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GON PUBLIC HEARING  
CITY OF GROTON  
DECEMBER 8, 2016  
7:00 P.M.

S P E A K E R S :

- Paul O. McDonnell, CHA
- Jean Loewenstein, CHA
- Richard P. Doucette, Federal Aviation Administration
- Colin Goegel, Connecticut Airport Authority

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1  
2 MS. LOEWENSTEIN: Good evening, everyone.  
3 You will have to bear with us. We don't have  
4 benefit of a PA system. So if at any time you  
5 cannot hear, please let us know.

6 UNIDENTIFIED AUDIENCE SPEAKER: There is no  
7 PA system?

8 MS. LOEWENSTEIN: The PA system is not  
9 available to us.

10 UNIDENTIFIED AUDIENCE SPEAKER: Well, that's  
11 a shame.

12 MS. LOEWENSTEIN: Yes, I agree. But we will  
13 do the best we can.

14 Welcome to the Public Hearing for the  
15 Groton-New London Airport Environmental Assessment,  
16 Environmental Impact Evaluation for obstruction  
17 removal. My name is Jean Loewenstein with CHA  
18 Consulting, and I will be acting as the moderator  
19 for tonight's public hearing.

20 At this meeting we have a number of  
21 representatives from the Connecticut Airport  
22 Authority, a representative from the Federal  
23 Aviation Administration, and also the study  
24 consultant, CHA.

25 With us is Colin Goegel, the Senior Manager

1 of Engineering with the Connecticut Airport  
2 Authority, Molly Parsons, Airport Planner with the  
3 Connecticut Airport Authority, Barry Pallanck,  
4 Director of General Aviation with the Connecticut  
5 Airport Authority, and Sally Snyder, who is  
6 Environmental Analyst, also with the Connecticut  
7 Airport Authority, Richard Doucette, Environmental  
8 Protection Specialist with the Federal Aviation  
9 Administration, and also Paul McDonnell from CHA  
10 Consulting, and myself, Jean Loewenstein, again,  
11 from CHA.

12 UNIDENTIFIED AUDIENCE SPEAKER: Excuse me,  
13 what's CHA mean?

14 MS. LOEWENSTEIN: That's the name of our  
15 company, CHA Consulting. We're an engineering and  
16 planning multi-disciplinary firm.

17 UNIDENTIFIED AUDIENCE SPEAKER: Okay.

18 MS. LOEWENSTEIN: Tonight's hearing purpose,  
19 the subject is the environmental study, which is the  
20 initial step in the review of potential  
21 environmental impacts of the proposed tree  
22 obstruction removal to the airspace surrounding the  
23 Groton-New London Airport.

24 All public airports have federally-defined  
25 airspace that extends outward and upward beyond each

1 runway end. These surfaces need to be protected  
2 from penetrations, including trees, to provide for  
3 the safety of airport operations.

4 This draft study report presents  
5 alternatives to remove trees that create existing  
6 airspace obstructions, and thus, could impact the  
7 safety and capability of the airport.

8 Tonight's public hearing has several  
9 purposes. One is to present the summary of the  
10 proposed obstruction and removal project and  
11 environmental study, and two, provide the  
12 opportunity for elected officials and the public to  
13 provide comments and questions for the study record.

14 Please note that although technical comments  
15 won't be addressed tonight at the hearing, all  
16 comments and questions will be included and  
17 addressed in the final environmental document. Note  
18 that all presentations and comments at this hearing  
19 are being recorded by a stenographer and will be  
20 included in the transcript and final study report.

21 This evening's agenda will be as follows:  
22 There will be an airport overview statement provided  
23 by the Connecticut Airport Authority or the CAA, an  
24 environmental process statement that is provided by  
25 the Federal Aviation Administration, or FAA, and the

1 technical presentation of the proposed actions and  
2 findings, which is the PowerPoint presented by CHA,  
3 and then the opportunity for public comment.

4 We request that you hold all your comments  
5 and questions until the technical presentation is  
6 complete. And at the conclusion of this  
7 presentation, you will have the opportunity to  
8 provide comment on this project.

9 If you wish to speak, please sign up at the  
10 form that's on the table by the door. If you have  
11 not signed up to speak, we will have a five-minute  
12 break at the end of the technical presentation and  
13 you can take that opportunity to sign up.

14 And now I would like to turn the meeting  
15 over to Colin of the CAA to provide the overview of  
16 the airport.

17 That's probably a good idea.

18 MR. GOEGEL: Good evening, and thank you all  
19 for coming out tonight.

20 Groton-New London Airport is a public use  
21 general aviation airport located in the town of  
22 Groton, Connecticut. The airport has two paved  
23 runways; Runway 5-23 and Runway 15-33, 5,000 and  
24 4,000 feet long.

25 UNIDENTIFIED AUDIENCE SPEAKER: Can't hear

1       you.

2                   MR. GOEGEL: I'm sorry. The airport has two  
3 paved runways; Runway 5-23 and 15-33, 5,000 and  
4 4,000 feet in length respectively. The airport has  
5 approximately 50 based aircraft, accommodates over  
6 25,000 annual itinerant takeoffs and landings, plus  
7 14,000 annual local and training operations.

8                   Groton-New London Airport is one of 11  
9 public airports located throughout the state and the  
10 only airport serving southeastern Connecticut. The  
11 Connecticut Airport Authority is responsible for  
12 operating and safely maintaining the airport for  
13 public use as one component of the overall state  
14 transportation system.

15                   It was first established as -- it was  
16 established as the first State of Connecticut  
17 airport in 1929. The airport has had many functions  
18 over the past 87 years, most notably as a training  
19 airfield for the United States Army Air Corps during  
20 World War II and a commercial service airport  
21 providing scheduled domestic service to Boston,  
22 New York, Philadelphia and Washington, D.C. until  
23 2004.

24                   Lastly, the airport is home to 12 businesses  
25 that provide full and part-time employment to over

1       600 people. The Groton-New London Airport is  
2       certainly an economic asset to Groton, New London  
3       County and the state of Connecticut.

4               MS. LOEWENSTEIN: Thank you, Colin.

5               Richard.

6               MR. DOUCETTE: Hello. My name is  
7       Richard Doucette. I'm with the Federal Aviation  
8       Administration in New England region. Our regional  
9       office is in Burlington, Massachusetts. The meeting  
10      today is being held to help fulfill our requirements  
11      under the National Environmental Policy Act and a  
12      similar statute in Connecticut, the Connecticut  
13      Environmental Policy Act.

14              When most people think about the FAA, they  
15      think about the air traffic controllers, because  
16      about 80 percent of the FAA work force is air  
17      traffic controllers. The part of the FAA that I  
18      work for is the airports division. And what we do  
19      is we issue grants to airports throughout the  
20      country every year to help them build infrastructure  
21      or do planning projects or environmental projects  
22      such as this.

23              So the Federal Aviation Administration is  
24      funding the majority of this study, and if there's  
25      tree clearing that comes out at the end of it, we'll

1 fund the majority of that as well.

2 One thing that we need to do before we do  
3 issue grants to do construction projects or tree  
4 clearing, that sort of thing, is to make sure that  
5 we comply with the Federal Environmental Statutes.

6 So that's one of the reasons, the most  
7 important reason, I think, why we're having this  
8 meeting is we're following NEPA, the National  
9 Environmental Policy Act. And the document that is  
10 available for your review and comment is an  
11 environmental assessment under NEPA. And we put  
12 documents like that out for public comment when  
13 we're proposing projects such as this, or when we're  
14 working with airports who are proposing projects  
15 such as this.

16 In the end, there is no tree cutting  
17 proposed at this airport immediately. If anything  
18 were to happen at this airport that the FAA would  
19 approve, it's several months, if not longer, away.

20 Probably the earliest there would be tree  
21 clearing would be at least a year from now, because  
22 after this environmental process, we would still  
23 need to go forward and get permits, wetland permits  
24 and the like.

25 If there would be work done on private

1 property, then easements would have to be obtained  
2 from private property owners through a land  
3 acquisition process. And if there needs to be tree  
4 cutting on state property, which is probably part of  
5 the reason a number of you are here, then there  
6 would need to be some negotiations between the state  
7 agencies to make that happen.

8 So there's still a lot of work ahead of us,  
9 but we're here at least to describe the basics of  
10 the project, what the environmental impacts may be,  
11 and what the process is going forward before  
12 anything is actually conducted.

13 We're actually doing six of these projects  
14 just like this one at six airports in Connecticut.  
15 We've done projects just like this at every state in  
16 New England. We've done over a dozen in  
17 Massachusetts, Vermont, New Hampshire, Maine. All  
18 the New England region has projects just like this  
19 to try to help airports keep the trees down that are  
20 growing up into the airspace around the airports.

21 Thank you.

22 MS. LOEWENSTEIN: Thank you, Richard.

23 And now Paul McDonnell will make the  
24 technical presentation. And again, if you could  
25 hold all your questions until he's finished and we

1 initiate the public comment portion of the meeting.  
2 Thank you.

3 MR. McDONNELL: Thanks, Jean.

4 The presentation I'm going to provide is  
5 part of a handout. If you haven't taken a handout  
6 of these slides, we do have some additional copies  
7 at the front door that you can take with you. We're  
8 also going to post these slides on the study website  
9 after this hearing.

10 So of course, we're here for the Groton-New  
11 London Environmental Assessment for the tree  
12 obstruction removal. This is an illustration of the  
13 report that's available online. It was advertised  
14 publicly. It was also in the Connecticut  
15 Environmental Monitor. And on the handouts, the  
16 location online for where you can get a copy of the  
17 report is available.

18 Some background slides. I have a bunch of  
19 background I am going to go over, because we're  
20 talking about airspace before we talk about the tree  
21 clearing, so it usually requires a little preface.

22 The background of the environmental document  
23 Richard talked about, again, it does include tree  
24 clearing both on the airport and off the airport.  
25 It satisfies the State and Federal Environmental

1 Regulations. And I've listed some of the  
2 regulations there that you can go into the details  
3 of if you want to see more about the process that we  
4 go through.

5 The slides that we show are based right out  
6 of the report. You can see this is just one of the  
7 maps that we have in the report in Appendix A. They  
8 all look about the same when we go through them.

9 One thing of importance I show right off is  
10 that the dashed blue line that you see, that's the  
11 airport property boundary. Of course, the runways  
12 and the airfield facilities are all on airport  
13 property, which is owned by the state. And when you  
14 pass that blue line, you're off the airport. You  
15 are either on state land or private land or other  
16 government entities. So this project is both on and  
17 off airport.

18 Airspace, it can be complex. I'm not going  
19 to go into major details about it, but we talk about  
20 several surfaces when we do tree obstruction  
21 analysis. The most encompassing is called -- is  
22 based on Federal Aviation Regulations Part 77. So  
23 you hear that term "Part 77" a lot any time you're  
24 talking about airspace.

25 Part 77 includes surfaces that go beyond the

1 ends of the runway, as well as surrounding the  
2 entire airport. They are the most stringent  
3 surfaces. The ones that if you were to clear all  
4 penetrations to Part 77, you would have a perfect  
5 aeronautical situation for the airport. If you  
6 cannot -- if it's infeasible, if it's impractical,  
7 you still have to solve some of the safety issues.

8 And the FAA also sets design standards.  
9 Design standards are simpler. There's minimum  
10 requirements beyond the end of each runway that must  
11 be cleared in order to maintain public safety. So  
12 we talk a little bit about both of those two.

13 This is an illustration of the airport.  
14 This is an old-fashioned quadrangle map. You can  
15 see the airport here. It has two runways. So the  
16 two runways both have a runway end, so you can take  
17 off and land in either direction on both runways.

18 So there's four approaches to the airport.  
19 From the south, which is runway five, that's the  
20 major approach. It has a full instrument landing  
21 system. And that's why that surface that we protect  
22 is so much bigger on the south. We're in Groton in  
23 this area here. The airport is here.

24 Zooming in a little bit to the airport  
25 itself, now Groton -- the City of Groton is a little

1 bit off this illustration, and you can see the two  
2 runways more closely.

3 This big open area to the east of the  
4 airport is the Bluff Point State Park, which we'll  
5 talk about considerably in this presentation.

6 I want to show -- I'm going to show a brief  
7 video to perhaps better illustrate the  
8 three-dimensional effects of the airspace. These  
9 are all maps. So you're seeing them from above, but  
10 the airspace is not just going out from the runways,  
11 it's also going upward into space from the ends of  
12 the runways.

13 Okay. This is coming into the airport,  
14 taking a break and then stopping a little closely.  
15 It's going to swing around to the southern approach,  
16 to the primary approach of the airport.

17 So now we're looking to the south out. And  
18 this is the Runway 5 end, this end. This is the  
19 primary airport approach. So you may be able to see  
20 that these surfaces are going up slightly. They are  
21 pretty shallow, but they are coming up off the  
22 ground.

23 And what we're showing here in three  
24 dimension is where trees are penetrating through  
25 that light blue surface. When a tree penetrates

1 that surface, that's when we call it an obstruction.  
2 That's FAA terminology. So you can see the ground  
3 is not penetrating there, but just the tops of those  
4 trees.

5 This is just another angle from the side  
6 view. You can see where the trees are coming  
7 through that surface. The surface I'm showing in  
8 this video is that larger, more stringent surface,  
9 Part 77. So this is a pretty flat 50-to-1 slope.  
10 That's a very gentle slope from the end of that  
11 runway.

12 Okay. Moving to one of the other four  
13 runway ends, this is Runway 33 end. I'm stopping  
14 there because this end has the most penetrations to  
15 the surface. If you can see, there are these trees  
16 here coming through the light blue line are the  
17 penetrations. Again, this is the Part 77 surface.  
18 And all of this property is Bluff Point State Park.

19 Moving on. I'm just going to do one more on  
20 the other end of the runway. This is the north end  
21 of the airport now. And this is still Bluff Point  
22 State Park here. And this is the entranceway, to  
23 get you situated. The railroad line is there. And  
24 you can see there are penetrations on the north end  
25 as well.

1           So that is just really intended to get the  
2           flavor of what airspace is about and how it's all  
3           over. And what we're highlighting here are just the  
4           most critical ones that are important to the  
5           protect.

6           Okay. As part of an environmental study,  
7           you always have a purpose and need statement. For  
8           this project, it's a very simple statement. It's  
9           just simply improve airport safety by removing  
10          existing tree penetrations or tree obstructions.

11          The need is based on the established  
12          airspace and established design criteria. All of  
13          those criteria, they are established at the federal  
14          level. They are not specific to Connecticut or to  
15          New England or to Groton. They are federally  
16          required. They were originally identified in 2012  
17          in a statewide obstruction study.

18          And, you know, a part of the need we also  
19          highlight is the airport is required to address  
20          safety. So they have to address this issue to the  
21          best of their ability and work with the locals and  
22          the regulatory agencies to come up with a plan to  
23          address the obstructions.

24          Many environmental studies have multiple  
25          alternatives and multiple scenarios. We really kept

1 it pretty simple. We have a no action alternative.  
2 I already highlighted that. The State of  
3 Connecticut doesn't have the option to do nothing.  
4 They have to address some of the safety concerns.

5 On the other end of the spectrum is what we  
6 call the full obstruction removal alternative. And  
7 that is in the study. We clearly identified an  
8 obstruction removal alternative, and it's the most  
9 significant one, because if there's a penetration,  
10 if it penetrates any of the surfaces under that Part  
11 77, that alternative would try to remove that  
12 penetration. So it's pretty encompassing.

13 We have one more alternative, and not  
14 surprisingly, this is the compromised alternative,  
15 trying to reach a balance between safety and airport  
16 operational capability and protecting the  
17 environment.

18 So it's not a secret that when you see the  
19 full build, we're not recommending the full build.  
20 It would be the ideal situation from an aeronautical  
21 standpoint, but not the ideal situation from a  
22 community or recreation or environmental  
23 standpoint.

24 I'm not going to read these tables. They're  
25 in the handout. They are also in the report. They

1 go into a checklist of what are the pros and cons of  
2 each alternative. The no action alternative, of  
3 course, doesn't have a benefit for the airport, but  
4 it has no environmental impact and no costs. So  
5 that's the no action alternative.

6 The full obstruction removal alternative,  
7 one thing I do want to just read is it removes  
8 penetrations to all the surfaces. For the outer  
9 surfaces that I'm not even going into detail on, the  
10 outer surfaces we have protected with obstruction  
11 lighting under the full build alternative only. So  
12 areas even beyond the town of Groton would have some  
13 effect on the full build alternative. Again, not  
14 being recommended at the site.

15 And for one example, this is an illustration  
16 of the full build. It's right up there on top of  
17 the slide. You remove all alternatives -- I mean,  
18 you remove all obstructions under the full build  
19 alternative. And the obstructions in our maps  
20 throughout the documents are shown by dots, blue  
21 dots and orange dots, based on the surface that it's  
22 penetrating.

23 So here is the south end of the runway  
24 again. This is part of Bluff Point State Park. And  
25 removing of all the obstructions, you see these dots

1 all throughout this island of the park, Bushy Point,  
2 even some minor penetrations on Jupiter Point. If  
3 you were to clear every tree penetration or every  
4 pole or every light tower, you would be in multiple  
5 different locations. Not recommended in the study.  
6 It's identified, but not recommended.

7 This is that 3D image again. You can see  
8 the penetrations. Much of the Bushy Point part of  
9 the park, and some in here, coming through that very  
10 shallow surface.

11 Without the mic, I'm going to have to stop a  
12 couple times and take some sips.

13 This was the other runway. This is Runway  
14 33 end, also going over the park. And you might not  
15 be able to see them from your seats. There is blue  
16 dots here. Orange dots here. There are some other  
17 dots there. So under the full build, you would be  
18 looking to remove trees wherever you see areas of  
19 dots.

20 This is the airport again. Some potential  
21 hazard beacons. Red lights that might be put up  
22 under the full build alternative. Again, that would  
23 be an ideal scenario for the airport, but it's not  
24 in the current plan and not going to be advanced.

25 What is going to be advanced, the modified

1 build alternative. The goal here is to strike that  
2 balance between airport safety and facilities and  
3 protection of the environment. So there's pros and  
4 cons of each.

5 Going back to the Runway 5 example over  
6 Bushy Point Park of Bluff Point State Park. Again,  
7 here's the end of the runway, the south end of the  
8 airport. The only thing that's being recommended  
9 under the alternative is what's shaded with the  
10 green hatching. And you may be able to see it on  
11 your slide. You can certainly see it clearly online  
12 if you look at the report.

13 And that green hatching is this area here.  
14 That was where the biggest penetrations are on the  
15 Bushy Point Island area. So that's what this  
16 alternative is recommending, is doing some thinning  
17 and removing of the tall trees in that area.

18 Nothing else that you see on this  
19 illustration beyond this small area. It's about one  
20 to two acres.

21 Again, here under Runway 5, this is the  
22 modified alternative. You can just see a small  
23 penetration. We're zooming in here to show that  
24 area of penetration. What we're illustrating here  
25 now is actually the design standard surface and not

1 the very steep 50 to 1, but a 34 to 1. A steeper  
2 surface is what we're recommending to clear. So  
3 it's much less of an area.

4 However, beyond the end of 33, we still have  
5 an area, a larger area of trees on Bluff Point that  
6 we're recommending for selective thinning. And the  
7 penetrations go in many areas, but what you're  
8 seeing again shaded in green is an area of up to 30  
9 acres where we're recommending selective thinning of  
10 that location of the park.

11 And that area rises in terrain. It's not  
12 flat. It's not along the direct coastline with  
13 tidal influences. It has some relief. So when the  
14 ground goes up and the trees are on top of the  
15 ground, there's a larger area of penetrations on  
16 that part of the park. So we've put this in the  
17 recommendation for the larger area. It's the  
18 largest area we're looking for and recommending some  
19 selective thinning.

20 Also showing -- this is the north end of the  
21 airport. These are smaller areas, but this is a  
22 park entrance. Here's on the airport property. So  
23 we're also recommending some smaller areas of  
24 selective thinning in that location.

25 Lastly, the fourth end of the runway, Runway

1 15, this is the northwest end of the airport. It's  
2 not part of the park. It's mostly private property.  
3 It's the one area that does have some clearing down  
4 low in elevation, because there are some trees that  
5 are growing up right beyond the end of the runway.

6 The airport runway is here and the property  
7 line is right next to the runway. So that's one  
8 area where they are down low.

9 The official recommendation, I've said it  
10 several times already, is that modified alternative.  
11 To areas when you see the green hatching is what's  
12 being recommended for future consideration for the  
13 clearing areas.

14 When we talk about well, what are we doing  
15 in terms of clearing, we've gotten some comments in  
16 the past on this already. And when we're going off  
17 airport property, what we call the process is  
18 selective thinning.

19 Now, oftentimes a forester will talk about  
20 thinning as a means of reducing fire hazard. In  
21 this case, we're not talking about fire hazard, but  
22 we're talking about thinning out the forest for the  
23 height and the potential aeronautical hazard.

24 So if you look at this -- this little clip  
25 art figure of a wooded area, if that wooded area has

1 different heights of trees, the trees that we would  
2 be looking on cutting would just be the tall ones  
3 that are growing up into the surface.

4 So the X's are the trees that you would  
5 remove, and all the low growth, the shrubs, the  
6 stumps, the small trees, all those would stay in  
7 place. That's what we're recommending in any of the  
8 locations you see for clearing is the selective  
9 thinning process that we're talking about.

10 So what does that look like? We've done  
11 this before in other locations throughout  
12 New England. This is a different runway, not in  
13 Groton. And you can see this was a tree clearing  
14 area, an area of penetrations that needed to be  
15 mitigated.

16 And this is back in 2013. It's fully grown  
17 here. This is just a zooming in of this yellow box.  
18 I'm zooming in to that area of the photo. You can  
19 see it's pretty much a full-grown forest in that  
20 location.

21 In 2014, we did the selective thinning of  
22 that area of the property, and this is the after.  
23 This is 2015. So selective thinning, it really has  
24 different effects based on the type of forest you  
25 have.

1           If you have a forest with lots of different  
2           variety in the heights of trees, you won't see that  
3           much of a difference from the air full grown and  
4           then thinned out. If you have a forest that's all  
5           tall trees with very little undergrowth, then you do  
6           pretty much in that area remove most of the trees  
7           there. You can see that occurred in some locations  
8           of this selective thinning.

9           So it's an attempt to reduce the overall  
10          impact on the forest, and the way we usually try to  
11          do it when we're going off airports.

12          The rest of the document goes in to all the  
13          environmental categories, the FAA decides groups,  
14          environmental considerations into categories. And  
15          then the report goes through them one by one. Not  
16          all of them are at issue for Groton-New London  
17          Airport.

18          These are the four keys. If you have a  
19          project that's looking at changing runways or  
20          building new aviation facilities, you often go into  
21          noise or air quality issues. But this project does  
22          nothing to change the number of operations or the  
23          aircraft types. So we're really focusing on  
24          vegetation impacts and natural environment.

25          So we're talking about the park, some

1 habitat, threatened endangered species, and  
2 certainly some wetland concerns. So that's what the  
3 report focuses on mainly. I'm going to briefly go  
4 through each of these categories and just to  
5 highlight what's in the chapters of the documents.

6 Starting with Bluff Point State Park, this  
7 map you see is the DEEP's map for Bluff Point State  
8 Park. The airport's on the left. All of this area  
9 you see and areas that are even off the slide are  
10 all part of the park property.

11 The park is divided into some different  
12 locations. A regular park property, but anything  
13 you see in this tan-type color is a coastal reserve  
14 area. That's been designated by the state as a  
15 coastal reserve.

16 There's even a smaller area, a natural area  
17 preserve, that's also in the state regulations for  
18 protection. So that's why impacts to the park are  
19 very much of a concern to CAA. And CAA has already  
20 started the process to work with the Connecticut  
21 Department of Energy and Environmental Protection.

22 Overall, the park is about 800 acres. And  
23 this project has a significant number of acreage.  
24 You know, up to five percent of the park could be  
25 affected by this project. Up to 5 percent of the

1 800 acres. I tried to highlight them here in green.

2 Runway 23, this is the location. Beyond the  
3 end of Runway 33, this is that largest area I was  
4 pointing out. And then on Bushy Point, this small  
5 area off onto the Bushy Point Island. So those are  
6 the areas of potential concern. You can also see  
7 some of the trails that are on Bluff Point State  
8 Park go through one of those large areas of  
9 selective thinning.

10 The park was designated as a reserve because  
11 of several unique habitats that are located on the  
12 park. You can see I've listed them all here. The  
13 job of this project is a little simpler since the  
14 removals are all on uplands. They are all in the --  
15 what's called the coastal woodlands by the park.

16 We don't have any tree removals down in the  
17 marsh areas or on the beach or in some of these  
18 other nice natural habitats. They are in the  
19 coastal woodlands. So our emphasis is all focused  
20 on that.

21 Threatened endangered species is also a key  
22 issue. The park, and all of Connecticut, has lots  
23 of listed federal and state endangered species. We  
24 have the benefit for this project that the removal  
25 areas that are proposed are all on the woodlands.

1 They are not in the marshes with the seabird areas.  
2 So the numbers of the species are much less than  
3 we're dealing with, but they are certainly still  
4 there and of concern.

5 The northern long-eared bat is a statewide  
6 and federally listed endangered species now. So  
7 we're always concerned about the long-eared bat.  
8 We've already done the screening on that, and it  
9 looks like the bat is not of a significant concern  
10 for this area. There's no hibernation areas and no  
11 known roosting areas. So we're doing the screening  
12 for the bat right now.

13 However, in the woodlands, these are some of  
14 the woodland bird species that are of most concern.  
15 And these are the species that we'll be working with  
16 if the project moves forward with Connecticut DEEP  
17 to see about mitigation and options on how impacts  
18 can be reduced.

19 Based on past projects, two things that are  
20 typically done is sometimes biological surveys are  
21 done for the certain species in the actual specific  
22 location. And almost always when there are species  
23 of concern, mitigation can be accomplished to some  
24 degree by doing winter removals, not allowing any  
25 clearing or any activities in the summer or transit

1 seasons or the breeding seasons. And pretty much  
2 restricts you to December through March for the tree  
3 removal as a way to reduce potential impacts on  
4 breeding birds using those woodland habitats.

5 Wetlands is also of a concern. In this area  
6 of Connecticut you have a lot of coastal wetland  
7 areas. However, based on this type of project where  
8 most of the trees are on rising terrain locations,  
9 we have very little impact on coastal areas and  
10 coastal wetlands. Most of it is we have some  
11 concerns for freshwater wetlands.

12 And the next slides are just the state and  
13 the federal wetland mapped locations. And potential  
14 thinning on Bushy Point is actually an upland area.  
15 But we did do an initial review of that site. And  
16 that site, even though there's no mapped wetlands on  
17 there, that would have to be further reviewed with  
18 DEEP with the wetland delineation in that area just  
19 to see what type of permits might be required.

20 Similar on the other locations as well.  
21 Again, this is Runway 33. This is that larger area  
22 of the state park. There are no mapped wetlands in  
23 that removal area. However, our biologists thought  
24 they would want to delineate to see if there are  
25 some potential freshwater wetlands that are not

1 mapped that could qualify in that area. So that's  
2 one particular thing we would continue on with.

3 It's A similar situation on the other areas  
4 of upland where there are no mapped wetlands, but we  
5 still would need to do a delineation to confirm  
6 that.

7 On the 15 end of the airport, now again,  
8 we're on the non-Bluff Point part of the island, is  
9 the one location where the runway and the trees come  
10 right down next to each other. This is right off  
11 the end of the runway. This is a blowup. That is a  
12 coastal wetland there.

13 However, it is very thinly wooded, but you  
14 can see, if you've got really good eyes, some of the  
15 trees in the wetland are starting to get pretty  
16 tall. So in this area we would be recommending just  
17 hand-cutting a couple of the tall trees in that  
18 location.

19 So everything I just presented here is all  
20 on the report. It's all just an overview for the  
21 initial stage of this environmental review.

22 Where do we go from here? Again, as  
23 others have said, this is the first step. The  
24 environmental assessment is the first step. After  
25 the environmental assessment, it's only then that

1 you go through approvals and permitting where you're  
2 actually looking at plans for the actual removal and  
3 coming up with the details.

4 We're going to collect and review all  
5 comments. We're going to be collecting comments  
6 tonight and then through January 24th. So there's  
7 still six weeks in our designated comment period.

8 After that we'll be collecting and  
9 responding to comments. And the goal is to release  
10 a final environmental document. On that final  
11 document, we'll make a determination whether these  
12 potential impacts are significant or can most likely  
13 be mitigated through permitting and other means. So  
14 that's the big decision that comes out of this  
15 study.

16 FAA takes the lead under NEPA. The state  
17 takes the lead under Connecticut process through the  
18 Office of Policy and Management.

19 One second, please.

20 And if that process is completed, then the  
21 next steps can be the permitting and the detailed  
22 approvals.

23 Study information, I said that it is  
24 available, again, in your handout. If you go to  
25 this website, you will find a full copy of the draft

1 report. This is the website with some other basic  
2 information.

3 It's also published on the Connecticut  
4 Environmental Monitor, where there is also a link  
5 from the Connecticut Environmental Monitor that's  
6 going to go back to the published site where the  
7 report is located.

8 It's also in the local public libraries if  
9 you want to look at a hard copy as well. And we  
10 have copies here as well. If you want to look  
11 through the document here, we have copies there.

12 Again, for questions and comments, we're  
13 still open until January 24th, but we're going to --  
14 and after our five-minute break, we're going to take  
15 up the comments here tonight.

16 We've provided a comment form. You can  
17 leave a comment form here if you would like. You  
18 can use the address on the back to send it in.  
19 Whatever works best.

20 I think that is the end of the presentation.  
21 So we're going to take a five-minute break for the  
22 stenographer, and then Jean is going to call people  
23 that are interested in making a formal comment  
24 one-by-one to talk loud and slow for our recording  
25 system here.

1 MS. LOEWENSTEIN: If anyone hasn't signed up  
2 to speak and you would like to, the sign-up sheet is  
3 by the door.

4 MR. McDONNELL: Okay. So five minutes from  
5 now. We'll be back at 7:50 to start taking the  
6 public comments.

7 (Recess taken)

8 MS. LOEWENSTEIN: Before we begin to take  
9 comments, I just wanted to lay out some of the  
10 ground rules so we can have everyone be heard and so  
11 the stenographer can get all of your comments  
12 accurately.

13 When your name is called, if you could  
14 please stand up and restate your name for the record  
15 and spell your last name so we make sure we're  
16 accurate.

17 I'm going to try, if I can find people on  
18 here, to pull elected officials or representatives  
19 of organizations first, but I may not be able to.  
20 But we will get to all of you.

21 If you could please limit your comments to  
22 three minutes, and limit your comments specifically  
23 to this project. If you are representing a specific  
24 organization, please state that for the record.

25 Once everyone has had a chance to speak, if

1 someone wishes to speak again, you will have that  
2 chance. Every comment will become part of the  
3 record. Not only the comments you make here  
4 tonight, but any comments you choose to e-mail or  
5 mail in or leave here. You can leave your comments  
6 on the table, if you would like.

7 They will be reviewed by the CAA and the  
8 FAA and will be considered and included in the  
9 preparation of the final study.

10 Procedural questions could be answered  
11 tonight if someone is trying to just -- they  
12 misunderstood something in the PowerPoint  
13 presentation. But other comments, environmental  
14 responses particularly, we will take those comments  
15 and consider them, but we won't be coming up with  
16 solutions or answering those questions this evening.

17 And again, the written comments can be --  
18 any comment can be submitted by January 24th via the  
19 website, at this meeting, or directly to the CAA.  
20 And in the handouts there is not only an e-mail  
21 address, as well as the address for the study  
22 website.

23 Yes?

24 UNIDENTIFIED AUDIENCE SPEAKER: Will you  
25 have each speaker go up front, maybe up over to the

1 side, because of the hearing process?

2 MS. LOEWENSTEIN: If they can, but I'm not  
3 sure if everyone is going to be able to make it out  
4 of their seat. That's my concern. That would be  
5 optimal.

6 UNIDENTIFIED AUDIENCE SPEAKER: It's going  
7 to make it take too long.

8 MS. LOEWENSTEIN: But if people try to stand  
9 up and --

10 UNIDENTIFIED AUDIENCE SPEAKER: Please make  
11 them come up front.

12 UNIDENTIFIED AUDIENCE SPEAKER: Come up  
13 front.

14 UNIDENTIFIED AUDIENCE SPEAKER: You can't  
15 hear.

16 MS. LOEWENSTEIN: Okay. We can do that.

17 UNIDENTIFIED AUDIENCE SPEAKER: Thank you.

18 MS. LOEWENSTEIN: And if anyone cannot, just  
19 let us know that and stand up. All right.

20 Paul, there are so many, I'm just going to  
21 go right down the list. I'll have to apologize if  
22 your name is not pronounced correctly. It's not  
23 intentional. Okay.

24 Louise Fabrykiewicz.

25 MS. FABRYKIEWICZ: You did a good job.

1 That's great. Most people can't get by the second  
2 syllable.

3 I'm Louise Fabrykiewicz. I live in  
4 New London. I'm a member of -- I'm not an official  
5 representative, but I'm a member of the Sierra Club  
6 and Save the Sound.

7 For starters, I am here tonight to express  
8 my deep concern about the proposed plan to destroy  
9 40 acres of trees at Bluff Point Coastal Reserve, as  
10 well as 15 acres of trees on neighboring properties.

11 Like the Lorax of Dr. Suess fame, I speak  
12 for the trees, for the trees have no tongue. And  
13 for some of us, there is much more that is troubling  
14 about the consequences of tree removal in regard to  
15 the potential erosion and sedimentation of the  
16 surrounding coastal habitats, and loss of protection  
17 for the high number of endangered and threatened  
18 species that are found within the park.

19 Thanks to the State of Connecticut for  
20 having the foresight in 1975 to acquire the last  
21 significant, last significant, portion of  
22 undeveloped shoreline in Connecticut. And I quote  
23 from some official paper.

24 "For the purpose of preserving its native  
25 ecological associations, unique faunal and floral

1 characteristics, geological features, and scenic  
2 qualities in a condition of undisturbed integrity."

3 Just remember, folks, keep in mind that once  
4 it's gone, it's gone.

5 MS. LOEWENSTEIN: Thank you. Okay. Mildred  
6 Ebbin?

7 MS. EBBIN: Ebbin. You got it.

8 MS. LOEWENSTEIN: Could you spell it,  
9 please, ma'am?

10 MS. EBBIN: Oh, sure. E-b-b-i-n.

11 Sorry about the shades, but I just had an  
12 operation.

13 Anyway, this excellent speaker spoke to the  
14 same point that I wish to make. I am speaking for  
15 the environment. I'm speaking for the people who  
16 live in this area. I'm speaking for the airport,  
17 too. That is so important. It's an economic burst  
18 for Groton, which is troubled now.

19 But the magnitude of an 800-acre piece of  
20 property that is so important from New York to  
21 Boston. What saved this area in the hurricane of  
22 1938, you can look at the records. That big chunk  
23 of land was there for us. And once you cut down a  
24 tree in this particular area, they will not grow  
25 again. They will just be dead wood.

1           If you can go and see the edge of all this  
2 beautiful land, we are being eroded. We may even  
3 have to shorten runways because of this. That piece  
4 of land, Bluff Point, is what is saving it all. You  
5 can't go to the top and cut the tops of trees off.  
6 The trees underneath will die in the drought that we  
7 are having.

8           I lived all my life in coastal areas, in  
9 New York, and most of it in Groton, Connecticut. I  
10 have seen by my house the tide is rising. It's not  
11 getting better. We must do things like other  
12 countries. We must work to save the environment.  
13 We need to have better people do this research.

14           Scientists of note, hundreds of them, are  
15 speaking about the environment. Let's have one of  
16 those people help with this test.

17           And let me tell you another thing. I will  
18 end on a bad note. An official of the United States  
19 government went on my property without my  
20 permission. I was not there. Walked all over it.  
21 Sent me a letter and said I may have -- we may have  
22 to take down your tree. It's the tallest tree on  
23 Jupiter Point.

24           Well, he was no scientist. Next door to me  
25 is the tallest tree. I have the second tallest

1 tree. And I feel bad for the neighbor, but we can't  
2 believe that these people are honest if they go on  
3 my property without permission and write me a letter  
4 of such -- it's incorrect. It's not the tallest  
5 tree. You just have to look.

6 Anyway, I'm speaking for the environment.  
7 Terrible drought conditions. We could X -- red X  
8 those trees. Yes, we could do that. But the trees  
9 are not going to grow back. We should be planting  
10 bushes and other plants.

11 The Connecticut DEEP cuts trees. And the  
12 people who cut them do not understand what is a tree  
13 that can be taken down. We need scientists. We  
14 need scientists to make these studies. We need  
15 scientists. Thank you.

16 MS. LOEWENSTEIN: Thank you. Ma'am, are you  
17 from the Jupiter Point Association?

18 MS. EBBIN: Okay. Sure.

19 MS. LOEWENSTEIN: Well, that's -- I'm just  
20 clarifying.

21 Michael Caro- --

22 MR. CARONIA: Caronia.

23 MS. LOEWENSTEIN: Yes. Thank you. Could  
24 you spell your last name, please?

25 MR. CARONIA: C-a-r-o-n-i-a.

1           Sir, could you put that first graph on, this  
2           one here?

3           I live on -- I lived on South Road for  
4           about -- from the '60s. And my parents had a house.  
5           It was right here, like almost the closest house to  
6           the runway. And I'm not sure if it was through  
7           eminent domain or land acquisition, they took our  
8           property and they put it on the airport on the other  
9           side. And Joe Fugere (ph) the manager, lived in it.

10          And it was -- the reason was because the  
11          house was in the way of the ILS. That was landing  
12          system lights.

13          But these beech trees, they towered over the  
14          house then, and they are still there now. So I'm  
15          just curious -- I'm more than curious why they had  
16          to stay, but my family had to leave. We had to  
17          leave our house and move. And I guess, basically,  
18          you made a nice presentation, but I don't trust you.

19          Thank you. Thank you.

20          MS. LOEWENSTEIN: Pat Griffith?

21          MS. GRIFFITH: I'm Pat Griffith. Thank you  
22          very much. I can just -- you know what, I don't  
23          want to have my back to these people, so I'm going  
24          to stand here. Is that okay?

25          MS. LOEWENSTEIN: Can you spell your last

1 name?

2 MS. GRIFFITH: G-r-i-f-f-i-t-h. You can set  
3 a timer for three minutes. I didn't have a chance  
4 to practice.

5 First of all, I'd like to say that I really  
6 appreciate this beautiful, expensive brochure. It's  
7 very well done. And Paul McDonnell gave an amazing  
8 presentation. He didn't even look at his notes.  
9 And I couldn't do that. I've had to make notes, and  
10 it's only going to be three minutes.

11 The airport, I recognize, is very necessary,  
12 very important. My father was an aeronautical  
13 engineer. My brother is a pilot. So I'm not  
14 against airports.

15 Last fall I went to Bluff Point. I am a  
16 hiker. That's all I am. I hike at Bluff Point.  
17 I've been going there for 25 to 30 years. Last fall  
18 I went and joined a volunteer clean-up day to clean  
19 up Bluff Point.

20 There was a space, me and another girl, a  
21 teenage girl was with me, we found some debris  
22 behind some thorns. I wanted to cut down the  
23 thorns, just this much thorns, one branch. And I  
24 was told that it was against the law for me to cut a  
25 single branch.

1           Now I read in the paper a few days ago you  
2           guys are going to cut down 40 acres of trees. So I  
3           don't understand. I basically do not understand.

4           I do have a question. How many planes have  
5           crashed in the last 20 years because of trees? One.  
6           One.

7           UNIDENTIFIED SPEAKER: That's only one  
8           documented.

9           MS. GRIFFITH: If you have an answer, put it  
10          in the record because of what the FAA has labeled  
11          the term "obstruction," which let's change the whole  
12          terminology. They are not obstructions. They are  
13          jewels. They are gems. Bluff Point is the Hope  
14          Diamond. You want to cut up the Hope Diamond, you  
15          won't have something very valuable again.

16          One plane crashed. I recognize we have to  
17          conform to legal regulations, but let's also look at  
18          the other point of view here. It's one of the last  
19          places of nature refuge in New England maybe.

20          When I go there very frequently, I go into  
21          the parking lot. You're going to see license  
22          plates. New York. They come from New York. They  
23          come from Massachusetts. They come even from  
24          further north in New England. They come from way  
25          far north in Connecticut. I met a guy from Japan

1 the other day. He had driven an hour and a half  
2 just to come and hike at Bluff Point.

3 These people that come from far away, they  
4 are spending money when they come here. So don't  
5 tell me how economically important that airport is.  
6 It's important, but the tourists that come all  
7 summer long, they're spending money also. They're  
8 going to restaurants. They're buying things and so  
9 on. They're buying gas, too.

10 Speaking of gas, I walk along my trail on --  
11 I call it my trail. I'm attached to the trees. I'm  
12 attached to Bluff Point. The airplane goes over.  
13 How long does it take for the smell of gasoline to  
14 leave? It takes a long time. We all need the air.  
15 We need the oxygen.

16 I am asking you -- I'm taking the radical  
17 position, don't cut a single tree. Don't cut  
18 anything. Don't do anything. Don't cut the Hope  
19 Diamond into little pieces, because then you won't  
20 have anything valuable at all.

21 Do not fragment our jewel. The ecosystem is  
22 absolutely irreplaceable. It's already been  
23 mentioned by the first two speakers, those trees are  
24 preventing erosion. When you erode your property,  
25 you are going to undermine the airport.

1           The trees are habitats for the numerous  
2 species. It's a beautiful presentation here,  
3 pictures of the bats and so on. And I'm saying  
4 don't cut any of them. Destroying plants is  
5 suicidal behavior from an economic point of view, as  
6 well as from a health standpoint.

7           We need the oxygen, we absolutely require  
8 it, that the plants are producing for us. By  
9 cutting down our trees, you will irreparably damage  
10 the value of our trails, even if you cut what you  
11 say, only five percent.

12           MS. LOEWENSTEIN: Excuse me, ma'am. Can you  
13 wrap up?

14           MS. GRIFFITH: Yeah, that's what I'm doing.  
15 Was that three minutes?

16           MS. LOEWENSTEIN: Just a little bit over,  
17 but that's okay.

18           D. Schwartz.

19           MR. SCHWARTZ: S-c-h-w-a-r-t-z. Dudley  
20 Schwartz.

21           MS. LOEWENSTEIN: Thank you.

22           MR. SCHWARTZ: I think I speak for most  
23 people in there. I think that this whole thing is  
24 unneeded. We don't understand why if Bluff Point --  
25 if the ridgeline at Bluff Point was 100 feet high,

1 the slope for the approach to the air strips would  
2 be that much higher, and then you would cut trees up  
3 there, or if it was 100 feet lower. It makes no  
4 sense.

5 It also makes no sense to thin the large  
6 trees and leave the small trees, because you will be  
7 back in there within 15 years or so. It would make  
8 a lot more sense to clear-cut and maintain it as  
9 grassland.

10 I'm not opposed to cutting trees whatsoever,  
11 but I think as a tax matter, this makes no sense.  
12 There's been a failure to adhere to the National  
13 Historic Preservation Act. This doesn't even come  
14 close to a Section 106 review.

15 The federal tribes were not noticed. The  
16 draft EIS seems to think that archeology is confined  
17 to the subsurface realm. There is a small modest  
18 amount of native ceremonialism out there, which must  
19 be addressed. The Advisory Council for Historic  
20 Preservation can assist you.

21 I have a question. I assume that this will  
22 be machine cut. And if so, will the logs be skidded  
23 out or left in place? That has to be addressed in  
24 the National Historic Preservation Act as well.

25 There's no mention whatsoever in the draft

1 of the Winthrop Foundation, which is over 300 years  
2 old, one of the oldest known foundations certainly  
3 in the state, if not New England.

4 There is -- there should be -- in order to  
5 do it properly, there should be a pre and post  
6 inspection with tribal consultation and bond posted  
7 by -- I assume this will be done by contract  
8 loggers.

9 I'll just finish up. The state cuts  
10 thousands of acres and burns thousands of acres  
11 every year in the state forest for wildlife and  
12 forest management purposes. I have no problem with  
13 that. But I think this is just nonsense and it's a  
14 complete waste of taxpayer dollars and especially  
15 the way it's being done.

16 Thank you.

17 MS. LOEWENSTEIN: Thank you.

18 Eugenia Villagra.

19 MS. VILLAGRA: V-i-l-l-a-g-r-a.

20 MS. LOEWENSTEIN: And could you tell us what  
21 GOSA stands for? I apologize.

22 MS. VILLAGRA: Groton Open Space  
23 Association.

24 MS. LOEWENSTEIN: Okay. Would you mind  
25 coming forward. Thank you. Thank you, Eugenia.

1 MS. VILLAGRA: I just have a couple of quick  
2 questions. My first question has to do with the  
3 numbers that I saw in your study having to do with  
4 35,000 landings. I want to get a clear number as to  
5 how many landings there are, because the study  
6 quoted 35,000. And then I calculated that. That  
7 added up to about 106 per day. And --

8 UNIDENTIFIED AUDIENCE SPEAKER: That's a  
9 joke.

10 MS. VILLAGRA: Which just about anybody who  
11 lives around here, nobody can believe that there are  
12 that many. Wouldn't you agree?

13 UNIDENTIFIED AUDIENCE SPEAKER: Yes, I would  
14 agree.

15 MS. VILLAGRA: Then the other question that  
16 I had is how often is the runway in the Bluff Point  
17 vector actually used? And I don't know how to get  
18 that information.

19 I was just talking with a neighbor who is a  
20 pilot who was telling me they don't keep track of  
21 information like that. But it seems to me that that  
22 would be a really good statistic to have, because  
23 it's one of the smaller runways.

24 And I'd like to know, and I think everybody  
25 here would like to know, how much that runway is

1 actually is used as a percentage of the total number  
2 of flights. And I don't think we're really sure how  
3 many flights there are either.

4 The other question I have is I'm concerned  
5 about how vague the Environmental Impact Evaluation  
6 and environmental statement -- assessment statements  
7 are about the impacts. It seems like it's all very  
8 vague. There's nothing really clear. It's a  
9 "maybe," and "if," "but." You know, a lot of  
10 maybe's about what the impacts are going to be. And  
11 I -- and I would like to know more about that.

12 The gentleman who just talked about whether  
13 logs are going to be skidded out and left in place  
14 is really important, I think, to a lot of us here.

15 And the other question I had is what is  
16 the -- are all of these trees at their maximum  
17 height? The impression of a lot of people I've  
18 talked with about this is that they are at their  
19 maximum height, and they have been at their maximum  
20 height for a long time. The gentleman who talked  
21 about taking out the height.

22 My impression after hiking around there for  
23 years is it that they are all -- there isn't a lot  
24 of variety and understory. It's like they are all,  
25 more or less, at the same height, and then there's

1 not a whole lot of understory.

2 So the diagram that you showed us of the  
3 smaller and the medium and the larger trees just  
4 doesn't sync with my impression of what the trees  
5 look like at Bluff Point.

6 Thank you very much.

7 MS. LOEWENSTEIN: Thank you. I'm having  
8 difficulty with Anders --

9 MS. ADELMAN: Andrea.

10 MS. LOEWENSTEIN: I'm sorry, Andrea. Did  
11 you wish to speak?

12 MS. ADELMAN: Yeah. I'll say a couple  
13 comments.

14 MS. LOEWENSTEIN: Okay. Could you also  
15 spell your last name for us?

16 MS. ADELMAN: Yeah, It's Adelman,  
17 A-d-e-l-m-a-n.

18 MS. LOEWENSTEIN: Thank you.

19 MS. ADELMAN: I'll just make a few comments,  
20 which is -- I guess, one with regard to Bushy Point  
21 Island.

22 I think -- you say it's only one or two  
23 acres, but I think the importance of Bushy Point  
24 Island cannot be over-emphasized, because that  
25 island provides a tremendous amount of protection

1 for the beach from the erosion and the sedimentation  
2 for Bakers Cove, and also for the surrounding  
3 points, whether it be the beach or Jupiter Point or  
4 even the airport itself.

5 Any amount of tree removal will, I think,  
6 drastically change the environment for those aspects  
7 of that, whether it's the ecosystem or, you know,  
8 animals.

9 But I can tell you even as recently as  
10 Memorial weekend there was a storm out to sea. A  
11 number of boats came in and sheltered there. So  
12 there's, you know, also recreational use, as well as  
13 just tremendous value from the tree coverage and the  
14 height that's given there and the protection given  
15 there.

16 Secondly, I -- just speaking, I think,  
17 partly on behalf of Jupiter Point Association, this  
18 is the second meeting we've been to this year with  
19 regard to the airport. The previous meeting was  
20 about the fence. And I think there's a tremendous  
21 number of us that don't understand what's going on  
22 when we've been there for 30, 40, 50, 60 years, and  
23 this airport hasn't been used for more than ten  
24 years as a commercial airport.

25 I myself used to fly in and out of it. Why

1 all of a sudden there's this level of activity.  
2 It's been many years since we've had the lights that  
3 were put in, which promptly were flown into right  
4 after the safety lights were put in place.

5 But I think, you know, we'd like to  
6 understand and I don't know -- you know, I'm not  
7 talking about NEPA or SEPA or this FAR Part 77, but  
8 there's something going on at the airport. And I  
9 think it would be good either in this report or the  
10 fence report or all the reports to address what the  
11 legal basis is for what's changed at the airport to  
12 suddenly have this level of increased activity.

13 Something's going on. And it's not a  
14 commercial airport anymore in the classic sense.  
15 There's not scheduled flights for average people.  
16 So what's happening that's causing all of this  
17 activity, and, you know, whether this activity  
18 that's happening has any rational relationship to  
19 the way the airport's actually being utilized.

20 Thanks.

21 MS. LOEWENSTEIN: Thank you.

22 Zell Steever.

23 MS. LOEWENSTEIN: Could you spell your last  
24 name for us, please?

25 MR. STEEVER: S-t-e-e-v-e-r.

1 I suspect I should be addressing you as well  
2 as the audience at the same time, so I'd like to  
3 thank you all for coming down to join us here in  
4 Groton to listen to the comments that we have.

5 I'm Zell Steever. I live at 81 Main Street  
6 in Groton. And I'm here to talk to you about the  
7 obstruction removal at the Groton-New London  
8 Airport.

9 First, as you may know, the Bluff Point  
10 Coastal Reserve located to the east and south of the  
11 airport was established by the Connecticut  
12 Legislature in Special Act 76-27. In part, the  
13 Special Act states, quote, "Said state reserve shall  
14 be maintained and administered by the Department of  
15 Environmental Protection and no improvements shall  
16 be undertaken which do not contribute to the  
17 preservation of the natural, scenic, historic or  
18 ecological values of the reserve."

19 And then following on it goes, "The living  
20 and nonliving resources contained within the reserve  
21 shall not be disturbed or removed for other than  
22 scientific or management purposes and only upon the  
23 approval of the commissioner of the Department of  
24 Environmental Protection."

25 So right from the outset, the state of

1 Connecticut set Bluff Point aside as a reserve not  
2 to be disturbed.

3 Bluff Point is the last remaining large  
4 contiguous coastal ecosystem in Connecticut where  
5 the eastern deciduous forest, the coastal  
6 shrublands, the eroding bluffs, the barrier beach,  
7 the salt marsh wetlands, and the intertidal  
8 estuarine complex meets the marine environment of  
9 Long Island Sound.

10 There are simply no other places like Bluff  
11 Point reserve in Connecticut. This reserve is a  
12 unique and very special ecosystem. While  
13 historically Bluff Point has experienced a number of  
14 man-made disturbances -- farming, hunting, forestry  
15 and summer houses along the barrier beach -- it has  
16 also experienced natural fires, gypsy moth  
17 infestations, storm-driven salt spray, hurricanes  
18 and yet it has returned over time to its natural  
19 ecological condition.

20 Cutting down large mature trees and leaving  
21 wood chips has in the past, and will in the future,  
22 adversely impact the evolving natural development of  
23 the Bluff Point ecosystem, and is not consistent  
24 with the purposes of the Bluff Point Reserve.

25 I've spent time at Bluff Point over the last

1 45 years, first as a hiker and visitor, secondly as  
2 a graduate student in botany at Connecticut College.  
3 It was considered to be one of the finest  
4 reserves -- one of the finest forest areas in the  
5 entire region in Connecticut, and that's why we were  
6 taken there.

7 Then myself, as a biology instructor at the  
8 community college, then as a recreational user and,  
9 of course, as a past user of the airline services  
10 that were in operation for many years.

11 I have flown into that airport in clearly  
12 below minimums. I have had the experience of coming  
13 over that bluff and getting bounced into that  
14 airport. So I know some of the dangers and the  
15 problems associated with that hill coming over  
16 Bluff Point.

17 The Bluff Point Reserve is one of the most  
18 important ecological systems remaining along  
19 Connecticut's coast today. It is my strong belief  
20 that the Groton Airport should not be permitted to  
21 remove any vegetation, including trees, in the Bluff  
22 Point Reserve for the following reasons:

23 The reserve should be left undisturbed, as  
24 it serves as the single remaining coastal ecosystem  
25 forest in Connecticut. It is a field laboratory for

1 students and researchers in how mature coastal  
2 ecosystems operate and naturally change over time.  
3 It serves as a reference ecosystem in climate change  
4 that's taking place in Connecticut, especially  
5 sea-level rise and the rising temperature patterns  
6 throughout our state. It functions to mitigate the  
7 impact of climate change; that is, the trees remove  
8 carbon dioxide from the atmosphere, which is the  
9 basic cause of our global warming currently.

10 It has a scenic value as viewed from the  
11 west and from the east sides, and particularly from  
12 the Fishers Island Sound. And finally, it is a much  
13 loved, passive recreation area in this region of  
14 Connecticut.

15 In my view, the Reserve should never be  
16 allowed to have mature trees or other vegetation  
17 removed from the 40 acres of this Reserve.

18 Secondly, frankly, this EA and EIE treats  
19 the environmental resources around the airport as a  
20 list of species in various categories, and not as a  
21 connected ecosystem in the context of this region or  
22 the state of Connecticut. So it is impossible for  
23 the decision-makers, based on this EA/EIA to make --  
24 EIE, I'm sorry -- to make an informed decision by  
25 meeting FAA's safety standards while protecting the

1 quality of the human environment and the natural  
2 environmental in this case.

3 If this is the situation, then it is  
4 appropriate for the lead agency to undertake a full  
5 Environmental Impact Statement Analysis before a  
6 final decision is made on the proposed project.

7 Third, while I support keeping Groton as a  
8 safely managed airport pursuant to FAA rules, I  
9 question whether the airport has given sufficient  
10 consideration to other alternatives. The proposed  
11 cutting on Bluff Point is for the purposes of  
12 maintaining the smaller cross -- cross-runway 15-33,  
13 the 4,000 foot long runway.

14 General Aviation numbers have been  
15 continuing to decline from 80,319 in 1999 to 42,945  
16 in 2015, and then currently to 38,871 operations in  
17 2016.

18 While it seems that records are not kept by  
19 Groton in which runways are used, it appears that it  
20 may be impossible to determine if the short 15-33  
21 runway is really needed as stated in the EA. It  
22 seems that a further displacement of the threshold  
23 on Runway 15-33 were considered to be a feasible, as  
24 an alternative, then the airport would be eligible  
25 to continue operations in compliance with FAA design

1 standards and regulations regarding clear airspace.

2 I strongly recommend the airport give  
3 further consideration to the alternative for further  
4 displacement of thresholds, because I note the  
5 thresholds are already cut back from the 4,000 on  
6 the Runway 15-33 currently, and they are shortened  
7 in both ends.

8 MS. LOEWENSTEIN: Excuse me, sir. I don't  
9 want to pressure you, but --

10 MR. STEEVER: I will -- yes.

11 MS. LOEWENSTEIN: We can have a chat.

12 MR. STEEVER: Thank you. I would like to  
13 continue, please.

14 MS. LOEWENSTEIN: Yes.

15 MR. STEEVER: This option is listed as a  
16 considered -- this option is listed as considered  
17 and dismissed because it would, quote, "Diminish the  
18 existing capability of this" -- "at the airport."  
19 But would it really? And by how much?

20 Since Runway 15-33 already -- are rarely  
21 used at -- Runway 15-33 may rarely be used at the  
22 airport, and we don't know that, this option to  
23 increase the threshold at 15-33 would appear to be a  
24 very feasible option.

25 I urge the airport to consider this option

1 and share with the public the details of the pros  
2 and cons of expanding or reducing the threshold  
3 services.

4 It looks as though the Connecticut Airport  
5 Authority is attempting to expand the present  
6 operations to push back the existing landing  
7 thresholds to 4,000 feet, even when records are  
8 unavailable to support this action and as overall  
9 airport operations are continuing to decline.

10 I'd like to thank you for taking the  
11 opportunity to come to Groton, and I appreciate the  
12 opportunity to talk to you tonight.

13 MS. LOEWENSTEIN: Thank you.

14 David Kozak.

15 MR. KOZAK: Yes, I'm David Kozak with the  
16 Connecticut Department of Energy and Environmental  
17 Protection. I didn't come to provide comments.  
18 We're going to do that at a later date. We're going  
19 to be meeting in about a week or so, other members  
20 of the agency, to review the EIE and provide some  
21 comments.

22 But there were a couple of things that were  
23 presented here. I noticed immediately a couple of  
24 inconsistencies with your presentation with what is  
25 being proposed in the EIE, or perhaps in more detail

1 in the EIE that you didn't go over here. So I have  
2 a couple of questions I'm hoping you might be able  
3 to answer tonight, because they are procedural  
4 questions.

5 MR. McDONNELL: Okay.

6 MS. LOEWENSTEIN: Can you slow down for the  
7 stenographer?

8 MR. KOZAK: Sure. Why was the Runway 5  
9 determined to use a threshold surface load of 34  
10 to 1 while the other runway ends are using a 22 to  
11 1? So that's the first question.

12 The second question is for both Runway 23  
13 and 33, the EIE indicates that there will be a  
14 clearing of trees in addition to those that  
15 penetrate those threshold surfaces. And I'm  
16 wondering what kind of data or procedure you were  
17 using to determine trees that were below that  
18 threshold which you felt were going to penetrate it  
19 in the future.

20 That's it.

21 MS. LOEWENSTEIN: Thank you.

22 Does Sydney VanZant wish to speak? Okay.

23 Marcia Thompson?

24 MS. THOMPSON: No.

25 MS. LOEWENSTEIN: No? Okay.

1 Carrie Folsom O'Keefe?

2 MS. O'KEEFE: Yes.

3 MS. LOEWENSTEIN: Could you spell your last  
4 name?

5 MS. O'KEEFE: Yes. It's F, as in Frank,  
6 o-l-s, as in Sam, o-m, as in Maria, dash 0  
7 apostrophe, k-e-e-f, as in Frank, e. It's terrible  
8 to spell it.

9 MS. LOEWENSTEIN: And you're with Audubon  
10 Connecticut?

11 MS. O'KEEFE: I'm with Audubon Connecticut,  
12 which is state office of the National Audubon  
13 Society.

14 And similar to Dave from the DEEP, you know,  
15 I'll be meeting with my colleagues in the next few  
16 weeks to really come up with the comments we want to  
17 make on this.

18 But I did want to say today that Bluff Point  
19 is a spot that Audubon Connecticut has identified as  
20 critical habitat for birds within the state. And  
21 because of that, I have a few particular questions  
22 that I'd like to, you know, see addressed at some  
23 point, you know, either tonight or when, you know,  
24 the various people who are working on this can --  
25 are, you know, kind of during their second

1 run-through.

2 First, in order to do the selective cutting  
3 of trees, would there be access roads that would be  
4 put in? And if so, you know, what would be the  
5 width of those access roads? Would there be  
6 revegetation of those access roads afterwards?  
7 Would there be planting of shrubs and perennials in  
8 those areas, and also in the areas where the trees  
9 are being removed?

10 Would there be some management afterwards to  
11 make sure that invasive plant species are not  
12 becoming established in those areas where management  
13 is taking place?

14 Second, Bushy Point Island, you know, way  
15 out at the end of that sort of sand pit. And that  
16 particular stretch of sand in the summertime is a  
17 really important habitat to piping plover, least  
18 terns and American oystercatchers. Piping plover  
19 are federally threatened. Least tern and American  
20 oystercatcher are both state listed.

21 And I'm concerned about how the management  
22 at the tip of Bushy Point would take place. Would  
23 trucks be driving out along the shoreline that's  
24 this critical habitat for these birds during the  
25 summertime? And would that damage -- you know,

1 damage it to a point where it's not going to be  
2 usable by those birds in future years.

3 You know, they are not directly out where  
4 the management is taking place, but how is that  
5 management going to be done? Are there going to be  
6 trucks driving on this critical shoreline?

7 Also, in the -- in the plan, it said in the  
8 natural diversity database, which is the database  
9 that the Department of Energy and Environmental  
10 Protection keeps, it says there has been an owl  
11 roost in one of the areas that is being considered  
12 for selective cutting.

13 And I got the idea that it seemed like they  
14 were saying it was short-eared owls, which are a  
15 species that are here in the wintertime. And if the  
16 cutting was to take place in the wintertime, I would  
17 want to see that there were some surveys done in  
18 advance to make sure that those owls, you know, were  
19 not there during the cutting, or that area was  
20 being -- they would be avoided during that cutting.

21 And lastly, what was not mentioned at all in  
22 the document is that the -- sort of the -- on the  
23 approach to Runway 23, the trees that would be  
24 removed there are in what's known as the "hot  
25 corner" among the birding community in Connecticut.

1 During fall migration thousands of birds pass  
2 particularly right through that spot.

3 There are some mornings you can go there and  
4 see, you know, 500 white throated sparrows come  
5 through that area, you know, 200 song sparrows. A  
6 whole variety of 40 or 50 different species. You  
7 know, they are just kind of passing through, but  
8 that spot is a very important, you know, sort of  
9 section along their shoreline migration as they are  
10 kind of heading south, southwestward.

11 I mean, there's no mention of that at all in  
12 the environmental assessment. And it's just  
13 something that I want to bring to attention,  
14 because, you know, it would be really -- I think it  
15 would be traumatic if that management took place in  
16 the fall when those birds are passing through that  
17 area. And it's something that a lot of birders in  
18 the area, you know, really enjoy going to that spot  
19 and seeing those birds.

20 So those are my comments for now. Thank you  
21 for the opportunity.

22 MS. LOEWENSTEIN: Thank you.

23 Rebecca Parfitt.

24 MS. PARFITT: I think everybody said  
25 everything that I would like to say so far.

1 MS. LOEWENSTEIN: Okay. All right.

2 MS. PARFITT: Thank you.

3 MS. LOEWENSTEIN: Andy --

4 MR. MINIKOWSKI: Minikowski.

5 MS. LOEWENSTEIN: Could you spell your last  
6 name?

7 MR. MINIKOWSKI: For the record,  
8 Andrew Minikowski. M, as in Mumford Cove,  
9 M-i-n-i-k-o-w-s-k-i. And I represent the  
10 Connecticut Fund for the Environment and Save the  
11 Sound.

12 First of all, thanks for coming out tonight  
13 and doing this presentation. Obviously, interest is  
14 high. And also thanks to every member of the public  
15 that came out tonight.

16 I spend a lot of time reading EA's and  
17 EIE's, and EIS's and FONSI's. That's why I look so  
18 young. And this thing is rather vague around the  
19 edges. It's fuzzy at certain points. And I  
20 understand that is a preliminary document. It is a  
21 draft document. You're going to move on and refine  
22 from here.

23 But as many people have mentioned, this is a  
24 manifestly unique resource on a regional scale. It  
25 is the largest tract of undeveloped coastal woodland

1 in Connecticut, and as such, provides critical  
2 ecosystem services and resources to the region, and  
3 Long Island Sound in particular.

4 One thing that does concern us is we realize  
5 that federal regulations give a state agency like  
6 the Airport Authority very little discretion in  
7 certain cases, particularly here where if there's an  
8 obstruction, it has to go. And certainly, no one  
9 wants to see a pilot or passenger put in harm's way.

10 However, I really think, and our  
11 organization thinks, alongside our membership, that  
12 the final EA needs to go into much greater depth  
13 about mitigation measures if these trees are to be  
14 removed.

15 First, many of the trees that are in the  
16 area slated for removal are 90 to 100 years old.  
17 They are not getting any bigger. So is the whole  
18 tree coming down, or are parts of them coming down?  
19 We would suggest that alternatives could be explored  
20 there to prevent removing old growth trees.

21 Also, in areas that are disrupted in forests  
22 like this, pioneer species move in. Unfortunately,  
23 many of the pioneer species at Bluff Point, if  
24 you've walked around, are invasive. Oriental  
25 bittersweet, Japanese barberry are completely

1 endemic throughout the park.

2 I'm so sorry. Oriental bittersweet and  
3 Japanese barberry. So those invasives are endemic  
4 throughout the park. We wouldn't want to see them  
5 increased by disrupted areas of forest.

6 One thing we would suggest as an alternative  
7 to explore going forward is a one-for-one replanting  
8 program. We realize if a tree has to come down  
9 under the federal regulations, you may have very  
10 little discretion.

11 Obviously, working with DEEP will help  
12 identify those trees to go down. But a replanting  
13 program elsewhere in the park where the trees won't  
14 grow into the airspace in 15 years and cause this  
15 whole meeting to happen all over again would be a  
16 way to continue to preserve the unique nature of the  
17 park and really balance the interests of the public,  
18 the state and the airport authority.

19 Finally, I wasn't going to mention this, but  
20 I can't resist. Someone mentioned previously how  
21 during the hurricane of 1938, sort of the marsh  
22 buffer in the area around Bluff Point, saved Groton  
23 from severe flooding.

24 Well, the science is in. We all know it.  
25 The climate change is real. It's not going away.

1 Those extreme weather events are going to occur more  
2 and more frequently, making this an even more  
3 critical resource to be safeguarded in the future.

4 You know, the next big weather event 20  
5 years from now, if we have decreased the ecological  
6 vitality of this location, we might not have to  
7 worry about an airport because we will be under  
8 water.

9 Thank you.

10 MS. LOEWENSTEIN: Peter McGuinness.

11 MR. MCGUINNESS: The last name is spelled  
12 M-c-G-u-i-n-n-e-s-s.

13 MS. LOEWENSTEIN: Thank you.

14 MR. MCGUINNESS: I've been visiting, and now  
15 I've been visiting this area for about 20 years.  
16 Fish, kind of hang out, sometimes go for a stroll  
17 along Bushy Point. And some observations.

18 From an engineering standpoint, I'd like to  
19 get a full understanding of how you assess the  
20 actual penetrations to the airspace. When you  
21 stated 50 to 1, you had penetrations, but at 34 to 1  
22 you don't. So what you're talking about is a  
23 portion of the trees out on Bushy Point, not the  
24 whole tree. A portion of the tree is, quote, "In  
25 the most conservative zone penetrating the

1       airspace."

2               Last year I happened to be standing out in  
3 my front lawn and here comes FLOTUS. She comes in  
4 on a 737 to go break a champagne bottle across a  
5 submarine bow. They don't let FLOTUS go fly around  
6 in unsafe airports. So I would question why we  
7 would have a such a situation.

8               You also have the Air National Guard going  
9 in out of there with 131's and, you know,  
10 helicopters. Pilots are pretty good at what they  
11 do.

12              But, just a note. I took some forestry when  
13 I was in college. Red oaks are out on Bushy Point.  
14 People have already noted, these are mature trees.  
15 If they grow another two or three feet in height,  
16 that's going to be about it.

17              So when you talk about one to two acres,  
18 quote, "of removal of Bushy Point," that's a  
19 clear-cut. Just state the fact. You want to  
20 clear-cut the island, because you're not going to be  
21 able to go out and cut the small trees, because  
22 there's no understory. It's all big, mature red  
23 oak, period.

24              There's no mention at all of ospreys that go  
25 fly in and out and hang out on Bushy Point at all.

1 We see them all the time going over there, grabbing  
2 fish, having dinner on the -- on the Bushy Point.  
3 So I actually question about some of the detail of  
4 the environmental counting of birds or wildlife.

5 There's also quite a few deer that run  
6 across that place, if you don't know. Likewise,  
7 coyotes. And I know the airport doesn't like  
8 either, but that's the way it goes.

9 And all that being said, I would have an  
10 appreciation of do your engineering. I know you  
11 have to, and I know you will. But based upon the  
12 design standards that are available, as well as the  
13 FAA 50-to-1 requirement, that leaves a lot to be  
14 granted in nature's path as compared to plane's  
15 path.

16 So that's all. Thank you.

17 MS. LOEWENSTEIN: Grace Vanda.

18 MS. VANDA: I'm good.

19 MS. LOEWENSTEIN: Okay.

20 Kimberly Bradley.

21 MS. BRADLEY: Hello. Okay. So I'm going to  
22 be a little redundant here, but I just wanted to  
23 stand up as a member of the public and a  
24 recreational user of Bluff Point.

25 By the way, my last name is B-r-a-d-l-e-y.

1 I am an avid mountain biker, as well as have  
2 a three-year-old and a one-year-old at home that use  
3 Bluff Point quite often. I also am an Alumni of  
4 UCONN Avery Point, so Bushy Point was an important  
5 fish area that I studied during my time in graduate  
6 school. And finally, I am a professional wetland  
7 scientist and ecologist. So I thought it was  
8 important to put some information forward.

9 I've worked on projects such as this, so I  
10 understand the balance of needs of the aviation  
11 requirements, along with our protection of  
12 environmental resources. And I guess I myself am  
13 standing here to represent the environmental  
14 protection aspect of this.

15 I want to kind of follow up with the  
16 vagueness of the EIE/EA. I believe as our  
17 representative from Audubon Connecticut put forward,  
18 we have a lot of data and information out there. So  
19 although there were -- from my perspective, it did  
20 not seem that there are a lot of site-specific  
21 evaluations completed at the site.

22 You know, the presenter noted that wetland  
23 assessments were based on NRCS soil mapping, as well  
24 as U.S. Fish and Wildlife wetland mapping. Those  
25 are definitely planning-level analysis. It's not

1 anything that decisions should be based off of.

2 And therefore, especially when it comes to  
3 inland wetland resources, unless there is a  
4 site-specific delineation, it's very easy to miss  
5 some really high-quality resources.

6 In particular, I think we should focus on  
7 the issue with Bushy Point itself, and if there are  
8 inland wetland resources within that small  
9 one-to-two acres, that's a substantial national  
10 resource.

11 In particular, the DEEP has put forward  
12 really a focus on resiliency and looking at  
13 protecting our coastal infrastructure, coastal  
14 natural resources, as a form of resiliency from our  
15 state. Bluff Point, again, is a diamond in the  
16 rough for that. And in that sense, to pick apart  
17 that diamond, I really feel passionately that we  
18 need to evaluate in more detail what we have in  
19 place.

20 Finally, I want to put forward, I'm not sure  
21 with the funds that are available what steps would  
22 go ahead following any sort of tree removal. Is  
23 there mitigation planned? Will there be follow-up,  
24 such as in a wetlands restoration or mitigation  
25 standpoint where you have four to five years of

1 monitoring, looking at potential endangered species,  
2 presence, so on and so forth?

3 So ultimately, although this is a planning  
4 stage prior to finalizing the EA and EIE -- gosh --  
5 much more data is required to make an informed  
6 decision.

7 MS. LOEWENSTEIN: Thank you.

8 James Furlong.

9 MR. FURLONG: My name is James Furlong,  
10 F-u-r-l-o-n-g.

11 I have a lot of questions, most of which  
12 I'll put on the form that you have given me. At  
13 least two people, previous speakers, have mentioned  
14 that -- some feeling that there's something going on  
15 at the airport. Some -- some changes that are  
16 foreseen that is prompting -- that are prompting  
17 this focus on cutting down trees.

18 I have noticed that there's a coincidence of  
19 this effort and the move to create an airport  
20 development zone in the -- in the Town of Groton,  
21 not the City of Groton where we're meeting tonight,  
22 for some reason that I don't understand. Is there a  
23 connection?

24 The airport development zone would be a  
25 tax -- a tax break for businesses that are within

1 two miles of the perimeter of the airport. Not the  
2 center of the airport, but the perimeter.

3 Among the beneficiaries of the tax break  
4 would be companies that benefit the airport, though  
5 it would not necessarily -- they would not  
6 necessarily be restricted to that.

7 I'm wondering is there -- is this simply  
8 coincidence or is it connected?

9 Thank you.

10 UNIDENTIFIED AUDIENCE SPEAKER: Good point.

11 MS. LOEWENSTEIN: Joleen Anderson.

12 MS. ANDERSON: It's been said. Thank you.

13 MS. LOEWENSTEIN: Okay. I believe I have  
14 not missed anyone.

15 Is there anyone who wished to speak that I  
16 did not call? Okay. All right.

17 Well, at this point this concludes the  
18 hearing. We thank you for coming. Again, comments  
19 will be considered or received until January 24th,  
20 2017. And feel free, there's comment sheets on the  
21 table if you want to write some comments down. And  
22 again, you can e-mail us. Actually, you can e-mail  
23 Colin.

24 (Time Noted: 8:50 p.m.)

25

1 STATE OF CONNECTICUT)  
2 COUNTY OF NEW LONDON)

3 I, Kathryn Little, a Notary Public within  
4 and for the State of Connecticut, do hereby certify  
5 that I took the testimony at the GON public hearing  
6 on December 8, 2016 at the offices of the City of  
7 Groton Council Chambers, 295 Meridian Street,  
8 Groton, Connecticut, commencing at 7:00 p.m.

9 I further certify that the testimony was  
10 taken by me stenographically and thereafter reduced  
11 to writing under my supervision; and that I am not  
12 an attorney, relative or employee of any party  
13 hereto nor otherwise interested in the event of this  
14 cause.

15 In witness whereof, I have hereunto set my  
16 hand and affixed my seal this 21st day of December  
17 2016.

18  
19 \_\_\_\_\_  
20 Kathryn Little  
21 Shorthand Reporter #342  
22 Notary Public

23 My Notary Public Commission Expires March 31st, 2021  
24  
25