6Y064y4ismRLFomxPHMP89XPkg_OfYc3boxwXukg%40mail.gmail.com.

Terry Whalen

From: PAUL GREENOUGH <pgreen1938@aol.com>
Sent: Friday, July 02, 2021 8:33 AM
To: Airport Commission
Subject: Fwd: PFA's near well by the airport

Sent from my iPad

Begin forwarded message:

From: PAUL GREENOUGH <pgreen1938@aol.com>
Date: July 1, 2021 at 9:08:37 PM EDT
To: pcocolis@chatham-ma.gov, sdavis@chatham-ma.gov, CMetters@chatham-ma.gov, dnicastro@chatham-ma.gov, jdykens@chatham-ma.gov, rduncanson@chatham-ma.gov
Subject: Fwd: PFA's near well by the airport

Sent from my iPad

Begin forwarded message:

From: PAUL GREENOUGH <pgreen1938@aol.com>
Date: June 27, 2021 at 4:49:31 PM EDT
To: Jill Goldsmith <jgoldsmith@chatham-ma.gov>
Subject: PFA's near well by the airport

Dear Ms. Goldsmith,

We are very concerned about the quality of water in the well near the airport. The planned storage of jet fuel, fire fighting foam and other hazardous materials at the airport puts PFA's into the environment that can easily enter the water table. As I am sure you are aware, the quality of the water in our wells is critical.

The results of the airport's environmental assessment are questionable. The town deserves to have an independent expert assess the impact of the airport's proposed expansion on our water supply as well as on the physical environment.

Respectfully,

Jean and Paul Greenough

Sent from my iPhone

Terry Whalen

From: Elizabeth Roos <lizandmikeroos@comcast.net>
Sent: Friday, July 02, 2021 10:13 AM
To: Airport Commission
Subject: Stop the Airport growth
Attachments: Stop the Growth-Keep the trees.pages

Terry Whalen

From: Judith Stewart <jmgstewart@verizon.net>
Sent: Friday, July 02, 2021 10:39 AM
To: Airport Commission
Subject: Environmental Assessment Comments regarding Chatham Airport

Dear Madam/Sir:

The Chatham airport is in a dense residential area and very close to West Chatham Village. The Airport Commission has not sufficiently studied nor considered the impact of airport expansion on the health and safety of the surrounding residents nor the environment. The AC process has lacked transparency and objectivity. Please do not allow further expansion of the airport.

Judith & Scott Stewart
65 Squanto Dr.,
Chatham

Terry Whalen

From: Maryellen Lorefice <maryellenlorefice@gmail.com>
Sent: Friday, July 02, 2021 11:43 AM
To: Airport Commission
Subject: Environmental Assessment Comments

Dear Town of Chatham officials/Select Board,
I am writing to you to express my concerns about the Airport Master Plan Update and it's apparent focus on what the Airport Commission wants vs. what is best for the Town. It is the Town who owns the airport--all the residents of Chatham--and for the Commission to continue to push for the cutting down of resident's trees, mandating easements that give the Commission permanent control over one's property as they see fit, subjecting residents on all sides of the airport to larger, noisier planes during more hours of the day...all while insisting these changes would be in the name of safety...is not right.

While I am a resident of E. Harwich, my Mother has lived one short block away from the airport on Thompson's Trace for over 30 years. I have several friends who have lived on both sides of the airport's flight path for many years...the marked increase in the number of flights, the loudness of the noise, the number of flights arriving before 8 a.m. and after 9 p.m., and the pollution generated by all of this is an assault on hundreds of tax-paying residents and their families, every day.

The fact that the airport is near one of the Town's drinking water wells, that the Commission is pushing to store more jet fuel on the premises and hence more toxic fire-fighting foam (when there are less toxic foams available) does not bode well for our environment...the air we breathe and our

groundwater in particular. Increased greenhouse gas emissions and PFAs released into the environment is not the way to go--we need to be trying to reduce these pollutants and toxins and improving our air and water quality, not adding to the problem.

These effects of the increased pollutants and toxins should not be minimized and considered "the price of doing business"--our friends and loved ones live and work here...the Airport Commission can do better, and must.

Maryellen Lorefice
32 Old Carriage Drive
E. Harwich, MA 02645

Terry Whalen

From: jfletcher252@gmail.com
Sent: Friday, July 02, 2021 11:45 AM
To: Airport Commission
Subject: Environmental Assessment Comments

As residents who live directly under the flight path of planes arriving and departing to Chatham airport, we object to the plan where there would be more and more planes polluting our special environment here in Chatham, spewing objectionable pollutants. In addition, aviation plans would cut down beautiful trees and upend other spaces. Also it would be possible for planes to fly even dangerously lower to the roofs of our house.

Alan and Jean Fletcher
252 North Skyline Drive
Chatham
Sent from my iPhone

Terry Whalen

From: Paula Lofgren <pwlofgren@mac.com>
Sent: Friday, July 02, 2021 12:01 PM
To: Airport Commission
Cc: Peter Cocolis
Subject: Draft EA comments

Comments on the DRAFT Environmental Assessment.

Please include the following text in the public comment report to the FAA.

2.0 Proposed action

The omission of investigating the environmental impact of a 10,000 gal Jet - A fuel facility on Chatham's single source aquifer defies explanation. Categorically excluded or not, this is a unique and potentially devastating location for this facility in the event of a possible accident. At a time when our nation is breaking ties with the use of fossil fuels, CQX proposes storing these fuels to meet customer demand putting the wants/needs of recreational pilots over the well-being and policies of the residents of Chatham who own this airport.

With regards to the assertion that "best practices" will be in place to protect our groundwater from possible contamination, at this very time the Jet-A Fuel truck operated by our airport manager is often seen parked by the fence along George Ryder Rd well away from the fuel farm where it is supposed be located.

This action has an environmental impact.

4.2.2 Development of Hangars:

The Proposed action is to provide for the needs of Airport users and to *meet hanger demands* at the airport. At a time when the necessity of non-essential air travel is being questioned and measures that reduce carbon emissions in all areas of transportation are being investigated, the development of hangars seems to be at odds with the town's efforts in this area. It seems to be in direct opposition to the implementation of projects that reduce individual citizen's production of carbon emissions. And for aircraft burning Avgas: the production of *leaded carbon emissions*

The draft document is in favor of the new hangars even though it does make note there will be an environmental impact of 118,000 ft.² (nearly 3 acres) of additional impervious surface on our aquifer. The project would result in the clearing of land, cutting down trees and vegetation and replacing it with buildings and asphalt.

At a time when Chatham is struggling with the issue of saving open space to mitigate climate change while at the same time looking for appropriate locations for affordable housing, this draft document conveys that message that 22 hangars for personal aircraft are more important than preserving open space.

One of the Airport Impacts noted is that the proposed hangars will result in additional sources of revenue for the Airport. If the hangars are to be built with private funds, where is the revenue source to the Airport Revolving Fund?

Contrary to the findings of the draft EA, this proposal most definitely has an environmental impact.

4.1 Avigation Easements:

The preferred alternative 4.1.4 states that "there are no environmental impacts associated with the acquisition of avigation easements." The draft document refers to homes as parcels and does not recognize that many of these parcels are residences to which the human impact of homeowner's reduced quality of life and reduced property values will be considerable.

The summary for this project states that this alternative positions the airport to preserve its revenue for private fuel sales and hanger revenue and tourism at the expense of the personal financial well-being of the homeowners on the avigation easement listing.

Even one easement will have a detrimental economic effect on the "human" environment.

Section 6.7.5 Climate

Quote from the EA: "Although there are currently no Federal standards for aviation related Green House Gas emissions, it is well-established that GHG emissions can affect climate.... While the project would ultimately result in a slight increase in aircraft traffic and associated GHG emissions it is anticipated that this increase would have a negligible impact on climate."

At a time when Chatham, Cape Cod and the entire world is working to reduce greenhouse gas emissions to the highest extent possible - including the aviation industry - this document actually states that the airport's increase in emissions is perfectly acceptable and has negligible environmental impact.

Recently the Chatham Select Board approved the newly renamed Chatham Energy and Climate Action Committee part of whose charge is to set goals for limiting energy consumption and emissions. They are to "cooperate with various town departments and boards" (Cape Cod Chronicle 7/1/21)

It is often stated that "we are all in this together" but it appears the airport is not part of that plan. Climate change is real and effects everyone in the human environment here.

The proposed actions in the EA most definitely have an environment impact on our climate.

I would like to request that the Airport Commission revisit the findings of this draft document and develop an assessment that is in line with the environmental policies of the the Town of Chatham in which it is located and the residents who own the airport and support it in so many ways.

Paula Winter Lofgren
69 Horizon Dr.
Chatham MA

Terry Whalen

From: Nina Kleaveland <ninakleaveland@gmail.com>
Sent: Friday, July 02, 2021 1:12 PM
To: Airport Commission
Subject: Airport Support

Dear members of the commission,

As a Chatham homeowner and mother of two small children, I want to strongly come out in support of the airport more broadly and alternative #4 more specifically. Going to the airport and watching planes take off and patronizing Hangar B is one of our favorite things to do in Chatham, and we love the community feel of the airport.

I understand there are some who are opposing modernizing the airport and I want to strongly support alternative #4 to bring safer and more accurate flight paths to the airport. Safe approaches seem to benefit all, most especially those of us who have homes near the airport. We appreciate the work of the commission and all those who help make Chatham the community we love. Much as we continue to invest in our homes, schools and roads, we should continue to invest in the airport.

Thank you,
Nina Kleaveland
405 Riverview Drive
Chatham, MA 02633

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Friday, July 02, 2021 12:56 PM
To: Airport Commission
Cc: david bixby; Terry Whalen; Jill Goldsmith
Subject: Re: Critique of Chatham Airport Master Plan Environmental Assessment

Airport Commission

I have revised my comments on your environment assessment of airport proposals. Changes are highlighted in red. The numbers to the left of comments correlate to sections in the EA.

Foremost in my thoughts is the question: Who's Environmental Assessment is this? My interpretation of NEPA and the implementing regs is that the EA is the responsibility of the federal agency with jurisdiction, in this case the FAA. Not Gale Assoc, not the sponsor (Town,) and not the Airport Commission. The FAA can request supporting environmental documents or information of other parties, but the EA belongs to the FAA. So I have to question why this EA was developed by a private consultant under contract with the Airport Commission with funding by the FAA and MassDOT. It appears that the Town or Commission have assumed responsibility for preparation of the EA where it has no responsibility to do so under NEPA law. As such, I question the validity of the 30 day deadline for public comment which is to be directed at the Commission. More to the point, I question the legality of the document itself. NEPA law requires the FAA do the EA with opportunity for public comment. This has not happened. If the law is to be taken seriously, this EA put out for comment by the Commission has no legal validity and does not satisfy the requirements of NEPA.

And there remain very serious unaddressed issues of compliance with ethics laws and regulations (local, state, and federal) due to the entangled relationships of the many parties involved in the preparation of the document and AMPU that cloud any proposals coming out of the EA/AMPU.

David Bixby

On Jul 1, 2021, at 4:01 PM, david bixby <dbixby48@icloud.com> wrote:

Please add the following comments to your review of the draft Environmental Assessment of the AMPU projects.

1.1 - When and why did the Commission expand the service areas of the airport from local communities (in the previous 2003 AMPU) to all of Cape Cod? The AMPU portrays the service areas as all of Cape Cod. Service has also been expanded significantly to include Part 135 taxi/commuter service nationally. The EA does not adequately address the human impact of these expanded operations on Chatham residents living within the area impacted by airport noise. There remains a dispute over the AMPU runway design aircraft selection and its impact on the heavily populated RPZ. The AMPU fails to take into account evidence of escalating use of the larger PC12 which will most likely reach the design aircraft threshold of 500 annual flights within the 20 year planning period. It has been suggested that the proposed approach guidance for the PC12s under IFR would require significantly larger RPZs with resulting incursions into heavily populated residential areas, obviously unsafe and unacceptable under FAA standards. This is a glaring oversight, maybe intentional, in both the AMPU and EA that must be addressed.

2.0 - A commitment was made in public meeting by the Commission to not pursue aviation easements in

the vicinity of Runway 24. The EA reneges on that commitment. It appears that the Commission has taken advantage of the covid meeting restrictions in order to quietly pursue more easements without the pressure of face to face opposition of the public.

2.0 - Did the Airport Commission consider the Cape Cod Commission order of conditions with respect to vegetative management under the Airport Commission's DRI hardship exemption back around 2003? If not, then why is that not discussed in the EA? What are those conditions and do they conflict with the EA proposals?

2.0 - There remains the issue that demand for more airport hangars is justified based on faulty mathematical analysis and only word of mouth estimates of the airport manager who will most likely benefit financially. The Commission has been unable to produce a written record of demand and may or may not even have a hangar waiting list or any written documentation of how a list, if it even exists, is or will be managed. There are certainly ethical if not legal issues here that warrant investigation. There is no serious discussion of the human impact of increased airport activity, including noise and air pollution, as a result of a near doubling of based airport capacity. And there is no discussion on the impact on airport finances given the recommendation to pursue hangar development through private enterprises, thus depriving the public airport of needed funds to support airport operations as is required under aviation law and grant assurances with the FAA. The resulting human impact of continually increasing tax demands to support the under-funded airport remains unexplored. The airport has significantly and maybe illegally exceeded its budget allocations over the past two fiscal years with no accountability. Mismanagement of the virtually non-existent airport budget is an ongoing problem. Neither the AMPU nor EA addresses the failure of the Town and Commission to either reign in expenses or take serious actions to increase airport revenues for the benefit of the airport as opposed to the private Manager, CCFC.

2.0 - Fuel facilities may be excluded categorically but I believe NEPA law and regulations provide for special consideration when called for by local circumstances. A doubling of on-airport fuel capacity presents a significant risk to Chatham's drinking water supply, already compromised by a sinking water table and ground water pollution, possibly related to airport activities. The EA has not explored the possibility that the source of the latest ground water contamination in the vicinity of the airport might be the airport, as has been suggested in recent local publications. It is hard to imagine a greater impact on the human environment than loss of a town's only source of drinking water. Airport officials have a record of ignoring SWPPP rules and agreements. The Manager, CCFC, has no SWPPP document is required in the Commission's SWPPP. Furthermore, the Manager has routinely parked its private 3000 gallon fuel truck outside of the fuel spill containment area in violation of Commission conditions. The Manager is also on record as having citing ongoing excess water accumulation in the spill containment area compromising the system.

A related issue that appears to many of us in Chatham that appears to permeate both the AMPU and EA is the seemingly incestuous relationships between and among the AMSA Airport Manager, CCFC; airport manager under Mass. C. 90 law, Tim Howard; Executive Officer of Airport Commission, Tim Howard; Tim Howard as owner of at least three on-airport premises businesses; Airport Commission members who own, rent, or lease on-site airport hangars, possible from one or more of Howard's businesses; and airport consultant Gale Assoc. who wrote the AMPU and EA under contract with the Commission. There remain unaddressed issues of compliance with both federal and state ethics laws as well as conflicts of interest and lack of full financial disclosure. Given the depth and complexities of the potentially illegal conflicts of interest it is impossible to state how much the AMPU and EA have been influenced by these conflicts. And there exist concerns over the execution of the EA by the FAA under NEPA law and SEQ. There is no evidence that the draft EA before the public is the product of a federal agency, the FAA in this case, as is required under NEPA. Public corruption is at the top of the FBI's list of threats to our nation. Public corruption has a profound effect on the human environment.

2.0 State law and Cape Cod Commission rules categorize the AMPU as a Development of Regional Impact calling for, among other things, a public hearing. NEPA regulations call for coordination with other public bodies in the EA process. There has been no such coordination. A DRI application requires that the AMPU be evaluated in its entirety, not piecemeal. Had the Commission coordinated the EA review with the CCC, a review of the airport admin building and fuel farm expansion would have been included. The direct and indirect impact on the human environment for these two proposals should have been reviewed along with other projects in the AMPU. This attempt at a piecemeal EA of total AMPU project impacts weakens the process.

2.1 - It is not entirely clear that the Town Bylaw had or has the authority to limit or restrict tree growth without compensation under state law. Regardless, the Bylaw assigns enforcement responsibility to the Commission. There is no record of the Commission acting to enforce the Bylaw since, I believe, 1995 when the Commission abandoned all attempts to secure paid easement rights of private properties with compensation. Furthermore, there exists no record or inventory of which structures or trees existed at the time the Bylaw was enacted. The Commission has no idea of which trees would have been grandfathered under the Bylaw. For 26 years the Commission has ignored its responsibility with respect to the control of airport approaches under 1) the Bylaw, 2) FAA regulations, 3) federal grant assurances. And the FAA has done nothing in these 26 years to enforce these regulations and grant assurances. Why then the big push now to control tree heights? Do the Commission and FAA take no responsibility for their historic failings? It is FAA policy to not fund airport projects to bail out airport sponsors where the sponsor has created a problem thru neglect or failure to comply with grant assurances. Chatham's Airport Commission has ignored or neglected its responsibility under the Town Bylaw to oversee approach obstructions for roughly 26 years. Is it appropriate that the FAA now step in to rescue the Commission after 26 years of incompetence?

Has the Commission contacted each of the owners of property targeted for easement takings and solicited their involvement in the EA process? What will be the human impact on the families who have been stripped of their right to the enjoyment of their properties? FAA aviation easements are harsh with respect to stripping home owners of rights. Where in the EA can we find a copy of the text for the aviation easements? Is this attempt to whitewash the impacts, by claiming straight in landings will result in less noise, disingenuous? We already know that most large Part 135 aircraft already practice straight in landings, so where is the noise reduction? Furthermore, we know that the larger turboprop air taxi / commuter operations in Chatham are increasing, thus creating even more noise, regardless of approach patterns. Where are the analysis, the projections, for increasing Part 135 activity? What will be the future impact on the human environment? Who is benefiting financially? Has the Commission set aside public concerns over noise, etc. in order to featherbed certain private interests? Why?

4.1 - In the 50 or so years of Chatham routinely ignoring federal aeronautics laws and grant assurances, the FAA has never once pursued an action to withhold airport improvement funds, despite numerous violations. Why then is this now a concern? Is the Commission using this apparently empty threat to justify its actions to deprive home owners of their property rights? FAA Grant Assurances require the Town as sponsor to preserve all rights and powers necessary to enforce the grant assurances. And yet, the Town ceded all rights to enforce the grant assurances required under federal law when it signed its grant assurances agreements with MassDOT. The FAA has taken no action despite Part 13 complaints before the FAA. The Town has taken no action to restrict the land around the airport to uses compatible with normal airport operations. The federal grant assurances require the town to use zoning to prohibit the development of these areas for residential purposes. No such action has ever been taken by the town, and yet, no FAA enforcement actions. The Airport Management Services Agreements covering now a 30 year period grant all airport income (with now a few limited begrudging concessions as a result of public pressure) to the airport manager's private business, CCFC. Federal law and grant assurances prohibit the diversion of airport revenues for purposes other than funding airport operations and

improvements. The FAA failed to take any enforcement action. There exist at least Four other private businesses that operate on the premises of the public airport. Not one contributes revenues to fund the airport. Not one word from the FAA. Federal law and the FAA grant assurances require the airport to take reasonable steps to make the airport self sustaining. And yet the AMSA continues to strangle the airport of needed public funds. The Commission continues to seek public funding for improvements even while continuing to divert airport revenues for private purposes. No action from the FAA.

So it is a bit hard to accept the idea that the FAA will now step in and withhold funds because people bought houses in residentially zoned areas near the airport and allowed their trees to grow. Is it a safety issue? Maybe. But the FAA has ignored **for years** numerous repeated violations of its pilot regulations and prohibitions of skydiving with no consequence to pilots. Pilots flying out of Chatham **have** routinely violated the minimum flight altitudes and the FAA allowed skydiving (which is prohibited over congested areas) of Chatham for five years. No enforcement actions were taken and no threats to withhold funds.

4.1.2 What does “ ‘potential’ diminishment of the viability of the Airport’s role in the National Plan of Integrated Airport Systems” mean? Does the Commission not know? Did they not fully investigate this alternative? Why not?

Not all pilots are entitled to use all airports. If local conditions and considerations call for a displaced threshold, in accordance with FAA design criteria and regulations, then so be it. There is no rule of law that says all airports must accommodate all pilots. **In fact, pilots’ use of individual airports is legally limited by the flight operations manual of each individual aircraft.** And it is not as if there are no viable alternatives given the proximity **of** the very close by and much safer Hyannis Airport.

The Airport has always had an obligation to continuously monitor vegetation, and has **possibly** ignored that obligation for many years. What is the status of the airport’s obligation to manage the growth of invasive species under its order of conditions from the CCC roughly 20 years ago?

I don’t know how you **(FAA?)** can say aviation easements have no environmental impact. It is my understanding **that** impacts under NEPA are defined broadly to include all human impacts. When nearly 300 residents packed to overflowing meetings before the Commission nearly two years ago it was over their fears **of** the Town seizing their property rights. Only covid managed to defuse the public outrage. Confiscating a homeowner’s right to enjoy his property is a pretty basic impact on the human environment.

“This option only provides a temporary solution to a long-term problem.” - There appears to be an undertone here that pilots and airport officials will always get what they want: their stated need and purpose. But neither the Town nor the Commission have been willing to set limits on either the airport or outside development. The FAA required recipients of FAA funds to take actions, including zoning, to **limit** the use of lands near the airport to those compatible with normal airport operations. The Town and Commission have ignored that obligation for roughly 50 years. We now have an airport fully surrounded by residential and other uses that are according to the FAA inherently incompatible with the airport. The flareups over skydiving, the biplane, and now easements exemplify the very predictable conflict between airport and community, **inevitable in Chatham because the Town as sponsor and Commission as custodian of the airport failed to honor their legal obligations with the FAA to control land use.** And now, after shirking **its** duty to comply with the FAA agreements for decades, the Commission wants to confiscate property rights. Let the Commission reap what it has sown. Maybe it is time to set limits for the airport. The EA has given little serious consideration to its heavy handed imposition on home owners and taken no responsibility for a situation of the **Commission's** own making. FAA literature is replete with warnings of the dangers of residential development and its existential threat to airports. The Town and Commission refused to heed those warnings. Why now should homeowners pay the heavy price for **failings** of the Town and Commission?

4.1.4 Has the Commission consulted with the Conservation Commission and Cape Cod Commission with respect to managing vegetative growth in the environmentally sensitive areas? What were the Airport's commitments under the DRI hardship exemption granted by the CCC with conditions? Is there a problem in these areas because airport officials, maybe again, ignored their responsibilities under previous agreements, in this case with the CCC. The CCC conditions and subsequent compliance actions by the airport officials need to be examined.

The airport needs to retain its existing client base? What analysis did the Commission do to determine which, if any, of the based aircraft would be limited, or forced to base elsewhere, as a result of a displaced threshold? Is conjecture the basis of this EA?

Preserve community revenue? **What community revenue?** 1) profits from fuels sales all go to a private company, CCFC, not **to** the airport and not to the Town. 2) Rental cars? Is there a rental car business operating at the airport? Where are the required **written permissions** from the Commission and Town Manager? Or is this again just conjecture. 3) Hangars? In the past 25 years or so ALL hangar revenue has gone to the private manager, CCFC. And it appears that the new hangars proposed will also benefit a private business, most likely CCFC **or some kind of affiliate**, with no revenue going to the airport. And if as the EA seems to suggest, if displaced runway thresholds result in based aircraft leaving Chatham, is that such a bad thing for the community as a whole, with less noise and less pollution?

4.2.1 There is no evidence of demand for airport hangars. There is no public waiting list documenting demand. Only conjecture. And just because pilots may want hangars in Chatham, is that justification for the inevitable conflict **with** the neighboring community resulting from increased air traffic? Children don't always understand that they can't have something just because they want it. But adults? Demand does not (and frequently does not) always result in wants being fulfilled for the simple reason that there can be consequences. Do the wants of a small number of pilots outweigh the interests of the hundreds if not thousands of airport neighbors who might not appreciate more airport noise.

New Hangars will help make the airport self-supporting? It is my understanding that the hangars will be built by private interests and most likely with no revenue benefit to the airport. Have the authors of the EA sought to mislead **the public**? The next line of the EA confirms this. Private developers will develop the hangars. Guess who will get the revenue.

118,500 SF of impervious surface over the Town's drinking water aquifer that is already overtaxed and supplies shrinking. Where is the analysis of this loss of pervious surface and its impact on Chatham's water supply? Certainly the tradeoff between a couple dozen hangar spaces and town drinking water supply is worthy of a more careful analysis than this.

Increased opportunity for revenue generation? Certainly the EA could be more specific than this. How much revenue generation and for whom? Will revenues go to the airport fund or will revenues go to CCFC, a private company? Why is there no firm commitment here? Does the Commission use revenue generation as a carrot to get public support and then quietly steer hangar construction to private interests **as it has done over the last 20 plus years?**

Massachusetts law requires public agencies evaluate public projects for their impact on climate change. I see no such **serious** analysis in this EA.

6.0

How is it that a 10,000 gallon jet fuel storage tank over a sole source public drinking water supply **is a**

categorical exclusion? Don't NEPA regulations provide for setting aside a categorical exclusion when local conditions demand it. I can not image a more critical concern than jet fuel leaking into our water supply. We have no alternative supply of water. Our water levels are low and now contaminated, possibly from the airport. Is the trade-off here worth it? A real threat to our sole source water supply vs fuel supplies for larger, noisier turboprop aircraft? All profits from jet fuel sale will go to the private for-profit airport manager, CCFC. None will benefit the airport nor make the airport more self-sustaining. We will spend federal, state, and local public tax monies to build a facility for the sole financial benefit of a private business with close ties to the airport commission.

It is not clear to me how land use categorical restrictions apply to the AMPU EA. Is this an attempt to categorically exclude airport projects from NEPA examination?

Noise and Noise-Compatible Land Uses - I believe this categorical exclusion calls for greater review and with the possibility that it be set aside due special local considerations. And frankly, the FAA classifying an airport with annual operations approaching 90,000 or 247 daily as not requiring a noise analysis is laughable. No rational person would suggest the resulting noise impact on a community surrounding such an airport is so negligible as to not warrant review.

6.1 Air Quality - Barnstable County is not Chatham. What are the localized effects of lead fuel exhaust and jet fuel soot on the local population in the vicinity of the airport, and particularly on children? A North Carolina study found statistically significant increases in lead levels in the blood of children within five miles of several airports. Chatham's children may or may not have increased blood lead levels as a result of localized airport operations, but we will never know by simply extrapolating to county wide numbers. Has anyone in Chatham actually bothered to compile the numbers for children growing up in Chatham near the airport?

6.3 Regardless of any agreement between the town and airport commission, I believe the order of conditions placed upon the Commission in its DRI hardship exemption requires the continuation of the bike path.

6.5 The convenient dismissal of the adverse affects of the Proposed actions on human health and the environment are at best speculative. Where is the evidence of insubstantial impact. I know I and many of my neighbors in Chatham are very concerned with both on-going impacts of the airport and the potential for increasing impacts as a result of the cumulative effect of the proposed actions on the growth of airport activity. The FAA well understands that airports and residential communities in the vicinity of airports are not compatible. An expansion of airport facilities will inevitable attract more use and exasperate local conflict. This EA has given short shrift to those conflicts undermining the credibility of the document.

I find the statement that the proposed actions will not appreciable induce substantial growth either directly or indirectly to be disingenuous at best. The Town and Commission have repeatedly touted the \$13 million in annual economic activity attributed to the airport as justification for added and continuing airport investments. And now the EA says those investments will not make a difference? I guess I just don't understand this apparent contradiction, unless it is that airport officials speak out of one side of their mouths when it suits them and the other when it doesn't. In the world of aeronautics where there is often no accountability, I guess it just doesn't matter. And for the record, the MassDOT study of economic benefits would never stand up to peer review because they refuse to release the data. The the sources of that data are often people who would benefit financially from airport investment. Not exactly unbiased.

Is tree removal really unavoidable? The Commission has consistently avoided releasing details of their constantly changing plans. Have they ever met face to face with the proposed property owners to see

how they feel about these “unavoidable” impacts? And are they unavoidable in the case of displaced runway thresholds?

6.7.5 - With respect to impacts on climate change, probably no single action contributes significantly to climate change. And yet the cumulative affects of all these little insignificant actions has somehow changed our climate with disastrous consequences. And it will only get worse. To write off all these actions as “negligible,” to encourage more use of the airport as having an insignificant impact on climate change perhaps undermines any chance we will ever have to reverse the trend. And the continuing and increasing recreational use of the airport is maybe a luxury the world can no longer afford.

Thank you

David Bixby

Terry Whalen

From: Ej McKenna <chatharbor@aol.com>
Sent: Friday, July 02, 2021 2:13 PM
To: Airport Commission
Subject: Environmental Assessment Comments

To the Chatham Airport Commission members:

As year round residents of Chatham, we are concerned about many aspects of our environment. Recently, we learned about the significant concerns related to the presence of unacceptable PFAS6 in our town water supply and the need to close the training field well. This is not the first time, wells have had to be closed due to high levels of toxic substances.

The recent environmental assessment for the projected 20 yr airport plan does not take into consideration the potential future effect on water quality in Chatham. The removal of trees and the ongoing vegetation removal and chemical methods used for these removals, as well as future jet fuel storage, increased use of commercial planes and jets, all point toward possible negative impact on our water and overall environment. Indeed one jet fuel spillage, could harm our water for years to come.

In addition, what began here in Chatham as a small quaint community airport, could morph into a mini Hyannis airport with all the accompanying noise and environmental impact. The Town owes its residents an independent and objective environmental impact study that can correctly assess the potential effects on water quality and habitat as well as the effects on human quality of life. In this time of rapid climate change and significant environmental effects on our town and its people, this is one more issue that needs to be addressed in light of its effects on the quality of life here in Chatham. We urge the Airport Commission to have an environmental study conducted by an independent and objective contractor.

Thank you for your attention to our concerns.

Louis Hieb,
EJ McKenna-Hieb
South Chatham

Terry Whalen

From: Elizabeth Roos <lizandmikeroos@comcast.net>
Sent: Friday, July 02, 2021 3:24 PM
To: Terry Whalen
Subject: Re: Stop the Airport growth

Stop the Growth-Keep the trees

The amount of traffic and noise that is generated by the Chatham airport has way surpassed what is appropriate for this seaside town. Chatham airport was once the host to a few quieter private planes or a few that were utilized for scenic tours and now it has turned into Logan Airport. As a resident of this town for fifty years, and a home owner of four different homes in West Chatham, the airport traffic noise has grown 1000%. Those of us who live within a mile of the airport, and there are a lot of us, must go inside to continue conversations or host guests as the noise level is outrageous and constant. The size of the planes has grown and the quality of life for local residents has decreased. Hyannis should be the home of all this coming and going and return Chatham to its original use. We should NOT be a town with a commuter airport.

Liz and Mike Roos
123 George Ryder Road South

On Jul 2, 2021, at 2:16 PM, Terry Whalen <twhalen@chatham-ma.gov> wrote:

Please note the attachment submitted in the below email could not be opened

From: Elizabeth Roos <lizandmikeroos@comcast.net>
Sent: Friday, July 02, 2021 10:13 AM
To: Airport Commission <airportcommission@chatham-ma.gov>
Subject: Stop the Airport growth

Terry Whalen

From: Shanna Nealy
Sent: Friday, July 02, 2021 3:55 PM
To: Airport Commission; Terry Whalen
Subject: FW: Chatham Municipal Airport: Environmental Assessment

Shanna Nealy
Executive Secretary to the Town Manager/Select Board
508-945-5105

Please be advised that email messages and attached content sent from and to this email account are public records unless qualified as an exemption under the Massachusetts Public Records Law - <http://www.sec.state.ma.us/pre/preidx.htm>.

-----Original Message-----

From: Douglas Nichols <stickwalk@comcast.net>
Sent: Friday, July 2, 2021 3:54 PM
To: Peter Cocolis <PCocolis@chatham-ma.gov>; Shareen Davis <SDavis@chatham-ma.gov>; Cory Metters <CMetters@chatham-ma.gov>; Dean Nicastro <DNicastro@chatham-ma.gov>; Jeffrey Dykens <JDykens@chatham-ma.gov>
Cc: Jill Goldsmith <jgoldsmith@chatham-ma.gov>; Shanna Nealy <snealy@chatham-ma.gov>
Subject: Chatham Municipal Airport: Environmental Assessment

Select Board:

This message is to add our names to the list of Chatham residents/taxpayers/voters who urge you to take meaningful steps to assert a responsible oversight role in the management of our Chatham Airport.

It should be clear to you that the great majority of us support our Airport. What we do NOT want are chartered commercial flights by turbo-jet aircraft which could easily use the larger airport only fifteen miles away, and the legal minefield likely to ensue if aviation easements are taken against Chatham homeowners and businesses. Nor do we countenance a self-serving environmental assessment by the airport's engineering consultant rather than an independent consultant.

And now you, as well as the Airport Commission, appear to ignore the implications of the recent finding of PFAs in a town well very close to the Airport. At a minimum, Chatham should determine if these contaminants are a result of Airport activities before moving ahead with the proposed Master Plan.

For too long the Select Board has failed to act on behalf of all of Chatham, and allowed the Airport Commission and Airport Manager to push their agenda of a larger, noisier, and more commercial airport in the middle of our quiet town.

-Douglas Nichols
Judith Nichols

Terry Whalen

From: Lisa Brickman <lisa.brickman@me.com>
Sent: Friday, July 02, 2021 5:39 PM
To: Airport Commission
Subject: Chatham airport--option 4

July 2, 2021

Dear Commissioners,

I am a Chatham resident and homeowner who has used the Chatham airport as a passenger for several decades—I am not a pilot.

I fully support and endorse Option 4--the update and modernization of the Chatham airport which includes GPS instrumentation and other safety improvements.

These improvements will assure our town residents & passengers that our airport is current and future air travel is much safer.

Thank you,

Lisa Brickman
20 Davids Lane
Chatham, MA 02633
203-912-1989

Terry Whalen

From: Jill Goldsmith
Sent: Friday, July 02, 2021 6:53 PM
To: Airport Commission
Subject: FW: Chatham Municipal Airport: Environmental Assessment

Jill R. Goldsmith, Chatham Town Manager
Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Douglas Nichols <stickwalk@comcast.net>
Date: 7/2/21 3:54 PM (GMT-05:00)
To: Peter Cocolis <PCocolis@chatham-ma.gov>, Shareen Davis <SDavis@chatham-ma.gov>, Cory Metters <CMetters@chatham-ma.gov>, Dean Nicastro <DNicastro@chatham-ma.gov>, Jeffrey Dykens <JDyken@chatham-ma.gov>
Cc: Jill Goldsmith <jgoldsmith@chatham-ma.gov>, Shanna Nealy <snealy@chatham-ma.gov>
Subject: Chatham Municipal Airport: Environmental Assessment

Select Board:

This message is to add our names to the list of Chatham residents/taxpayers/voters who urge you to take meaningful steps to assert a responsible oversight role in the management of our Chatham Airport.

It should be clear to you that the great majority of us support our Airport. What we do NOT want are chartered commercial flights by turbo-jet aircraft which could easily use the larger airport only fifteen miles away, and the legal minefield likely to ensue if aviation easements are taken against Chatham homeowners and businesses. Nor do we countenance a self-serving environmental assessment by the airport's engineering consultant rather than an independent consultant.

And now you, as well as the Airport Commission, appear to ignore the implications of the recent finding of PFAs in a town well very close to the Airport. At a minimum, Chatham should determine if these contaminants are a result of Airport activities before moving ahead with the proposed Master Plan.

For too long the Select Board has failed to act on behalf of all of Chatham, and allowed the Airport Commission and Airport Manager to push their agenda of a larger, noisier, and more commercial airport in the middle of our quiet town.

-Douglas Nichols
Judith Nichols

Terry Whalen

From: PAUL GREENOUGH <pgreen1938@aol.com>
Sent: Saturday, July 03, 2021 8:23 AM
To: Airport Commission
Subject: PFA's near airport

Dear Ms. Goldsmith,

Passing my email onto the airport commission is not very productive. I have already sent them one.

The point of the email we sent to you is say that we need an independent environmental impact study on the effect of airport expansion. Not just the one sponsored by the airport commission. (Particularly as it effects our fragile aquifer)
Thank you.

Jean and Paul Greenough

P.S. We would appreciate a response not just an automatic reply.

Sent from my iPad

On Jul 2, 2021, at 8:33 AM, Airport Commission <airportcommission@chatham-ma.gov> wrote:

Thank you for your comment - it will be reviewed by the Airport Commission or its representative

Terry Whalen

From: David McAlpin <david@fradkinmcalpin.com>
Sent: Saturday, July 03, 2021 12:27 PM
To: Airport Commission
Subject: Support of Environmental Impact Assessment - Option #4

Dear Commissioners:

I am a Chatham homeowner and have flown to and from Chatham since 1972. The airport has many positive benefits to the town, its character and its people. CQX needs to be kept up to date and not become obsolete.

I write to support Option 4# of the current Environmental Assessment proposes improvements. The improvements identified therein will render the airport safer, quieter and assure its future viability.

Thank you for your hard work and consideration.
Sincerely,

David M. McAlpin, AIA
191 Bridge Street
Chatham, MA

David M. McAlpin, AIA
Fradkin & McAlpin Architects LLP
c. 917-596-3542
d. 646-627-8511

Terry Whalen

From: Jason Gregg (YB) <jagyb1@gmail.com>
Sent: Saturday, July 03, 2021 1:10 PM
To: Airport Commission
Subject: KCQX a Benefit to All

Dear Commissioners:

I am a Chatham homeowner and have flown in and out of Chatham Airport for decades. The airport has many important benefits to the town and its people. It should be maintained, and as a safer airport is a better airport, should be modernized as opportunities to do so are presented. Option 4 to the Environmental Assessment (EA) proposes improvements (including GPS approaches) that should be supported since it will make the airport safer and quieter and assure its future.

On this, the eve of a July 4th that sees our nation's aviation future looking brighter than ever, an investment in the future of one of Chatham's most important assets is the right decision.

Thank you for your consideration.

Sincerely,

Jason Gregg
[247 Bridge Street](#)
[Chatham, MA 02633](#)

Sent from my iPad

Terry Whalen

From: Stuart Deadrick <stuart.deadrick@gmail.com>
Sent: Sunday, July 04, 2021 4:23 PM
To: Airport Commission
Subject: Support for Option 4

To Whom It May Concern:

I am a long-time Chathamite and feel privileged to have learned to fly at the Chatham Airport. I went on to a career in aviation and I am now a captain for a major airline. Option 4 as outlined in the Environmental Assessment will enhance safety at the airport, preserving its future and should be supported.

Thank you,

Capt. Stuart Deadrick
Delta Airlines

Terry Whalen

From: Thomas Dahms <tmdahms1007@gmail.com>
Sent: Monday, July 05, 2021 10:00 AM
To: Airport Commission
Cc: Thomas Dahms
Subject: Chatham airport

Greetings commissioners and town leadership:

To say we are disappointed... is an understatement ! In an increasingly fragile time for the environment, YOU are proposing expansion of what should be at most a small airport for only small planes! And now, we are becoming more aware of the danger to our shared water supply ,... with the recent discovery of a dangerous level of PFAS in well #5, close to the airport. There seems to be a relationship between the airport and our water-the only two wells with PFAS are near the airport! The source of PFAS needs to be determined objectively by a reputable contractor before any further changes are made to the airport. There is near universal support for clean water and air (hence the EPA): to minimize this concern is to risk Chatham's reputation.

We are and have been Summer residents for the past 79 years !! Watching the town grow and worrying about the direction the town is taking with recent environmental decisions: Increased development on a limited land mass with few limitations regarding lawns size, water use (sprinkler systems) and water treatment (septic systems) all of which put our marine environment at risk. Potential visitors will not make the distinction between contaminated drinking and swimming water. The town needs a plan to protect our environment and hire additional staff to do so!!! It appears that ever greater burdens are being placed on a few individuals to not only solve these complex problems but to stay ahead of them. What good are low tax rates if your health is at risk by living in or visiting Chatham?

The relationship between trees and the environment is well known... documented world wide. (see the NYT article 7/4/21) Certainly, science has documented this.... and yet, the airport plan proposes trimming and removal of trees for planes !! planes that could safely land in Hyannis instead !!!

We request that all involved in this decision reconsider the plans... NO airport expansion... NO tree trimming... and certainly more care and clean up to prevent chemicals damaging our fragile water supply... Water water everywhere... and NOT a drop to drink !

Tom and Merry Dahms
48 Chatharbor Lane
S. Chatham, ... a flyover location for the planes !!

Terry Whalen

From: Kevin Downey <kdowney1730@gmail.com>
Sent: Monday, July 05, 2021 11:40 AM
To: Airport Commission
Subject: Environmental Assessment Feedback

To whom it may concern:

In reading the environmental assessment that has been provided for the Chatham airport we would like to point out a few areas of concern to us as area homeowners.

1. There is little discussion around the actual impact to the environment. Clearing trees off of 21 private parcels of land as well as in wetlands and vernal pools will have some impact on the environment but this document consistently states there is no impact to obtaining avigation easements.
2. Given the negative impact of avigation easements on property values, have there been any discussions with impacted homeowners about trimming/removing the "select" trees that penetrate the approach zones? All previous documents and discussions jump directly to obtaining easements instead of partnering with the community.
3. Discussion points on the economic impact to the town of Chatham if these changes are not made are not backed up by any data. What would happen to the town if the airport couldn't bring in more planes? Besides airport services is there any hard data around how many less tourists would visit the town?
4. The proposed future addition of a jet fuel storage tank that would sit over one of the town wells should be eliminated. The town of Chatham already struggles with managing water supplies during peak season and has recently had to take a well off-line due to contamination. We can not afford to have a larger contamination that would take years to recover from.

We support safety for both pilots and for those who live around the airport. We do not support an increase in traffic for charter services. These planes can be more safely accommodated in Hyannis. We also do not support a growth plan that lacks transparency and is slated for the benefit of a few to the detriment of the overall community.

Thank you,
Kevin and Christine Downey

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Monday, July 05, 2021 11:57 AM
To: Airport Commission
Cc: david bixby; Jill Goldsmith; Terry Whalen
Subject: Environmental Assessment - AMPU ignored PC12 as possible selection for design aircraft for CQX, undermining credibility of EA and other comments

Airport Commission,

Projects reviewed in the Environment Assessment derive from needs identified as a result of growth projections in the AMPU. If growth projections are invalid due to a faulty data base and study methodology, then the projects identified as needed are suspect. I reviewed AMPU preferred alternative growth projections for airport operations through the twenty year planning period presented in Table 4-24 of the Plan. Two things in particular drive my review of the growth forecast: 1) selection of the Beechcraft Barron B-58 as the design aircraft, and 2) failure to analyze the increasing use of the airport by the Pilatus PC12 and its projected use of CQX over the planning period. It is my contention that there is sufficient evidence that points to the PC12 as the design aircraft. Had it been selected as the design aircraft there remains a dispute over the implications on runway design for the planning period, and in particular the RPZ. If as has been suggested, selection of the PC12 as the design aircraft would require an increase in the dimensions of the RPZ for straight in non-precision runway approaches under IFR, then that is a big problem. Any expansion of existing RPZs at CQX encroach into heavily developed residentially zoned land use districts. Residential use of the RPZ is unacceptable.

I will try to outline the confusing and convoluted AMPU approach to its aircraft operations forecast and note some of my concerns, but simply put, there is evidence the AMPU projections of air taxi/commuter operations by the predominant PC12 might have been suppressed, maybe intentionally. Whereas the Beechcraft Barron chosen as the design aircraft had only a few dozen operations in the year preceding the AMPU, PC12 operations at CQX numbered in the hundreds.

1. The AMPU uses as a base the 2017 TAF operations count of 20,100. Note that TAF figures come from the FAA Airport Master Record. The Master Record is updated by CQX airport officials, most likely the airport manager, Tim Howard. Howard bases his numbers on the on-site GARD system which estimates airport operations from its monitoring of radio calls in the vicinity of the airport. GARD system estimates of airport operations are notoriously inaccurate and have never been calibrated to actual use at CQX. Furthermore, while the TAF figures supposedly based on GARD estimates from Chatham remain static at 20,100 since implementation of GARD in 2016 and 2017, this number does not correlate with the actual GARD numbers recorded at the airport.

2. While the FAA TAF assigns a 40/60 itinerant to local air traffic split, the AMPU instead assigns a 60/40 split based on interviews with "airport management and users." The 60/40 split may be valid or it maybe not. But there is no supporting documentation. It is concerning that much of the ensuing base data decisions are based on similar such discussions absent any documentation or supporting evidence. In fact, much of the underlying data assumptions are supplied by airport officials with existing conflicts of interest, raising the specter of possible ethics issues. One or more parties involved in the development of the AMPU and ensuing EA stand to benefit substantially, directly or indirectly, from the projects recommended in the AMPU and EA. It is quite possible that private financial interests might have steered the AMPU toward projects that would benefit those private interests. Federal, state, and Town ethics laws and guidelines may have been ignored in the development of the AMPU.

3. AMPU Section 4.7.2.2 establishes the baseline operational fleet mix for Turboprop aircraft (King Air, PC12) of 20% citing as a source the airport manager. I unable to identify where this number was applied, if at all, in the AMPU projections of airport operations.

4. Table 4-24 presents the preferred CQX operations forecast over the 2018 - 2030 planning period. It applies the 60/40 itinerant to local usage split to the 2017 base count of 20,100 operations. It then applies growth rates established by the FAA TAF forecast methodology to the user mix: -.994 for the air taxi/commuter group and +1.003 for the GA group. Where it gets sticky is how the Plan assigns the usage breakdown to the user groups. The TAF forecast uses a breakdown that assigns a base number of 500 operations to the air taxi/commuter group. The preferred alternation instead assigns a base number of 402 to the same group. Applying the -.994 factor to the air taxi group shows a diminishing use of CQX over the 20 year planning period. Unexplained is why the AMPU changed the mix of air taxi etc. from 500 annual operations in 2017 the 402. Also unexplained as far as I can tell is why Section 4.7.2.2 indicates that Turboprop aircraft such as the PC12 make up 20 % (or 4,020) of CQX air operations while Table 4-24 uses a base for air taxi/commuter operations of 402, just 2 percent of total operations. Admittedly there might not be a precise correlation between Turboprop use and Air taxi/Commuter, but given the commonality of the PC12 to the two groups I would expect a far closer spread than 4,020 vs 402. Do PC12s truly account for only 10 percent of turboprop use at the airport? Where is the documentation supporting these figures?

5. Note that rather than PC122 usage of CQX decreasing at a rate of -.994%, the reality is the opposite, PC12 use is increasing, maybe significantly over previous years. The AMPU notes that Jet-A fuel sales jumped from 7000 gallons in 2017 to 11,095 in 2018, a nearly 60% increase in one year. PC12s use Jet A fuel. The airport manager began offering Jet-A fuel from his recently purchased mobile fuel truck. And the Manager's (CCFC owned by Tim Howard) latest Airport Management Services Agreement allowed the Manager to offer Part 135 services. It was about this time that residents living around the airport began to notice a significant appearance of various PC12s at the airport. It is most likely not coincidental that the newly available supply of Jet-A fuel coincided with the arrival of the PC12s. Three years of data supplied by FlightAware to resident Mike Tompsett revealed PC12 use of CQX of 407 operations in 2019 and 275 in 2020. But 2020 air taxi operations were most likely significantly impacted by the covid restrictions on travel. And we have recently learned that FlightAware data can undercount the use of PC12s in Chatham. I recently learned that at least one PC12 owner/operator shields its aircraft from FlightAware tracking. And I learned of another that is not included in FlightAware's data records, for unknown reasons. How many other PC12s use CQX without tracking by FlightAware? The daily use of CQX by PC12 aircraft this year in 2021 that has been observed by airport neighbors is significant. Given the underreporting by FlightAware, the pre-covid 407 operations in 2019, the 60 % increase in Jet A fuel sales in 2018, the clearly increasing PC12 activity in 2021, I can not understand why the PC12 is not the design aircraft for the 20 year AMPU planning process. Clearly there is something fishy going on here that warrants investigation.

6. The 2003 AMP described the airport as serving Chatham and several neighboring towns. Unfortunately the 2003 Plan has been removed from the Town website or I could cite the exact language. However, the 2021 AMPU substantially expanded its area of coverage to include all of Cape Cod. The question is why? The expansion of the airport service area coupled with the authorization to the Manager to provide Part 135 service (air taxi/commuter) and the corresponding increasing use of the airport by the PC12s is very concerning to the communities in the vicinity of the airport. Concerns range from more noise, greater pollution, threat to the sole source drinking water supply beneath the airport, and very legitimate safety concerns. These all impact the human environment and are not sufficiently addressed in the EA.

"In an effort to define CQX's service area, this report relies on the home zip codes of each based aircraft owner. Based on the proximity of the home zip code of each based aircraft owner to the airport, the service area was determined to be the County of Barnstable, Massachusetts, as 80 percent of based aircraft owners reside in the County (see Figure 4-1). "

7. As I have alluded to earlier, there exist a number of conflicts of interest and financial entanglements associated with the participants involved in the development of the AMPU and EA that cloud the integrity of the documents. Perhaps it is time for an independent investigation by appropriate agencies.

Summary:

The failure to select the PC12 as the airport design aircraft in the AMPU and EA needs review.

The financial entanglements and conflicts of interests of parties involved in preparing the AMPU and EA calls for independent investigation.

The failure of the FAA to “own” the EA as is required under NEPA challenges the validity of the EA of the AMPU.

The failure to coordinate the EA with the required DRI assessment by the CCC further undermines the legitimacy of the EA.

The airport has withheld documentation of PC12 fuel sales, etc which would support the selection of the PC12 as the design aircraft.

The airport has failed to notify property owners of their opportunity to comment on the EA.

The airport has failed in its duty to monitor and regulate tree growth since 1995.

The FAA has failed to enforce numerous grant assurances with the Town of Chatham.

There is no evidence of the FAA required coordination in the development of the AMPU with the CCC or local Planning Commission.

It remains unclear when and why the AMSA added Part 135 services for the CCFC.

The impact of the PC12 flying into Chatham under IFR on the RPZ dimensions remains unresolved.

The EA preferred alternatives may require FAA Modifications of Standards, the impact of which on the human environment remains unclear.

Public involvement has been limited and restricted and insufficient throughout the AMPU and EA process.

The Town and Commission have failed to provide documents supporting the review of the AMPU and EA.

Covid restrictions served to severely limit public involvement in the AMPU process.

Thank you.

David Bixby

Terry Whalen

From: Michael Tompsett <drmikeft@gmail.com>
Sent: Monday, July 05, 2021 12:26 PM
To: Airport Commission
Subject: No Public Notification should Disallow the Draft EA,

A fatal flaw and reason for rejecting this Draft Environmental Assessment is that the residents of Chatham who could be affected by one or more categories included or otherwise in the Environmental Assessment were NOT notified that proposed changes under consideration would affect them. These residents include property owners whose trees would be removed under avigation easements, residents in existing Runway Protection Zones who would be subject to greater danger as indicated by the FAA Airport Design Advisory, residents who could be included in expanded Runway Protection Zones, residents who would be disturbed day and night by noise, and especially excessive noise in excess of the FAA threshold of 85dBA, residents who would be subject to the dangers of straight-in without a control tower and landings in inclement weather, residents who would lose rights to use the bicycle path if the Airport were to be redesigned to meet the FAA Design Standards for Design Group II aircraft. Especially these residents listed above, but **NO** residents of Chatham have been officially notified of the impact of the Airport proposals and especially with respect to the issues listed above. There was no notification of a/the/any proposal (The EA is confused by not have a defined, approved specific proposal) sent to the residents of Chatham and no notification of a public meeting or even a public meeting to allow presentation and discussion of the issues. Many people continue to be totally unaware of the proposals and any sort of public comment option.

This Draft EA cannot go forward with any legal justification.

--

Terry Whalen

From: Michael Tompsett <drmikeft@gmail.com>
Sent: Monday, July 05, 2021 12:34 PM
To: Airport Commission
Subject: Revised Comment

A fatal flaw and reason for rejecting this Draft Environmental Assessment is that the residents of Chatham who could be affected by one or more categories included or otherwise in the Environmental Assessment were NOT notified that proposed changes under consideration would affect them. These residents include property owners whose trees would be removed under aviation easements, residents in existing Runway Protection Zones who would be subject to greater danger as indicated by the FAA Airport Design Advisory, residents who could be included in expanded Runway Protection Zones, residents who would be disturbed day and night by noise, and especially excessive noise in excess of the FAA threshold of 85dBA, residents who would be subject to the dangers of straight-in without a control tower and landings in inclement weather, residents who would lose rights to use the bicycle path if the Airport were to be redesigned to meet the FAA Design Standards for Design Group II aircraft. Especially these residents listed above, but **NO** residents of Chatham have been officially notified of the impact of the Airport proposals and especially with respect to the issues listed above. There was no notification of a/the/any proposal (The EA is confused by not have a defined, approved specific proposal) sent to the residents of Chatham and no notification of a public meeting or even a public meeting to allow presentation and discussion of the issues.

A so called EA portal is named, but it doesn't exist. The link only leads to 2 email addresses, including the Airport Commission and a Town official. This is not an independent portal collecting public comments for FAA/NEPA officials.

This Draft EA cannot go forward with any legal justification.

--
Dr Michael F. Tompsett
17 Lake Shore Drive
Chatham, MA 02633
drmikeft@gmail.com
508-250-7448

Terry Whalen

From: Ann E. Reydel <reydel@comcast.net>
Sent: Monday, July 05, 2021 3:33 PM
To: Airport Commission
Subject: Airport plans

To Whom It May Concern:

I have owned in Chatham since 1983 and have lived here full time since 2007.

I suspect I am in the minority but I think we should close the Chatham Airport and use the Hyannis Airport. We could sell the land, build a senior center there, build homes for the needy or other cool things. Personally I don't like listening to the planes and I hated the sky diving.

Sincerely submitted,
Ann Reydel
781-910-5960
306 Chipping Stone Road

Terry Whalen

From: Roger Dillow <jrdillow@comcast.net>
Sent: Monday, July 05, 2021 3:46 PM
To: Airport Commission
Subject: Environmental Assessment question

As I understand it, the assessors declined to address the environmental issue of **noise** on the basis of the Chatham airport being deemed a small airport. Small, yes, but it is situated in the middle of a small town.

Question: Since the changes proposed in the Master Plan update will only continue to increase air traffic to/from the airport, including more flights by larger and noisier aircraft, how can the environmental impact of noise not be relevant to the assessment process?

Sent from [Mail](#) for Windows 10

Terry Whalen

From: Jill Goldsmith
Sent: Monday, July 05, 2021 7:18 PM
To: Airport Commission
Subject: FW: APPROACHES AT CHATHAM AIRPORT

Jill R. Goldsmith, Chatham Town Manager
Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Dan Brown <123always@comcast.net>
Date: 7/5/21 6:35 PM (GMT-05:00)
To: Peter Cocolis <pkcocolis@icloud.com>, Dean Nicastro <DNicastro@chatham-ma.gov>, Shareen Davis <shareendavis@gmail.com>, Jill Goldsmith <jgoldsmith@chatham-ma.gov>
Cc: Barbara Fouhy <bfouhy1@icloud.com>
Subject: Fwd: APPROACHES AT CHATHAM AIRPORT

P,D, S and J....Barbara Fouhy and I are in full agreement with the objections outlined by Nicole, In short, we don't want anymore airport than now, less air traffic... no jets...and we certainly don't support the taking of trees, land,etc. from private property. We have Hyannis. This is a little town. Protect your constituents from this takeover by a commission OUT OF CONTROL OF YOU, OUR ELECTED OFFICIALS! Dan Brown ps. Please forward to Messrs Dykens and Metters....can't work emails. Thanks

Sent from my iPhone

Begin forwarded message:

From: Barbara Fouhy <Bfouhy1@comcast.net>
Date: July 5, 2021 at 2:20:54 PM EDT
To: Dan Brown <123always@comcast.net>
Subject: Fwd: APPROACHES AT CHATHAM AIRPORT

Sent from my iPad

Begin forwarded message:

From: NicoleStern <meantobe60@aol.com>
Date: July 5, 2021 at 12:50:43 PM EDT
To: NicoleStern <meantobe60@aol.com>

Subject: Fwd: APPROACHES AT CHATHAM AIRPORT
Reply-To: NicoleStern <meantobe60@aol.com>

REMINDER....

Hello Chatham Neighbors Near and Far, Second Home Owners and Renters.

The Airport Commission is accepting comments through **JULY 6, 2021** on the Environmental Assessment conducted by the airport's engineering consultant, Gale Associates, determined **NO SIGNIFICANT ENVIRONMENTAL IMPACT!** What's wrong with this picture? Please forward this email to all your friends and acquaintances regardless of where they live in Chatham. Climate change, safe drinking water, local wildlife, and the environment are all top priorities. It's your Town, you decide! Let your voices be heard before it's too late.

2021 Chatham Municipal Airport Environmental Assessment Now Available Draft Document for Public Review & Comment

- [View the 2021 Chatham Municipal Airport Environmental Assessment \(PDF\)](#)
The review period ends July 6, 2021. [Submit your comments here.](#)

Please, also send a copy of your comments directly to the Select Board and Town Manager:

To: Peter Cocolis <pcocolis@chatham-ma.gov>; Shareen Davis <sdavis@chatham-ma.gov>; 'Cory Metters' <CMetters@chatham-ma.gov>; Dean Nicastro <dnicastro@chatham-ma.gov>; Jeff Dykens <jdikens@chatham-ma.gov>; 'Jill Goldsmith' <jgoldsmith@chatham-ma.gov>; Robert Duncanson <rduncanson@chatham-ma.gov>; Shanna Nealy <snealy@chatham-ma.gov>

HELPFUL FACTS - APPROACHES AT CHATHAM AIRPORT

THE AIRPORT'S CURRENT APPROACH:

Visual Conditions Only
Pilots Circle from 600ft for Clear Runway
No known Collisions in 70 Years
In Poor Visibility pilots go to Nearby Hyannis
which has a Control Tower and Two 5,000ft Runways

PROPOSED INSTRUMENT APPROACHES:

Would permit Straight-in Approaches without a Control Tower in
Poor Visibility and Bad Weather - Day and Night
Lower Visibility Ceiling to 300ft
Encourage Increased Mixed Traffic

PROPOSED NEW APPROACHES WOULD REQUIRE:

AVIGATION EASEMENTS - "Would give the Airport a Perpetual Right of Access to Remove any Tree or Structure Existing or in the Future" on **Private Chatham Properties**

A 3,200ft Runway - Not the Single Compromised 3,000ft Runway at Chatham Airport
Removal of 10 Acres of Trees Essential to the Environment
and the Survival of Local Wildlife along the Runway, Wetlands, and Vernal Pool
The Installation of a 10,000 Gallon Jet-A-Fuel Tank near Public Water Supply Wells, while Doubling the Carbon Fuel Supply Affecting Climate Change

BY SAVING NATURE WE ARE SAVING OURSELVES

NEW APPROACHES WOULD CAUSE:

Increased Danger in Poor Visibility for People **NOW** Living, Working, Shopping, and Driving in West Chatham's Runway Protection Zones(**RPZs**)
FAA states **RPZs** are Hazardous Areas and should be Empty of Anything that Encourages People to Gather - **RPZs** are at the Ends of Runways to Protect People and Property from Planes that Land Short or Overshoot the Runways

Best,
Nicole Stern
Questions?
508-945-1388

Terry Whalen

From: Lisa Evans <evanslisa28@gmail.com>
Sent: Monday, July 05, 2021 8:55 PM
To: Airport Commission
Subject: Chatham Airport Environmental Assessment

To Whom it May Concern,

There has not been a logical, clear or concise case made for the need to expand the Chatham airport.

Meetings have not been inclusive of the people of Chatham to ask questions or voice concerns. Residents need to clearly understand how the following will **NOT** impact the residents of Chatham:

- How will clearing 3 acres of trees and vegetation removed for new approach, hangars, tarmac, **NOT** impact the environment?
- How will Avigation Easements to cut trees on property owner's property and take control of air space **NOT** impact neighbors close to the airport?
- How will Air Quality (carbon emissions)/Well Water (omission of 10,000 gal. jet fuel on top of our aquifer) contaminants **NOT** impact our environment?
- What are the measures that will be taken for no net-zero climate mitigation?
- How will the increase in jet port traffic noise NOT impact the quality of life for the residents in surrounding neighborhoods and commercial properties that are properly zoned **NOT** be impacted?

The people demand that their voices be heard that this is a project that has profoundly serious short and long-term environmental impacts.

Lisa Evans, West Chatham

Sent from [Mail](#) for Windows 10

Terry Whalen

From: Koen Jansen <koenjansen@rocketmail.com>
Sent: Monday, July 05, 2021 9:25 PM
To: Airport Commission
Subject: Supporting Alternative 4

To whom it may concern:

As a Chatham resident and a close neighbor of the airport I want to express my support for Alternative 4. The Chatham airport is a great asset to the town. It invites business and allows yet another means of access. Because of the nice amount of traffic Chatham airport is active. And because it is active we should enhance safety with capable and reasonable means. Living very close to the approach end of runway 24 on Old Queen Anne road, I can assure you that we who are in the vicinity endure no hinder of said activity. In fact we welcome it as it is always different and intriguing. I support the Chatham airport and again I support Alternative 4.

Thank you for what you do.

Sincerely,

Koen Jansen

Terry Whalen

From: Read and Jane Moffett <Drmoftett13@comcast.net>
Sent: Monday, July 05, 2021 11:19 PM
To: Airport Commission
Subject: Comments about the Environmental Assessment Draft Report

Dear Airport Commission,

I would like to register my complaint about the Environmental Assessment Draft by Gale Associates and would like you to pass my objection to the FAA. The report is self serving and one sided in an attempt to defend what the Commission intends to do to the environment to support its Master Plan for the Chatham Airport. How can you justify clearing nearly 3 acres of trees and vegetation to pave over for new hangars? Tarmac effects the drainage of ground water and the trees which are good for the environment because they absorb CO2. Vernal pools and wetlands will also be "disturbed." Other effects on the environment include increased carbon emissions, jet fuel exhaust - all effecting the air quality, not to mention an increase in automobile traffic. In reading the EA it is my opinion that the report tries to justify treating the Chatham Airport as a commercial venture rather than how their plans will effect the environment.

Sincerely, Jane Moffett, Chatham

Terry Whalen

From: Read and Jane Moffett <Drmoftett13@comcast.net>
Sent: Monday, July 05, 2021 11:34 PM
To: Airport Commission
Subject: Comments on Draft Environmental Assessment

July 5, 2021

Dear Airport Commission,

This is what the Draft Environmental Assessment says about the environmental impact of Alternative 4, the AC's (Airport Commission) apparently preferred alternative:

Environmental Impacts

- There are no environmental impacts associated with the acquisition of avigation easements
- Temporary wetland impacts as a result of selective tree removal
- Selective tree removal is proposed to occur within wetland resource areas and their buffers as noted below:
 - Runway 06
 - Wetland: 4,650 square feet
 - Vernal Pool: 8,272 square feet
 - 350' Vernal Pool buffer (per Cape Cod Commission): 95,432 square feet

That quote makes my head spin. How can you say there is no environmental impact from acquiring (21) easements which will result in cutting down many trees on people's private property. And furthermore the EA does not address the effect of cutting down several acres of trees. Cutting down trees has the well known effect of increasing CO2 which trees absorb from the atmosphere. And what about the 3 acres of tarmac the AC wants to add for additional hangers. There is no mention of impact of that. Could it really have no impact? And then we have the 10,000 gal jet fuel storage facility. No environmental impact?

But the most important question to answer is what is the benefit of sustaining this environmental damage? On the grand scale of things, little Chatham airport is not going to have a significant environmental effect. On the other hand everyone has to share in reducing our environmental footprint. If we all acted the way the AC wants to act, we would make no progress on climate change. We take our recyclables to our transfer station. We try to do our small bit. So should the AC.

Sincerely,

Read Moffett
Chatham, MA

Terry Whalen

From: NicoleStern <meantobe60@aol.com>
Sent: Tuesday, July 06, 2021 8:05 AM
To: Airport Commission
Cc: To: Peter Cocolis <pcocolis@chatham-ma.gov>; Shareen Davis <sdavis@chatham-ma.gov>; 'Cory Metters' <CMetters@chatham-ma.gov>; Dean Nicastro <dnicastro@chatham-ma.gov>; Jeff Dykens <jdykens@chatham-ma.gov>; 'Jill Goldsmith' <jgoldsmith@chatham-ma.gov>; Shanna Nealy <snealy@chatham-ma.gov>
Subject: Environmental Assessment

The EA report conducted by the Airport's engineering consultant, Gale Associates, is a clear conflict of interest and has no validity.

Terry Whalen

From: Joanne Conrad <jc@conradgroupintl.com>
Sent: Tuesday, July 06, 2021 10:13 AM
To: Airport Commission
Subject: Environmental Assessment Comments, June 6, 2021

To whom it may concern,

There are several omissions or inadequately assessed areas in the Environmental Assessment (EA) that we wish to raise and strongly urge that further work be completed here.

- There is inadequate assessment of the potential impact a new 10,000 gallon fuel tank malfunction could have on the aquifer below it, the water from which is Cape Cod's sole source of drinking water. Read more here: <https://capecodwaters.org/overview/>

- There is inadequate assessment of noise pollution from the take-offs and landings of the planes. The surrounding residential neighborhood is densely populated, perhaps more so than many other landing fields in the area. The noise literally forces outdoor conversation to cease while the planes fly overhead, and this does not solely refer to the antique bi-plane but to most other planes' engine noise, as well. Whether it is casual conversation between neighbors outdoors or a large social gathering, all conversation stops. This noise dramatically affects quality of life.

- Another unanswered question is, the FAA has specific requirements for the proposed airport master plan. One is a minimum length runway. The other is an adequate runway protection zone (RPZ), neither of which exist at the Chatham airport. The question is, has this been presented to the FAA, and if yes, what is their response?

Respectfully submitted,
Joanne Conrad and Robert Nelson

Terry Whalen

From: Gary Ferguson <cape.fergusong@gmail.com>
Sent: Tuesday, July 06, 2021 10:20 AM
To: Airport Commission
Subject: Easement

Airport Commission

I want to voice my support for Alternative 4 on the current EA for the airport. I agree with Governor Baker on his assessment of general aviation quoted from his presence at the airport in Stow MA June 25, declaring July General Aviation month in Massachusetts:

“General aviation and community airports play a critical role in the lives of our citizens, as well as the operation of our business and farms.”

The critical role the Governor recognizes cannot be sustained without the routine upgrade of approaches to Chatham Airport to meet modern safety requirements. That upgrade requires tree trimming as outlined in Alternative 4. Just as Chatham harbor periodically requires dredging to maintain its function, so the airport requires periodic tree trimming to maintain its function. Trees will grow back, sand will return to the harbor, and reasonable maintenance will continue.

Gary Ferguson
Chatham
Angel Flight pilot

Terry Whalen

From: Douglas Fields <douglas.fields1@gmail.com>
Sent: Tuesday, July 06, 2021 11:36 AM
To: Airport Commission
Cc: Dean P Nicastro; Aviation for us
Subject: Environmental Study

To the airport Commission, and Select Board,

A group identifying and itself as the Community Speaks is going door to door trying to drum up support against the environmental study for the Chatham Airport. This group, formerly Citizens for a safe Chatham airport and has changed their name because their focus now is not in promoting safety but to impede it. They ran an ad in the local newspaper that was filled with inaccurate information including stating that Chatham was a fair weather airport with no instrument approaches, there are two published by the FAA. They are circulating (anonymously) what is purported to be a letter that the FAA is going to require abutting citizens to the airport to sign, abandoning any and all their rights, which is completely false. And they are attempting in person to spread false information and create anxiety among citizens of our town regarding the airport. The claims include there are plans to lengthen the runway to accommodate large jet aircraft, and that a new approach is designed to increase commercial traffic. Their anti Airport behavior is filled with misrepresentations and outright lies as they continue to attempt to interfere with all activities at the airport. Their behavior should not influence the execution of a thoughtful and legitimate course of action for the future of Chatham airport.

Douglas Fields

Terry Whalen

From: Kahn, C. Ronald <C.Ronald.Kahn@joslin.harvard.edu>
Sent: Tuesday, July 06, 2021 11:37 AM
To: Airport Commission
Subject: Airport Environmental Assessment

I have read the Draft Environment Impact Report by Gale dated April 2021 concerning the changes to allow more instrument approaches and find the document fundamentally biased and flawed.

It assumes that growth of activity at Chatham airport, including increased use of the airport at night and under poor weather conditions, increased air traffic and increased hangar space, benefits the town and its residents, when in fact it only benefits the airport management and a small group of aircraft owners, almost all of whom live outside the town of Chatham. Indeed, with a fully 24-hour functional airport within a 30 min drive from Chatham, it would be much safer for both the pilots and their passengers to land at the much larger and better equipped airport when there is poor visibility and bad weather - day or night, with lower visibility ceiling in an airport that has no active Control Tower – and take inexpensive transportation (like Uber) to Chatham, than it would be to fly in and out of CQX. The proposed changes would simply encourage more traffic of more types of aircraft into the airport under less ideal flying conditions, something which benefits very few and has negative consequences to many others, not to mention increased risk to the pilots and their passengers, themselves.

In addition, the Gale report is a rubber stamp, justifying the desires of airport management with no real evaluation of the impact and or assessment of the desires of the airport abutters or other residents in the vicinity of Chatham airport, who are greater in number than the users of the airport. There are also many hidden long-term implications of the proposed changes, many of which are buried in a document which seems to be asking for one time permission to trim some trees. In fact, the proposal includes giving the Airport a perpetual right of access to remove any trees or structures existing on private Chatham properties in the region of the airport. It already includes removal of trees on over 20 acres of property surrounding the airport, trees which are the property of the homeowners and provide not only pleasure to the home owners, but essential benefit to the environment, including local wildlife. The proposal also allows for an increase in runway length to 3,200ft, from the current 3,001ft which encourages usage by larger planes, including more jet powered aircraft. It also includes installation of a 10,000 gallon Jet-A-Fuel Tank. This is not only near public water wells, but also impacts carbon emissions affecting climate change and increases potential airport use by more jet aircraft.

While some of these things are mentioned in passing in the report, there is no real evaluation of the impact of these factors on the surrounding environment, including noise, air pollution, or the potential toxic effects of allowing increased usage by jet aircraft, whose fuel and exhaust exposure is linked to multiple negative health effects, including eye irritation, increased severity of asthma and influenza, and carcinogenesis. Indeed, jet fuel fumes are especially toxic to children, and exposure to jet fuel fumes during pregnancy has been associated with low birth-weight babies. These are all parts of the environmental impact of the proposed changes at the airport, but none are mentioned or even alluded to in the report.

There are many people impacted by changes at the airport other than the airport manager, aircraft owners and landing field users. These include individuals who own homes in the vicinity of airport and residents of the town of Chatham itself. The report shows no interest in or mention of how to balance the different interests of these groups, or even any attempt to survey the affected residents and residential property owners. Indeed, the lack of attention to the desires and interests of people with houses in the vicinity of the airport is clear by the fact that the word “abutters” does not appear at all in the document and the word “residents” only three times, although 15 different residential properties will have work done on their property to reduce vegetation for the convenience of the airport and its users, none of whom live in any of these properties. In addition, hundreds of other residents who have homes near the airport surrounding

areas will be impacted by increased noise and air traffic. For example, the removal of vegetation in the surrounding properties affects some 20 acres on 21 different properties outside airport grounds. This is not trivial if one considers that the airport itself only occupies 105 acres, i.e., the airport has effectively increased the space they control by 20% without any formal process.

This type of one-sided view is present throughout this document. For example, there is also no balance in the discussion of the proposed new hangars. The report states the obvious, namely if you build more hangars, there will be more space available for pilots who want to hangar their planes at CQX. While doubling the hangar space may be good for airport management, is this increase good for the tax paying residents of Chatham who live in the vicinity of the airport? How many of the users of Chatham Airport or its hangars are actual tax paying residents of the town? In this case, as in the others, the report is totally biased to growing the airport and its business, which benefit the pilot and the airport manager, but are at the detriment of those of us who have homes in this area and who support the town with both taxes and their use of the town throughout the year.

The Airport Commission seems to have forgotten that people, not just wild animals and vegetation, are part of the environment too. So, if these changes impact on people in a negative way, they are having a negative environmental impact. Built into this report are many other equally flawed or one-sided statements. Also included are many statements which appear in the multiple tables in the report. For example, statements like "No noise analysis is needed for projects involving Design Group 1 and II airplanes....operating at airports whose forecast operations ...90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations)." This may be what the FFA or the pilots think, but what do the residents in the environment of the airport think? Aircraft noise pollution has been associated with several negative stress-mediated health effects, from sleep disorders to cardiovascular ones, but none of these are considered in the report. Already the airport allows some homemade helicopter-like aircraft whose noise levels exceed those of normal aircraft by many decibels and are definitely a disturbance to the environment. With increased access, who knows what other types of aircraft may appear.

In summary, this is a totally unbalanced evaluation of the impact of the proposed changes, both immediate and long-term, and needs to be reconsidered in a way that takes into account the hundreds of individuals who live and/or own homes in the vicinity of the airport, as well as the town itself.

I believe these changes are unnecessary for the pilots and aircraft owners, who already have the option of using another very closely located, larger and fully equipped airport and put an undue burden on homeowners and renters in the vicinity of the airport, who do not have an alternative but to either tolerate increasing airport usage or give up their homes. There is nothing fair in this unbalanced outcome should the airport be allowed to proceed with their plan.

Respectfully submitted,

C. Ronald Kahn, MD

C. Ronald Kahn, MD
Chief Academic Officer, Joslin Diabetes Center
Mary K. Iacocca Professor of Medicine, Harvard Medical School
Home Owner; 33 Sky Way, Chatham, MA 02633
E-mail: c.ronald.kahn@joslin.harvard.edu

Terry Whalen

From: bfouhy1 <bfouhy1@comcast.net>
Sent: Tuesday, July 06, 2021 11:48 AM
To: Airport Commission
Subject: Airport Modifications

To whom it may concern:

I couldn't be more opposed to the suggested modifications to our airport. There has never been a series of any kind of accidents at the Chatham Airport. The proposed changes would amount to theft of private property all for the pilot's convenience, income to the airport manager, and increased noise for all our citizens .

Kindly vote against these modifications.

Barbara Fouhy
757 Riverview Drive
Chatham,MA 02633

Terry Whalen

From: sue machie <sjm.arc@gmail.com>
Sent: Tuesday, July 06, 2021 1:14 PM
To: Airport Commission
Subject: Response to the Chatham Airport EA

To Whom it may concern and the FAA

I am writing in opposition to the airport expansion which it plans to accomplish by development of more hangers, acquisition of Aviation Easements over at least 21 parcels and large acreage removal of vegetation in the form of trees, shrubbery and other vegetation.

Residents have opposed many of the changes to the airport which will result in substantial damage to our fragile environment, however the airport commission has not made any changes from their original plans completely ignoring the community and neighbors. There are many significant environment concerns in the plan as presented and in changes that are not presented or considered in the plan.

Sandy soil and sole aquifer-Chatham airport is located in the midst of a highly environmentally sensitive area on top of a single source aquifer. The sandy soil of this area increases the movement of pollution directly and rapidly into our aquifer. Pollution from airplanes and increased airport use will directly impact resident's health and will travel into our water source causing further health and environmental damage. This damage is not reversible.

PFAS-The town has discovered two wells to have above EPA standard allowed PFAS. PFAS have been used extensively at airports. By increasing the use at the Chatham airport by both numbers of planes and size, the potential of increasing the PFAS to our sole aquifer is undeniably a concern to the residents.

Oil- The airport currently has a 10,000 gallon tank of jet fuel that if spilled will cause irreparable harm to the aquifer and the environment, plants, animals and humans. The airport must not be allowed to increase its holding of jet fuel and an environmental assessment must be done on the potential environmental hazard of having this existing tank at this location.

Carbon dioxide- USA is making great efforts to reduce carbon dioxide by increasing wind, solar and electric vehicles. Increasing the air traffic to this town is not in keeping with the stated goals. The health impact of those with respiratory issues are negatively affected by the carbon emissions of airplanes. Chatham has a high elder populations, so increased air traffic will directly have a direct negative impact on our population. The town just voted to not build affordable housing in a natural area in order to preserve the environment for future generations. Increasing the air traffic with so many environmental risks, is contrary to the town's needs and goals. We must preserve the environment for our health as well as future generations and the wildlife. The answer is to use the existing airport in Hyannis and not allow increased use of the local airport with its inherent environmental detriment. The increase air traffic and plane size is both contrary to the goals of both the USA government and the Town of Chatham goals.

Vegetation- The plan will require around 3 acres, with potential for more, to increase the tarmac and the number of hangars. Further, vegetation will be removed from private homes. The vegetation removal also speaks negatively to air quality in the town and again goes against the objective of addressing climate change. Trees and shrubs hold carbon and when removed they release carbon. They remove CO2 from the atmosphere acting as a carbon sink. These are important factors affecting climate change.

Climate Change-The Town of Chatham has just made climate change a priority by establishing the [Energy and Climate Action Committee](https://www.chatham-ma.gov/348/Energy-and-Climate-Action-Committee), (<https://www.chatham-ma.gov/348/Energy-and-Climate-Action-Committee>). The EA must take into

consideration the goal of the Town of Chatham to reduce future impacts that will further negatively impact the environment. Much that is presented in this plan will, without doubt, be contraindicative. From the town's web site: "**Committee Charge**-The charge of the Chatham Energy and Climate Action Committee is to reduce the community's contribution to climate change, with a focus on ensuring our energy infrastructure is cleaner, leaner, and more resilient, and to prepare, coordinate and execute mitigation actions and adaptation strategies that anticipate and respond to the effects of climate change." Air traffic and airport increased use will negatively impact the region and adversely affect climate change.

Noise-In recent years, the flight path of planes has increased over populated areas causing noise complaints. Noise has become one of the major residential issues and is stated as an environmental concern. The use of the airport has increased with much larger planes and very noisy planes, etc, which cause vibration in homes and conversation must stop while the planes go overhead. This is a new and increasing problem that didn't occur a few years ago. With the changes proposed, this problem will exacerbate the conflict with homeowners and airport. The health and environmental concerns are very real.

Avigation Easements- The airport plans to take Avigation Easements of at least 21 homes and possibly more over time. The planes will be flying too close to homes causing distress, environmental noise and taking of property. This must not be allowed.

Cost-The negative impact by the proposed airport to the environment, health and town are substantial and have a high cost. The cost can not be measured accurately, but each subject mentioned above has a dollar value, a health value and an environmental value.

The Town of Chatham is a small town, that attracts people due to its quiet, picturesque nature and the environment. The town has a high population surrounding the airport. There is no need for this airport to expand in this populated community when there exists a commercial airport but 20 minutes away, so the environmental damage can be avoided by not allowing the requests from the Chatham Airport.

Sue Machie
14 Horizon Drive
Chatham, MA 02633

Terry Whalen

From: Katie Waters <kaviatrix737@gmail.com>
Sent: Tuesday, July 06, 2021 1:28 PM
To: Airport Commission
Cc: Shanna Nealy
Subject: CQX Support Alternative 4

> July 6, 2021

> Chatham Airport Commission

> Dear Mr. Harrison,

> Having grown up in Chatham, attending the public schools here and then launching into a career that took me all over the country, I eagerly looked forward to returning to my home town when I retired as a Captain for Southwest Airlines. Most appealing was to become part of the aviation community at CQX. The more local pilots I met, both men and women with a variety of backgrounds and experience, the more impressed I became with their dedication to safety, their depth of knowledge, and desire to inform the public and promote CQX.

> As a professional aviator, I it is very reassuring that so many well informed residents are actively involved in supporting the safest aviation procedures available today, as are outlined in Option 4 and the EA currently being presented to you. I am honored to stand with this knowledgeable group of citizens to insure a viable future for CQX.

> Unfortunately, a barrage of misinformation and alarming claims are not only confusing and misleading the citizens of Chatham, they are inciting a concern that is causing a rise in unnecessary angst and fear by the distribution erroneous ads and handouts. The pall this group of citizens is casting on the town of Chatham is a poor reflection on who we really are: responsible, hardworking, respectful citizens on this jewel of a sandbar.

> As a professional aviator, I strongly urge you to see the propaganda as a deterrent and obstacle to the safest procedures available and move to approve Alternative #4 .

> Respectfully,

> Captain Katie Waters (ret. SWA B737)
> Chatham High School '74

>
> Sent from my iPhone

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Tuesday, July 06, 2021 1:40 PM
To: Airport Commission
Cc: david bixby; Jill Goldsmith; Terry Whalen
Subject: More comments on the airport environmental assessment

The FAA may not have followed NEPA rules and policy in the preparation of the EA. Comments are highlighted in blue below.

NEPA Policy

The National Environmental Policy [Act](#) (NEPA) is a procedural statute intended to ensure Federal agencies consider the environmental **impacts** of their actions in the decision-making process. NEPA establishes the national environmental policy of the Federal Government to use all practicable means and measures **to foster and promote the general welfare**, create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans. It requires Federal agencies to provide a detailed statement on [proposals](#) for major Federal **actions significantly affecting the quality of the human environment**.

Human environment means comprehensively the natural and physical environment and the relationship of present and future generations of Americans with that environment. (See *also* the definition of "effects" .)

Effects or impacts means changes to the human environment from the proposed action or alternatives that are [reasonably foreseeable](#) and have a reasonably close causal relationship to the proposed action or alternatives, including those [effects](#) that occur at the same time and place as the proposed action or alternatives and may include [effects](#) that are later in time or farther removed in distance from the proposed action or alternatives.

(1) [Effects](#) include ecological (such as the [effects](#) on natural resources and on the components, structures, and functioning of [affected](#) ecosystems), aesthetic, historic, **cultural, economic** (such as the [effects](#) on employment), **social, or health effects**. [Effects](#) may also include those resulting from actions that may have both beneficial and detrimental [effects](#), even if on balance the agency believes that the effect will be beneficial.

Overlooked in the EA assessment of FAA-funded projects for Chatham Airport are the effects or possible effects of public corruption in the decision-making process on the human environment. (The FBI identifies public corruption as its top criminal investigative priority. It poses a fundamental threat to our national security and way of life. Public corruption can affect everything from how well our

borders are secured and our neighborhoods protected to how verdicts are handed down in courts, and most importantly in this case, to how **public infrastructure** such as roads and schools are built. It also takes a significant toll on the public's pocketbooks by siphoning off tax dollars—it is estimated that public corruption costs the U.S. government and the public billions of dollars each year.) In Chatham it is impossible to separate public from private interests in the management and operation of the airport. The issue of the role public corruption played in the development of the AMPU and EA in the warrants review. It is possible if not probable that public corruption significantly affects the quality of the human environment in Chatham. An examination of the public/private financial entanglements leading to selection of project alternatives is needed to fulfill the requirements of NEPA, perhaps with the assistance of the FBI.

Definition of Public Corruption: A corrupt scheme whereby a public official is unlawfully utilizing his/her position for personal gain. The categories of public corruption investigated by the FBI include legislative, judicial, **regulatory, contractual**, and law enforcement. In Chatham we have one or more officials whose private interests are inextricably linked to public duties. These conflicts of interest are systemic to the operation and management of Chatham's airport. The inherent conflicts of interest undermine the public's confidence that the airport is managed for the public good rather than personal gain.

And then there is the role of FAA oversight in Chatham. When Congress investigated the FAA's role in silencing whistleblowers reporting falsified inspection records of Southwest Airlines aircraft, one Congressman on the House Committee on Transportation described the FAA as guilty of malfeasance bordering on corruption. I think that describes the New England Office of the FAA quite aptly in its dealings with Chatham. The FAA regional Office in New England has consistently displayed a disinterest and unwillingness to enforce airport finance law, grant assurances, and FAR safety regulations in Chatham. Under such a cloud many in Chatham have little confidence the FAA is up to the task of overseeing the environmental review process here.

The Town of Chatham Home Rule Charter sets standards of ethical behavior. Appointees are prohibited from using their official positions to secure advantage, etc not available to every person. And yet we have sitting airport commissioners with vested interest in the airport who vote on policy measures they could benefit from. And then there is the airport manager appointed by the Commission under Mass c.90 with assigned regulatory duties that may conflict with any of his four on premises private airport businesses. The Manager is cited frequently in the AMPU as the source of information critical to projections of future airport use and resulting needs. Many if not all of the selected project alternatives will benefit the Manager personally.

Section 1-8 Ethical Standards [Added 5-11-2009 ATM by Art. 31, approved 5-13-2010 Annual Town Election; amended 1-10-2013 by Chapter 457, Acts of 2012]

Elected and appointed officers, officials and employees of the town of Chatham are expected to demonstrate, in their general conduct and in the performance of their duties and responsibilities, the highest ethical standards. Elected and appointed officers, officials and employees of the town of Chatham are expected to recognize that they hold their offices or positions for the benefit of the public and that while acting in their official capacities they are expected to faithfully discharge the duties of their offices in the public interest, regardless of personal considerations. Elected and appointed officers, officials and employees of the town of Chatham shall not use their official positions to secure or to grant special consideration, treatment, advantage, privilege or exemption to themselves or to any other person beyond that which is available to every person.

Massachusetts law law c. 268B prohibits the appearance of a conflict of interest in municipal employees without written disclosure of the conflict. And yet certain Chatham Airport officials have filed no such written disclosures despite clear appearances of conflicts of interest. Other Mass. ethics law provisions may have been ignored in Chatham with respect to airport management, but town officials appear to lack the will to investigate.

f) **Appearance of conflict.** Acting in a manner that would make a reasonable person think you can be improperly influenced is prohibited. (See Section 23(b)(3))

A municipal employee may not act in a manner that would cause a reasonable person to think that she would show favor toward someone or that she can be improperly influenced. Section 23(b)(3) requires a municipal employee to consider whether her relationships and affiliations could prevent her from acting fairly and objectively when she performs her duties for a city or town. If she cannot be fair and objective because of a relationship or affiliation, she should not perform her duties. However, a municipal employee, whether elected or appointed, can avoid violating this provision by making a public disclosure of the facts. An appointed employee must make the disclosure in writing to his appointing official.

It is this perceived cesspool of conflicts of interest and government disinterest in enforcing laws or regulations that overshadows our (or my) review of the EA.

Major Federal actions tend to fall within one of the following categories:

(ii) Adoption of formal plans, such as official documents prepared or approved by Federal agencies, which prescribe alternative uses of Federal resources, upon which future agency actions will be based.

(iv) Approval of specific projects, such as construction or management activities located in a defined geographic area. Projects include actions approved by permit or other regulatory decision as well as Federal and **federally assisted activities.**

With respect to (ii) above, why is there not an environmental review of the AMPU itself, let alone project alternatives? Many residents of Chatham feel the public was intentional discouraged from public involvement in the AMPU process.

Environmental impact statements

Informed by the submitted alternatives, information, and analyses, including the summary in the final [environmental impact statement](#) and the agency's response to comments in the final [environmental impact statement](#), together with any other material in the record that he or she determines relevant, the **decision maker shall certify in the record of decision that the agency considered all of the alternatives, information, and analyses, and objections** submitted by States, Tribal, and local governments and other public commenters for consideration by the lead and cooperating agencies in developing the [environmental impact statement](#).

It would be difficult for any FAA official to certify in good faith in the record of decision by the FAA that it considered all alternatives, etc. objectively given the track record of FAA official's with respect to their failure to ensure compliance with federal aeronautics law, regulations, grant assurances, and FARs involving the management of Chatham Airport and aeronautics safety regulations.

Federal agency responsibility

Agencies shall reduce delay by:

(a) Using [categorical exclusions](#) to define categories of actions **that normally do not have a significant effect on the human environment** and therefore do not require preparation of an [environmental impact statement](#).

Certainly the effects of a 10,000 gallon jet fuel leak into Chatham's sole source drinking water supply have not been fully examined. Airport management has ignored SWPPP requirements for years and continues to ignore the Commission's commitment that the private 3000 gallon jet fuel truck be parked within the designated fuel spill containment area. The cavalier willingness to flout protocols does not inspire confidence among the residents who rely on clean water.

(b) Using a [finding of no significant impact](#) when an action not otherwise excluded **will not have a significant effect on the human environment** and therefore does not require preparation of an [environmental impact statement](#).

(d) Engaging in **interagency cooperation** before or as the [environmental assessment](#) or [environmental impact statement](#) is prepared, rather than awaiting submission of comments on a completed document.

(a) In assessing the appropriate level of NEPA review, Federal agencies should determine whether the proposed action:

(1) Normally does not have significant [effects](#) and is categorically excluded (§ 1501.4);

(2) Is not likely to have significant [effects](#) or the significance of the [effects](#) is unknown and is therefore appropriate for an [environmental assessment](#) (§ 1501.5);
or

(3) Is likely to have significant [effects](#) and is therefore appropriate for an [environmental impact statement](#) (part 1502 of this chapter).

(b) In considering whether the [effects](#) of the proposed action are significant, agencies shall analyze the potentially [affected](#) environment and degree of the [effects](#) of the action. Agencies should consider connected actions consistent with § 1501.9(e)(1).

(1) In considering the potentially [affected](#) environment, **agencies should consider, as appropriate to the specific action, the affected area (national, regional, or local) and its resources**, such as listed species and designated critical habitat under the Endangered Species Act. Significance varies with the setting of the proposed action. For instance, **in the case of a site-specific action, significance would usually depend only upon the effects in the local area.**

While fuel facilities may be categorically excluded generally, The FAA should consider the special circumstances unique to Chatham Airport. It sits atop the Town's sole source drinking water supply. Satisfactory alternative jet-A fuel supplies exist. Jet-A fuel was only recently introduced in Chatham. The EA does not give adequate consideration to private financial interests driving the need to sell jet fuel in Chatham.

(a) For efficiency, agencies shall identify in their agency NEPA procedures categories of actions that normally do not have a significant effect on the human environment, and therefore do not require preparation of an [environmental assessment](#) or [environmental impact statement](#).

(b) If an agency determines that a [categorical exclusion](#) identified in its agency NEPA procedures covers a proposed action, the agency shall evaluate the action for extraordinary circumstances in which a normally excluded action may have a significant effect.

Certainly the risk to Chatham's drinking water is an extraordinary circumstance.

(1) If an extraordinary circumstance is present, the agency nevertheless may categorically exclude the proposed action if the agency determines that there are circumstances that lessen the impacts or other conditions sufficient to avoid significant [effects](#).

(2) If the agency cannot categorically exclude the proposed action, the agency shall prepare an [environmental assessment](#) or [environmental impact statement](#), as appropriate.

(a) An agency shall prepare an [environmental assessment](#) for a proposed action that is not likely to have significant [effects](#) or when the significance of the [effects](#) is unknown unless the agency finds that a [categorical exclusion](#) (§ 1501.4) is applicable or has decided to prepare an [environmental impact statement](#).

A reasonable case can be made that the FAA uses categorical exclusions to avoid a review of projects that could have a significant impact on the environment, human and otherwise. It is difficult to understand how the installation of a 10,000 gallon jet fuel tank over Chatham's sole source water supply, or eminent domain takings of aviation easements over residential properties do not call for a full EIS. And what effect on the human environment will a near doubling of the hangar capacity (with little or no documentation) have on residential neighborhoods surrounding the airport. Hangar development and the proposed fuel facility are among the candidates for investigation for links to possible public corruption.

(b) An agency may prepare an **environmental assessment** on any action in order to assist agency planning and decision making.

(c) An **environmental assessment** shall:

(1) Briefly provide sufficient evidence and analysis for determining whether to prepare an **environmental impact statement** or a **finding of no significant impact**; and

(2) Briefly discuss the purpose and need for the proposed action, alternatives as required by section 102(2)(E) of NEPA, and the environmental impacts of the proposed action and alternatives, and include a listing of agencies and persons consulted.

(d) For applications to the agency requiring an **environmental assessment**, the agency shall commence the **environmental assessment** as soon as practicable after receiving the application.

(e) Agencies shall involve the public, State, Tribal, and local governments, relevant agencies, and any applicants, to the extent practicable in preparing environmental assessments.

NEPA clearly assigns responsibility for the EA to the FAA, not to the town, airport commission, or consultant. There is no evidence that the FAA has prepared the EA in Chatham. And there is no evidence of the FAA involving the public in its preparation. Regardless, of that, the public has had no role in the preparation of the EA by the airport consultant for that matter.

(a) Responsibility. The agency is responsible for the accuracy, scope (§ 1501.9(e) of this chapter), and content of environmental documents prepared by the agency or by an applicant or contractor under the supervision of the agency.

There exists no evidence of the FAA taking responsibility for the accuracy of the EA and its content. The EA was prepared by the airport consultant under contract with the airport commission, not the FAA.

(b) Information. An agency may require an applicant to submit environmental information for possible use by the agency in preparing an environmental document. An agency also may direct an applicant or authorize a contractor to prepare an environmental document under the supervision of the agency.

Again, there exists no evidence of the FAA requiring the Town to submit environmental information. The EA was prepared by the airport consultant under contract with the airport commission, not the FAA.

(1) The agency should assist the applicant by outlining the types of information required or, for the preparation of environmental documents, shall provide guidance to the applicant or contractor and participate in their preparation.

(2) The **agency shall independently evaluate the information submitted** or the **environmental document** and shall be responsible for its accuracy, **scope**, and contents.

There has been no independent evaluation by the FAA. The EA was prepared by by the airport consultant and approved by the airport commission. This is a blatant conflict of interest not authorized under NEPA.

(3) The agency shall include in the **environmental document** the names and qualifications of the persons preparing **environmental documents**, and conducting the independent evaluation of any information submitted or **environmental documents** prepared by an applicant or contractor, such as in the list of preparers for **environmental impact statements** (§ 1502.18 of this chapter). It is the intent of this paragraph (b)(3) that acceptable work not be redone, but that it be verified by the agency.

(4) Contractors or applicants preparing **environmental assessments** or **environmental impact statements** shall submit a disclosure statement to the **lead agency** that specifies any financial or other interest in the outcome of the action. Such statement need not include privileged or confidential trade secrets or other confidential business information.

There remain issues with respect to the disclosure in this contract. There is a high likelihood given past history that the consultant will benefit financially from project alternative selections in the EA.

National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions Order 5050.4B

The FAA has ignored much of its own policies for implementation of NEPA.

5050.4B

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CHAPTER 4. PUBLIC PARTICIPATION

400. PUBLIC PARTICIPATION. Like many infrastructure projects, **most airport development triggers public interest, especially in those areas that would sustain development-related environmental impacts.** It is through this public participation that Federal agencies disclose information about the proposed action, reasonable alternatives, and expected environmental effects. This participation also provides the Federal decision maker with information about issues most important to the public that the proposed action and its reasonable alternative(s) would affect.

401. FAA’S COMMUNITY INVOLVEMENT POLICY. **FAA has a community involvement policy** (FAA-EE-90-03, August 1990). That policy recognizes community involvement as an essential part of FAA programs and decisions. ARP, like each FAA office, must incorporate open, effective community involvement to achieve the following goals and tasks.

- a. Provide active, early, and continuous public involvement and reasonable public access to information that accurately describes a proposed project and its environmental effects.
- b. Ask for and consider public input on plans, proposals, alternatives, impacts, and mitigation.
- c. Use public involvement techniques designed to meet the needs of different interest groups and individuals.
- d. Promote an active public role to lessen potentially adverse community reaction to agency actions needed for safe, efficient aviation.

FAA outreach in Chatham in the EA process has been non-existent.

402. PUBLIC PARTICIPATION UNDER THE AIRPORT IMPROVEMENT PROGRAM (AIP). An airport sponsor submitting an application for AIP funding to build one of the airport projects listed in paragraphs 402.a – c must afford the public with an opportunity for a hearing under 49 USC 47106(c)(1)(A)(i). The sponsor must certify to the Secretary of Transportation that it has provided the public an opportunity for a public hearing to consider the economic, social and environmental effects of its actions (see paragraph 404.b). The responsible FAA official should ensure an environmental document prepared for the actions listed below discusses the airport sponsor’s steps to comply with section 47106(c)(1)(A)(i).

1. **A new airport.**
2. **A new runway. or**
3. **A major runway extension.**

4-1

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To streamline the public involvement activities, ARP uses its NEPA public involvement process as “framework” to comply with this requirement.

403. PUBLIC PARTICIPATION REQUIREMENTS UNDER NEPA AND SPECIAL PURPOSE LAWS. CEQ gives Federal agencies instructions on NEPA’s public involvement process at 40 CFR 1506.6. In addition, many special purpose laws applicable to airport projects (see paragraph 9.t of this Order) require notice and opportunity for public involvement. **One way to effectively meet public participation requirements is to conduct a public hearing** (see paragraph 404).

Many of Chatham’s residents have concerns over the environment impacts of the proposed projects and would welcome a public hearing. No such hearing has been proposed.

a. Factors to consider when deciding if a public hearing is warranted for NEPA purposes. A public hearing is a gathering under the direction of a designated hearing officer for the purpose of allowing interested parties to speak and hear about issues of concern to interested parties. **Title 40 CFR 1506.6(c), states that public hearings should be held whenever appropriate** or to meet statutory requirements applicable to an agency. To determine if a public hearing is warranted under NEPA, the responsible FAA official or airport sponsor should consider these following factors:

(1) Is there substantial environmental controversy concerning the proposed action or is there substantial interest in holding the hearing (CEQ 1506.6(c)(1))?

There is substantial environmental controversy over proposed projects including tree cuttings on public and private property, threat to drinking water supply, noise, etc. that call for a public hearing.

(2) Has another agency with jurisdiction over the action requested a public hearing, and has that agency supported its request with reasons a hearing would be helpful (CEQ 1506.6(c)(2))?

Not only has the FAA ignored the fact that the Airport Commission did not coordinate the preparation of its AMPU with the MPO and local planning agencies, the Cape Cod Commission, as required in the AMPU grant by the FAA, Cape Cod Commission regulations require a public hearing for all Developments of Regional Impact. The AMPU is a DRI by definition under the regulations. The AMPU must be evaluated by the CCC in its entirety and not piecemeal as has been done in the case of the EA. The Airport Commission has continually ignored suggestions that the AMPU calls for DRI review and public hearing.

b. Public participation and hearings for special purpose laws. In addition to NEPA, **airport projects may trigger other public participation requirements of various special purpose laws.** For example, Executive Orders on Floodplains and Wetlands, 11988 and 11990, respectively, and regulations addressing National Register-listed or eligible historic properties at 36 CFR Part 800 require an opportunity for public review of actions that could affect those resources. Often, ARP uses its NEPA public involvement process as the “framework” to coordinate the various public involvement requirements of these special purpose laws. In addition, the sponsor or responsible FAA official may conduct a hearing during State, local, or Tribal review processes that paragraphs 302 and 303 discuss. If those processes occur before the hearing occurs, the airport sponsor or the responsible FAA official should make the comments they received from State or local agencies, or Tribes available at the hearing.

Note previous comment above.

404. NOTICE OF OPPORTUNITY FOR A PUBLIC HEARING. When a sponsor provides an opportunity for a public hearing to comply with 49 USC 47106(c)(1)(A)(i) the following must occur:

a. Publish notice. The airport sponsor must publish a “Notice of Opportunity for a Public Hearing.” The notice must appear in an area-wide or local newspaper having general circulation. The notice should contain the following information:

(1) A statement of the sponsor's intent to undertake the proposed action.

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(2) A concise description of the proposed action.

(3) A concise statement that the hearing's purpose is to address the proposed actions, potential economic, social, and environmental and the project's consistency with the goals and objectives of each affected area's land use or planning strategy.

(4) The locations and times where the draft environmental assessment (EA) or draft environmental impact statement (DEIS) will be available for public review to allow the public to prepare for the public hearing. The draft documents must be available for review at least 30 days before the hearing occurs.

(a) Environmental assessment (EA). When an airport sponsor is preparing an (EA), the sponsor should file a draft EA with FAA for review before a public hearing occurs. After changing the EA to reflect FAA's concerns, the sponsor must make the draft available for public review before the public hearing occurs. This ensures that the EA the public will review accurately reflects FAA policy and concerns.

In Chatham neither the sponsor nor the FAA followed the process outlined above. In fact, there is an ongoing and unresolved controversy in Chatham over what agency serves as airport sponsor. Federal aeronautics law states it is the Town. But the Town in Chatham has illegally signed away all rights and powers to ensure compliance with federal grant assurances to the Airport Commission. It is not all clear which agency has responsibility in Chatham due to conflicting contractual agreements between the Town and either the FAA or MassDOT. It is this confusion of agency responsibilities that undermines the legitimacy of airport related documents such as the EA.

(b) Environmental impact statement. The responsible FAA official should ensure the DEIS FAA prepares for an action meets the requirements of this order and other applicable Federal environmental requirements. This ensures the EIS accurately reflects FAA policy and concerns. and

(5) A statement that anyone interested in the project has up to 15 days from the date the Notice of Opportunity for a Public Hearing is issued to request a hearing.

I an unaware of any such notice.

b. Hearing opportunity to meet NEPA or special purpose law public involvement requirements. The responsible FAA official or airport sponsor should follow the procedures in paragraph 404.a if a public hearing or meeting will be held to meet public involvement requirements. If the sponsor or the responsible FAA official provides an offer for public hearing for an action but no one requests a hearing the sponsor or FAA official should follow the instructions in paragraph 405.

405. WHEN THERE IS NO REQUEST FOR A HEARING. Sometimes, the airport sponsor or the responsible FAA official provides an opportunity for public hearing, but no one requests a hearing.

a. When the sponsor offers the meeting to comply with 49 USC 47106(c)(1)(A)(i). The sponsor must certify to the responsible FAA official in its grant application that it published a "Notice of Opportunity for a Public Hearing." The responsible FAA official should place the certification in the project's Administrative Record.

b. When the FAA or airport sponsor offered the opportunity for a public hearing to meet NEPA or special purpose law requirement. The responsible FAA

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official should include in the Administrative Record a copy of the hearing notice and the reasons the hearing was not held.

406. RESPONSIBILITIES WHEN A PUBLIC HEARING WILL OCCUR.

a. Benefits of public hearings. During a public hearing or meeting, agencies, the public, or Tribes having an interest in a proposed Federal action gather information about a proposed action and other issues related to the action. For example, a hearing or meeting provides those parties with a forum to discuss preliminary information concerning an action's potential economic, social, and environmental effects. Hearings or meetings also provide occasions to consult with a Metropolitan Planning Organization and discuss an action's reasonable consistency with the affected community's completed or proposed planning objectives.

b. Notice of Public Hearing. When, a public hearing is deemed appropriate, the deciding party should publish a "Notice of Public Hearing." This notice informs the public that a hearing will occur. This notice must appear in the same newspaper(s) that published the "Notice of Opportunity for a Public Hearing" and must appear at least 30 days before the date the hearing will occur. The "Notice of Public Hearing" must include all of the following:

- (1) The information discussed in paragraphs 404.a(1) – (4).
- (2) The hearing's date, time, and location. If, for some reason, the Notice of Public Hearing does not contain this information, the sponsor or FAA must publish this scheduling information at least 15 days before the date the hearing will occur.
- (3) Based on information in the draft EA or EIS available for public review (see paragraph 404.a(4), a list of potentially affected environmental resources.
- (4) A statement that interested parties should send written comments to the sponsor or FAA within the 10-day period following the date the hearing occurs or by the end of the NEPA document comment period, whichever is later.

c. Hearing transcripts and comments. Decision makers need accurate information about major public concerns made during public hearings. Public hearing transcripts are ways to provide that information. Therefore, the airport sponsor must place a copy of the hearing transcript in the project record. The airport sponsor must provide FAA a copy of the transcript when asked to do so. If FAA conducts a public hearing, FAA will provide the sponsor a copy of the meeting transcript. The responsible FAA official should file the transcript in the project's Administrative Record.

d. Summarize issues. An appendix accompanying the final version of an EA or EIS should include a detailed summary of issues raised during the public hearing and responses to those issues. Neither document needs to contain a hearing transcript.

407. - 499. RESERVED.

Terry Whalen

From: Gloria Freeman <freeannie@comcast.net>
Sent: Tuesday, July 06, 2021 1:43 PM
To: Airport Commission
Subject: EA for AMPU

Hello - Where can I find the correspondence you have received regarding the Environmental Assessment in conjunction with the AMPU Plan?

Thank you.

Gloria Freeman

Terry Whalen

From: mtbhayman@aol.com
Sent: Tuesday, July 06, 2021 1:58 PM
To: Airport Commission
Subject: PROPOSED AIRPORT EXPANSION

Commission Members,

I am a fourteen year summer resident and am not opposed to the existence of Chatham Airport. To the contrary, I think it is a valuable asset!

I am, however, very much opposed to the both the physical and operational expansion which is being proposed for the following reasons:

-Environmental impact of increasing the runway clearance which affects the woods and vernal ponds.

-Easements which affect numerous abutting property owners' value and trees which would be removed but mainly,

-Increased air traffic and the accompanying noise and safety issues which are a quality of life factor for many in Chatham, not just those at each end of the runway.

This contentious issue has been dragging on for years but I urge each of you to hit the reset and consider what is truly best for the community as a whole.

Respectfully,

Marc Hayman
88 Old Main St.
Chatham

Terry Whalen

From: Joe Tischler <jtischler1@gmail.com>
Sent: Tuesday, July 06, 2021 2:17 PM
To: Airport Commission
Subject: Environmental Assessment

As a twenty year homeowner in West Chatham, I wish to strongly challenge and protest the Gale Associates recommendation for long term changes at CQX.

If enacted, the so called "safety changes" at the airport would potentially create extremely "unsafe" environmental conditions in West Chatham. Water quality, already under stress, would dramatically be jeopardized by increased jet fuel usage. With VFR air traffic going to 24 hour IFR traffic, noise levels will render West Chatham uninhabitable to residents. The recommendation for a perpetual right of access to surrounding airport homes under Avigation Easements will sink property values and reduce tax receipts to the Town.

If the Gale recommendations are enacted, Chatham will face many years of costly legal and environmental challenges and the death of its current reputation as a wonderful community to live and visit. I encourage the AC to scrap the Gale ideas and have a new citizen supported commision to create the long term plan for CQX.

Sincerely,
Joseph Tischler
West Chatham

Terry Whalen

From: Joanne Hinesley <chatham7@hotmail.com>
Sent: Tuesday, July 06, 2021 3:47 PM
To: Airport Commission
Subject: Airport expansion

Dear sirs

Please do not allow any more expansion of the airport we are a small town with a fragile ecosystem you've already destroyed lots of trees if they need to fly in to Hyannis it's no big deal the only thing this town wanted to do during Covid is overcome the will of the people enough is enough we do not need any more going on in Chatham the planes that come in are fine we don't need jets we don't need commercial airlines coming in and don't lie you wouldn't be putting all that fuel and if you didn't anticipate it

Sent from my iPhone

Terry Whalen

From: rick.fiery@verizon.net
Sent: Tuesday, July 06, 2021 4:14 PM
To: Airport Commission
Subject: Fiery Comments to draft EA

Comments on Draft EA for CQX Airport

I am a full-time Chatham resident and recently moved to N Skyline Drive on Great Hill. Before that, from 2009, I lived at Katie Ford Rd, right next to the airport. I am an instrument-rated private pilot and have been flying into Chatham since 2009. As someone who has intentionally lived by the airport and experienced everything from skydiving to the busy season during the summer, and the minimal aviation traffic during the winter, I would like to add my perspective.

Additionally, I would like to mention my professional background as it is supportive for my observations on approach design. A company I founded many years ago developed 3-Dimensional civil engineering design software to model different types of projects including airports. Our software was used to model in 3-D the runways, taxiways, and earthwork at Denver International Airport, Honk Kong International, Kuala Lumpur International and Heathrow's Terminal 5 expansion, among others. More specifically, we also built a prototype app for the US Air Force to rapidly design approaches for forward operating bases. We modeled approach paths, and all the layers of safety zones, to determine obstacle conflicts. Interestingly, each runway has multiple intersecting zones of protection for each approach type resulting in very complex surface analysis algorithms to determine obstacle penetrations.

My house on Great Hill has been mentioned in past airport commission meetings as being at risk for being removed with an avigation easement – the reality is that these calculations cannot be done on the back of an envelope. There is much more to TERPS design than the untrained person can possibly be aware of and draw appropriate conclusions. I do look forward to seeing the final design and hope that I will have the opportunity to ask questions when it is complete - my house, and a few nearby neighbors (not all of Great Hill) are at the most risk for a poorly designed LPV approach. If nothing is done, ALL airport neighbors will share the extra risk, and the higher noise levels, of the current outdated circle-to-land or NDB procedures in the vicinity of the airport that are currently the only option.

Given that preamble, I would like to make some specific comments on the EA:

- 1) **GPS Approach Design** - For the LPV approach, I would like to request that the designers consider a steeper than 3-degree gradient for the glideslope for runway 24 rather than a displaced threshold approach. Category B are the largest planes that can get into Chatham, and it looks as if the Glideslope could be as great as 4.2 degrees per the regs. This would accomplish several things: provide for a greater clearance over Great Hill (depending upon the derived Minimum Descent Altitude of course), it would pull the Initial Approach Fix (IAF) closer to shore, away from the sharks, increase the likelihood for a safe glide to landing if an engine were to fail and reduce the amount of tree trimming required for the approach.
- 2) **Displaced Threshold** - Please do not consider a displaced threshold for either runway. The often-gusty conditions require a higher approach speed, which increases the likelihood of floating down the runway and thus requiring more runway to stop. A shorter runway will absolutely reduce safety for any planes that land at CQX. Furthermore, the runway itself is crested in the middle with downslopes in each direction. A displaced threshold will force people to land and/or decelerate on the downhill portion of the runway. In wet or snowy conditions, the chance for an overrun into the bike path will increase significantly. Anyone who drives a vehicle and has tried to stop downhill in wet or slippery conditions should be able to understand the physics of this. Finally, if (1) above is considered, it will minimize the need for tree trimming, but it cannot be paired with a displaced threshold as well, due to the steeper glidepath and higher potential runway threshold speeds.
- 3) **Lower Minimums** - I am concerned that some people are implying that potentially lower approaches (MDA's) are less safe than higher circling approaches. This is absolutely incorrect. A simple google search will provide backup to this

statement showing all the research that has been done on this topic by aviation authorities worldwide. Straight in LPV approaches, using the modern technology available to pilots today, are safer and quieter than the current approaches we have into Chatham. The science and data are unequivocal.

- 4) **Increased Access for Medevac** – I am not a helicopter pilot, but I understand that helicopters have lagged fixed-wing aviation in adopting GPS approaches because they can mainly operate under VFR with lower ceiling and visibility requirements. In 2015, Boston Medflight received approval to fly GPS approaches to the major hospitals in the city of Boston <https://bit.ly/3hH5DAV>. They have equipped some of their helicopters with GPS and autopilot capabilities in 2018 <https://bit.ly/2UuhlqB>. So clearly, they are looking for ways to improve safety and increase accessibility.

There is guidance from the FAA for Medevac operators to develop and follow risk matrices to determine go/no-go decisions that include the availability of a published instrument approach in the area as part of the analysis. As a resident of Chatham, and for our broader surrounding communities, anything we can do to make it easier to get immediate emergency transport from a somewhat medically isolated location can only make sense. I will submit that the above assumptions should be fact-checked and verified with Boston Medflight and the Coast Guard as well. It is a very complex topic, much like TERPS design.

- 5) **Environmental Impact** - I do recognize the need for the airport to minimize its impact on the environment. The Airport Commission should consider exploring ways to minimize environmental impact and replace any vegetation removed for the approaches by offsetting with plantings in other parts of the airport property, or on other town land. This offset technique is typically how many civil engineering projects compensate for environmental issues such as wetland mitigation, stormwater runoff, or greenhouse gas implications and they are considered part of the cost for the project. Net-zero is a buzzword today that is very complex in implementation, but is certainly something that should be strived for.
- 6) **Avigation Easements** - I do not ascribe to the idea that avigation easements will significantly affect property value. I would not have been able to purchase my house, at the price I purchased it, anywhere else in Chatham. The price reflected the fact that it is already on the flightpath. The same goes for the house I purchased at Katie Ford Rd in 2009. Everyone I met in that neighborhood knew the airport was a neighbor, enjoyed the vibe of the airport and likely bought their house at a lower price. That said, arguing that removal of some of the trees may change the character of the property is certainly valid. People should be compensated for this. To me, avigation easements notify any unwary buyers that an airport is nearby, and they should take that into consideration before purchasing. That seems like ethical disclosure to me. This, of course, is just my opinion.
- 7) **Hangars** – I support the development of additional hangars – the airport needs revenue to minimize the burden on taxpayers. More revenue will allow the airport to become cash generative and give it the ability to take on further projects to increase safety and minimize its impact on the community and the environment.

I will end with a request for the Airport Commission to move forward immediately and without delay with Option 4 for the approaches in the EA with the addition of offsetting the vegetation removal with remediation in an appropriate form. This needs to be done expeditiously as my family and my adjacent neighbors are directly on the flightpath for the current outdated and less safe approaches to CQX.

Rick Fiery
N Skyline Drive
Chatham, MA

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Tuesday, July 06, 2021 4:22 PM
To: Airport Commission
Cc: Jill Goldsmith; Terry Whalen
Subject: EA concerns reinforced by fuel truck practices

Today while driving past the airport I noticed that airport officials have yet again resumed the practice of parking the 3000 gallon jet fuel truck along the perimeter fence abutting the George Ryder Road sidewalk and unprotected grass strip. While the use of the truck was approved by the Commission for fueling purposes, it appears the truck is serving a dual purpose as an advertising platform for private on-site businesses. The truck is not parked in the designated fuel spill area. I also noticed that there appeared to be no absorbent pads in use for spill protection while the truck was used to fill a PC12 tank.

This truck has been a continuing source of controversy. It was approved by the Commission despite opposition from the public, and we thought it was approved with the condition it be safely stored in the spill contamination area in order to protect our water supply in the event of a spill. The truck has also been routinely parked in the FAA funded SRE building.

The truck is owned, i believe by Cape Cod Flying Circus, the airport FBO under contract with the Commission to manage the airport. CCFC is owned by Tim Howard who also serves as the airport manager appointed by the Commission under Mass c. 90 law. The airport manager is responsible for observing compliance with state and federal laws and regulations and is required to report observed violations to proper oversight agencies. Manager Howard's private financial interests potentially, and in my opinion and observation often do, conflict with his manager duties.

Whether or not the placement of the truck violates federal, state, or local rules I can not say. But knowing the sensitivity of the subject and potential risk to drinking water supplies, it is astounding to me that the manager continues to so brazenly park his vehicle at this location.

This is but one example of how conflicts of interest might play out at the airport and why so many of us feel the need for an investigation into possible ethics laws violations in the management of this airport. Repeated notifications to the airport commission over several years regarding the parking of the truck remain unanswered.

It is this kind of action that leads the public to have little faith In the validity and integrity of the EA document.

David Bixby



Sent from my iPhone

Terry Whalen

From: Helene Tischler <htischler1@comcast.net>
Sent: Tuesday, July 06, 2021 4:37 PM
To: Airport Commission
Subject: Environmental Assessment

As a long-time homeowner/taxpayer in West Chatham, I object strongly to the so-called "safety changes" put forward by Gale Associates and a small group of pilots who continue to distort the true negative impact of the long-term changes to CQX on the residents of Chatham. Chatham Airport does not need to expand! Our selectmen and the Commission need to protect Chatham residents-our environment, our property values, our trees as well as the peaceful enjoyment of our homes here. The citizens of Chatham and any officials who claim to represent our interests, must insist that the citizens, not special interest groups, have direct input to determine the future and any long range plan for CQX. To benefit the few at the expense of the many is contrary to our ideals as a community and as Americans.

Sincerely,
Helene Tischler
West Chatham

Sent from my iPhone



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION I
5 POST OFFICE SQUARE SUITE 100
BOSTON, MASSACHUSETTS 02109-3912

July 6, 2021

Richard Doucette
Federal Aviation Administration
1200 District Avenue
Burlington, Massachusetts 01803

Re: Review of Draft Environmental Assessment for the Chatham Municipal Airport, Chatham, Massachusetts (Airport Improvement Program - No. 3-25-0015-026-2020, April 2021)

Dear Mr. Doucette:

We are writing in response to the Draft Environmental Assessment (EA) for the Chatham Municipal Airport project located in the Town of Chatham, Barnstable County, MA. We submit the following response to the EA in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act and the Safe Drinking Water Act.

The Capital Improvement Plan described in the EA includes airspace vegetation management activities, such as selective tree cutting to remove obstructions to allow for the safe movement of aircraft and the construction of two (2) T-Hangar Buildings (approximately 22 units) with vehicle parking. These projects include work on both municipal airport property as well as parcels near the airport runways. The work is proposed to help the airport meet Federal Aviation Administration (FAA) airport safety design standards and aeronautical needs.

Sole Source Aquifer Review

In conjunction with our review of the EA we also reviewed the project under the 1974 Safe Drinking Water Act (SDWA) Section 1424(e). The SDWA provides EPA authority to review proposed projects within Sole Source Aquifers. Any project receiving federal funding in a designated Sole Source Aquifer requires EPA review. In this case EPA conducted a Sole Source Aquifer Review of the Chatham Municipal Airport project because a portion of the funding for the project is being supplied by the FAA. The Cape Cod Sole Source Aquifer was designated on July 13, 1982 (Federal Register Notice: 47 FR 30282). For more information: <https://www3.epa.gov/region1/eco/drinkwater/solecape.html>

Based on our review of the EA we offer the following comments and recommendations regarding the project for your consideration:

Aquifer Protection

EPA notes that Section 6.7 Water Resources – Ground Water (page 15) does not provide any information about the depth to groundwater or groundwater flow directions.

Recommendation: We recommend that a map showing groundwater contours and flow directions be provided to better describe the context and existing environment for the proposed project. This map should show the location of monitoring wells and provide information on how the groundwater contours were developed.

EPA notes that the discussion of past contamination and measures to protect the sole source aquifer from airport operations is not included in the EA.

Recommendation: We recommend that the discussion in Section 5.2 be expanded to provide more specific information about how the aquifer will be protected. We specifically recommend additional detail regarding how the airport will protect groundwater from runoff, spills, or accidents at the airport.

Public Drinking Water - Coordination with Chatham Water District on Wellhead Protection Areas

The EA states that the airport and vegetation management areas are located within the Cape Cod Sole Source Aquifer and within three (3) MADEP Approved Zone II Wellhead Protection Areas for the Indian Hill well (0.2 miles east), Well 8 (0.35 miles north), and the Training Field well (0.4 miles north).

Recommendation: We strongly encourage the airport to coordinate with the Chatham Water District regarding any potential for increased water demands from the project and safeguards for the Zone II groundwater protection areas. Please contact the Chatham DPW Director Thomas Temple at (508) 945-5155.

Spill Prevention Control and Countermeasure Plan

The EA states that a spill prevention plan will be developed (Mitigation, page 17) prior to construction of the two proposed hangars at the airport. The EA would benefit from a general description of the likely measures that will be incorporated into the plan to address construction and operation of the hangars.

Recommendation: Given the location of the proposed project within a Sole Source Aquifer and the extent of construction proposed at the site, EPA recommends that the airport's Spill Prevention, Control and Countermeasure (SPCC) Plan be updated prior to construction. For more specific information about requirements with the SPCC rule, refer to www.epa.gov/oil-spills-prevention-and-preparedness-regulations/spill-prevention-control-and-countermeasure-19. Questions regarding the SPCC rule should be directed to EPA's Joe Canzano at canzano.joseph@epa.gov or 617-918-1763.

Stormwater Management

The EA mentions the implementation of an erosion and sediment control plan, including stormwater runoff controls and Best Management Practices (BMPs) that will be developed to mitigate the proposed construction activities for the two (2) proposed hangars.

Recommendation: Given the location of the proposed construction project within a Sole Source Aquifer and the site's proximity to public drinking water wells, EPA recommends that the airport's erosion and sediment control plan, including stormwater runoff controls and Best Management Practices (BMPs) include consideration of the ground water resources at the site, including monitoring wells and

advanced stormwater BMPs which account for spill control. These stormwater BMPs should include pretreatment capabilities as required by Massachusetts stormwater requirements. The EA should describe the stormwater management strategy and how specific BMPs will be implemented to address these requirements.

Underground Injection Control (UIC) program

EPA's Underground Injection Control (UIC) program is administered by MassDEP and, as such, UIC systems are regulated by MassDEP. Infiltration best management practices (BMPs) used to drain stormwater runoff are regulated as "Class V" underground injection wells under Massachusetts UIC regulations (310 CMR 27.02) if they include any of the following:

- a bored, drilled, or driven shaft, a dug hole, or seepage pit whose depth is greater than its largest surface dimension; or,
- an improved sinkhole; or,
- any subsurface structure that has a soil absorption system (SAS) with a subsurface fluid distribution line and aggregate. Note: This refers to subsurface infiltration enhancement systems but does not include underdrains designed to collect and convey stormwater to a surface outfall or a storm drain network.

Recommendation: The EA should explain whether underground injection is proposed as part of the proposed project. If so, we recommend that questions regarding UIC regulations be directed to Joe Cerutti, the MassDEP UIC Program Coordinator, at joseph.cerutti@state.ma.us or 617-292-5859.

Provided that the project meets all applicable federal, state and local environmental protection standards, EPA does not believe that the Chatham Municipal Airport project described in the draft EA will pose a significant threat of ground water contamination which could pose a health hazard. Please note, however, that EPA reserves the right to inspect and/or take enforcement action pursuant to the Clean Water Act, and other applicable laws. This includes the right to seek penalties, for any past, current, or future violations detected at the Chatham Municipal Airport.

We would like to be kept informed about any activities that might affect the Sole Source Aquifer during project construction or operation. Also please note that we recommend close coordination with EPA should the airport decide to pursue development of a new fuel depot in the future. Please communicate directly with the EPA Region 1 Sole Source Aquifer Coordinator, Kira Jacobs. She can be reached at jacobs.kira@epa.gov or 617-918-1817.

Sincerely,



Timothy Timmermann, Director
Office of Environmental Review

cc:

Thomas Temple, Town of Chatham, DPW Director
Jill Goldsmith, Town of Chatham, Town Manager
Jonathan Hobill, MA DEP-SERO

Terry Whalen

From: Edyth Tuxbury <ewtuxbury@comcast.net>
Sent: Tuesday, July 06, 2021 4:59 PM
To: Airport Commission
Cc: William Tuxbury
Subject: Environmental Assessment

The Chatham Airport Environmental Assessment should be conducted by an independent consulting firm with no business connection with the Chatham Airport.

Any expansion of this small airport in our small town will have a negative effect on many environmental issues including:

- *Noise
- * Visual effects
- *Wetlands
- *Biological Resource

Chatham is fortunate to have the Hyannis Airport in close vicinity where airplanes carrying more than four passengers can take off and land safely. Let's keep Chatham Airport for two to four passenger airplanes to take off and land safely.

Edyth and William Tuxbury
91 George Ryder Road South
Chatham, MA

Copy to Peter Cocolis
Chatham Select Board
Sent from my iPad

Terry Whalen

From: Paul White <pdwhite824@gmail.com>
Sent: Tuesday, July 06, 2021 5:06 PM
To: Airport Commission
Subject: Environmental Assessment

To whom it may concern,

We are property owners on Great Hill in Chatham located close to the Chatham airport. I am very disappointed to read the Airport Commission's recent Environmental Assessment draft. It minimizes the many environmental issues that we as homeowners face - not just from likely increased air traffic and larger airplanes, and extensive tree cutting - but to avigation easements on property owners.

The impact of increased carbon emissions is all too clear but minimized or ignored in this document. The addition of a 10,000 gallon jet fuel tank and its impact on the sole water source (aquifer) is also clear but hardly mentioned. The increased noise from more and larger aircraft will have substantial impact on our quality of life as well as the environment. This document seems to give little credence to actual environmental and property impact and instead seems to only encourage expanding the airport and air traffic which by definition impacts the environment.

The cutting of large swarths of trees in general is an issue and impact on quality of life here in this small town. It also impacts many home owners whose property would be impacted without their consent through the removal to trees. As a property owner I will strongly object to any attempt to place any form of avigation easement on our property. This is not only an impact on the environment but our rights as a property owner as well.

Sincerely,

Paul & Ann Marie White
227 Horizon Drive
Chatham MA 02633

Terry Whalen

From: Terence A Zemetis <terence.zemetis@gmail.com>
Sent: Tuesday, July 06, 2021 5:47 PM
To: Shanna Nealy; Airport Commission
Subject: Draft EA for Chatham Airport

Dear Members of the Select Board and Airport Commission,

Please support and approve Alternative or Option #4 of the EA because of safety for aircraft occupants and those of us living under the flight path to Chatham Airport.

Objections because of inconvenience, nuisance and economic harm are secondary to the duty to safeguard the traveling public and those on the ground beneath the flight path. FAA approved approach and departure procedures, assisted by GPS navigation, substantially improve the safety of airport users and those people beneath the flight path.

The FAA designed procedures provide vertical and horizontal guidance for pilots to keep the aircraft safely on course whether landing or departing. The proposed procedures are adopted across the nation - Chatham is well behind the times.

In 1994 we purchased our home on 18 Lake Shore Lane Chatham - lakeside at the bottom of Great Hill, beneath the flight path on the northeasterly end of the airport. We knew of the airport and its flight path - ignorance of the obvious would admit a lack of due diligence or stupidity.

More than simply aware, we've been entertained and entranced by the flights above us. Occasionally, on an early summer's morning, the roar of the departing aircraft is an aviation 'alarm clock', but that's a rare event.

We have family and friends living and visiting us, in fair and foul weather, and desire those pilots to guide their aircraft with the most modern and safe equipment available. Our lives depend upon it.

My neighbor's feigned 'surprise' and 'fright' of aircraft arriving and departing is incredible. Our neighbors' education (the leaders of the airport 'opposition' hold Phd and M.D. degrees), professional and personal experience and their exercise of due diligence before buying expensive housing near the airport and beneath the flight path belies 'surprise', 'shock' and 'fright' claims. Their repeated willful departure from the truth, orally and in print, prove their inability to muster truth supporting their objections. If they had substantive proof, they'd rely upon truth instead of lies. Their efforts to create public hysteria, whether about the airport, motor vehicle traffic control (round-about), or placement of the Chatham Senior Center, suggests their motivations are ego-centric and not substantive. They crave attention - good or bad - simply attention, reminiscent of a recent national public servant.

As a former, now-retired, CT Superior Court judge I presided over many contentious legal and factual trials and disputes. Manipulation of the facts to create a climate of hysteria – such as claims of 'clear cutting all the trees' of neighbors adjoining the airport, lengthening the runway, preparing for use by jet aircraft, contaminating the community well water, etc. and objections to the propriety of the administrative process and the environmental study or its authors' competence, thoroughness or accuracy, are familiar tactics of one seeking to obfuscate the truth.

The stakeholders' claims have contested merit, but safety for those legally using the airport and those on the ground adjacent to the airport should receive your priority concern.

Please support EA Alternative #4.

Yours very truly,

Terence A. Zemetis
Barbara I. Zemetis
18 Lake Shore Lane
Chatham, MA

Terry Whalen

From: david bixby <dbixby48@icloud.com>
Sent: Tuesday, July 06, 2021 8:54 PM
To: Airport Commission
Cc: Jill Goldsmith; Terry Whalen
Subject: Comment on EA - undercounting of pc12s in Chatham

Airport Commission,

In two days of very casual observations I have identified three PC12 aircraft on the CQX tarmac. None of these are tracked by FlightAware due to owner/operator request. This morning there were reports of three PC12 aircraft flying into Chatham before 6:30 am. Operations at Chatham by PC12 aircraft appear to be rapidly expanding, even before the EA is even completed.

Which begs the question, why is the PC12 not the chosen runway design aircraft in the EA? The PC12 appears to be well on its way to reaching the threshold of 500 annual operations this year alone, let alone over the 20 year AMPU planning period, and yet the EA has selected an aircraft in the order of only roughly 50 annual options.

Who is profiting from the PC12 use of the airport? It is my understanding that no fees go to the airport. How much money is involved here? Does the failure to select the PC12 as the design aircraft have anything to do with Pilatus fees and fuel sale profits not going to the airport?

Another PC12 not available for tracking contributing to undercounting of PC12s in Chatham.

N489JG on the tarmac getting fuel around 3:30.

Owner
DUMONT ASSOCIATES INC
MORRIS PLAINS , NJ, US
(Corporation)

DUMONT ASSOCIATES INC (MORRIS PLAINS NJ)

This aircraft ([N489JG](#)) is not available for tracking per request from the owner/operator

Terry Whalen

From: Thomas Jones <tom.jones@gibsonsir.com>
Sent: Tuesday, July 06, 2021 11:34 PM
To: Airport Commission
Subject: Environmental Assessment

To whom it may concern:

It is my feeling that the Town of Chatham has a biased Environmental Assessment report that favors the Airport Master plan by retaining the same firm that developed the original Airport Master Plan for the Chatham Airport to also do the Environmental study. Did Gale Associates really weigh the environmental issues of the Airport property and the abutting neighborhoods in a objective manner, or simply address the issues that would be approved by the FAA?

I have lived at 192 N Skyline Drive for 29 years as a full time resident and was never really bothered by the recreational aircraft and pilots that called Chatham CQX their home, or the sky divers that many have complained about. Although, I am bothered by the Scenic Flights offered in a Biplane owned by the Airport Manager as every time it takes off it is a noise nuisance to all those directly below. The biplane is a similar issue as jet ski boats were to Pleasant Bay. Weren't those outlawed many years ago for noise issues and possible environmental issues as well? Perhaps the Friends of Pleasant Bay could address that issue better than I could.

While I don't object to the airport per se the new master plan appears to be at the expense of residents of Chatham and not just those who live near the airport. Recently on a cloudy overcast day I was working in my side yard when a Pilatus airplane flew directly over my neighbors house at 202 N Skyline lower than any airplane to fly over our roof tops. How close is too close, and who regulates infractions if violations occur? I was so bothered by its approach that I drove down to the airport to learn more about the flight that flew into the Chatham Airport. I spoke to the pilot as he was coming off the tarmac and apparently there were no passengers on the plane. I mentioned to him that I just witnessed his landing and he was really flying exceedingly low over my neighbors house. He said he was following instrumentation guidelines he was given as he could not see the house as he approached the airport. I asked why he wasn't landing in Hyannis given the weather conditions, after-all they have a control tower and are use to dealing with the variables of weather that Chatham can't manage. The pilot mentioned that he was picking up the owner of the Pilatus Aircraft who lives in Chatham. He pointed out the owner who was coming out to the plane and said to me there's the owner, perhaps he is one of your neighbors? I thought to myself that I don't know anyone in the Great Hill neighborhood who owns a 4 million dollar airplane! The difference between the charter pilot who makes a living flying and the local recreational pilot is the local pilot wouldn't be flying in such poor weather conditions; just like recreational boaters who stay onshore during high wind advisory conditions deem its not safe to navigate our waters. They have enough common sense to realize what is safe and when it is appropriate to stay ashore, similar to the private recreational airplane owner. Isn't this what our Airport really is, a fair weather Airport that has never updated to the technology of commercially designed airports?

If that plane that I observed had an error in landing and crashed into the house next door while I was working in my yard, not only would the pilot of perished but I probably would of as well as collateral damage. For what? So one person could be picked up in Chatham vs driving 18 miles to the Hyannis Airport? The trip from his home probably takes 10 min to Chatham CQX, the trip to Hyannis 30 min. So he saves 20 min, but potentially endangers lives of homeowners who live near the airport by requesting his pilot to fly into Chatham in poor weather conditions. Again, for what? To save 20 minuets?

Is this what Chatham wants? Who "Cries Mary" when the weather is questionable? Yet pilots are pressured to land at Chatham Airport because it saves someone 30 minutes of time? As an example of poor pilot judgement see: <https://www.google.com/amp/s/www.nytimes.com/2019/11/30/us/south-dakota-plane-crash.amp.html>

As I mentioned earlier I'm not against the recreational pilot, or the occasional Coast Guard Helicopter, or a potential life saving Medical flight out of Chatham. But is it necessary both from an environmental standpoint as well as safety and noise issues to continue to allow Pilatus PC12 planes fly into Chatham because they now have the technology to do so when the Town of Chatham has allowed residential and commercial growth to build around the airport. Now because of recommendations of Gale Associates, they recommend that Chatham impose Avigation Easements by eminent domain so small commercial charter planes can fly into Chatham when we have a regional airport in Hyannis.

Up until the proposed new Master plan, Avigation Easements we're not in anyone's vocabulary and hundreds of homes have been sold in Chatham without any first hand knowledge that such an easement existed. When is enough a enough.

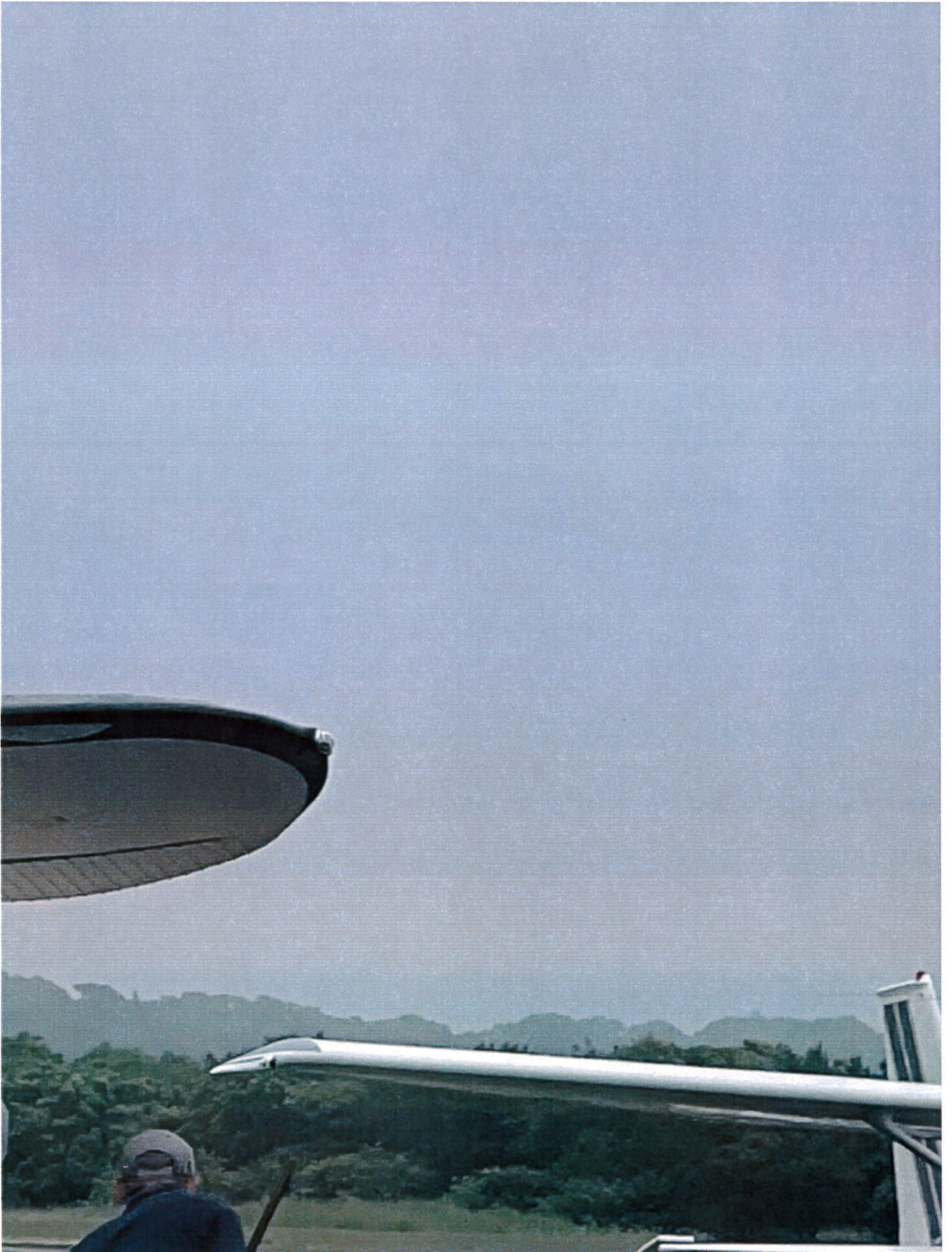
While the Pilatus has carved out a niche for its capabilities to land in small airports. Is it really right for the Chatham Airport? Does the environmental study spell out the issues that our small community Airport has? And is this the sort of development that attracts people to want to live in our community?

It is my opinion the Airport Commission and the Town of Chatham should take a hard look in the mirror and determine if this is what Chatham wants. A new unbiased Environmental Study should be initiated to resolve the many issues the community has in question. Furthermore the Master Plan needs to have more scrutiny than just procedurally being approved by the Airport Commission.

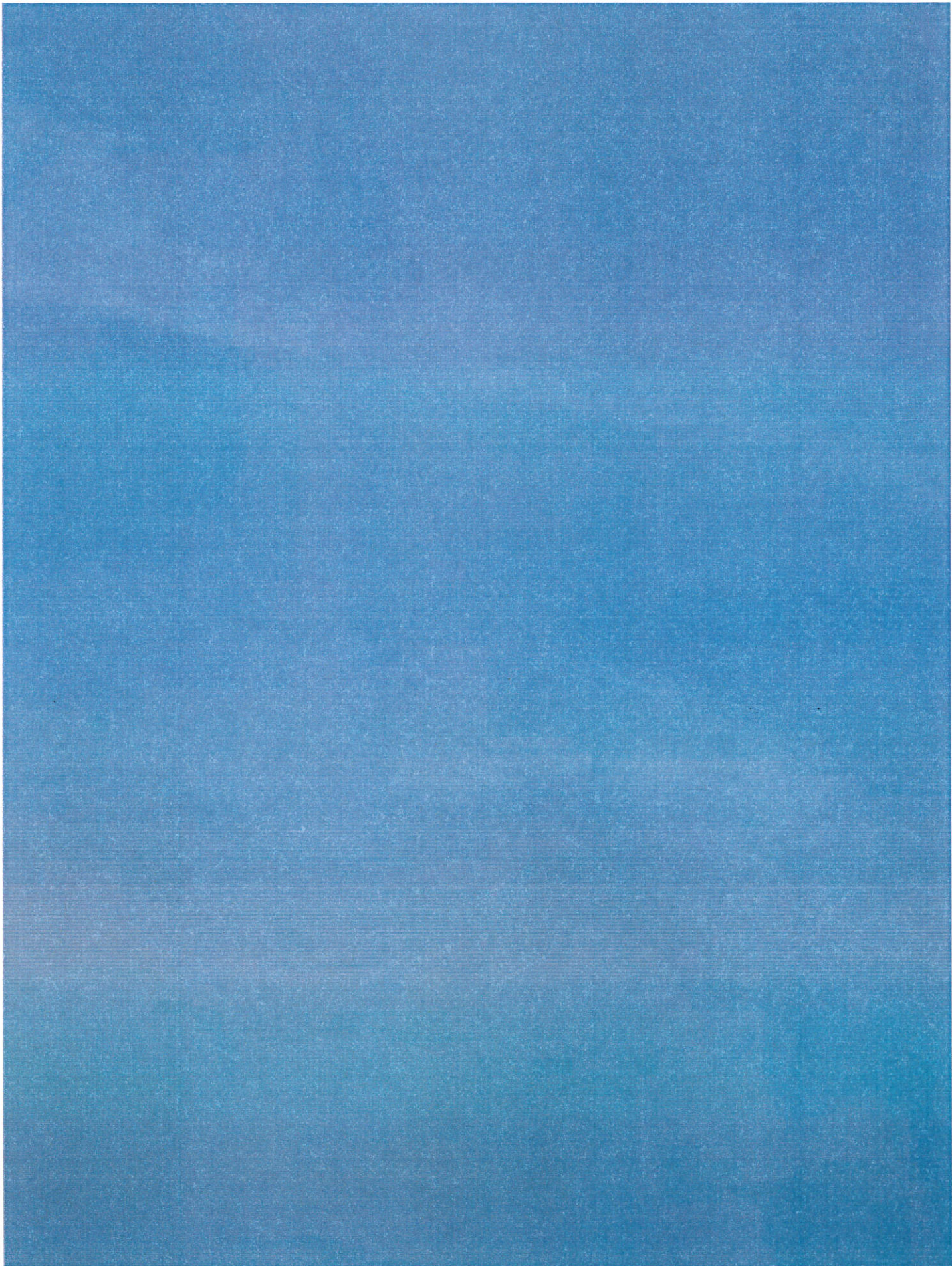
Sincerely,
Tom Jones



This is the plane that flew over my neighbors house.



You could barely see the water tower from the airport the day the Pilatus flew into CQX during poor weather conditions.



This is the water tower on a clear day contrasted to the photograph above.

Sent from my iPhone, please excuse typographical errors.

Thomas R Jones
REALTOR, CRS, ABR
Gibson Sotheby's International Realty
409 Main Street
Chatham, MA 02633

508-237-4877 c

tom.jones@gibsonsi.com



This is the plane that flew over my neighbors house.



You could barely see the water tower from the airport the day the Pilatus flew into CQX during poor weather conditions.



This is the water tower on a clear day contrasted to the photograph above.

Terry Whalen

From: Liz and Andrew CUNNIFF <lacunniff@comcast.net>
Sent: Wednesday, July 07, 2021 9:58 AM
To: Airport Commission
Subject: Proposed Changes to Chatham Municipal Airport - Environmental Assessment resident comments

As residents of 404 Old Queen Anne Road Chatham we are educated on the proposed airport expansion plans and associated environmental report are firmly opposed to the these proposed plans to change our airport. We are against for many reasons especially those related to negative environmental impacts. We do not want increased fuel on site harming our ecosystem and poisoning the ground water. We do not want increased air traffic disturbing the peace and poisoning our air. We do not want beautiful trees and wildlife cut back. We do not want our property deeds unjustly tainted with avigation easements. The plan is unjust, unsafe and wrong. Chatham is a beautiful place. Don't ruin it. Keep our airport small and quaint and don't let corruption and greed creep in.

Thank you for your time,
Elizabeth and Andrew Cunniff