



TWEED NEW HAVEN AIRPORT AUTHORITY
REGULAR MEETING - HYBRID
BOARD OF DIRECTORS
BOARD MINUTES OF OCTOBER 18, 2023

BOARD MEMBERS IN ATTENDANCE

Matthew Hoey, Robert Reed, Mark Scussell, Linda Hennessey, David White, Ray Pompano, Robert Ellis, Mark Sklarz, Rich Jacob, Jesse Phillips, Serena Neal-Sanjurjo, Michael Fimiani, and Carlos Eyzaguirre.

MEMBERS ABSENT

Kenneth Dagliere

OTHERS IN ATTENDANCE

Tom Rafter, Jeremy Nielson, Michael Jones, Malena Zanjani, Andrew King, Jorge Roberts, Cole Madonna, David Reger, Dave Mager, Eliot Jameson, Gabriela Campos, Garrett Kimball, Georgia Lieber, Gloria Bellacicco, Jean Perry Phillips, Jeremiah Wilhite, Joe Giordano, Johnson Chang-Fong, Kim Zolvik, Katherine Bennett, Kayla Reasco, Ken Engelman, Kevin Arnold, Laura Cahn, Lew Langella, Lorena Venegas, Lori, Mark Zaretsky, Matt McFarland, Michael Giordano, NBC Connecticut, Peter Leonardi, Salvatore DeCola, Sandra Reiners, Steve Wight, Susan Bryson, Teresa Russo, Tim Sullivan, Toni Lorenti, WFSB, Anthony Camposano

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Chairman Matthew Hoey III opened the meeting at 4:05 PM.

MINUTES REVIEW – SEPTEMBER 21, 2023

Mr. Hoey initiated a motion to approve the Minutes from the September 21, 2023 Meeting, which Ms. Hennessey proposed and Mr. Reed seconded.

In the ensuing discussion, Mr. Scussell inquired about the PFAS study in Connecticut. Mr. Rafter responded that the study is ongoing in various locations, with the Sound, where silversides are being studied, being the closest to the airport. Addressing another query by Mr. Scussell about the EA results, Mr. Rafter mentioned they were still awaiting them but would cover them in his upcoming Executive Director's report.

The minutes noted a deferral of a new truck, even as Avelo plans to reintroduce the 800's in the winter. Mr. Rafter reassured that their current equipment suffices to elevate the index. Upon being questioned about funding for a new truck, Mr. Rafter confirmed its availability but indicated they were still considering the transition process and its financing.

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Mr. Scussell highlighted action items from the last meeting, referencing the Airports 101 document and the Airport Organization Structure presentation. Mr. Rafter verified the latter would be presented that evening. He also clarified a distinction between two organizational charts, one from Airports 101 and another detailing entities and roles, as Ms. Hennessey had requested.

Mr. Scussell sought information about the meeting date/time survey, which Mr. Rafter promised to share later. There was also a discussion about runway equipment, wherein Mr. Rafter differentiated between a runway sweeper, broom and a plow, and elaborated on their typical use.

Touching upon runway maintenance, Mr. Scussell brought up the topic of the PCI and the runway's life cycle. Mr. Rafter expanded on how the PCI reflects the condition of each pavement segment and emphasized the potential to prolong its life span through maintenance. The FAA's life cycle approach, he mentioned, primarily guides planning and funding, with their current status being "fair".

On the topic of flood planning, Mr. Scussell sought details about measures to mitigate flooding. Mr. Rafter described Avports' comprehensive plan, in collaboration with City Emergency Management, to address potential floods and optimize facility use during such events.

Lastly, addressing Mr. Scussell's question about the public comment segment of the meetings, Mr. Rafter mentioned he maintains notes to address recurring questions in future meetings and that they're in the process of assembling a FAQ page.

With no further comments or amendments suggested, the motion to approve the minutes was unanimously accepted by the attendees.

EXECUTIVE DIRECTORS REPORT

Mr. Rafter opened with an update on an action item, noting that "Airports 101" has been uploaded to the website and sent to the Board. Responding to Mr. Scussell's input, he concurred that it requires updating. Furthermore, he mentioned plans to introduce an FAQ section on the website. This initiative aims to educate the public and reduce confusion, especially when similar questions are raised in different meetings over time.

- **Action Item – Mr. Rafter to update Airports 101 (website version)**
- **Action Item – Mr. Rafter and Ms. Zanjani to begin drafting website FAQ**

Addressing another action item, Mr. Rafter recalled Ms. Hennessey's previous request for an Overall Organizational Chart. He perceived the task as an effort to enhance public comprehension regarding the responsibilities and control of various entities. He revealed that Ms. Zanjani prepared a presentation, which he will share with the Board, and pledged to include its complete contents on the website.

- **Action Item – Org Chart Presentation to be added to the website**

In a succinct overview, Mr. Rafter outlined that the City of New Haven is the landowner, having leased it to the Tweed New Haven Airport Authority. While some of this land is situated in East Haven, another segment is within New Haven. Avports HVN, LLC oversees day-to-day operations and maintenance through a management agreement. Additionally, New HVN, LLC, an Avports subsidiary, handles all non-aeronautical activities, including the construction of the new terminal.

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Highlighting a crucial point, Mr. Rafter emphasized that regardless of the land's ownership or location, the FAA perceives it all as federally obligated airport property. This designation carries certain implications linked to the grants the airport receives and associated assurances, reinforcing its status as federally obligated land.

In response to Mr. Scussell's query about the documentation of these obligations, Mr. Rafter pinpointed their presence in the grant assurances and the Airport Compliance Manual. He offered to provide access to these documents.

→ **Action Item – Mr. Rafter to share regarding federally obligated airports**

Mr. Rafter transitioned the discussion to the Capital Improvement Plan (CIP), emphasizing the ongoing collaboration with Avports and the FAA. An in-person meeting with the FAA has been scheduled for this coming Monday. Following this, the finalized CIP will be presented during the November Board Meeting. Nevertheless, to ensure eligibility for potential BIL (bipartisan infrastructure legislation) funding, a necessary request was filed for the terminal project by the stipulated deadline the previous Monday.

Mr. Scussell sought clarity on the frequency of this process. Mr. Rafter clarified that the CIP is an annual document submitted to the FAA, serving as a five-year planning and funding tool. This aggregates into the ACIP, enabling the nationwide allocation of airport funds. As for the BIL funding, it's structured in five phases, with the current progression being, to Mr. Rafter's knowledge, the third phase. These phases are signaled by the issuance of Notice of Funding Opportunities (NOFO), detailing the available funds and application criteria. Given that only two phases remain, the urgency to apply was highlighted. The board will be briefed on future application strategies in the forthcoming meeting.

When Mr. Scussell queried about the frequency of fund allocation, Mr. Rafter elaborated that annual distributions occur. These are divided between entitlement funds, which correlate with enplanements, and a competitive discretionary pot for high-priority projects. This fluid plan can experience shifts; for instance, uncompleted projects might free up resources. To Mr. Scussell's query regarding the possibility of the FAA retracting awarded funds, Mr. Rafter clarified that while some funds offer flexibility, entitlement funds are fixed. However, discretionary funds can be adjusted and typically roll over to the next cycle if reduced. Expanding further, Mr. Rafter introduced the concept of "Letters of Intent" occasionally employed by the FAA, though their deployment is challenging under a continuing resolution.

→ **Action Item – Mr. Rafter to present CIP at November Board Meeting**

Mr. Rafter shifted the discussion to the Environmental Assessment (EA) update. He informed the attendees that they are still anticipating the final EA and the FAA's decision, which are expected to be released simultaneously. The finalized EA will encompass responses to all public inquiries posed during its formulation. Addressing a public comment from the previous week, he assured that official replies to public questions will be available in the EA once the FAA makes it public.

Mr. Rafter discussed the statistics for August 2023, as outlined in the Board Packet. Enplanements for the month rose from 43,261 to 47,718, marking a 10% increase. Over a 12-month span, the enplanements totaled 469,995, a striking 144% surge from the previous year. These figures underscore the airport's significant growth, solidifying its position as the fastest-growing non-hub airport in the country. With that, Mr. Rafter concluded his report.

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Mr. Hoey inquired if there were any additional questions for Mr. Rafter. He also recalled his time as interim Executive Director when he participated in a CIP meeting with the FAA in Burlington and another subsequent meeting organized by the FAA at CAA. Mr. Nielson clarified that the FAA has since discontinued those meetings.

CHAIRMAN'S REPORT

Mr. Hoey shared details about a meeting conducted earlier with the City of New Haven, who occasionally request updates on Tweed's progress and potential areas of collaboration. In today's discussion, a range of issues were broached, including the master plan, environmental assessments, the Environmental Stewardship Committee, plans for temporary eastside parking, and updates on the west terminal. The conversation also touched on stormwater management, security, and traffic concerns. The city expressed appreciation for the strides made in communicating with the neighborhood and its residents.

Mr. Rafter chimed in, highlighting the Environmental Stewardship Committee (ESC) meeting from the previous day. At this gathering, a survey pinpointed the top five environmental concerns. Using these findings, they conducted a GAAP analysis to set the foundation for enhancing environmental sustainability.

Mr. Scussell sought clarification regarding the composition of the ESC, to which Mr. Rafter responded that all pertinent details, including committee members, are available on the website.

Resuming his report, Mr. Hoey noted that representatives from Avports, including Mr. Rafter, Ms. Zanjani, and himself, attended this morning's meeting, accompanied by lawyers from Avports. Mr. Hoey suggested that this type of meeting is something we'd be happy to do with the Town of East Haven. In response to Ms. Hennessey's query about who initiated the meeting and its regularity, Mr. Hoey explained that while the City of New Haven sought this particular gathering, the meetings aren't routine but rather occur as needed. The potential for regular meetings was broached, but no firm decision was made.

Mr. Scussell verified if the session was solely informative and lacked an official record. Mr. Hoey confirmed that there were no formal minutes taken. After inquiring if there were any other questions and receiving none, Mr. Hoey proceeded with the agenda.

Mr. Hoey transitioned to discussing a letter from CAA included in the Board Packet. Given its potential significant legal ramifications, he proposed adding an agenda item to this meeting, to be addressed after the public comment section. Mr. Hoey sought a motion to incorporate an Executive Session into the agenda. The motion was initiated by Mr. Reed and seconded by Ms. Hennessey. Mr. Hoey then asked the Board if there were any clarifications or remarks regarding the motion. With no further inquiries, the motion was approved with a margin exceeding the two-thirds majority required to introduce an item to the meeting's agenda.

FINANCE COMMITTEE REPORT – AUGUST 2023 FINANCIALS

Ms. Neal-Sanjurjo handed the floor to Mr. Rafter to deliver the financial report. Mr. Rafter began with the Airfield account, noting that when excluding the lessee subsidy of \$174,445, the revenues were approximately \$2,800 above the anticipated figure. The actual subsidy was around \$132,552 less than expected. Cumulatively, revenues excluding the subsidy stood at \$89,356, surpassing the budgeted \$64,000 by \$24,000, indicating promising revenue growth. August expenses for the airfield were about \$129,000 less than expected, and year-to-date (YTD) expenses were \$236,000 under budget.

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Switching to the Admin account, Mr. Rafter reported that August revenues were \$2,292 above the budget. On a YTD basis, they exceeded budget by \$3,706. August expenses were under budget by \$11,332, with a YTD saving of \$272,018. The actual net results for the Admin fund in August showed a minor deficit of \$5,028, but YTD figures remained positive. Closing the period, the balance sheet stood at \$125,303.

Mr. Rafter emphasized the importance of a line item in the airfield account named 'lessee's payment'. This payment, which was \$174,455 for the month, essentially replaced what was historically funded by city or state subsidies.

Mr. Hoey expressed gratitude to Mr. Rafter for underscoring the lessee airfield reimbursement. He emphasized the significance of the fact that no city or state tax dollars are now utilized to finance the airport's operations. He then raised a query regarding the airfield personnel expenses, curious about the discrepancy between the actual \$145K and the budgeted \$226K. Mr. Nielson attributed this difference to a combination of current vacancies and an adjustment to the index. With no further queries, the financial report was concluded.

AIRPORT MANAGER'S REPORT – AIRFIELD OPERATIONS

Mr. Nielson started his report by addressing the bomb threat the airport received on Friday, October 13th. An anonymous email containing the threat was sent to the airport's general mailbox. Promptly, the TSA, law enforcement, and FBI were informed. The threat was soon deemed non-credible, especially as many other airports and public entities had received similar threats. Although they were confident no evacuation was necessary, for added safety, K9 units were deployed for a thorough search. Mr. Nielson expressed gratitude to the TSA and State Police for their swift response and support.

Updating on the previous meeting, he mentioned that all discrepancies from the FAA certification were resolved. On September 25th, a full-scale exercise took place with nearly 300 participants. Mr. Nielson commended Dave Reger, Mark Lewandowski, and over 20 agencies for their collaborative efforts. He also thanked the "actors" who mimicked injured passengers. A post-exercise debrief, or 'Hot Wash', was conducted with leaders and evaluators from the various agencies to gather feedback. The comments will inform an After-Action Report, which will help update the airport's emergency plan. Additionally, they are collaborating with the FAA to revise the Airport Certification Manual.

On October 23rd, Mr. Nielson mentioned a meeting with the FAA to review the CIP in detail. Mr. Rafter chimed in, noting the importance of having the FAA on-site, especially since their last visit was when American Airlines was operating there. Mr. Nielson highlighted that Tweed has become the nation's fastest-growing airport and is now categorized as a small hub airport.

Several planning meetings were mentioned, focusing on projects like the ramp, runway, ARFF building expansion, and obstruction removal. Mr. Nielson emphasized that they are pursuing these projects at risk, as federal funding from the FAA is still pending. Avports is currently bearing the cost of engineering work. Mr. Rafter interjected, pointing out the advantages of a private operator that can advance projects at risk, preventing potential delays.

Mr. Nielson spoke of upcoming adjustments to navigation aids, particularly a temporary "Glide Scope" they had installed. After a successful flight check, it was determined that its location would be suitable if the runway were to be extended, avoiding many possible complications.

Concluding his report, Mr. Nielson mentioned the Runway Safety Action team meeting, where airport tenants and the FAA collaboratively identify and address potential issues. This meeting is orchestrated by the contract tower.

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Without further questions, Mr. Nielson transitioned to his subsequent report.

LESSEE'S REPORT – THE NEW HVN LLC

Mr. Nielson discussed preparations for the anticipated surge in holiday travel, expecting full parking lots, crowded terminals, and added flights. To enhance operational efficiency, the airport has implemented programmable Wi-Fi-enabled thermostats. Upgrades have also been made in restrooms, and painting touch-ups are in progress. Their focus is on refining minor details and enhancing the airport's aesthetic appeal ahead of the influx of holiday traffic.

When Mr. Reed inquired about the start of the peak season, Mr. Nielson indicated that it commences slightly before Thanksgiving, around late October to early November. Mr. Reed further questioned how the increased traffic might influence previously mentioned staffing issues. Mr. Nielson confirmed that staffing levels were satisfactory, and the primary focus is on bolstering shuttle bus operations and coordinating with mobile partners for offsite customer transportation if the need arises.

Mr. Hoey highlighted the enplanement report, which, despite its short history, is beginning to show emerging travel patterns. Predictably, March is the busiest month, whereas September and January are among the least busy.

Regarding staffing, Mr. Scussell queried if the recent Job Fair had any impact. Mr. Nielson confirmed its success and added that several firms collaborated on the Job Fair, broadening the selection of potential candidates. Emphasizing the airport's solid staffing situation, he mentioned a long-term succession plan and their ability to train specialized staff when needed.

The conversation shifted to rideshare services. Mr. Ellis inquired about Uber's cooperation with the airport. Mr. Rafter expressed disappointment with Uber, noting that they recently stated their unwillingness to offer any special arrangements for smaller airports. Avports is now considering incentives for riders to opt for Lyft or M7 over Uber. When Mr. Jacob asked if the airport had requested any special accommodations from Uber, Mr. Rafter clarified that Uber resisted their proposed rate. Despite Avports' efforts to provide alternative proposals, Uber declined.

Mr. Hoey added that providing Uber with concessions might harm their existing relationships with Lyft and M7. When Mr. Ellis asked how this information would be relayed to travelers, Mr. Hoey mentioned an upcoming campaign spearheaded by Mr. Jones. This initiative aims to inform the public that Uber is not an accredited partner of the airport and to promote Lyft and M7 as the recommended rideshare services.

REPORTS AND ACTION ITEMS

#598 APPROVAL OF CHANGE ORDER NO. 2 TO NENA CONSTRUCTION, INC. FOR THE RESIDENTIAL SOUND INSULATION PROGRAM (RISP) PHASE 6

Mr. Hoey proposed bypassing a complete reading of the document since everyone had a copy and suggested reading only the final paragraph. Mr. Fimiani moved the motion, and Mr. Reed seconded. The motion was approved.

Mr. Rafter described the resolution as a no-cost change order, essentially providing the contractor with additional time for project completion due to unforeseen delays, particularly from COVID-19 supply chain disruptions. Mr.

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Scussell inquired about a \$66K reduction, to which Mr. Rafter responded that one homeowner chose not to participate in the program.

Mr. Hoey presented a motion for approval: That the Tweed-New Haven Airport Authority approves Change Order No. 01 to the construction contract with NENA Construction, Inc., for the RSIP Phase 06 project, extending the NENA contract period to December 31, 2023, at no additional cost to the RSIP Phase 06 project. The Chairman, the Secretary or Treasurer is authorized to execute agreement modifications of the project on behalf of the Authority.

Ms. Hennessey moved the motion, Mr. Reed seconded, and it was unanimously approved by all present attendees: Matthew Hoey, Robert Reed, Mark Scussell, Linda Hennessey, David White, Ray Pompano, Robert Ellis, Mark Sklarz, Rich Jacob, Jesse Phillips, Serena Neal-Sanjurjo, Michael Fimiani, and Carlos Eyzaguirre.

#599 APPROVAL OF AMENDMENT NO. 3 TO MULTI-YEAR PROFESSIONAL SERVICES AGREEMENT WITH THE JONES PAYNE GROUP, INC. FOR THE RESIDENTIAL SOUND INSULATION PROGRAM

Mr. Rafter noted that this pertained to the same project and was specifically related to the engineering firm.

Hearing no further comments or questions Mr. Hoey entertained a motion that the Tweed-New Haven Airport Authority approves Amendment No. 03 to extend the period of performance of the Jones Payne Group, Inc. PSA Task Order No. 05 for the RSIP Phase 06 project, to January 31, 2024, at no additional cost to the RSIP Phase 06 project. The Chairman, the Secretary or Treasurer is authorized to execute agreement modifications of the project on behalf of the Authority.

Ms. Hennessey moved the motion, Mr. Reed seconded, and it was unanimously approved by all present attendees: Matthew Hoey, Robert Reed, Mark Scussell, Linda Hennessey, David White, Ray Pompano, Robert Ellis, Mark Sklarz, Rich Jacob, Jesse Phillips, Serena Neal-Sanjurjo, Michael Fimiani, and Carlos Eyzaguirre.

OTHER BUSINESS

There was no other business for discussion.

PUBLIC COMMENT

PATRICK ROWLAND – 2 MINOR ROAD, EAST HAVEN, CT

In the earlier discussion about potential flooding at the airport, Mr. Roland asserts that the current airport terminal was expanded more than the 50% threshold set by FEMA regulations. This, he contends, should have mandated an evaluation against all FEMA and NFIP rules at the time, including elevation measures. Mr. Roland questions the legality of the actions taken, doubting both the adherence to FEMA and NFIP flood rules and the authority of the state of Connecticut in approving such measures. Mr. Roland's second issue is with the CAA letter from the Board packet. He is surprised that this letter isn't part of the meeting's official records, and wonders if this is the first time the Board has been made aware of it. Lastly, he raises concerns about Matt Hoey's continued presence on the Board. He asserts that Mr. Hoey has surpassed the 8-year tenure specified in the bylaws, which restrict members to two four-year terms unless no replacement is appointed. Mr. Roland cites state statute 267a 15-120g to 151-200 as evidence that Mr. Hoey should not legally be on the committee. He believes the Board is neglecting its duties by not addressing this issue and wants his concerns officially noted.

GLORIA BELLACICCO – 300 LIGHTHOUSE ROAD, NEW HAVEN, CT

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Ms. Bellacicco commented on the poor audio quality of the meeting, noting it wasn't clear.

SANDRA REINERS – 42 STANANRD AVENUE, BRANFORD, CT

Ms. Reiners noted she joined the meeting late. She expressed appreciation for Mr. Rafter's mention of addressing public comments in subsequent sessions, as she previously felt comments were going unnoticed. She believes it's crucial for the board to respond to the public's questions. She further raised a query about Mr. Rafter's statement regarding the airport property being federally obligated. Ms. Reiners sought clarity on what this means, specifically in relation to the City of New Haven and the Town of East Haven's town charter, and their rights concerning zoning and building permits. She asked for an explanation of "federally obligated property", its constraints, and any exemptions. Lastly, Ms. Reiners echoed concerns about the meeting's audio quality. While she recognizes the value of in-person gatherings, she felt that the conference room audio needed improvement, as much was inaudible. She suggested placing a microphone in front of each speaker for clarity, noting that Zoom participants were audible.

GABRIELA CAMPOS – STEWARD STREET, NEW HAVEN, CT

Ms. Campos highlighted community questions concerning the CAA letter and referenced articles from the Register and CT Mirror. Based on the timelines, she pointed out that much of the airport's growth in enplanements and physical changes occurred after the CAA licensing period. She inquired about potential legal repercussions or fines if these changes were made outside of regulations. Ms. Campos stated that the City of New Haven would be liable for grants should the airport abruptly cease operations. Despite her extensive research on this topic, she expressed disappointment that the staff did not reach out to her last month, contrary to Mr. Hoey's suggestions, to address her chat queries. She relayed an overheard conversation at the grocery store about a safety incident at the airport - an incursion - which must be reported to the FAA. She emphasized the value of public awareness regarding such incidents to gauge the airport's safety. Ms. Campos also urged the board to avoid preemptively approving changes ahead of due process, fearing potential costs and consequences if subsequent decisions block such measures, especially considering past resistance to runway extensions. Lastly, she highlighted the ecological importance of the area, noting recent bald eagle sightings near the airport. Claiming previous incidents of bird strikes resulting in the death of protected species, she expressed concerns about potential hazards to these birds.

LORENA VENEGAS – 73 GEORGE STREET, EAST HAVEN, CT

Ms. Venegas asserts she's the most regular attendee of Tweed Board Meetings from East Haven and believes she can confirm Mr. Hoey's exceeding of term limits. Having attended meetings since before 2019, she feels she's merited a position on the Board. She contends that SCROG and all the mayors in New Haven County are privy to this. She compares the airport's alleged lack of licensing to professionals like doctors or nail technicians operating without credentials. Concerning the EA's communications, Ms. Venegas feels they've been ambiguous, and emphasizes East Haven's bearing the brunt from pollution, traffic, and noise. She expresses concern over the lack of a community benefits plan, particularly when she believes Avports has implemented more comprehensive measures at other airports nationwide. Citing examples, she notes that other airports have facilities like noise buttons and health accounts for asthma-related concerns. She mentions that while certain homes benefit from noise insulation programs, she wonders about the rest of the community. Ms. Venegas questions the suitability of certain aircraft, like the 737 and 800s, on a 5600ft runway, claiming you need 9000 to 11000 ft. She emphasizes that one doesn't need aviation or engineering expertise to infer this, but rather specialized reading skills, which she claims to possess. She acknowledges the recent media focus on licensing issues. Upon learning that Jorge Roberts has expressed concerns to the governor about the CAA, she is keen to access that letter, either via a reporter or a FOIA request. Lastly, she critiques the board for its perceived political nature, alleging the absence of scientifically

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oriented experts capable of detailed analysis. Dissatisfied with the board's inactivity, she feels several members should step down immediately.

KATHERINE BENNETT – 463 THOMPSON AVENUE, EAST HAVEN, CT

Ms. Bennett expressed concerns about the deicing system at Tweed, hoping for potential upgrades considering the anticipated increase in flights and enplanements with the approaching winter season. She referenced 2020 data, where up to 36K gallons daily of aircraft wastewater was reportedly discharged into the Greater New Haven Water Pollution Control, essentially reintroduced into the water system. She acknowledged some collection efforts but emphasized that only 60% of the fluid is mandated for collection. Although the deicing fluid undergoes pH adjustment treatments, she contends that substantial volumes could deplete oxygen levels in waterways, endangering aquatic life. Citing new research, Ms. Bennett voiced concerns over the chemical glycol, suggesting it may accumulate harmfully in the body and potentially lead to severe health issues. Ms. Bennett alluded to other airports that employ advanced deicing fluid management techniques, which allow for enhanced collection, recycling, and reuse. She urged the Board to consider these practices when discussing potential upgrades to Tweed's deicing process.

MICHAEL GIORDANO – JUNO BEACH, FL

Mr. Giordano expressed a contrasting viewpoint, commending the Board for their performance. He appreciates the inclusion of new members, believing they provide a rejuvenating influence. With Tom Rafter at the helm, he anticipates the forthcoming years to be exceptionally productive for the Board. He's optimistic about the upcoming winter and holiday season, along with the 2024 February and March vacation periods, given Avelo's promising schedule. Mr. Giordano is eager for the airport's momentum as one of the fastest growing in the nation.

TONI LORENTI – MERIDAN, CT

Captain Toni, a pilot for an undisclosed airline, stepped in to provide clarifications and counterarguments to several concerns raised by prior callers. Regarding the issue of federally obligated land, Captain Toni directed interested parties to the FAA's advisory circular 150/5190-6, "Exclusive Rights at Federally Obligated Airports," for comprehensive information. On the topic of the "runway incursion" that was supposedly discussed at a grocery store, the captain dismissed it as a potentially unfounded rumor, pointing out that verified information about such incidents can be accessed on FAA.gov and ntsb.gov. Captain Toni shared that Spirit Airlines is planning to discontinue its service between Bradley and Orlando, the reason being obvious. For the month of September, they confirmed that there were no flight diversions. In response to concerns about Tweed's airport license, the captain clarified that Tweed is in possession of a "Part 139" certification. Taking on the broader topic of flight and aircraft knowledge, Captain Toni underscored the necessity of being a trained pilot to speak knowledgeably about flight operations and specifics. They offered reassurance to everyone, including potential future passengers, emphasizing their unwavering commitment to safety. They also refuted a claim about the required runway length for a 737 being 900 to 11000 ft, explaining that if such an extended runway were always essential, many northeast airports would be unserviceable. Captain Toni acknowledged concerns about bird strikes but highlighted the significant responsibility that pilots bear to avoid birds in the interest of ensuring passenger safety. Lastly, when addressing the mention of the volume of deicing fluid used, the captain spotlighted the implausibility of deicing being required daily. They further noted that deicing fluid, when discussed, is applied to the aircraft to ensure the passengers' safety.

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Mr. Hoey introduced the added agenda item concerning an Executive Session. Before proposing a motion to initiate the Executive Session, THNAA's Legal Counsel, Mr. Hugh Manke, suggested including the basis for the session in the motion. He cited statutory provision 1-200, subsection 6e, and statutes 210, subsections b1 and 4, which pertain to discussions about impending claims, strategy related to potential litigation, and preliminary drafts. Specifically, they would be reviewing a document created by Mr. Manke that Mr. Hoey had mentioned. Given that attorney-client privilege also applies, Mr. Manke recommended these details be integrated into the motion to enter the Executive Session. Mr. Hoey expressed his gratitude to Mr. Manke for the explanation and inquired if anyone wished to draft the motion, integrating the language Mr. Manke had provided. Mr. Scussell motioned, with Mr. Fimiani seconding. The motion was unanimously approved by those present. Mr. Rafter then informed the Board members that they would receive a new Teams Meeting link for the Executive Session and should return to the current Zoom meeting upon its completion.

MINUTES OF THE EXECUTIVE SESSION

CALL TO ORDER

The executive session of TNHAA was called to order at 5:37PM on October 18th 2023, by Chairman Hoey.

ROLL CALL

Members in attendance: Matthew Hoey, Robert Reed, Linda Hennessey, Mark Scussell, David White, Richard Jacob, Jesse Phillips, Robert Ellis, Serena Neal-Sanjurjo, Ray Pompano, Mark Sklarz.

Others in attendance: Tom Rafter - Executive Director, Hugh Manke - Legal Counsel, Malena Zanjani - Support Staff.

Absent: Kenneth Dagliere, Carlos Eyzaguirre, Michael Fimiani.

PURPOSE OF THE EXECUTIVE SESSION

Motion to go into Executive Session to Discuss Claim by CAA under Conn. Gen. Statutes Sec. 1-200(6)(E) and Sec. 1-210 (b)(1) and Sec. 1-210(b)(4) and to discuss matters that are subject to attorney client privilege.

ACTIONS TAKEN

No motions were made, and no votes were taken.

ADJOURNMENT

Mr. Hoey initiated a motion to exit the Executive Session, which was moved by Ms. Hennessey and seconded by Mr. Reed, receiving unanimous approval. The executive session adjourned at 6:25PM.

Minutes prepared by: Malena Zanjani

Date: October 23, 2023

Upon returning to the Board Meeting, Mr. Hoey clarified that no motions or actions were decided upon during the Executive Session, but there was a productive discussion. Mr. Hoey then proposed a motion authorizing the Authority, represented by either him or Mr. Rafter, to sign the CAA application with specific language discussed in the Executive Session. He offered to read the language if required. Mr. Reed moved this motion, and Ms. Hennessey seconded. Mr. Hoey then opened the floor for comments and questions regarding the motion.

Mr. Scussell suggested modifying the language based on their prior conversation, a point noted by Mr. Hoey. Mr. Jacob clarified that the application under discussion is largely administrative. He emphasized that the airport has consistently operated under FAA regulations and adhered to their safety standards. Mr. Hoey expressed his

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gratitude to Mr. Jacob for re-emphasizing this fact. With no further comments, Mr. Hoey tallied the votes from the Board: five virtual approvals, three in-person approvals, and one in-person opposition. The motion was approved.

Mr. Hoey expressed gratitude to the Board for their constructive discussion on the topic. He emphasized that, regardless of individual opinions on the outcome, the Board has taken significant action for the Authority that he believes will be acknowledged positively by many. He thanked everyone once again for their contributions. In response to Mr. Reed's inquiry about the issuance timeline, Mr. Hoey confirmed it would be dispatched almost immediately.

ADJOURNMENT

With no other business, Mr. Hoey entertained a motion to adjourn. The motion was entertained by Ms. Hennessey, seconded by Ms. Neal-Sanjurjo. The vote was unanimous in favor and the meeting was adjourned at approximately 6:40PM.

ACTION ITEM SUMMARY

- *Action Item – Mr. Rafter to update Airports 101 (website version)*
- *Action Item – Mr. Rafter and Ms. Zanjani to begin drafting website FAQ*
- *Action Item – Mr. Rafter to share regarding federally obligated airports*
- *Action Item – Org Chart Presentation to be added to the website*
- *Action Item – Mr. Rafter to present CIP at November Board Meeting*