



TWEED NEW HAVEN AIRPORT AUTHORITY  
REGULAR MEETING  
BOARD OF DIRECTORS  
MINUTES OF FEBRUARY 15, 2023  
VIA TELECONFERENCE

**Members in attendance:** Kenneth Dagliere, David White, John Picard, Rich Jacob, Linda Hennessey, Carlos Eyzaguirre, Robert Ellis, Matt Hoey, Joe Ginnetti, Mark Sklarz, Joe Bertolino

**Members absent:** Kevin Coyle, Ray Pompano, Serena Neal-Sanjurjo

**Others in attendance:** Tom Rafter, Jeremy Nielson, Felipe Suriel, Mark Zaretsky, Toni Lorenti, Vivien Hinnicutt, Gloria Bellacicco, Eliot Jameson, K. Diaz, Maureen Moore, Kevin Arnold, Salvatore DeCola, Jean Mongillo, Michael Jones, Sandra Reiners, Steven Wight, Lorena Venegas, Brett Simon, Diane Proto, Joann Delenick, Joe Giordano, Hugh Manke, Kathryn Gallicchio, Shirley McCarthy, Sophia Muce, Wanda Bubriski, Gabriela Campos Matteson, Kim Zolvik, Ken Engelman, Kaydeen Maitland, Susan Bryson, Tim Sullivan, Lewis Langella, Maggie Ryan, Michael Giordano, Jasmine Peele, Jean Perry Phillips, Michael Luzzi, Nick Marrone, Katherine Bennett

Chairman John Picard opens the meeting at 4:04.

Mr. Picard entertained a motion to approve the Minutes for the January 18, 2023, meeting. The motion to approve the Minutes was made by Mr. Dagliere and seconded by Ms. Hennessey. The motion was unanimously approved by all those who were in attendance.

**EXECUTIVE DIRECTOR’S REPORT**— Mr. Rafter presented the following items:

Mr. Rafter expresses gratitude to the Board for selecting him as the Executive Director and to Matt Hoey for stepping in during the interim.

Mr. Rafter goes over what the Environmental Assessment (“EA”) is. He references the Citizens Guidebook to National Environmental Act. He noted that as a part of capital improvement program which involves significant Federal Funding...there needs to be a determination on whether the proposed actions will have “significant environmental effects.” There are two main purposes to the EA: 1) the agency considers the consequences of the proposed actions; and 2) the public is informed of the decision. He references a letter from some law makers to the FAA regional administrator.

Mr. Rafter shares a diagram of the National Environmental [Protection] Act (“NEPA”) process. He outlines what stage the Authority is currently at. It is a tedious and lengthy process, but it is required of all federal agencies. The FAA has been gathering information from various agencies and will hopefully give the Authority approval to publish the draft EA by the end of the month. The Authority is confident that this will happen. The next step will be to hold a public meeting.



The Authority intends to have this meeting by April before all the breaks and holidays. Please check the website for updates and the Authority will do its best to get the notice out far in advance. The draft EA should answer a lot of questions. Then the public meeting will answer additional questions. For approximately 15 days after the public meeting, the FAA will accept comments from the public. Next, the FAA will review all the input and make a determination. Thus far, the Authority seem to be on track. He opens the floor for questions regarding this matter. Mr. Picard thanks Mr. Rafter for clarifying the process and welcomes discussion.

Mr. Dagilere inquires as to what the next steps will be at the determination phase—whether the EA is accepted and the project moves forward; or it moves to the EIS? Mr. Rafter states that there are one of two decisions that will be made. There will either be a finding of no significant impact, or it will go into an environmental impact statement(“EIS”).

Mr. Dagliere asks if the EIS would be a more comprehensive study. Mr. Rafter states that it is a lengthier process with the same outcome. The EA is a lengthy process. However, if the agency feels all its questions have not been answered in the EA, it may want it to go to the EIS.

Mr. Dagliere inquires as to whether the congressional delegation has weighed in. Mr. Rafter is not aware. Mr. Picard states that to the best of his knowledge the congressional delegation has not weighed in of any such input.

Mr. Dagliere states that he wants to make sure that the airport is in compliance and is relying on Mr. Rafter and the FAA to make sure everything is okay.

Mr. Rafter states that the Citizens Handbook encourages early involvement. The EA is currently going through the process and the agency will have to look at everything.

Mr. Ginnetti welcomes Mr. Rafter and introduces himself. Mr. Ginnetti inquires as to what determines “significant impact.” Mr. Rafter defers to the Citizens Handbook.

Mr. Ellis introduces himself to Mr. Rafter. He inquires as to the scheduling timing. Mr. Rafter states that the scheduling is dictated by the FAA. However, there have been communications with FAA of the Authority’s timeline. In the event the Authority misses the April date because of the spring breaks the FAA has agreed to give the Authority a quick turn around after the public comments. The Authority is optimistic about getting the approval to publish the draft EA.

Early February, there was a 5-hour hearing regarding parking concerns. Fifteen people were heard before the hearing was continued to February 22, 2023. Avports continues to work to address the concerns of the community members.

The Authority is working with accounting, Mr. Simon, and Avports on some transitional items.

On the Authority’s website there was a request for last years prior meetings video recordings. There is a bandwidth issue on the website that impacts how much can be posted. To address this,



Mr. Rafter has requested that Mr. Suriel retain one year of the video recordings on the website as the bandwidth permits. Any time frame longer than one year will be available upon requests.

Mr. Dagliere inquires about the noise contour map. Mr. Rafter states that there have been discussions with the FAA on how they are going to proceed, and the FAA will lay that out in the public meeting with handouts. There are two different regulations governing noise contours: CFR Part 150 and the other is a part of NEPA. The FAA is going to advise the Authority on what to do going forward. Mr. Dagliere asks if there are going to be new maps required. Mr. Rafter states that an expert from the FAA stated that they are going to develop a plan that would provide the best benefit for most of the community. This will be discussed at the public meeting. Mr. Jacob inquires if this will be the same meeting that will discuss the EA. Mr. Rafter confirms that as a part of the EA discussions, there will be a discussion regarding noise contours.

**CHAIRMAN’S REPORT** ---Mr. John Picard

Mr. Picard expresses gratitude to Mr. Hoey for stepping in and welcomes Mr. Rafter.

**AUDIT COMMITTEE REPORT & FINANCE COMMITTEE REPORT** - Mr. Brett Simon

Ms. Serena Neal-Sanjurjo is unable to attend this meeting and Mr. Simon presents her reports.

The fiscal year 2022 Financial Audit was accepted by the State and the PFC 2022 Audit was accepted by the FAA. Both audits were accepted as presented last month. This wraps up the requirements for fiscal 2022.

There are no issues on the airfield account. The lessee always covers any deficit. The Authority has sent an invoice of \$217,000 to cover the deficit for the month of December.

For the Administration Account, in the month of December the Authority finished up most of the work regarding the financial statement preparation, audit and PFC reports. The Authority had some legal costs for responses to legal questions, FOIA requests, and a new employment agreement. The Authority had some with the City about reconciling the capital funding accounts.

The balance sheet covers the airfield account, the administration account, and the operating account. In August the Authority calculated that the Authority had \$250,000 remaining. The Authority is on track for that number. The available cash offsets any Administration Account deficit. The Authority overall remains in a positive fund balance.

**AIRPORT MANAGER’S REPORT**—Mr. Nielson’s report is divided into two parts--the air side (airfield operations) and land side (terminal operations).

Mr. Nielson welcomes Mr. Rafter and looks forward to working with him further.

*Air Side Operations*



The FAA annual inspection will be from May 9<sup>th</sup> -11<sup>th</sup>,2023. The FAA will be inspecting everything including the training, lighting, signage, pavement, etc. The Authority is preparing for this inspection.

On March 26, 2023, there will be an Emergency Response Training exercise. The Authority will be partnering with other agencies in East Haven.

Avelo has increased use of 737-800. The Authority is working closely with the FAA and preparing to transition to Index C for the firefighting response capabilities. This means that the Authority will be increasing to two firefighting apparatus and adding staff.

### Land Side Operations

Currently, there have been strong employment numbers at Tweed.

The Authority now has a live feed of parking spaces available on its website. The Authority is expecting a higher than the usual demand for this President's weekend.

There was a light on Dean Street that caused excessive glare. The Authority has addressed that. Mr. Nielson welcomed comments regarding Dean Street.

The Authority received two responses to the issued RFP for rental car concessions. The Authority will select a vendor by the end of the month.

Mr. Nielson welcomes discussion.

Mr. White inquires as to the load factors of Avelo. Specifically, "are they still covering over 85%?" "Have they told the Authority when they are going to add additional cities?" Mr. Nielson states that he has heard rumors of additional cities and additional routes. There may be some potential offerings. Load factors are not shared with the Authority, but the Authority's modeling shows that the flights are going out full.

Mr. Ginnetti asks if a traffic study has been conducted. Mr. Nielson states that a traffic study is a part of the due diligence effort that the Authority has been working on with the city. These reports are due sometime in April. The EA will also be providing some feedback on the traffic as well.

Mr. Dagliere requested an update on the parking situation in areas that should not be parked on. Mr. Nielson states that extensive measures have been made to ensure that vehicles are not parked outside the pavement. The Authority has installed numerous posts, and signage instructing no parking. The area is policed regularly and the cars which are not in compliance are towed. The Authority is awaiting permission for additional spaces in Lot B. Mr. White inquires as to why cars cannot be parked on the grass. Mr. Nielson responds stating that it is a part of our permit.



Initially the Authority did not have anywhere to put its customers. However, the Authority is trying to be a good neighbor and have since put provisions in place for customers to not park on the grass.

## **ACTION ITEMS, RESOLUTIONS**

### **RESOLUTION #587: APPROVAL OF ESTABLISHMENT OF THE COMMUNITY INFORMATION COMMITTEE**

Mr. Picard invites Mr. Rafter to speak on the necessity of this committee.

A motion is made by Mr. Dagliere and seconded by Ms. Hennessey. The resolution is opened for discussion.

Mr. Rafters goal for the information committee is to hear the public's questions and address them at Board meetings before they become a concern. The goal is to open a good vehicle for working with the public.

Mr. Picard read the resolution #587 verbatim for the benefit of those in attendance. This is a part of the Board Meeting Packet for this meeting. Mr. Dagliere ask if this proposed committee will be in conjunction with the website that will be set up for community questions. Mr. Picard clarifies that it will be separate, however, it will enhance those efforts. Mr. Dagliere inquires as to the status of the proposed website for community questions. Mr. Picard directs the question to Mr. Rafter and Mr. Nielson. Mr. Rafter states that a PowerPoint entitled "Airport 101" will be provided to new Board members, where they will be briefed on the airport. Mr. Nielson states that the Authority will be working closely with Mr. Rafter to foster better communication with the community.

The vote was unanimously in favor by those who attended:

Kenn Dagliere, David White, John Picard, Rich Jacob, Linda Hennessey, Carlos Eyzaguirre, Robert Ellis, Matt Hoey, Joe Ginnetti, Mark Sklarz, Joe Bertolino

### **RESOLUTION #588: APPROVAL OF THE PARTIAL RELEASE OF THE TNHAA LEASEHOLD REQUESTED BY CONNDOT FOR THEIR ACQUISITION OF LAND AND EASEMENT RIGHTS FOR THE RECONSTRUCTION OF THE BRIDGE CARRYING SOUTH END ROAD (ROUTE 337) OVER MORRIS CREEK**

Mr. Picard reads the resolution #588 verbatim for the benefit of those in attendance. This is a part of the Board Meeting Packet for this meeting.

A motion was made by Mr. Dagliere and seconded by Mr. Jacob. Mr. Picard opened the floor for discussion. No discussion was made. The vote was unanimously in favor by those who attended:



Kenn Dagliere, David White, John Picard, Rich Jacob, Linda Hennessey, Carlos Eyzaguirre, Robert Ellis, Matt Hoey, Joe Ginnetti, Mark Sklarz, Joe Bertolino

### **OTHER BUSINESS**

Mr. Hoey noted that he has worked with Mr. Rafter and has found him to be extremely well versed in airport operations. Mr. Hoey is very impressed with how Mr. Rafter does things. Mr. Hoey states that Mr. Rafter is data driven and interested in revenue expansions. Mr. Picard supports Mr. Hoey compliments of Mr. Rafter and recommends him to the Board.

### **PUBLIC COMMENT**- opened by Mr. Picard

**Katherine Bennett, 97 Hyde Street, New Haven CT.** Ms. Bennett welcomes Mr. Rafter as Executive Director and acknowledges his efforts to engage with the community. She wants to know who will be in the committee, how will they be selected, and whether there will be community members included.

**Gloria Bellacicco, 300 Lighthouse Road, New Haven, CT** Ms. Bellacicco expresses thanks for changing the lights. She expresses concerns regarding parking on grass near wetlands. She wants the Tweed employees to limit their parking to the designated parking spots. She welcomes Mr. Rafter.

**Maureen Vener, 61 Little Bay Lane, Branford, CT** Ms. Vener hopes that the traffic studies will include Route 142, off exit of 53, off i95, which is also known Short Beach Road Shore Drive. It is a direct route. Some of the houses there are a part of Branford and are less than 6 feet off the road. People speed off of that road. If there is going to be increased traffic, she is concerned.

**Lorena Venegas, East Haven, CT.** Ms. Venegas welcomes Mr. Rafter and expresses gratefulness for his responsiveness to emails. She acknowledges Mr. Rafter's work at Atlantic City and the statistics at Nantucket Airport in prior years. She is concerned about the 737-800 airport landing requirements. She references that in Rhode Island, even in dry conditions 6000 feet is needed and 7,000 feet under wet conditions. She would like to have a full discussion on this. She requests that the committee be hybrid or held in East Haven because there has never been a public forum in East Haven. She states that there are FAA communications with Tweed that have not been addressed which deal with children and herbicide use which will be used in the Spring.

**Gabriela Campos De La Tierra, Steward Street, New Haven, CT.** Ms. De La Tierra expresses gratitude for Mr. Rafter and his experience. She expresses concern regarding the landing of the planes in a water basin. Audio is a bit unclear during her comment and Mr. Picard notes this. She states that there is an issue with the water quality with DEEP. She wants to know what happened to test results of dredged soil from the taxiway project. She wants the public to see the sources of income for the airport.



**Margaret Wheeler, Townsend Avenue, New Haven, CT.** There are several organizations that the Short Beach Civic Association has carefully organized. All these groups are from New Haven, Branford, etc. Some of these organizations include “Save Our River,” “Save Our Shoreline.” Several senators and representatives are really concerned about the communities’ concerns. She is in Short Beach and states that she hears the jets. The community is concerned about the jets coming in and out late at night. She wants to know about the noise ordinances. She asks if the jets can go up higher or make accommodations. She wants to know about utilizing shuttle service to limit carbon footprint.

**Toni Lorenti, 23 Briar Lane, Meriden.** Mr. Lorenti seeks to answer some questions made by the public. He cites regulations CFR 14 Part 91, Part 2, Part 35, as the regulations that bind these airlines. He flies in an Embraer 190. Part 195 deals with landing requirements. As to why an airplane cannot land on a runway, no one knows the numbers verbatim because they are made every flight based on conditions at hand. There are no Rhode Island regulations, and the numbers are not varied based on state. There are no violations being made. Airplanes that are being diverted are done for numerous reasons to maintain regulatory compliance, prudence and safety. As for sound, we are allowed to reduce speed to take off but we can do so depending on the runway conditions. There are many factors, and this is a technical question which cannot be answered in three minutes. There are fuel requirements, weight requirements, etc. The answers can be found in: Part 121, Part 91, Part 135, CFR 14. Airplanes do not circle around or loiter; he asserts that he knows this because he does this for a living.

**Susan Bryson, 215 Clark Avenue, Short Beach, Branford CT.** Ms. Bryson has questions for Mr. Simon. “Are there any circumstances that the public would be responsible for the deficit?” For Mr. Picard, in reference to the motion for Morris Creek- “why does the Authority want to lease that portion?” What sort of activities would the Authority want to restrict there? She appreciates how this meeting has been run.

**Joe Giordano, 2 Old Town Highway 46, East Haven, CT.** Mr. Giordano welcomes Mr. Rafter and is impressed with his background and looks forward to what he is going to do at the airport. The minutes from December need to be corrected. He references Flight Tweed Facts which is a social media page on Facebook. The Minutes say that it favors Tweed. However, Flight Tweed Facts generally does not favor Tweed. It is for anti-aviation folks. Tweed Facts is the opposite. He would like the Minutes to be amended to reflect this. He asked at last month’s meeting for some passenger counts for East Haven and Branford residents. He acknowledges that Avelo doesn’t provide this information but would like Mr. Nielson or Mr. Rafter reach out to Avelo. He is curious to find out how many East Haven and Branford residents are utilizing Avelo. There are a lot of people concerned about the environment and are posting on websites such as “SOS”, “10,000 Hawks.” They are concerned about parking, the wetlands, and damaging the wetlands. He lives in the Morgan Point neighborhood, not far from Tweed. Every day he drives by and he sees a lot of trash that pollutes the Tweed property. He would like some volunteers who are so concerned about the environment to come together and clean up the garbage. He supports Mr. Lorenti’s point that the public needs additional education.



**Michael Giordano, 800 Union Log Drive, Vero Beach, FL** Mr. Giordano feels that comments over the last year questioning why jets go over certain houses can be answered many ways. One simple explanation is that most flights are going south to Florida, hence, use certain pathways. They are trying to fly to be efficient and be in line with the regulations. No one is intentionally flying over the neighborhood.

**Kim Zolvik, 21 Forrest Street, Short Beach, Branford, CT.** Ms. Zolvik would like to address traffic in Branford and would like traffic studies done beyond the town of East Haven. She would like traffic studies in Route 1 and Branford. She is concerned that Branford is left out of the studies. She is concerned about the air quality. She states that she believes she has smelled jet fuel. She wants to know what's happening with air quality beyond East Haven and New Haven. She expresses thanks to Mr. Rafter for holding a lovely meeting. She states there is a lot the community doesn't know a lot and that is why they are asking questions. She feels that there are a lot of snarky comments. She states that the community is not against Tweed they just want their questions answered.

**Shirley McCarthy, Unknown Address.** Ms. McCarthy is a retired Yale professor. She has public health concerns regarding the expansion of Tweed. She states that many love Tweed. Her concern is the expansion of Tweed because the medical literature proves that the public health impact is far reaching. For example, there is a premature mortality for those living within 12.5 miles of the airport. She states that quality of life is a concern for the people living near the airport.

**Lori Foster, Unknown Address.** Ms. Foster thanks Mr. Rafter for speaking with her yesterday. She loves the collaboration with the neighbors. Communication is key right now between the neighbors, Board of directors, and members of Tweed. If the lines of communication are kept open, this could be a wonderful relationship. She looks forward to meeting Mr. Rafter in person.

Mr. Hoey thanks the board and community members for attending this meeting.

Mr. Hoey asked for a motion to adjourn. The motion was made and seconded. The vote was unanimous in favor and the meeting was adjourned at 5:15.

Respectfully submitted,

Hugh Manke, Counsel to the Authority