



Agenda

Board of Directors Meeting - #288

April 19, 2023
4:00 P.M.

VIA ZOOM ONLY

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|---|-------------------------|
| 1. Minutes of March 15, 2023 | Attached |
| 2. Executive Director's Report | Mr. Tom Rafter |
| 3. Chairman's Report | Mr. John Picard |
| 4. Finance Committee Report | Ms. Serena Neal-Sanjuro |
| February 2023 Financials | Attached |
| 5. Airport Manager's Report – Airfield Operations | Mr. Jeremy Nielson |
| 6. Lessee's Report – The New HVN LLC | Mr. Jeremy Nielson |
| 7. Reports and Action Items: | |
| 8. Other Business | |
| 9. Public Comment | |
| 10. Adjournment | |



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

Members in attendance: Kenneth Dagliere, David White, Matt Hoey, Robert Ellis, John Picard, Mark Sklarz, Ray Pompano, Linda Hennessey, Serena Neal-Sanjurjo, Robert Ellis

Members absent: Joe Ginnetti, Kevin Coyle, Rich Jacob

Others in attendance: Jeremy Nielson, Felipe Suriel, Tom Rafter, Andrew King, Brett Simon, David Rosa, Gabriela De La Tierra, Jean Phillips, Eliot Jameson, Lorena Venegas, Parker Sorenson, NBC Connecticut, Toni Lorenti, Dan Adams, Chatwan Mongkol, James Connor, Georgia Lieber, Jeffrey Wood, Joann Delenick, Kaydeen Maitland, Keyri Ambrocio, Michael Giordano, Michael Jones, Salvatore DeCola, Steve Wight, Susan Bemis, Tim Sullivan, Daniel Hageman, Douglas Houseladen, Aaron Goode, Kate Larson, Lew Langella, Vincent Perrelli, Jasmine Peele, Beth Weinberger, Peter Leonardi, Jorge Roberts, Bryan Hoffman, Hugh Manke, David Reger, Kevin Arnold

Chairman Matt Hoey opens the meeting at 4:04.

Mr. Hoey entertains a motion to approve the Minutes for the February 15, 2023, meeting. The motion to approve the Minutes was made by Mr. Sklarz and seconded by Mr. Dagliere. The motion was unanimously approved by all those who were in attendance.

CHAIRMAN'S REPORT - Matt Hoey

Mr. Hoey notes that Mr. Rafter attended the St. Patrick's Day parade in New Haven this past Sunday.

Mr. Rafter has been setting up meeting with various public officials. He met with Mayor Elicker. He met with Mayor Carfora, discussions with Al Paolillo from New Haven. Mr. Hoey spoke with Senator Looney on Sunday at the parade, and he is looking forward to his meeting with Mr. Rafter soon. Their meetings should occur within the next ten days.

EXECUTIVE DIRECTOR'S REPORT - Mr. Rafter presented the following items:

Mr. Rafter confirms that he is setting up meetings to meet with the public.

Mr. Rafter shares screen. Mr. Rafter reviews major accomplishments and milestones of the Authority. Avelo completed its first year of operations on November 5, 2022. Avelo now goes to



15 destinations spanning over seven states. During its first year, Avelo completed 50,000 flights. Mr. Rafter shares several slides regarding enplanements. There were more than 300,000 enplanements in its first year. This is high compared to the last ten year's high of 42,000 enplanements. Avelo now bases 5 aircrafts at the airport and has approximately 215 based employees. They have also hired a director level position who will be working with Mr. Rafter. Avelo has contributed \$1.2 million dollars to the airport to enable upgrades to the West terminal. 90% of the airports customers are from the Hartford, Fairfield and New Haven County. Most customers are from Branford, East Haven, Guilford, Madison, North Branford, Orange, and Woodbridge.

My. Hoey thanks Mr. Rafter for the data. He inquires as to whether the data of Tweed's operations with other carriers spans beyond ten years. Mr. Rafter states he will go back and check and see if he can get that. Mr. Sklarz inquires about the average load factor. Mr. Rafter states from what he has observed that it has been very high. However, he does not have an exact load factor. Mr. Dagliere asks if that includes the 800s. Mr. Rafter confirms yes.

Mr. Rafter promises to share the slide show presentation with the board after the meeting.

Mr. White inquires about rideshare deal with Uber. Mr. Rafter defers this inquiry to Avport which will be addressed in Mr. Nielson's report.

FINANCE COMMITTEE REPORT - Ms. Serena Neal-Sanjurjo has deferred to Mr. Rafter to make this presentation.

The Airport expenses are approximately \$207,700. Airfield revenue is approximately \$25,000. This brings the net revenue to about \$180,000. They spent over \$15,000 addressing FOIA requests. The difference between Mr. Rafter and Mr. Scanlon's salary is in the report. Overall, there is a net income of about \$10,000. On the balance sheet, there are a couple of pending items such as rental cars, TSA, etc., which are being worked on. Receivables are mainly from the airfield accounts. Overall fund amounts are slightly up over last month. The FY 2022 audit has been posted on the website. The authority has begun the procurement process to select a new audit firm because the previous auditor's contract has expired.

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

Air Side Operations

The Authority is increasing their ARF index from an index B to an index C. The reason for doing this is to accommodate Avelo's increased use of the 737-800. The Authority has been working very diligently for that transition. The annual FAA certification is from March 29th-31st. The new ARF index will become effective on May 1st, 2023.



The Authority recently had about 4-5 inches snow and the team worked throughout the night to minimize delays. There was one delay in the morning of minimal impact to air carrier and general aviation. The team did great work.

Land Side Operations

Mr. Jeremy Nielson presents the Lessee's Report – The New HVN LLC

Last month the Authority received responses to the concessions request for car rentals. The winning proposal was from AVIS Budget. They will be assuming their new agreement effective April 1, 2023. There will be a few changes from the landside operations. The Authority will be moving car rentals pick up and drop off to what is now the cell phone lot, adjacent to the administrative arrivals building. There are ongoing discussions with Uber. There will be another meeting with Uber at the end of the month and there is optimism of an agreement with Uber.

Load factors are somewhere in the 80% range. The Authority does not have the exact numbers, but based on their calculations, those are accurate numbers.

ACTION ITEMS, RESOLUTIONS

None.

OTHER BUSINESS

Mr. Hoey asks Mr. Rafter for a status regarding the development of the formal complaint process. Mr. Rafter states that Avport is developing a system to process complaints. An update will be provided next meeting.

ENVIRONMENTAL ASSESSMENT PRESENTATION - MacFarland Johnson team presents the EA. The team consists of Jeff Wood, Kate Larson, Susan Bemis, Parker Sorenson.

Mr. Rafter notes that the original EA is approximately 1,400 pages and Mr. Jeff Wood does a wonderful job of breaking it down.

Mr. Wood begins presentation with an outline of National Environmental Policy Act ("NEPA"). The White house Council on environmental quality establishes regulations Federal agencies must follow to comply with NEPA. The FAA's Orders 1050.1F and 5050.4B outlines the NEPA process. The public comment period will end on April 16, 2023. There will be an EA public meeting on April 1, 2023. The FAA will then do a final review of the EA then make a final decision. MacFarland Johnson has been working with agencies such as CT DEEP on this process.

Mr. Wood outlines the EA. It includes an introduction, purpose and need section, alternatives analysis, affected environment, environment, environmental consequences and then technical appendices. There are about 1,200 pages of appendices.



The pace of the airport growth has been faster than anticipated. The purpose and need of this EA are to accommodate existing and expected passenger volume, aircraft fleet mix, and provide a terminal that is comfortable and efficient to use and improve adjacent land use (access, noise, congestion). The cargo development has not been considered. There is no land acquisition.

Mr. Wood shares a graph which includes the expected aviation activity up to 2031. 2026 is the expected date of completion for proposed action. Currently, there is a 46,965 square foot deficit in terms of terminal space needed. It is expected that there will be a deficit of some parking spaces in 2031.

Mr. Wood reviews the alternatives which were considered and dismissed. Major extension of the runway 02-20 would impact the residents in the area because the ideal length would be 9000 feet. Mr. Wood shows a diagram to show why this alternative would not be feasible. In terms of the terminal, a consideration was made to redevelop the West Side, however, there would either be constraints on the tidal, land use, and/or airfield. Another alternative to construct a new airport in a different location, but it is not feasible.

The affected environmental factors include: general site description, air quality, biological resources (fishes, wildlife, ad plants), plants, costal resources, DOT 4(f) and 6(f), farmlands, hazardous materials, solid waste, pollution prevention, natural resources, noise and noise compatible land, socioeconomics, environmental justice, children's health and safety risks, water resources, traffic, land use, etc.

The environmental consequences include: air quality, biological resources (fish, wildlife and plants), plants, costal resources, hazardous materials, solid waste, pollution prevention, natural resources, noise and noise compatible land, socioeconomics, environmental justice, children's health and safety risks, water resources, traffic, land use, etc. Mr. Wood noted that the following were not present in our study area: DOT4(f) and 6(f), farmlands, wildlife and scenic rivers.

Kate Larson outlines the EA key findings pertaining to air quality and climate.

- Construction emissions and net operational emission changes would be below the USEPA de minimis thresholds.
- The proposed action is not expected to cause a significant air quality impact since it is unfilled the pollutant concentration analyzed would exceed NAAQS. This is because the 800 will be able to fit more passengers.
- Greenhouse gas emissions are expected to be minor.
- The project is incorporating efficiency standards and resiliency into the design to account for predicted climate changes.

Mr. Wood presents the key findings pertaining to the floodplains:

- To meet FAA standards, it is expected that for this project that 61,300 CY of fill would be required. To be in line with the local flood ordinances there will need to be a "Zero Net Fill" which means that what is taken out needs to be replaced.



- 90,000 CY of compensatory cut opportunities available have been identified on site.
- Resiliency measures have been incorporated. The finished floor elevation would accommodate sea level rise and flood elevation. An improved drainage system should be put in place.

Ms. Larson presents the key findings related to noise.

- The proposed changes include a relocation of the terminal shifts and a runway extension. Proposed changes are on a graph—graph has day and night sound level (“DNL”). The FAA acceptable DNL is sixty-five decibels.
- Relocating the terminal would shift the sound to the east side which is on airport property.
- Runway extension would increase the noise at the start of takeoff on both the north and south end of the airport.
- Significant noise impact would be defined as an increase of 1.5d decibels in areas where DNL is more than 65.
- Ms. Larson notes on the chart that the dots in red indicate areas that would be impacted by significant noise.
- As a part of the noise mitigation plan, those residents would be included in the Authority’s existing Residential Sound Insulation Program.

Parker Sorenson from FHI Studios presents the traffic key finding and report.

- Eleven intersections were identified in coordination with the CT Department of Transportation for the areas of expected travel in in typical conditions.
- The change in access patterns would result in one additional intersection at Coe Avenue and Porto Drive. The proposed mitigation is expected to improve the overall intersection level of service.
- Additional findings that did not rise to the level of significant impact:
 - Route 1 and Hemingway Avenue would operate at an acceptable level, however, critical movement.
 - Hemingway Avenue Northbound between Edward Street to Main Street as well as Main Street Westbound between Hemingway Avenue and High Street were identified as having longer ques.
- The proposed action overall would not significantly impact traffic operations in the study area intersections when compared to the impact of no action.

Mr. Wood presents the key findings pertaining to environmental justice. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, income with respect to the development, implementation and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear the negative consequences resulting from an industrial, commercial or governmental policy. Under NEPA the environmental justice analysis considers how governmental actions will impact on low income and minority populations.

- There would be fewer total housing units within proposed action area.
- There would be fewer houses impacted by the 1.5 decibel increase.



- Temporary construction noise and vehicle delays would be minimized.
- Intersections would be maintained or improved.
- There would be no disproportionate high and adverse impact on environmental justice populations.

Mr. Wood presents the key findings related to Threatened and Endangered Species. The proposed action is on previously developed airport property.

- The Northern Long Eared Bat is going to be reclassified as endangered under the Endangered Species Act. This bat likes mature trees which are not in the study's area., however, will be revisited during permitting phase.
- There will be a minimal temporary disturbance to state listed bird movement patterns on the Project Site.
- The ground disturbance may impact the state listed plant species and mitigation would be coordinated with CT DEEP.

Mr. Wood presents the key findings pertaining to the wetlands.

- The new terminal is proposed within the footprint of the closed runway and taxiway field.
- The slide depicts the wetland areas in yellow.
- There will be 9.28 acres of inland wetland impacted as a result of the proposed action.
- There have been discussions with CT DEEP and US Army Corp for mitigation efforts to achieve an overall policy goal of "No Net Loss".

Mr. Wood outlines the process for public comments and next steps. On March 2, 2023, public notice was sent to the New Haven Register, East Haven Courier, LaVoz Hispana, and via E-blast and various social media channels. The public comment period is 45 days, which began on April 2 and will end on April 16th. All comments must be received by April 16th. Comments can be mailed to HVN-EA Public Comments, MacFarland Johnson, 49 Court Street, Suite 240, Binghamton, NY 13901. Comments can be emailed to: hvn-ea@mjinc.com. On April 1, 2023, there will be a public meeting where you can submit a written comment from 10:00 a.m. to 3:30 p.m. and oral comments will be accepted from 1:30 p.m. to 3:30 p.m. The FAA will then address the comments and draft a final EA. The FAA will then issue a final decision. Mr. Wood welcomes questions.

Mr. Hoey thanks Mr. Wood for the presentation. He clarifies that questioning will only be for the board members.

Mr. Hoey inquires as to how much the FAA influenced the preparation of the EA. Mr. Wood notes that the FAA sets the rules. As documents were submitted and drafted, the FAA suggested changes throughout the process. Mr. Wood describes working with the FAA as very "collaborative."

Mr. Pompano inquires as to the parameters of the public comment day. Mr. Wood states that oral comments will be limited to three minutes and if there is enough time, people will be able to comment some more.



Mr. Picard commends Mr. Wood on the presentation. He requests that Mr. Wood reiterate that the final decision will be the FAA's decision and the public can submit as many comments as they will like until the April 16th deadline. Mr. Wood confirms that it is an FAA decision at the end of the process and the public is free to comment within the 45 day period.

Mr. Hoey inquires as to whether the FAA will be at the public meeting. Mr. Wood states that it is expected that at least two people from the FAA be present.

Mr. Hoey thanks Mr. Wood and his team for the presentation. He is looking forward to attending the meeting on April 1, 2023.

PUBLIC COMMENT - opened by Mr. Hoey

Georgia Lieber, 18 Hampton Road, East Haven, CT. Ms. Lieber expresses gratitude for the summarized presentation on the EA because it is 1,400 pages, which does not include the additional links and master plan. She lives in an environmental justice block group and is close to the airport. She points to page 4-47 of the EA and notes she is a part of the environmental justice group. She requests that the public comment period be extended to allow those who are a part of environmental justice groups be afforded enough time to review the lengthy document.

Lorena Venegas, 73 George Street, East Haven, CT. Ms. Venegas notes that there is a lot of information in the EA that was not shared previously with the publicly. She requests that the EA information be translated in different languages, Spanish should be first. There are 19 languages spoken in the area. She also requests that there be an extension. She states that the New Haven area is not in compliance with air quality standards. She states that there are many flood issues in the area. She has an issue with the financials stating that federal grants.

Gabriela De La Tierra, Steward Street, New Haven, CT Ms. De La Tierra notes that the EA is a lengthy document that is not in Spanish. She hopes that there will be a stenographer in Spanish and other languages at the public hearing. The EA should be translated ahead of time.

Joe Giordano, 2 Old Town Highway 46, East Haven, CT. Mr. Giordano addresses real estate in East Haven. He seeks to address the concerns regarding the sale and resale value of the homes in the area. There are currently 11 homes for sale within one mile of the current terminal. Five of those homes are in East Haven. In the last 90 days fifty-three homes have been under contract or sold in a 1.5-mile radius. Five of these properties were under the 02/20 center line. He expresses some concern because he saw some airport staff working on an airport fence diligently and a gentleman recording them who was looking for trouble while parked on the airport grass. He petitions airport neighbors and individuals on the Zoom meeting to meet together and clean up the airport area. He states that more education is needed.

Toni Lorenti, 23 Briar Lane, Meriden, CT. Mr. Lorenti states that he has some numbers from the New Haven Register regarding the enplanements. In the 90s when United served Tweed, the numbers were approximately 12,000/month. He offers to share the newspaper clippings. He seeks



to address some things stated by the media. He states that out of 5,000 flights, the media quotes twenty-seven diversions. He states that this statistic is not significant. He states that the media distorted runway length. Tweeds approach degrees is 3.5. He states the media has made inaccurate statements that are intended to scare people.

Michael Giordano, 800 Union Log Drive, Vero Beach, FL Mr. Giordano expresses appreciation for the EA presentation and Mr. Rafter's presentation on the airport usage by locals. He notes that there is a silent majority that supports Tweed and he hopes that Mayor Carfora takes notes.

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

Mr. Hoey asks for a motion to adjourn. The motion was made and seconded. The vote was unanimous in favor and the meeting was adjourned at 5:32.

Respectfully submitted,

Hugh Manke, Counsel to the Authority

TWEED-NEW HAVEN AIRPORT AUTHORITY
AUTHORITY ADMIN ACCOUNT
Income Statement February 28, 2023

	February		Year to Date		Budget	
	Actual	Budget	Actual	Budget	Annualized (from August 20th)	Board Approved (Annual)
Revenues						
BASE RENT - LESSEE	45,833.33	45,833.33	294,220.43	294,220.43	477,553.76	550,000.00
REVENUE SHARE - LESSEE (Paid Quarterly)	5,896.20	6,250.00	34,068.34	40,120.97	65,120.97	75,000.00
OTHER REVENUES	-	-	-	-	-	-
Total Revenues	51,729.53	52,083.33	328,288.77	334,341.40	542,674.73	625,000.00
Expenses						
EXECUTIVE DIRECTOR SALARY	13,269.23	9,166.67	54,144.51	58,844.09	95,232.88	110,000.00
EXECUTIVE DIRECTOR TAXES AND BENEFITS	1,829.41	965.58	6,245.46	6,198.42	10,031.48	11,587.00
NEW HIRE/CONTRACT ADMINISTRATIVE STAFF	-	6,666.67	-	42,795.70	69,260.27	80,000.00
RECRUITMENT COSTS	-	-	23,600.00	30,000.00	30,000.00	30,000.00
LEGAL, AUDIT, ACCOUNTING & OTHER SERVICES	28,427.00	14,583.33	306,802.94	93,615.59	151,506.85	175,000.00
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	391.96	-	58,140.37	-	-	-
OTHER ADMIN COSTS	571.07	-	8,201.94	-	-	-
CONTINGENCY	-	6,250.00	-	40,120.97	64,931.51	75,000.00
Total Expenses	44,488.67	37,632.25	457,135.22	271,574.77	420,962.99	481,587.00
Net Income(Loss)	7,240.86	14,451.08	(128,846.45)	62,766.63	121,711.74	143,413.00

TWEED-NEW HAVEN AIRPORT AUTHORITY
Income Statement February 28, 2023

	February		Year to Date			
	Airfield Account	Auth. Admin Acc.	Airfield Account (Aug 20th - Current)	Auth. Admin Acc. (Aug 20th - Current)	Operating Account (July 1 -Aug 19th)	Authority Total
Revenues						
AIRPORT REVENUE	32,594.61	-	212,066.49	-	1,200,972.11	1,413,038.60
CARES ACT/CRRSAA	-	-	-	-	1,240,815.00	1,240,815.00
DHS LEO GRANT	-	-	-	-	11,408.06	11,408.06
TRANSACTION COST REIMBURSEMENT	-	-	-	-	566,341.54	566,341.54
CITY OF NEW HAVEN	-	-	-	-	162,500.00	162,500.00
BASE RENT LESSEE	-	45,833.33	-	294,220.43	-	294,220.43
REVENUE SHARE LESSEE	-	5,896.20	-	34,068.34	-	34,068.34
LESSEE AIRFIELD REIMBURSEMENT	176,629.29	-	1,175,341.46	-	-	1,175,341.46
Total Revenues	209,223.90	51,729.53	1,387,407.95	328,288.77	3,182,036.71	4,897,733.43
Expenses						
AIRPORT EXPENSES	69,691.43	571.07	477,266.81	8,201.94	473,144.71	958,613.46
AIRPORT PAYROLL & BENEFITS	127,865.80	-	863,474.46	-	445,154.31	1,308,628.77
AUTHORITY MANAGEMENT	-	15,098.64	-	60,389.97	19,156.52	79,546.49
LEGAL, AUDIT & ACCOUNTING	-	28,427.00	-	330,402.94	572,796.60	903,199.54
MARKETING	-	-	-	-	-	-
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	-	391.96	-	58,140.37	-	58,140.37
AIRPORT TSA SECURITY	-	-	-	-	50,000.00	50,000.00
Avports-ENGINEERING	-	-	-	-	-	-
Avports-ASD FUND	-	-	-	-	11,345.91	11,345.91
Avports - MGT FEES	11,666.67	-	46,666.68	-	42,357.91	89,024.59
Total Expenses	209,223.90	44,488.67	1,387,407.95	457,135.22	1,613,955.96	3,458,499.13
Net Income(Loss)	-	7,240.86	-	(128,846.45)	1,568,080.75	1,439,234.30

TWEED-NEW HAVEN AIRPORT AUTHORITY
Balance Sheet-Governmental Fund Type and Account Groups

February 28, 2023
DRAFT - UNAUDITED

	General Fund
<i>Assets</i>	
Cash and equivalents	\$ 442,375
Account receivable, net	628,248
Due from (to) Capital Fund	(77,493)
Prepaid expenses and other assets	<u>2,080</u>
Total assets	<u><u>\$ 995,210</u></u>
 <i>Liabilities and Fund Balances</i>	
Accounts payable	\$ 162,974
Accrued Expenses and other current liabilities	746,183
Fund Balance	<u>86,053</u>
Total liabilities and fund balances	<u><u>\$ 995,210</u></u>



Airports 101

(February 2023)

Transportation systems (including air, rail, highways, and waterways) connect communities, business, and people and provide critical support functions. Airports are critical to the national transportation system and contribute to a productive national economy and international competitiveness. This includes the 46 million people living in rural areas where an airport may provide the community with critical access to the national transportation system.

Overview

- A. The Aviation Industry and the System
- B. Commercial Aviation
- C. Airport Development and Funding
- D. Airport Ownership & Organizational Structures
- E. Key Regulations/Requirements
- F. Airport Finance

A. The Aviation Industry and the System

➔ National Airspace System (NAS) – Highways in the Sky

➔ The national airport system, envisioned in the first National Airport Plan issued in 1946, has been developed and nurtured by close cooperation with airport sponsors and other local agencies, as well as Federal and State agencies. FAA Order 5090.5, Formulation of the NPIAS and ACIP contains the enduring principles guiding Federal involvement in the national airport system which continue to be periodically reaffirmed by the FAA and the aviation industry.

➔ Every day, the Federal Aviation Administration provides air traffic service to more than 45,000 flights and 2.9 million airline passengers traveling across the more than 29 million square miles that make up the U.S. national airspace system (NAS).

➔ The NAS is a network of both controlled and uncontrolled airspace, both domestic and oceanic. It also includes air navigation facilities, equipment and services; airports and landing areas; aeronautical charts, information and services; rules and regulations; procedures and technical information; and manpower and material.

A. The Aviation Industry and the System Cont'd

➔ National Plan of Integrated Airport Systems (**NPIAS**)

➔ The NPIAS supports DOT and FAA goals for the air transportation system through six key areas: safety, capacity, environmental performance, runway pavement condition, surface transportation accessibility, and airport financial performance

Of the 333 million people in the United States: ▪ 92% are within 30 miles of a primary airport ▪ 99.7% are within 30 miles of a NPIAS airport (includes primary and nonprimary) ▪ 63% of NPIAS airports are located in metropolitan or micropolitan statistical areas ▪ 37% of NPIAS airports provide rural areas with access to the National Airport System

3,287 NPIAS Airports:

- *Includes 5,050 runways*
- *Houses 154,511 aircraft*
- *Accommodates 662 million enplanements*
- *Supports 90.8 million aircraft operations*

NPIAS Cont'd

- ➔ Required by 49 U.S.C. § 47103.
- ➔ Federal Aviation Administration (FAA) is also required to maintain the plan for developing public-use airports in the United States and include the kind and estimated cost of eligible airport development necessary to provide a safe, efficient, and integrated system of public-use airports.
- ➔ The NPIAS identifies the amounts and types of airport development eligible for Federal funding
- ➔ Airport capital development needs are driven by current and forecasted traffic, use and age of facilities, and changing aircraft technology, all of which require airports to update or replace equipment and infrastructure.

Airport Classification/Category

- A **public-use airport** is an airport open to the public that also meets the following criteria: Privately owned but having scheduled service and at least 2,500 annual enplanements. Further, to be eligible for a grant, an airport must be included in the NPIAS.
- Commercial service airport means a **public airport**, in a State, that has at least 2,500 passenger boardings each year and is receiving scheduled passenger aircraft service.
- **Primary Airport** As defined by the [FAA](#), a commercial service airport with more than 10,000 passenger boarding each year.
- **Nonhub primary** – airports handling over 10,000 but less than 0.05% of the country's annual passenger boardings.

Airport Categories

HVN

Airport Category	Number of Airports	Percentage of Airports	Percentage of Paved Runways	Percentage of 2021 Total Enplanements	Percentage of All Active GA Aircraft	Percentage of Total Operations	Percentage of NPIAS Cost
Large Hub	30	1	2	69	1	10	32.0
Medium Hub	35	1	2	18	2	5	14.9
Small Hub	80	2	4	9	5	7	9.7
Nonhub	238	7	9	3	10	10	12.2
Primary Subtotal	383	11	17	99	18	32	68.8
National	107	3	4		12	11	5.3
Regional	501	15	17		22	25	9.0
Local	1,179	36	34		20	23	10.3
Basic	904	28	23		3	7	6.0
Unclassified	213	7	5		1	2	0
Nonprimary Subtotal	2,904	89	83	0.07	58	68	30.6
Total NPIAS Airports	3,287	100	100	100	76	100	100

Airport Environment

- Airline – Provide air transportation to passengers to get from point A to point B, Mass Transportation System not operated by a government entity (In the US)
- ATC – Direct traffic in the air and on the ground to ensure safe movement of aircraft
- Airport – Provides facilities and land for airlines and tenants' to operate, ensure safe and secure environment for passengers and airlines. Often confused with Airline
- Fixed Base Operator – Provides fuel and aircraft services to airlines and pilots

B. Commercial Aviation

- Early 1900's Wright Brothers
- Post WWI – Airlines begin
- Air Mail Act of 1925 – critical to economic growth of airlines
- Air Commerce Act of 1926 gave the government the responsibility for promoting air commerce, establishing airways, certifying aircraft, licensing pilots, and issuing and enforcing regulations.
- Post WWII – Rapid growth (DC-3 etc)
- 1949 – First Jet Aircraft

B. Commercial Aviation – Cont'd

- Early years – Flying was very expensive
- Air Commerce/International Travel
- 1978 Airline Deregulation Act –
 - Deregulated the airline industry in the United States
 - Removed federal control over such areas as fares, routes, and market entry of new airlines.
- Low Fare Airlines/Ultra Low Fare
 - Low Fare vs. Low Cost
 - Competition
 - Predatory Pricing
 - Open Marketplace/Competition Plans

C. Airport Development and Funding

→ Airport Improvement Program (AIP)

- The Act's broad objective is to help in developing a nationwide system of public-use airports that meets the current needs and the projected growth of civil aviation.
- Funded through ticket tax on **BASE FARE**
- May fund a percentage of eligible projects
- Priority projects funded at 90%
- Entitlement - formula based on number of enplaned passengers
- Discretionary – competitive with all other airports , typically disbursed on highest priority projects (safety & capacity)

AIP is funded under the Airport and Airway Trust Fund

Established in 1970, the **Airport and Airway Trust Fund**, also known as the Aviation Trust Fund, helps finance the Federal Aviation Administration's (FAA) investments in the airport and airway system, such as construction and safety improvements at airports and technological upgrades to the air traffic control system, as well as FAA operations, including providing air traffic control, overseeing commercial space launches, and conducting safety inspections.

The trust fund is funded principally by a variety of taxes paid by users of the national aviation system. Revenue sources for the trust fund include taxes on airline passenger ticket sales, the flight segment tax, air cargo taxes, and aviation fuel taxes paid by both commercial and general aviation aircraft. In FY2016, the trust fund received revenues of over **\$14.4 billion in aviation taxes and fees**. Between FY2012 and FY2016, the trust fund provided between 71% and 93% of FAA's total appropriations, with the remainder coming from the general fund of the U.S. Treasury.

C. Airport Development and Funding – Cont'd

- Passenger Facility Charge (PFC)
 - Program allows the collection of PFC fees up to \$4.50 for every eligible passenger at commercial airports controlled by public agencies.
 - PFCs are capped at \$4.50 per flight segment with a maximum of two PFCs charged on a one-way trip or four PFCs on a round trip, for a maximum of \$18 total.
 - Airports use these fees to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition.
 - Often used as match to AIP grants
 - Cap Hasn't been increased by Federal; Government in many (over 20) years
 - Has not kept pace with inflation
- Other Programs
 - The Coronavirus Aid, Relief, and Economic Security Act, also known as the CARES Act
 - Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), to support the transit industry during the COVID-19 public health emergency.
 - Bipartisan Infrastructure Law

D. Airport Ownership & Organizational Structures

→ Ownership Structures

- State Owned
- Authority – State/Local/Regional
- Enterprise Fund
- Municipal Department
- Public/Private
 - Lease
 - Management Agreement

D. Airport Ownership & Organizational Structures

→ Organizational Structures

→ Typical Departments

- Administration
- Operations
- Maintenance

→ Divisions

- Security
- Fire
- Landside
- Airside
- Environmental
- Engineering/Planning
- Finance

E. Key Regulations/Requirements

- FAA
 - Part 139 – Certification of Airports – How the Airport must be operated (very detailed)
 - Part 77 - establishes standards and notification requirements for objects affecting navigable airspace.
 - Part 150 – Airport Noise Compatibility Planning - prescribes the procedures, standards, and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs,

E. Key Regulations/Requirements – Cont'd

- Grant Assurances – Obligated as part of accepting Federal Funds
- 39 Grant Assurances
- Assurance Number 1 includes:
 - Federal Legislation – 28 laws
 - Executive Orders – 11 EOs
 - Federal Regulations – 24 Regulations
- Compliance Manual - The Airport Compliance Program ensures airport sponsors' compliance with their federal obligations in the form of grant assurances, surplus and nonsurplus obligations, or other applicable federal law.
- Airline/Stakeholder Rights – Compliance complaints
 - Part 13 - The FAA accepts **informal** complaints either verbally or in writing under Title 14 Code of Federal Regulations Part 13
 - Part 16 - The FAA accepts **formal** complaints in writing under Title 14 Code of Federal Regulations Part 16
- TSA
 - 49 CFR Part 1542 – Airport Security

F. Airport Finance

- Rates and Charges
 - Approved Methodologies
 - Residual - airlines collectively assume significant financial risk by agreeing to pay any costs of running the airport that are not allocated to other users or covered by nonairline sources of revenue,
 - Compensatory - the airport operator assumes the major financial risk of running the airport and charges the airlines fees and rental rates so as to recover the actual costs of the facilities and services that they use
 - Hybrid – combination of the above
 - Revenue Diversion/Use of Airport Revenue
 - 49 U.S.C. § § 47107(b)(1), 47133
 - Grant Assurance # 25
 - Policy—64 Fed. Reg. 7696
 - Revenue must be used for capital and operating costs of:
 - The airport
 - The local airport system
 - Other facilities owned and operated by the sponsor that are directly related to the air transportation of passengers or property

F. Airport Finance – Cont'd

- Key Grant Assurances

- 22. Economic Nondiscrimination – must make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- 24. Fee and Rental Structure - maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport.
- 25. Airport Revenues – see previous slide

HVN Summary

- Owner - State Authority (TNHAA) with lease from City of New Haven
- Primary, Commercial Service, Non-hub Public Use Airport
- Operated by a private management company (Avports)
- Capital Development funded by Private Investment (New HVN), FAA, PFC and other sources
- Regulated by multiple Rules, Laws and Regulations – Primarily Federal
- Major Economic Engine for the Region