



TWEED NEW HAVEN AIRPORT AUTHORITY
REGULAR MEETING - VIRTUAL
BOARD OF DIRECTORS
BOARD MINUTES OF SEPTEMBER 21, 2023

BOARD MEMBERS IN ATTENDANCE

Michael Fimiani, Kenneth Dagliere, Serena Neal- Sanjurjo, Robert Reed, David White, Matthew Hoey, Rich Jacob, Linda Hennessey, Carlos Eyzaguirre, Ray Pompano, Joe Ginnetti

MEMBERS ABSENT

Mark Sklarz, Robert Ellis, Mark Scussel Sr., Jesse Phillips.

OTHERS IN ATTENDANCE

Tom Rafter, Jeremy Nielson, Felipe Suriel, Michael Jones, Dan Adams, David Reger, Eliot Jameson, Gabriela Campos, Jean Perry Phillips, Joe Giordano, Kayla Reasco, Laura Cahn, Lew Langella, Lorena Venegas, Lori Foster, Lynne Bonnett, Malena Zanjani, Mark Zaretsky, Michael Giordano, Sal DeCola, Steven Wight, Toni Lorenti, Vincent Perrelli, Anthony Camposano, William Wade.

BOARD MINUTES OF SEPTEMBER 21, 2023

Matthew Hoey III, Acting Chair opens the meeting at 4:05PM.

MINUTES REVIEW – AUGUST 16, 2023

Mr. Hoey called for a motion to approve the Minutes for the August 16, 2023 Meeting. The motion was made by Mr. Dagliere and seconded by Mr. Fimiani. There were no further comments or suggested changes. The motion was unanimously approved by all those in attendance.

NOMINATING COMMITTEE REPORT

Mr. Jacob presented in place of Mr. Sklarz, Nominating Committee Chair, who was unable to attend the meeting. Mr. Jacob reported on the Nominating Committee's discussions and the recommended slate of officers. This slate was then submitted to Mr. Hoey, who proceeded to announce the nominations: Matthew Hoey as Chair, Robert Reed as Vice Chair, Linda Hennessey as Secretary, and Serena Neal-Sanjurjo as Treasurer.

Mr. Hoey confirmed with the nominees that they were willing to serve in their designated roles, to which they all agreed. Mr. Jacob then proposed a motion to approve the slate for the officers of the Board. The motion was



endorsed by Mr. Dagliere and seconded by Mr. Fimiani and received unanimous approval from all attendees. Mr. Hoey expressed gratitude to the Board for their trust in the newly elected officers.

EXECUTIVE DIRECTORS REPORT

Mr. Rafter began by referencing a few items from the August 2023 Board Meeting. The first was a safety concern made by a member of the public regarding the fire department's access to a gate on the airport. Mr. Rafter assured that the matter was investigated promptly and found not to be an issue.

Next, Mr. Rafter referred to the previous discussions on Per- and polyfluoroalkyl substances (PFAS), relating to the UCONN study. Mr. Rafter then shared details on his August 22 conversation with Chris Perkins, Laboratory Director at the Center for Environmental Sciences and Engineering Institute of the Environment at UCONN who is leading their project. Regarding questions on CDC involvement, Mr. Rafter explained The CDC and Agency for Toxic Substances and Disease Registry are beginning a multi-site study to investigate the relationship between drinking water contaminated with PFAS and health outcomes. The project includes locations in Colorado, Michigan, Pennsylvania, New Jersey, Massachusetts, New York, and California – not Connecticut. He explained that the UCONN study is different in that they are studying the PFAS in the silversides and in the marine life in the water. Regarding the study's timeline, he mentioned that a preliminary report is slated for release in April 2024, with the final report anticipated by October of the same year.

Mr. Rafter announced that both the DOD and FAA have given their approval for the use of the first fluorine-free firefighting foam at Part 139 airports. While this is a significant milestone, he emphasized the importance of acknowledging that the transition process may be complex and time-consuming. For instance, it's not as straightforward as emptying the current trucks and switching to the new foam, as the equipment like pumps and tanks are contaminated with the old foam.

In terms of the Board Meeting format, after careful consideration, it has been decided that Board members can choose to attend in person. However, arrangements are still underway to facilitate in-person attendance for the public. As always, the public is encouraged to participate virtually.

Mr. Rafter also reported that he has been collaborating with Avports and the FAA on the latest Capital Improvement Plan (CIP). They received feedback from the FAA last week and are currently in the process of adjusting the plan accordingly. Mr. Rafter assured the Board that the updated plan will be available for their review at the next meeting.

→ **Action Item – Mr. Rafter to share Capital Improvement Plan (CIP) at October 2023 Board Meeting**

Mr. Rafter provided an update on the Environmental Assessment (EA), noting that the Final EA is slated for publication by the end of next week, after which the FAA will make a decision.

Mr. Rafter also referred to the BTS Enplanement statistics included in the Board Packet, covering data through June 2023. Notably, enplanements rose from 33,887 in June 2022 to 40,304 in June 2023. Additionally, for Fiscal Year 2023, HVN witnessed a substantial increase, with 465,538 passengers enplaned, equivalent to about half the population of Montana. This represents a 209% increase compared to Fiscal Year 2022.



Following Mr. Rafter's report, Mr. Hoey opened the floor for questions.

Mr. Dagliere inquired about if the airport was budgeted to make the PFAS switch to fluorine-free firefighting foam. Mr. Rafter speculated that the FAA may allow for a transition period when you replace new trucks, you're required to put it in. Mr. Rafter also noted that fortunately the airport had deferred the purchase of a new truck. Also, some states have funded the removal of some types of these contaminants. Mr. Rafter is unsure if it's in the operating budget today but thinks the FAA will work with the airport whether through eligible funding or a transitional period. Mr. Dagliere asked if anyone was researching grants for that. Mr. Rafter stated that they don't know if grants will be available, and FAA said they are now focusing on the transition phase. Mr. Reed inquired if personnel training would be involved with the new foam. Mr. Rafter informed the Board that it's the standard training, but the key is the training involved with the existing foam because of its PFAS contents. The training is the same as the other foam, the fluorine-free is just much safer to handle. Mr. Jacob inquired if one could even buy a new truck today given where we are with supply chain issues. Mr. Rafter explained that, yes, we can as Oshkosh is still producing ARFF trucks.

Ms. Hennesey brought up the frequent misunderstandings in the communities when people talk about the airport. She asked if it would be possible for the next meeting for Mr. Rafter to provide a brief visual outline of the airport's organizational structure. Ms. Hennesey expressed how disheartening it is to hear the public express their complaints without really knowing how everything is working. Mr. Hoey brought up the Airports 101 document Mr. Rafter put together which talks to some of those points. Mr. Hoey asked Mr. Rafter to recirculate that document to the Board as well as use it as a base to create what Ms. Hennesey is asking for.

- **Action Item – Mr. Rafter to recirculate “Airports 101” to the Board**
- **Action Item – Mr. Rafter to prepare a brief presentation on the airport organizational structure**

Mr. Pompano emphasized that regardless of whether attendees are present in person or joining via Zoom, the parameters for public participation, including allotted time to speak and the ability to address the Board, would remain unchanged. He wanted to ensure it was clear that both in-person and virtual attendees have the same rights. Mr. Hoey concurred with this statement, affirming that the meeting format would not affect public comment availability. Mr. Hoey acknowledged a challenge with the previously attempted model, where some attendees were in the room and a registration process was implemented. However, Mr. Rafter discovered that while a sign up for speaking is standard practice, requiring registration in order to attend a public meeting isn't permissible. Mr. Rafter then mentioned his uncertainty regarding how to manage the limited number of seats. Mr. Rafter proposed considering the current approach but exploring options for larger venues twice a year to accommodate a larger audience. Mr. Pompano reiterated the commitment to ensuring that the public's voices are heard, regardless of their physical presence in the room.

Mr. White inquired about Avelo and advanced sales for San Juan. Mr. Rafter explained that while there have been schedule changes for better utilization of the asset/employees as well as lessening the burden of departures in the early morning, he currently doesn't have specific information on advance bookings for San Juan.

Mr. Dagliere thanked Ms. Hennesey for her suggestion on an org structure presentation, highlighting that increased transparency within the Board is crucial. He also conveyed his disappointment with the initial process for in-person attendance at Board Meetings. Mr. Dagliere pointed out that the airport has faced trust issues and



controversies for years. He believes that meeting twice a year with the public in person is insufficient and suggests a monthly meeting format. Mr. Dagliere committed to providing location suggestions at the next meeting and stressed the importance of selecting a venue that can accommodate a larger audience while being ADA compliant moving forward.

Mr. Hoey concurred with many of the points raised. He emphasized that the challenge lies in identifying a venue that aligns with these requirements. Additionally, the selected venue must be equipped with the necessary technology to facilitate Zoom participation for those unable to attend in person.

Mr. Hoey also suggested that holding Board Meetings at 4pm on a Wednesday might not be the most convenient time. He requested Mr. Rafter and Ms. Zanjani to conduct a poll among the Board members. First, regarding the possibility of shifting the meeting out of the 4pm time slot, and second, to determine which time and day would be more suitable for the members. Mr. Ginnetti echoed this sentiment, expressing agreement with the idea of moving the meeting to a later time.

→ **Action Item – Ms. Zanjani to poll the Board about moving the meeting, best day/time**

CHAIRMAN'S REPORT

Mr. Hoey briefly reiterated the information he previously shared regarding the meeting time and format.

He went on to mention his participation in the EA Update Meetings with the FAA alongside Jeff Wood and Mr. Rafter. As a note, contact with the FAA is limited, primarily focused on scheduling and procedural matters as substantive information is handed via the consultant. Mr. Hoey added that progress seems to be moving towards the final stages of the process and inquired about a timeline from Mr. Rafter. Mr. Rafter stated that they anticipate having the final EA published and accessible to the public by the end of next week. Afterward, the FAA will continue their decision-making process, which may take a maximum of 2-3 weeks. Following this, the decision will need to pass through various departments within the FAA. Mr. Rafter expressed hope that a final decision from the FAA will be reached in 3-4 weeks.

Mr. Hoey then provided an update on his and Mr. Rafter's recent presentation at the Branford Rotary, where they discussed the status of the airport. He mentioned that it was positively received.

Mr. Hoey referenced last month's meeting regarding decorum and read aloud the following procedural statement:

*TWEED-NEW HAVEN AIRPORT AUTHORITY
PUBLIC COMMENT PROCEDURAL STATEMENT
SEPTEMBER 2023*

Tweed-New Haven Airport Authority has maintained a practice of reserving time at its regular monthly Board of Directors meetings for public comment. This practice is similar to the practice of many municipal governing bodies, but is not mandated by state law.

The Authority is always interested in the comments of the public, especially those who attend our Board meetings. However, we are concerned that several recent public comments do not contribute to the good order and decorum that promotes civil discourse on Authority matters. Providing a limited public forum to receive comments at a board meeting must be balanced against the need to observe time limits and



otherwise conduct the public's business in a manner that remains focused on issues that are germane to the Authority's statutory functions and operational goals.

Therefore, we hereby give notice that the Authority deems to be out of order and directs the Chairman (or acting chair of any meeting) so to rule with respect to any: 1) comments that involve defamatory statements or threats to any person; and 2) comments that include lewd, obscene, indecent, or other profane language or fighting words.

Any person who is ruled out of order on these grounds will be cut off from continuation of their comments, and the portion of that person's comments that is ruled out of order will be deleted from the official minutes of the meeting and that person will be debarred from oral comments at the next succeeding Board public comment session. Written comments may be made by the affected individual in the event of any such debarment and, to the extent the written comments do not contain statements that would be deemed out of order under the above, will be appended to the official minutes and, if not in excess of the time limit established for individual comments for that meeting, will be read aloud by the Secretary or acting secretary.

Mr. Hoey opened the floor to the Board for any concerns or feedback regarding the policy. All members expressed agreement with the policy. Mr. Fimiani emphasized the need for formalization considering the inappropriate language used in the previous month's meeting. Ms. Neal-Sanjurjo and Mr. Dagliere echoed this sentiment, emphasizing the importance of maintaining civility. Mr. Reed acknowledged the longstanding emotional investment in this project and stressed the necessity of having a structured, Board-approved framework in place.

Following the discussion, Mr. Hoey called for a motion to approve the decorum policy. The motion was put forth by Mr. Fimiani and seconded by Ms. Hennessey. With no further comments or suggested changes, the motion received unanimous approval from all attendees.

In closing, Mr. Hoey expressed gratitude to the Board for their flexibility in adjusting their schedules to accommodate the meeting time.

Mr. Hoey emphasized the importance of staff monitoring and responding to chat comments.

FINANCE COMMITTEE REPORT

Ms. Neal-Sanjurjo deferred to Mr. Rafter to present the Financial Report for July 2023. Starting with the airfield side, the July revenues for the fuel flowage fees and GA Landing fees in total came in at about \$21,252 above budget, and the actual subsidy was lower than budgeted by \$127,966 for the month. YTD is the same as it's the first month of the new fiscal year. For airfield expenses, July came in under budget by \$106,713. Same for YTD. Admin revenues for July were slightly above budget by about \$1,413. The admin expenses were \$15,886 below budget. Same for YTD. The actual net results for the administrative fund for July 2023 were positive \$9,630. Mr. Rafter concluded that on the balance sheet, the overall fund balance was \$130,310.

AIRPORT MANAGER'S REPORT – AIRFIELD OPERATIONS

Mr. Nielson initiated his report with an update on the FAA Inspections. The team has recently submitted the Closeout Request to the FAA, signifying the resolution of any minor discrepancies that were identified. They



anticipate receiving an official closeout letter from the FAA very soon. Mr. Nielson expressed his gratitude to his team for their dedicated efforts in addressing these concerns.

Next, Mr. Nielson mentioned the upcoming triennial Full-Scale Exercise, which is conducted every three years in compliance with the operating certificate requirements. This year, it is scheduled for September 26th and will involve over 300 participants and 15 participating agencies. This exercise serves as a valuable learning opportunity, often yielding practical lessons that can be applied in real-world scenarios. Mr. Nielson emphasized the importance of direct interactions with these agencies prior to major incidents. He extended an invitation to Board members to observe the exercise if they wish.

Mr. Nielson informed the Board of an upcoming tenant meeting scheduled for October 19th, during which they will review the snow plan. He emphasized the ongoing coordination efforts with the maintenance team and staff. Mr. Nielson also acknowledged the invaluable contributions of their support staff and third-party partners. Additionally, he informed the Board of the anticipated acquisition of new equipment—a runway sweeper and a runway plow—through benefaction facilitated by the ACIP. He also reminded the Board of the recent addition of a new runway blower within the past year. Mr. Nielson concluded that the heightened level of activity requires a more focused effort and timeliness in clearing the runways and other surface areas.

Regarding the fluorine-free foam, Mr. Nielson discussed a recent call with AAE (American Association of Airport Executives). The call focused on their Environmental Services Committee's insights into the foam. While there isn't a definitive plan yet, Mr. Nielson emphasized the importance of ongoing communication. For instance, procuring the new foam is estimated at approximately \$50K, plus the expenses for removing the existing foam. He assured that they are actively working to determine the next steps, though a clear-cut direction is still in the process of being established.

Mr. Dagliere inquired about the maintenance and upkeep of the runway. Mr. Nielson explained the FAA has a lifecycle on any project they do. Any project impacting a runway would have a lot of planning involved. He mentioned that Tweed's runway is currently nearing the end of its lifecycle. Mr. Rafter added that the operations department conducts daily self-inspections, with mandated annual assessments using the Pavement Condition Index (PCI) against a national benchmark. When the PCI reaches a specific threshold, the FAA advises initiating plans for rehabilitation. This process is complex and necessitates close coordination with both the airline and the local community, factoring in both the condition and industry standards.

Regarding the proposed runway extension, it would entail bringing the entire structure up to full standard, as outlined in the Environmental Assessment (EA). Mr. Nielson emphasized that they also conduct yearly painting and crack sealing to extend the runway's life expectancy. In response to Mr. Reed's question about the timing of the runway's life expectancy, Mr. Nielson explained that it's challenging to provide a definitive timeframe. He noted that the first step would involve another assessment of the airfield following the completion of the EA. He concluded by highlighting the FAA's role in funding decisions, as they assign specific labels and establish a window of life expectancy for investments. Based on when the runway was last done, we can anticipate that in the future regardless of an extension, eventually pavement starts to wear. The extent of this wear is yet to be determined. Mr. Reed followed up by asking if it would be advisable to conduct the runway lifecycle and extension



simultaneously when the time comes. Mr. Rafter affirmed that Mr. Reed was correct, emphasizing that extending the runway necessitates a comprehensive review and update of the entire structure.

Mr. Nielson also clarified the reason behind the reduction in ARFF index. This was not due to not having the available services, but rather that Avelo discontinued flying the size aircraft that would require us to increase to Index C. The frequency of flights no longer met the criteria for index C, leading to the reduction to index B. This was not due to capability issues.

LESSEE'S REPORT – THE NEW HVN LLC

Mr. Nielson highlighted the impressive turnout at the airport's job fair on September 8, with over 100 attendees. The event saw strong participation from key organizations including Workforce Alliance, TSA, New Haven Police Department, Avelo, and Avports, showcasing the network of local service providers. It was a success, as it yielded a pool of promising resumes for potential positions across various roles. Due to its effectiveness, the airport is considering organizing a similar event in the spring.

Mr. Nielson shared about the successful inaugural Plane Pull event, which was sponsored by Avelo in collaboration with the Special Olympics of Connecticut. The event garnered incredible support, with 20 teams of 20, totaling over 400 participants raising approximately \$25K for the Special Olympics of Connecticut. The airport looks forward to hosting another similar event in the future.

Regarding flood planning, Mr. Nielson addressed a recent instance of flash flooding at the airport. He wanted to update the Board on the additional efforts they've undertaken to better prepare for such events in the future. Collaborating with Avelo and the City of New Haven, they are refining these plans to enhance the airport's capacity to handle unexpected arrivals and to improve coordination between the airport and Avelo, ensuring a higher level of service. Mr. Nielson mentioned that they have scheduled meetings for September 22nd to further refine this plan. It will be implemented going forward.

Mr. Nielson revisited his previous report on the CT80, which is the TSA's checked baggage scanning device. Currently, the airport possesses one CT80 unit. We have obtained TSA approval to install a second unit, which will serve as a redundancy measure. This development is a positive step forward. Mr. Nielson received an update today, indicating that the finalization of drawings is underway. While a specific installation date has not been set, they are optimistic that it will be in place before the holiday season. The Board will be advised of any progress.

Mr. Nielson wanted to emphasize the notification system that's been used over the last several weeks. He also mentioned that anyone interested in receiving notifications for any type of abnormal operating event can sign up on our website to receive these messages.

Lastly, Mr. Nielson provided an update on the trees along Thompson Avenue. He noted that they have already replaced a significant number of dead trees. There are approximately five or six more to be replaced. Mr. Dagliere expressed his gratitude to Mr. Nielson for taking care of this matter.

REPORTS AND ACTION ITEMS



There were no action items or resolutions.

OTHER BUSINESS

Mr. Dagliere wished to inform that he won't be able to attend the next month's meeting as he will be on vacation in Italy.

Mr. Fimiani added he will need to leave the meeting early.

PUBLIC COMMENT

MELISSA RANALLI – 61 BEACHSIDE AVENUE, EAST HAVEN, CT

Ms. Ranalli observed that some Board members have been less vocal during meetings, which might leave the community wondering about their level of engagement. She expressed concern about the trust level associated with these meetings and advocated for a return to full in-person participation, emphasizing its importance and value to the community. Ms. Ranalli emphasized that taking action in this regard would be a positive step towards building trust among the community, the Board, and Avports.

VINCENT PERRELLI – 17 PALADIN DRIVE, WILMINGTON, DE

Mr. Perrelli's comment pertains to directional signage. He suggests the placement of additional signage on I-95, particularly from the east, potentially extending out to Branford. He notes a lack of signage west of the Q Bridge and proposes signs as far as West Haven, with perhaps one or two on the Merritt Parkway. Mr. Perrelli hopes that airport management could coordinate with ConnDOT to facilitate the installation of these additional signs.

GABRIELA CAMPOS – STEWARD STREET, NEW HAVEN, CT

Ms. Campos appreciates the Board's efforts to enhance transparency and public involvement. She expressed interest in accessing Mr. Rafter's Airport 101 document, hoping it can be made available to the public. Ms. Campos also commends the FAA's approval of a safer firefighting foam and suggests Tweed explore alternatives to its current deicing process. Regarding the FAA process, she questioned why she hasn't received a response yet. Ms. Campos also inquired about the indirect costs to municipalities, citing the upcoming full-scale exercise as an example. Ms. Campos raised concerns about non-native trees on Thompson Avenue and suggests refraining from further investments in trees affected by local blight. Additionally, she mentioned hearing maintenance activities in the middle of the night without prior notification and shared her experience with the airport's response.

MICHAEL GIORDANO – 800 UNO LAGO DRIVE, JUNO BEACH, FL

Mr. Giordano provided an overview of the upcoming Avelo airline schedule through April, highlighting seasonal changes. He mentioned a transition to an Index C starting in November with two 800s based in New Haven and increased frequency to Orlando. The statistics indicate ongoing success for Tweed, especially in Florida markets. In the February to April schedule, 800s will be used for non-Florida routes. Mr. Giordano expressed satisfaction with the progress, signaling New Haven's growing success.



LORI FOSTER – 24 URIAS STREET, NEW HAVEN, CT

Ms. Foster raised a concern about the recent loudness of the airfield bird control acoustic deterrent near her residence, which is parallel to the end of Runway #2. She wondered if a different method is being employed to deter birds from the runway during arrivals. Ms. Foster mentioned instances at 1:30 am and 3 am. She asked if alternative measures could be explored or if there are other recommendations to consider.

LORENA VENEGAS – 73 GEORGE STREET, EAST HAVEN, CT

Ms. Venegas encouraged Mr. Rafter to reinstate the Community Meetings initiated in August, during that meeting there were concerns raised about the noise insulation program, asserting that some discussed materials are flawed. She disputed the existence of an \$8,700 voucher, deeming it a calculated figure. Ms. Venegas advocated for Avports to take responsibility for organizing these meetings monthly. She also addressed the Environmental Stewardship Committee (ESC) Meetings, stating that nonprofit organizations were originally intended to be included as per the lease. She criticized the current composition, stating it lacks scientists and experts. She called for a redesign of the ESC to incorporate scientific expertise, as there are numerous organizations providing substantial environmental assessments. Ms. Venegas emphasized the importance of elevating the quality of these meetings and ensuring East Haven's inclusion in the discussions.

LYNNE BONNETT – 675 THOMPSON AVE, NEW HAVEN, CT

Ms. Bonnett expressed her limited attendance at meetings and voiced her confusion regarding the Environmental Assessment (EA) process. She believed that the EA has undergone changes since its initial release to the public. She inquired if there would be another 30 or 45-day period for public comment.

TONI LORENTI – 23 BRIAR LANE, MERIDEN, CT

Capt. Lorenti raised several points of consideration. They began by citing Flight Aware data on Avelo flights from late May to late August. Out of 749 inbound flights, only 11 resulted in diversions, a statistically low percentage. They argued that this aspect doesn't warrant excessive attention or concern. Regarding ARFF Indexing, Capt. Lorenti clarified that it pertains to the frequency of Avelo's 800-series aircraft, not a reflection of the airport's overall performance. It's a matter of resource allocation, not a lack of confidence in the market. The 800-series aircraft are still permitted at the airport. On the topic of PFAS, they urged consideration of how often foam is discharged, primarily for firefighting or testing purposes. They pointed out that municipal fire departments also possess foam firefighting capabilities and utilize Personal Protective Equipment. The issue of PFAS affects society as a whole, not just the airport. Addressing deicing practices, they clarified that the airport doesn't directly release deicing fluid into Long Island Sound and that there is a collection system in place. This process complies with regulations outlined in the Airport Certification Manual and EPA guidelines. Regarding bird control, they suggested weighing the potential consequences of bird strikes against the noise generated by such measures. They also pointed out that birds do not fly at night. Additionally, they noted their involvement as a commercial pilot and advocate for frequent flyers, aiming to represent the diverse needs of airport users.

JOE GIORDANO - 2 OLD TOWN HIGHWAY 46, EAST HAVEN, CT



Mr. Giordano raised a correction regarding a comment attributed to him in the August 2023 minutes, stating that it is not accurate. He clarified that he has never reported anyone to the FAA. Regarding the upcoming in-person meetings, he suggested considering the East Haven Community Center or the Beach House at the Town Beach as potential venues. He echoed Mr. Perrelli's concern about HVN signage. Comparing it to Bradley International Airport (BDL), he noted the lack in signage, especially in the New Haven area. He proposed reaching out to ConnDOT or the appropriate entity to explore options for increasing signage, which would be beneficial in guiding people to HVN and preventing potential wrong turns, particularly for those not using GPS.

ADJOURNMENT

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 5:20PM.

ACTION ITEM SUMMARY

- *Action Item – Mr. Rafter to share Capital Improvement Plan at October 2023 Board Meeting*
- *Action Item – Mr. Rafter to recirculate “Airports 101” to the Board*
- *Action Item – Mr. Rafter to prepare a brief presentation on the organizational structure*
- *Action Item – Ms. Zanjani to poll the Board about moving the meeting, best day/time*