



## **Agenda**

### **Board of Directors Meeting - #292**

August 16, 2023  
4:00 P.M.

VIA ZOOM ONLY

1. Minutes of July 19, 2023 Attached
2. Executive Director's Report Mr. Tom Rafter
3. Vice Chairman's Report Mr. Matthew Hoey
4. Finance Committee Report Ms. Serena Neal-Sanjuro
- June 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:
  - Resolution #597: Approval of Amendment No. 2 Multi-year Professional Services Agreement with the Jones Payne Group, Inc. for the Residential Sound Insulation Program** Attached
8. Other Business
9. Public Comment
10. Adjournment



TWEED NEW HAVEN AIRPORT AUTHORITY  
REGULAR MEETING  
BOARD OF DIRECTORS  
MINUTES OF JULY 19, 2023  
VIA TELECONFERENCE

**Members in attendance:** Kenneth Dagliere, Rich Jacob, David White, Matt Hoey, Serena Neal-Sanjurjo, Linda Hennessey, Mark Sklarz, Michael Fimiani, Jesse Phillips, Robert Ellis, Carlos Eyzaguirre, Robert Reed

**Members absent:** Kevin Coyle, Joe Ginnetti

**Others in attendance:** Tom Rafter, Jeremy Nielson, Hugh Manke, Dan Adams, Eliot Jameson, Joann Delenick, Kaydeen Maitland, Mark Zaretsky, Kevin Arnold, Anthony Camposano, Michael Giordano, Jean Perry Phillips, Michael Jones, Sandra Reiners, Toni Lorenti, Lorena Venegas, Salvatore DeCola, Laura Cahn, Tim Sullivan, David Reger, Gabriela Campos, Gloria Bellacicco, Dana Walker, Margaret Carpenter, Keyri Ambrocio, Kim Zolvik, Kayla Reasco, Katherine Bennett, Agnes Vignery, Peter Leonardi, Lianne Audette, Alan M., Vincent Perrelli, Lew Langella

Matthew Hoey III, Acting Chair opens the meeting at 4:04.

On June July 18, 2023, the City of New Haven appointed Jesse Phillips of Hamden, Connecticut to replace John Picard. Mr. Phillips' term will extend through June 30, 2027.

On June 16, 2023, Robert Reed of Woodbridge was appointed to replace Vincent Petrini who was the Yale New Haven Health System Representative on the Board.

On June 12, 2023, Michael Fimiani of New Haven was appointed to replace Joe Bertolino. Mr. Fimiani's term will extend through June 30, 2024.

Chair Hoey welcomes the three new members and welcomes Ken Dagliere who was appointed by Mayor Carfora to a new term.

Mr. Hoey entertains a motion to approve the Minutes for the June 19, 2023, Meeting. The motion to approve the Minutes was made by Mr. Dagliere and seconded by Ms. Hennessey. There were no comments or suggested changes. The motion was unanimously approved by all those who were in attendance.



Mr. Hoey entertains a motion to approve the Minutes for the June 29, 2023, Special Meeting. The motion to approve the Minutes was made by Mr. Sklarz and seconded by Ms. Hennessey. There were no comments or suggested changes. The motion was unanimously approved by all those who were in attendance.

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

Mr. Rafter welcomes the new Board Members and congratulates them again on being appointed. He thanks Mr. Picard for his work as Chair and working with him as he navigated hurdles at the Airport.

The legal team has found that providing virtual access to board meetings is an acceptable ADA accommodation. Should there be a hybrid format to the meetings, there will be a limited capacity of the conference room. Mr. Rafter recommends that a decision on meeting venue and access should be made when all the Board Members are present. Mr. Hoey notes that this will be discussed in other business segments of this meeting.

Regarding the EA, all comments have been sent to the FAA and the Airport is awaiting a decision.

A copy of the current statistics has been attached to this board meeting's packet. Last April there were 18,521 enplanements and this April there were 42,031 enplanements. There have been 390,166 enplanements this fiscal year.

Concerning noise mitigation, the next phase of the residential sound insulation phase includes work on nine more residences. The work is expected to begin in late August and be completed in September. The next round of noise mitigation will be determined by the FAA in the Environmental Assessment. The neighborhood is encouraged to sign up for updates which should be on the New Haven website.

The part time administrative assistant public liaison position generated over one hundred resumes. The selection process is progressing, and the decision should be made within the next two weeks.

Regarding the Avelo contract, it has been the Airport's practice not to keep copies of contracts of sublessees with sublessees.

The Airport has not seen any information from the Supreme Court on how engineers will implement the decision on wetlands. The Airport is continuing to monitor this issue. However, Mr. Rafter presumes that there will be a lengthy ruling on the matter, and it is not anticipated that the ruling will impact the Connecticut requirements.

The FAA reauthorization is being tracked. Today the House was expected to make approximately 104 amendments. It is not clear what will happen by the end of the fiscal year.

Mr. Rafter asks for discussion and questions.



Mr. Dagliere expresses concerns about the Executive Director not having access to the Avelo contract. Mr. Rafter clarifies that he has thorough knowledge of the Avports' Agreement and that is what he is to go by. The Airport is leased to Avports. Avports leased it to Avelo. Avports controls Avelo. Mr. Dagliere states that it is troubling.

Mr. Dagliere states that he took a ride down Thompson Avenue, near Robinson Aviation and noted that the shrubs planted there are dying and are an "eye sore".

Mr. Dagliere states that he is troubled that he had to read about the security breach the next day in a newspaper and on social media. Board Members should have received a text or email regarding the security breach instead of reading it publicly. Mr. Rafter clarifies that it was not a security breach. The keys that were left in the lock were not used to secure anything, so no security threat was posed.

Mr. Jacob gives some background information on why the Executive Director has limited access to the Lease Agreement between Avports and Avelo. The Board wanted to set some guard rails to promote some level of independence of Avports.

**CHAIRMAN'S REPORT** – Mr. Hoey

Mr. Hoey thanks Mr. Picard for his years of service on the Board as an exceptional leader. He was committed to the success of Tweed Airport. He was a fair and open chair. Mr. Hoey expects that Mr. Picard will join an emeritus position of the Board along with previous members of the Board - Jerry Weiner and Peter Leonardi, etc.

It is necessary to elect new officers this time of the year. In this regard I want to appoint Mr. Jacob, Mr. Sklarz, Ms. Hennessey and Ms. Neal-Sanjurjo to serve on the Nominating Committee. Each accepted the appointment.

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

The May 2023 report has been approved by the Finance Committee.

On the Airfield Account, the revenue for May fuel flowage fees and GA landing fees are about \$9,000 over budget. There is a small amount for fuel reconciliation of about \$6,000. The subsidy was smaller than anticipated but was \$181,575 for the month. The year-to-date budget excluding subsidies is below budget by about \$6,000 with the subsidy coming in below budget at \$327,831. The expenses for April for that account were also below budget by \$ 24,817 year to date, and \$321,818.

The Administrative Account revenue was above budget by about \$315. Year to date is down by 1% of the budget, expenses were \$50,164 for May. We are working to clean up some items from the fiscal year end. Year to date is over budget by \$230,000. Actual net results for the



administrative fund are a slight positive of about \$1,603 for May 2023. Year to date there is a loss of \$128, 828. On the balance sheet there is a balance of \$153, 026.

Mr. Hoey inquires of Mr. Rafter if there are any concerns regarding the budgeted numbers. Mr. Rafter consulted with Mr. Simon, and it is fine. There were a lot of legal fees because of the transitions.

**AIRPORT MANAGER’S REPORT** - Mr. Nielson presents the following items.

Mr. Nielson followed up on Mr. Dagliere’ s comments regarding the shrubs that were not aesthetically pleasing. He notes that the developers have been made aware and they will be replacing them under warranty. However, the time to replace them will be in September.

Avports is working with Mr. Rafter and the City of New Haven to continue to develop a notification system for the airport community, including the Board Members and the surrounding neighbors. Within the next 30 to 60 days, there will be a system in place in which the Board Members can be added to the notification list or the option to be added to it. Notifications will be made via text or email of noteworthy events.

June 30<sup>th</sup> was the highest day of enplanements since Avelo started and in the history of Tweed. The Airport is very happy to see how well the air service has been taken to the local community.

**Airside Operations**

The Airport’s onsite weather system which provides weather insight to the pilots at Tweed was impacted by the weather. There was an impact because the tower closed at 10:00 pm which is routine. The tower can provide supplemental weather when the system goes out of service. There were two diversions to Bradley airport. All flights inbound require accurate weather updates. With those systems down, the pilots were uncomfortable landing. The Airport’s air traffic controllers are certified weather observers. The Airport is looking into having the air traffic controllers available or having an on-call position to manage this in the future.

This past Sunday, there were some flooding issues, and an alert was received from the flooding system at approximately 10:00 am. The new flood management system was activated. A flood barrier system in place drains the surrounding rainwater into the airport area. This very quickly overwhelms the capacity of Tuttle Brook. The drainage system caused a temporary disruption of air carrier service. According to Avelo, there were thirteen cancellations for inbound and outbound flights. The Airport was able to operate in the flooding event. The Airport was able to accommodate six inbound flights despite the flooding. The airport did not formally close. The runway did not flood. The east side did not flood. Mr. Nielson expressed his thanks to the employees, vendors, Avelo and all those that helped. The terminal was back to normal within 12 hours. There were a few inches of water in the terminal, but the flood barriers did provide some protection. In previous events, the airport had up to eighteen inches of water in the lobby of the terminal. However, this time the Airport was about 2-3 inches flooded with water. This helped with getting the terminal up and running, as well as protecting various equipment. Emergency



management was on site and New Haven police were available. Nothing catastrophic happened at the airport.

### Landside Operations

G Café has completed some significant renovation to their leasehold. They have expanded their menu and increased the counter space.

Avis Budget has completed some renovations to their leased area as well.

Yale New Haven Health has completed some advertisements in the arrival and departure terminals.

Mr. Dagliere notes that he would prefer real-time communications with the Board of Directors. He wants to be informed before the public. Mr. Nielson states that there would be two messages that would go out in real time to the public and the Board. Mr. Rafter stated that he did his best to make sure the Chair and Vice Chair were up to date.

Mr. Dagliere commended the work the airport did during the flood. He noted that on the East Haven side, they experienced flooding as well. He states that he feels that the expansion doesn't work because there is no way to correct the Short Beach Hemmingway area of flooding. He inquires as to whether the New Haven police are doing traffic control on Burr Street. Mr. Nielson acknowledges that the New Haven Police Department were on site, however, he cannot confirm their duties regarding Burr street.

### **ACTION ITEMS, RESOLUTIONS**

None.

### **OTHER BUSINESS**

Mr. Hoey turns it over to the new Board Members to introduce themselves.

Michael Fimiani introduces himself. Mr. Fimiani is a lifelong resident of New Haven and has served 30 years in the New Haven Police Department. He was a sergeant and liaison officer to the courts. He has also served on the Liveable Cities program as a Board Member and Hearing Officer. He recently was on the New Haven Water Patrol and Pollution Authority.

Jesse Phillips introduces himself. Mr. Phillips was born and raised in New Haven. However, for the past five years he has been living in Hamden, Connecticut. He looks forward to serving the airport and the community. He looks forward to learning from the team.

Robert Reed introduces himself. Mr. Reed works for Yale New Haven Health. He has been working there for four years. Prior to Yale New Haven Health, he was with the City of New Haven and Hartford as the Director of Legislative Affairs. He currently works in community and



government affairs. He serves on several boards in the community. He has been on the Board of Clifford Beers for the past 8 years and serves on their Finance Committee. He has lived in Connecticut for the past 22 years. He has been married for 30 years and has two daughters.

Mr. Hoey says that he looks forward to working with the new members and everyone is happy to help the new members and get them up to speed.

Mr. Rafter notes that they all should have received a packet of information.

Mr. Fimiani notes that he met with Mr. Rafter, and it was very helpful and informative.

Mr. Hoey notes that the meeting format will be adjusted since the COVID-19 concern is over. There have been many more in-person meetings. He seeks to move towards a hybrid format. Most of the Board and Commission meetings are in a hybrid format. Returning to the old way of meeting in a small conference room is appropriate. The loss of elevator does not satisfy ADA requirements. Hence, legal counsel has advised that virtual format does meet ADA requirements. There would need to be a registration process for those interested in attending the meeting in person. Ms. Neal-Sanjurjo inquires as to the specifics of hybrid. Mr. Hoey explains that Board Members would be welcome to attend in person or virtually. He is a fan of doing hybrid because it allows the Board Members to get to know each other in person. Mr. Dagliere inquires if the meetings can be moved to Nathan Hale School. Mr. Hoey states that Mr. Eyzaguirre can explore that. Mr. Jacob expresses that he wants to ensure that technology supports the hybrid model for everyone. Mr. Rafter defers to Mr. Nielson regarding the technology. Mr. Nielson states that there is a good system in place in the conference room and the audio is good on both ends. However, it should be limited to 15 people.

Mr. Dagliere is going to send Mr. Rafter a study from UCONN regarding the potential PFAS contamination around Tweed New Haven Airport. He summarizes the study. This is part of a larger study regarding water contamination around the eastern seaboard. The project is focused on urban areas. The area near Tweed is at risk potentially because of the aircraft. In the 1990s, there was a Fire Department involved in exercises for the PFAS at the airport. Chemicals still exist in the ground. Any disruption of the soil could leak into the waterways around the airport. Digging up the land could be an environmental hazard. He intends to send the article to Mr. Rafter with the Fire Chief's comments for the Board to look at. He is concerned about it. Mr. Rafter notes that in his prior role at Nantucket, he dealt with PFAS at a high level. They spent between 9-10 million dollars putting in water systems to deal with the PFAS because the homes in the area had private wells. This is not the case in the Tweed area. PFAS are also everywhere in everything. There are different levels and engineers are aware of this issue. Mr. Rafter is aware of the matter.

### **PUBLIC COMMENT -**

**Lianne Audette, No address.** Ms. Audette inquires as to whether Mr. Dagliere studies PFAS. Mr. Hoey notes that the public comment segment does not provide for comments. However, she can send a note to the Executive Director. Ms. Audette resumes her comment. She states that there



were some questions pertaining to Dean Street when the flooding occurred. It was not a flash flood because the weather forecast said that there was going to be a flood. The airport is in a bowl shape and hence would flood. The more rain there is, the more saturated it gets. No one saw the police and the fire crew could not get through. The airport terminal was closed. There were people with disabilities that had nowhere to sit. People were urinating on people's lawns. She felt there was no mitigation plan to counteract the impacts of the flood. The airport is not a good idea.

**Gabriela Campos De La Tierra, Steward Street, New Haven, CT.** Ms. De La Tierra welcomes Mr. Phillips. The airport is on a flood plain. The purpose of the area is to hold water geographically. There was nothing planned for the hundreds of individuals stranded at the airport. There were no sanitation services. She allowed strangers into her home. She does not support the airport in its expansion and its recent changes and developments. She questions where the supporters of the airport were. This airport has had weather issues for a long time. In 1971, there was an airplane crash. The NIS has denied expansion due to the weather. She questions why enplanement numbers are celebrated when the preparation for proper safety and sanitation measures are not in place. This is not ADA compliant. There are elderly people standing all day. She questions what if they needed to take medications. There were no police directing traffic. It was an Avports employee using a whistle to direct traffic who did his best. Bradley Airport recycles its PFAS. There are other airports that recycle.

**Dana Walker, No Address.** Ms. Walker wants to clarify comments based on PFAS. The State of Connecticut has banned industry use. Harlon Johnson noted that PFAS must be held on site. There continues to be an issue with PFAS, and she encourages the board to read up on it. It is a key issue around airports. The fish are impacted. It is an issue around the airports. Some of Ms. Walker's comments are unclear due to the audio.

**Gloria Bellacicco, 300 Lighthouse Road, New Haven CT.** Ms. Bellacicco stated that there was no control exhibited when the flash flood occurred. The voluntary agreement was to stop flights flying at 10pm instead of 11pm.

**Vincent Perrelli, 17 Paladin Drive, Wilmington, DE.** Mr. Perrelli notes that there were 354,000 boardings last year. However, he finds it disturbing that Connecticut transit has the airport as a request stop. He compares it to a new airport in Delaware, where there are two bus routes that go to the airport. He suggests that Yale bus system could make a stop at the Airport as well. Transportation should be better to assist with parking.

**Lorena Venegas, 73 George Street, East Haven, CT.** Ms. Venegas inquires about a recent FOIA request regarding Appendix A, the Cost benefit assessment which was not disclosed before the public comment period of the EA. This may be a NEPA violation. She requests that Mr. Rafter connect her with Jeff Woods and McFarlane Johnson so that she may get full access to the Cost benefit assessment in Appendix A. she is also concerned about the flooding that occurred. At one point she was the only person at the door that day when the flooding occurred. The engineering was improperly done because there are not enough storm drains. The storm drains are marked with East Haven markers which are old. She is also concerned about the plants that are dead on





Thompson Avenue. She states that the subcontractor needs to be contacted to replace the trees. She is also concerned about pesticide use.

**Melissa Ranalli, No Address.** Ms. Ranalli addresses the flooding comments. She questions Avports' role in the flooding. She claims that in a PR statement, the executive director stated that the airport retains the water to protect the neighbors. There were many customers stranded. Many of the customers said there were no facilities. New Haven police department was inundated with phone calls. She inquires as to whether the power was out. There always seems to be a new protocol. She inquires as to the status of the complaint system.

**Laura Cahn, 54 Cleveland Road, New Haven, CT.** Ms. Cahn requests that pesticides not be used on the days that the air quality is poor.

**Toni Lorenti, 23 Briar Lane, Meriden, CT.** They are the captain of an undisclosed airline. This airline is a friendly competitor of those at Avelo. They hope to join Tweed at some point. They have experience as a commercial airline pilot. They address concerns regarding "revving of engines." Large airplanes do not have an on and off switches. The auxiliary power unit ("APU") is in the tail of airplane. It is used to regulate the temperature of the airplane so customers can get on comfortable planes. To be ready, either the power unit on the ground or the airplane must be used. These APU do not have a throttle and there is no ability to control how much power is used. It is not a GPU. A GPU or APU can be used. A GPU is used to start aircraft engines. It has an air turbulence starter. Airplanes do not have on and off buttons.

**Kim Zolvik, Branford, CT.** Ms. Zolvik states that the statements made after the flooding feel like damage control. The whole picture is not Tweed saving the surrounding areas from flood damage. People in the community experienced flooding. She urges the Board to review images from Sunday of the flooding. She was shocked that there were no amenities for travelers. There was nowhere to buy food or water. She had a friend who offered her home for a mother and child to use the bathroom. Regarding the complaint website, she states that the website has never been a useful tool to communicate concerns. She hopes that the new Board members will seek out information outside of the meetings.

**Alana Karaszvik, 25 Edgar Street, East Haven, CT.** Ms. Karaszyik states that she has worked in the customer service area for over 25 years. Avelo completely failed their customers on Sunday. She helped customers find information about their flight. Many customers state that it was their first and last time flying Avelo.

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 5:21.

Respectfully submitted,



Hugh Manke, Counsel to the Authority



## **Resolution #597**

### **APPROVAL OF AMENDMENT NO. 2 TO MULTI-YEAR PROFESSIONAL SERVICES AGREEMENT WITH THE JONES PAYNE GROUP, INC. FOR THE RESIDENTIAL SOUND INSULATION PROGRAM**

**August 16, 2023**

**WHEREAS** the Airport Authority has authorized under Resolution No. 434 submission of an AIP grant application to the Federal Aviation Administration (FAA) for financial assistance for the phases in the Residential Sound Insulation Program (the “Project”) for Tweed New Haven Airport; and

**WHEREAS** the Authority approved a resolution on March 16, 2016, for consultants The Jones Payne Group, Inc for a multi-year Professional Services Agreement (PSA) to support the Residential Sound Insulation Program; and,

**WHEREAS** the Authority under Resolution No. 495, approved Task Order No. 05 with the Jones Payne Group, Inc. for the Residential Sound Insulation Program (RSIP) – Phase 06 in an amount not to exceed \$421,523; and,

**WHEREAS**, upon the withdrawal of the original awardee of a construction contract for the Phase 06 project, the Authority proceeded to rebid the construction contract; and,

**WHEREAS** the Authority under Resolution No. 555 approved Amendment No. 01 of the PSA Task Order No. 05 of the agreement between the Authority and the Jones Payne Group, Inc., for the preparation of the rebid construction documents and the engineer’s cost opinion for a fee of \$42,801; and,

**WHEREAS** the Authority under Resolution No. 561 approved the award of the rebid construction contract to NENA Construction Inc. in the sum of \$927,000.00; and,

**WHEREAS** the Authority by Resolution No. 589 approved Change Order No. 01 to the construction Contract with NENA Construction Inc., reducing the contract amount by \$66,434.78 from \$927,000.00 to \$860,565.22 and extending the construction period by 113 days to September 30, 2023; and,

**WHEREAS** the Authority wishes to further amend the Jones Payne Group, Inc. PSA Task Order No. 05, to accordingly extend the period of performance of professional consultant services on the project to October 31, 2023, without additional fee.

**NOW THEREFORE BE IT RESOLVED** that the Tweed-New Haven Airport Authority approves Amendment No. 02 of the Jones Payne Group, Inc. PSA Task Order No. 05 to extend the period of performance to October 31, 2023. The Chairman, Vice Chairman, Secretary, or Treasurer is authorized to execute said amendment of Task Order No. 5 on behalf of the Authority.



**TWEED-NEW HAVEN AIRPORT AUTHORITY**  
**AUTHORITY ADMIN ACCOUNT**  
**Income Statement June 30, 2023**

	June		Year to Date		Budget	
	Actual	Budget	Actual	Budget	Annualized (from August 20th)	Board Approved (Annual)
<b>Revenues</b>						
BASE RENT - LESSEE	45,833.33	45,833.33	477,553.73	477,553.76	477,553.76	550,000.00
REVENUE SHARE - LESSEE (Paid Quarterly)	5,709.68	6,250.00	59,755.24	65,120.97	65,120.97	75,000.00
OTHER REVENUES	-	-	-	-	-	-
<b>Total Revenues</b>	<b>51,543.01</b>	<b>52,083.33</b>	<b>537,308.97</b>	<b>542,674.73</b>	<b>542,674.73</b>	<b>625,000.00</b>
<b>Expenses</b>						
EXECUTIVE DIRECTOR SALARY	17,692.30	9,166.67	133,759.86	95,232.88	95,232.88	110,000.00
EXECUTIVE DIRECTOR TAXES AND BENEFITS	1,891.71	965.58	14,433.45	10,031.48	10,031.48	11,587.00
NEW HIRE/CONTRACT ADMINISTRATIVE STAFF	-	6,666.67	-	69,260.27	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	22,495.38	14,583.33	406,046.64	151,506.85	151,506.85	175,000.00
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	5,625.46	-	74,391.59	-	-	-
OTHER ADMIN COSTS	4,110.16	-	14,177.53	-	-	-
CONTINGENCY	-	6,250.00	-	64,931.51	64,931.51	75,000.00
<b>Total Expenses</b>	<b>51,815.01</b>	<b>37,632.25</b>	<b>666,409.07</b>	<b>420,962.99</b>	<b>420,962.99</b>	<b>481,587.00</b>
<b>Net Income(Loss)</b>	<b>(272.00)</b>	<b>14,451.08</b>	<b>(129,100.10)</b>	<b>121,711.74</b>	<b>121,711.74</b>	<b>143,413.00</b>

**TWEED-NEW HAVEN AIRPORT AUTHORITY**  
**Income Statement June 30, 2023**

	June		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
<b>Revenues</b>						
AIRPORT REVENUE	33,134.74	-	360,134.02	-	1,234,342.90	1,594,476.92
CARES ACT/CRRSAA	-	-	-	-	1,240,815.00	1,240,815.00
DHS LEO GRANT	-	-	-	-	11,408.06	11,408.06
TRANSACTION COST REIMBURSEMENT	-	-	6,111.32	-	566,341.54	572,452.86
CITY OF NEW HAVEN	-	-	-	-	162,500.00	162,500.00
BASE RENT LESSEE	-	45,833.33	-	477,553.73	-	477,553.73
REVENUE SHARE LESSEE	-	5,709.68	-	59,755.24	-	59,755.24
LESSEE AIRFIELD REIMBURSEMENT	351,488.21	-	2,113,833.70	-	-	2,113,833.70
<b>Total Revenues</b>	<b>384,622.95</b>	<b>51,543.01</b>	<b>2,480,079.04</b>	<b>537,308.97</b>	<b>3,215,407.50</b>	<b>6,232,795.51</b>
<b>Expenses</b>						
AIRPORT EXPENSES	156,080.48	4,110.16	923,249.25	14,177.53	414,562.88	1,351,989.66
AIRPORT PAYROLL & BENEFITS	216,875.80	-	1,463,496.43	-	445,154.31	1,908,650.74
AUTHORITY MANAGEMENT	-	19,584.01	-	148,193.31	20,716.52	168,909.83
LEGAL, AUDIT & ACCOUNTING	-	22,495.38	-	429,646.64	571,657.00	1,001,303.64
MARKETING	-	-	-	-	-	-
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	-	5,625.46	-	74,391.59	-	74,391.59
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	-	93,333.36	-	42,357.91	135,691.27
<b>Total Expenses</b>	<b>384,622.95</b>	<b>51,815.01</b>	<b>2,480,079.04</b>	<b>666,409.07</b>	<b>1,555,794.53</b>	<b>4,702,282.64</b>
<b>Net Income(Loss)</b>	<b>-</b>	<b>(272.00)</b>	<b>-</b>	<b>(129,100.10)</b>	<b>1,659,612.97</b>	<b>1,530,512.87</b>

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

**June 30, 2023**  
**DRAFT - UNAUDITED**

	<b>General Fund</b>
<i>Assets</i>	
Cash and equivalents	\$ 328,496
Account receivable, net	577,802
Due from (to) Capital Fund	-
Prepaid expenses and other assets	<u>8,795</u>
<b>Total assets</b>	<b><u><u>\$ 915,094</u></u></b>
 <i>Liabilities and Fund Balances</i>	
Accounts payable	\$ 175,528
Accrued Expenses and other current liabilities	621,512
Fund Balance	<u>118,054</u>
<b>Total liabilities and fund balances</b>	<b><u><u>\$ 915,094</u></u></b>



## HVN Enplanement Report

Destination	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Total EPAX
MCO	11,185	9,975	6,387	7,813	8,573	7,829	6,916	7,727	11,143	8,777	6,609	92,934
FLL	3,344	2,897	2,822	3,437	4,591	5,111	5,181	5,043	6,191	4,734	3,901	47,252
PBI	3,050	2,795	2,807	3,386	3,796	4,828	4,532	4,482	6,191	5,020	4,252	45,139
TPA	3,150	2,935	2,512	3,280	4,155	4,332	4,322	4,505	6,066	4,951	3,696	43,904
RSW	3,285	2,773	2,499	2,365	3,150	3,850	4,322	5,054	6,578	5,412	3,430	42,718
SRQ	2,394	2,066	1,447	2,137	2,677	2,465	2,757	3,194	4,680	3,520	2,578	29,915
RDU	2,500	2,655	2,439	2,776	2,231	1,822	1,479	1,509	2,392	2,054	2,279	24,136
BNA	2,230	2,082	2,557	2,857	1,940	1,347	930	1,087	2,064	2,316	2,375	21,785
MYR	3,149	2,874	1,838	1,578	1,105	1,435	1,220	984	1,236	1,274	1,210	17,903
MDW	2,312	2,314	1,982	1,741	1,260	791	218	0	1	0	506	11,125
CHS	1,714	1,474	1,442	1,988	1,127	1,029	806	821	1,085	1,158	976	13,620
ILM	1,303	1,470	1,032	1,305	1,026	1,134	1,041	895	1,180	935	1,055	12,376
BWI	1,473	1,397	1,155	1,046	1,076	1,190	724	680	1,022	955	1,109	11,827
SAV	2,172	2,036	1,146	1,196	919	0	0	0	1,114	925	1,092	10,600
<b>Total EPAX</b>	<b>43,261</b>	<b>39,743</b>	<b>32,065</b>	<b>36,905</b>	<b>37,626</b>	<b>37,163</b>	<b>34,448</b>	<b>35,981</b>	<b>50,943</b>	<b>42,031</b>	<b>35,068</b>	<b>425,234</b>

**May 2022 - May 2023 UP 46%**  
**FYTD 2022 - FYTD 2023 UP 264%**

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	Total
<b>FY 23</b>	43,261	39,743	32,065	36,905	37,626	37,163	34,448	35,981	50,943	42,031	35,068	425,234
<b>FY 22</b>	1,474	1,288	1,015	0	7,923	13,928	14,147	15,855	18,643	18,521	23,953	116,747
<b>% Change</b>	2835%	2986%	3059%	-	375%	167%	144%	127%	173%	127%	46%	264%

Source: Bureau of Transportation Statistics, T-100 Domestic Segment (U.S. Carriers)