



155 Burr Street
New Haven, CT 06512
P 203-466-8833

**Airport Authority Board of Directors
Minutes of April 18, 2018**

Directors present: Arnold, Hoey, Leonardi, Petrini, Sklarz, Verderame, Weiner

Via Telecom: O'Connell, Neal-Sanjuro, Wilson

Directors absent: Picard, Adams, Constantinople Jr., Jacob

Others in attendance: Tim Larson, Chuck Kurtz, Steve Ferguson, Alicia Seremet, Karen Wait, Hugh Manke, Evan Warren, Mark Zaretsky, Sean O'Brien, Cherise LaBonte, Kath Cox and Kathy Grant

The meeting was called to order at 4:00pm by Mr. Weiner.

Motion to approve meeting minutes from February 21, 2018 by Mr. Leonardi, second Mr. Sklarz. Approved unanimously.

1. Executive Directors Report

Mr. Larson opted to contribute later during the meeting.

2. Chairman's Report

Mr. Weiner introduce Anthony Verderame our new Board Member for East Haven. Mr. Verderame introduced himself, is a lifelong East Haven resident and a Town employee. Welcome from the Board.

There are four resolutions on the Agenda, some of which relate to each other. Mr. Kurtz outlined each resolution and answered questions.

Resolution #464: Approval of Grant Application to the Federal Aviation Administration for the Residential Sound Insulation Program- Phase 4.

The resolution was read into the record in its entirety by Mr. Weiner.

Motion to approve Resolution #464 by Mr. Petrini, second Mr. Leonardi. Approved unanimously.

Resolution #465: Approval of Grant Application to the Federal Aviation Administration for a Reimbursable Agreement for the Design and Installation of a Precision Approach Path Indicator (PAPI)

The resolution was read into the record in its entirety by Mr. Weiner.

Motion to approve Resolution #465 by Mr. Hoey, second Mr. Sklarz. Approved unanimously.

Resolution #466: Approval of Grant Application to the Federal Aviation Administration for Removal of the Runway 20 Displaced Threshold.

The resolution was read into the record in its entirety by Mr. Weiner.

Motion to approve Resolution #466 by Mr. Leonardi, second Ms. Neil-Sanjuro. Approved unanimously.

Resolution #467: Approval of Grant Application to the Federal Aviation Administration to Perform a Pavement Condition Survey.

The resolution was read into the record in its entirety by Mr. Weiner.

Motion to approve Resolution #467 by Mr. Leonardi, second Mr. Hoey. Approved unanimously.

Executive Directors Report *continued*

Mr. Larson reported that a search is being conducted for an Airport Manager. Mr. Larson discussed a sixty day timetable with O. Moore and at the maximum to have someone in place before the beginning of FY 18-19.

The airport has contracted the services of a new accounting firm to manage the finances.

The 2018-19 budget is being reviewed .

There are three proposed bills in the legislature; the bills call to close RWY 14-32 and lift the length restrictions. These bills were created working closely with the FAA to ensure compliance with existing regulations.

Mr. Larson has discussed the possibility of installing non-glare solar panels on the airfield to generate electricity. He has conferred with State Representative Albis about solar application and any community benefit.

Mr. Larson and Mr. Suriel met with the Board of Alders and gave a presentation about the improvements sought by the airport. He met with representatives of shoreline towns as well.

Mr. Kurtz reported on the status of the jet-bridge. We have asked for a revised proposal for the reconditioning. Work will begin as soon as possible on the jet-bridge along with the second floor improvements.

We have a request for obstruction removal submitted with the FAA. Our present glideslope is 4.0°, 3.0° is optimum we're hoping for a 3.5°. One tree remains an obstacle for the 3.0°.

Uber and Lyft. The AP is investigating a cyber fence in which the airport would collect a fee when a car penetrates the boundary. Presently seeking information from other airports about the process.

East Coast Greenway. In discussions to allow the greenway on airport property outside the fence.

Parking for north-end residents. When the fence was moved during the last construction phase it eliminated an area where those residents regularly parked. Mr. Larson would like to provided that to them again.

Hugh Manke undated the Board on the appeal in the 2nd circuit court. The Airports brief was filed four weeks ago and we are awaiting the state's brief filing. Following that, we have the opportunity to respond and then oral arguments are expected to be held this fall.

3. Audit and Finance

Mr. Arnold noted that there are two reports February and March. January's report was completed by the airport, noting a reduction in revenue with Hertz Rental leaving and Legal and weather related costs being high. February's report was completed by the new accounting firm where expenses remained high but payroll costs were reduced. He reviewed both reports and are in ok shape, still in the black.

4. Airport Managers Report

AA manager is pleased with the plans for the jet-way and second floor improvements.

We plan to have the threshold moved by the coming summer.

The annual tabletop exercise was held in March. The required annual exercise went well and was well attended by Mutual Aid representatives.

Operations staff is again in need of an Operations Supervisor with a staff member leaving in March.

Ms. Grant gave a brief overview of the active shooter exercise planned for this summer. Will share dates when they are available.

Airport statistics continue to improve with the new service. Even with the many weather cancellations there is improvement over last year. Very encouraging.

5. Other Business

Even Warren, Manager at Robinson Aviation was added to the agenda. He commented on rwy 14-21 potential closure and stated it will hurt affect the GA aircraft and make landing at HVN dangerous by not having a crosswind runway. He was disappointed that there was no opportunity for the users to comment or have input and feels they were shut out. The legislation was very surprising and would affect the flight schools and Shoreline Aviation who just moved back to HVN.

Mr. Warren pointed out that Class D or higher airports have crosswind options all along the coast because of the winds. He believes that a crosswind runway is needed especially for safety reasons and gave examples.

The Board thanked Mr. Warren for his comments

Public Comment: Mr. Sean O'Brien, Alfred Street, New Haven had questions.

Mr. O'Brien said that he will email his questions for the Board.*

Meeting adjourned at 4:52pm

Respectfully submitted,
Kathleen Grant
AvPORTS

* Please see Mr. O'Brien's questions received via email and Director Larson's answers below.

I had asked Sen. Larson whether he would recuse himself from any of the legislative process regarding the proposed HB 5537 bill, given his dual role as Tweed ED and Senator.

Mr. Larson has been involved with the CT General Assembly for ten years and there is no conflict with voting on legislation or the state budget.

What is the actual number for the runway expansion? Mayor Harp said 6600, Tweed testimony to HB 5537 says 6000.

We have 2,000 ft. of runway safety area effectively 1000' on either end of RWY 2-20. Mayor Harp is correct.

If all of the construction will stay in the fence and be limited to this number, why didn't HB 5537 attempt to amend the Tweed Airport Authority Act to include that number (e.g. change 5400 to 6000)? Why instead is the line limiting any restrictions on the length of the runway being removed completely?

The existing statute is illegal according to the FAA. The FAA has exclusive jurisdiction regarding runway length. Any new statute that provides a limit on runway length would also be illegal.

Why were there no community meetings before the legislation was proposed? Are there plans for any such meetings in East Haven?

The process at the state capitol is subject matter public hearings are put in place prior to a vote being taken on the specified bill. Three years ago (May 20 and 21, 2015) we had public hearings at the airport and Nathan Hale School on this topic. We've had this discussion several times at THHAA Board meetings, most recently in January, with the entire legislative delegation in attendance.

What is the objective measure of noise that you are using to determine the noise impact of the new jet service in comparison to the old Dash-8s? We keep hearing jets are quieter, and it appears they are upon landing, but they are noticeably louder on takeoff to Morris Cove residents who were previously not impacted by noise.

Five years ago we did a comprehensive engineering study (Part 150 noise study) approved by the FAA to determine the noise impact to the surrounding community. The study included Dash8's and the equipment likely to eventually replace the Dash8's

Will there be a new Noise Impact Study to address the change of plane models in service?

This was already included in the Part 150 study.

Why was the carbon impact of air service at Tweed not considered in the City of New Haven's environmental sustainability report?

Before any runway extension those questions would be covered by an environmental assessment.

What was the role of Rep. Albis in the solar plan? He was mentioned as one of the planners.

Rep Albis opinion was sought about the solar application as a potential community benefit.