



Agenda

Board of Directors Meeting

April 17, 2024

4:00 P.M.

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|---------------------------------------------------|-------------------------|
| 1. Minutes of March 20, 2024 | Attached |
| 2. Chairman's Report | Mr. Matthew Hoey |
| 3. Executive Director's Report | Mr. Tom Rafter |
| 4. Finance Committee Report | Ms. Serena Neal-Sanjuro |
| • <i>February 2024 Financials</i> | Attached |
| • <i>FY2025 Budget Draft</i> | 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 #605: Approval of ESC Policy | |
| 8. Other Business | |
| 9. Public Comment | |
| 10. Adjournment | |



TWEED NEW HAVEN AIRPORT AUTHORITY
REGULAR MEETING - HYBRID
BOARD OF DIRECTORS
BOARD MINUTES OF MARCH 20, 2024

BOARD MEMBERS IN ATTENDANCE

Matthew Hoey, Robert Reed, Serena Neal-Sanjurjo, Carlos Eyzaguirre, Ray Pompano, Kenneth Dagliere, David White, Jesse Phillips, Richard Jacob, and Mark Scussel.

MEMBERS ABSENT

Linda Hennessey, Mark Sklarz, Joseph Ginnetti, and Michael Fimiani.

OTHERS IN ATTENDANCE

Thomas Rafter, Felipe Suriel, Malena Zanjani, Hugh Manke, Brett Simon, Gloria Bellacicco, Jean Perry Phillips, Jeremiah Wilhite, Johnson Chang-Fong, Kevin Arnold, Lorena Venegas, Maureen Moore, Peter Leonardi, Petrina Yoxall, Sandra Reiners, Tim Sullivan, David Reger, Andrew King, Michael Giordano, Susan Bryson, Diane Proto, Katherine Bennet, Joe Giordano, Melissa Ranalli, Michael Jones, Mary Cannata, Lori Foster, and Anthony Camposano.

BOARD MINUTES OF MARCH 20, 2024

Chairman Matthew Hoey opened the meeting at approximately 4:07 PM.

MINUTES REVIEW – FEBRUARY 21, 2024 (REGULAR) & FEBRUARY 27, 2024 (SPECIAL)

Mr. Hoey initiated a motion to approve the Board Meeting minutes from Regular Meeting on February 21, 2024, and the Special Meeting on February 27, 2024, which was supported by Mr. Reed and seconded by Mr. Scussel.

Mr. Dagliere raised a concern regarding the wording in a section of the Special Meeting minutes. His feedback has been recorded, and the minutes will be revised and updated accordingly.

Following these proposed changes, Mr. Hoey made a motion to approve the amended minutes. With no further questions or comments raised, both sets of minutes were unanimously approved as revised.

CHAIRMAN'S REPORT

Chairman Hoey shared several updates, starting with his recent visit to Hartford at the Capitol alongside Mr. Reed, Mr. Rafter, the Avelo team, and members of the Avports team. He announced Avelo's introduction of three new routes to Saint Louis, Houston, and Traverse City, MI, which he highlighted as significant due to their reach. He expressed satisfaction with the positive reception and enthusiasm from the administration and the Governor

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regarding this development. Mr. Hoey emphasized the remarkable growth of Avelo, now offering direct flights to twenty-four cities, a significant leap from the earlier days when the Board hoped for at least one successful flight daily.

Further, Mr. Hoey touched upon the Board's decision from the previous month to file intervener status on the appeals of the Environmental Assessment (EA), a move also made by Avports. He mentioned ongoing discussions with Avports to ensure that their actions do not conflict, given their shared interests with the airport. Mr. Hoey also noted the progress towards issuing an RFP for Bond Counsel, deferring to Mr. Rafter for more details in his presentation.

Mr. Scussel inquired about the level of cooperation between the parties, to which Mr. Hoey responded that it had not been fully defined but would involve sharing intentions and filings. Mr. Scussel expressed concerns about maintaining independence while cooperating, prompting Mr. Hoey to explain that the decision to remain independent was deliberate. Mr. Hoey assured the Board that both parties are in communication and that their attorneys are mindful of potential disagreements.

Mr. Hoey opened the floor for any additional questions on the topics discussed but received none from the attendees. This marked the conclusion of the Chairman's report.

EXECUTIVE DIRECTOR'S REPORT

Mr. Rafter updated the Board on his progress since the last meeting, starting with his response to inquiries raised in an email from Attorney Luzzi regarding the Capital Improvement Plan (CIP), which has been addressed. A presentation answering the CIP questions has been uploaded to the "TNHAA FAQ's" section on the airport's website, accessible through the provided [link](#).

In response to Mr. Scussel's previous inquiries, Mr. Rafter has shared necessary information and remains open to any further queries or follow-ups. He also mentioned that both the Authority and Avports have filed for intervener status concerning the appeal. On the matter of conduit financing, a Request for Proposal (RFP) for Issuer's Counsel has been issued.

Mr. Rafter briefly discussed the compliance audit, noting that detailed background information was distributed to the Board Members. He summarized the Authority's three statutory obligations: a governor's report, a compliance audit, and an independent financial statement audit, focusing on the compliance audit's scope. It was revealed that the Authority did not engage a firm for the 2020-2021 Compliance Audit due to regulatory uncertainties. After clarification from the State, Solakian and Company was chosen to conduct the necessary audit, with the only issue from the State Audit being the absence of the compliance audit for the specified period. Mr. Rafter expressed the Authority's belief in its adherence to the regulations covered by the compliance audit and announced the engagement of Solakian for future audits.

Additionally, Mr. Rafter requested permission to attend the annual AAAE conference in Nashville from April 27th to May 1st, leveraging Avelo's non-stop service for travel.

Mr. Rafter commended the Avports team for their performance during the recent certification inspection, noting minor issues and praising the thoroughness of the 3-day inspection process.

He concluded his report by sharing the latest Bureau of Transportation Statistics (BTS) Enplanement data, which showed a 13% increase in December and a 39% increase for the 12-month period ending December 2023.

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Mr. Hoey then asked if there were any questions for Mr. Rafter. Mr. Scussel inquired about potential repercussions from the audit findings to which Mr. Rafter responded that acknowledging the issue and committing to future compliance satisfied the auditors. With no further questions, Mr. Rafter's report concluded.

FINANCE COMMITTEE REPORT – JANUARY 2024 FINANCIALS

Ms. Neal-Sanjurjo gave Mr. Rafter the floor to present the financial report for the period ending January 31, 2024. Mr. Rafter began with the Airfield's financials, explaining that January revenues, after removing a Lessee subsidy of \$237,315.74, were \$122.60 higher than expected. The actual subsidy was \$69,692.40 less than anticipated for that month. Year-to-date, revenues without the \$1,366,907.19 subsidy stood at \$296,871.90, which is \$69,575.52 more than the expected \$227,696.38. For expenses, January ended with actual expenses \$69,569.80 under budget, and the total expenses for the year were \$712,574.22 below the planned amount.

Moving to the administrative account, Mr. Rafter shared that January's revenues were about \$2,087.90 above the budget, with year-to-date revenues \$12,163.58 higher than planned. Administrative expenses for January came in \$9,491.73 lower than expected, and the trend continued year-to-date, with expenses \$91,863.66 under budget. However, he noted that the Admin Fund's net results for November were negative, at \$3,074.22.

Mr. Rafter wrapped up his report by discussing the Balance Sheet. He stated that the Fund Balance was \$233,238 at the end of the period, with total liabilities and fund balances reaching \$920,043.00, offering a clear picture of the financial standing as of January 31, 2024.

During the meeting, Mr. Jacob raised a concern regarding the airfield account, noting that expenses consistently appeared well below the budgeted figures. He questioned whether this was due to an overestimation of costs or if operational expenses were genuinely lower than expected.

Mr. Rafter suggested that the budget might have been set conservatively. He mentioned that a preliminary draft of the next fiscal year's budget (FY25) had been received, indicating a cautious approach to expense forecasting and a concerted effort to maintain expenditure control. Mr. Rafter added that part of the discrepancy could be attributed to personnel costs and acknowledged challenges in filling certain positions.

Mr. Hoey then invited further questions for Mr. Rafter. With no additional queries forthcoming, he concluded the finance report.

AIRPORT MANAGER'S REPORT – AIRFIELD OPERATIONS

Felipe Suriel, the Airport Assistant Manager, reported on airfield operations on behalf of Mr. Nielson, highlighting a recent FAA inspection that identified only minor discrepancies, such as adjustments needed for some signage and grading around signs. These were deemed minor and quickly rectifiable. Mr. Suriel emphasized ongoing efforts to maintain the airfield, including regular painting to ensure the runway and pavement are in top condition.

In response to Mr. Reed's question, Mr. Suriel explained that the FAA provides a timeline for addressing discrepancies through a letter, which outlines varied deadlines depending on the complexity of the required fixes. He assured that documentation, including before-and-after evidence, is compiled, and submitted to the FAA, which then concludes the inspection process. Mr. Scussel inquired about the need for FAA re-inspection, to which Mr. Suriel responded that while documentation often suffices, the FAA reserves the right to conduct spot inspections. He also mentioned that the FAA issues a compliance completion letter upon satisfactory resolution of the identified issues.

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The conversation shifted to how the FAA categorizes discrepancies. Mr. Suriel clarified that they do provide specific regulations for each discrepancy, while Mr. Rafter added that only significant issues would elevate to a higher level of concern.

Mr. Suriel also briefed the Board on several ongoing Airport Capital Improvement Program (ACIP) projects, noting the various tests and activities visible around the airport due to these projects. He announced upcoming bids for an ARFF truck and for Sound Insulation related to the Environmental Assessment (EA) and mentioned an upgrade to Index C due to larger aircraft operations.

Regarding the ARFF trucks, Mr. Rafter clarified that new trucks would use F3 clean foam and detailed a program for cleaning existing trucks and disposing of old foam, in response to Mr. Scussel's questions about the transition to new chemicals. Mr. Suriel concluded by noting the receipt of FAA guidance on transitioning to the new foam, indicating preparations were underway to comply with the new requirements.

LESSEE'S REPORT – THE NEW HVN LLC

Mr. Suriel provided updates on recent activities at HVN, starting with the successful airport clean-up day that saw a strong volunteer turnout to tidy areas around the airport. He also mentioned a tabletop exercise held earlier that day at Temple Street Garage, involving various mutual agencies. This annual event focuses on emergency preparedness, with different scenarios each year to enhance collaborative response capabilities.

Mr. Suriel then addressed a query from Mr. Reed regarding Turo, confirming that Mr. Reed's concerns had been resolved.

Additionally, Mr. Suriel announced that Avelo would not operate flights on Tuesdays starting from May 1st, attributing this to industry trends indicating lower passenger volumes on that day. He also discussed parking management, especially on weekends, and the coordination with Avelo to communicate any parking changes to their customers effectively.

Regarding the airport bar, Mr. Suriel mentioned an agreement with a subsidiary of G Café has been signed, with no further developments to report at this time.

Mr. Scussel inquired about the tabletop exercise, questioning if it was an FAA requirement. Mr. Suriel confirmed its necessity, explaining that it's documented and part of a triennial full-scale training exercise, with the FAA also being involved in these sessions.

- ➔ ***ACTION ITEM – Mr. Suriel to provide documentation related to the recent tabletop exercise for Board Members upon request.***

Mr. Hoey raised a separate issue regarding a mutual aid agreement with East Haven, to which Mr. Suriel promised to follow up and provide updates.

- ➔ ***ACTION ITEM – Mr. Suriel to follow up on the status of the mutual aid agreement with East Haven and provide updates as necessary.***

The session concluded without any further questions from the attendees.

REPORTS AND ACTION ITEMS

There were no reports, resolutions, or action items to discuss.

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OTHER BUSINESS

During the meeting, Mr. Hoey invited Board Members to bring up any additional business. Mr. Dagliere addressed community concerns regarding the use of pesticides around the airport, which some believe could negatively impact local wildlife and vegetation. He mentioned a response from Andrew King but noted ongoing community concerns about the environmental impact of these pesticides. Mr. Rafter clarified that Avports contracts a licensed company for pesticide application, with all chemicals regulated and approved by the Department of Energy and Environmental Protection (DEEP). Mr. Hoey added that the airport's website FAQs had been updated with specific information regarding pesticide use to address these concerns.

Mr. Dagliere then shifted the discussion to concerns about 737-800 aircraft operating at the airport given the runway length. Mr. Rafter explained that the 737-800s are equipped for short field takeoff and landing operations and are regulated by the FAA, which ensures they operate within safe parameters, including weight considerations.

Mr. Scussel thanked Mr. Rafter for addressing his previous questions and brought up the topic of financial planning and key milestones, inquiring about the progress and availability of the budget for the Board review. Mr. Rafter assured him that the goal was to present a draft budget at the next board meeting, allowing ample time for review and approval. He also mentioned ongoing discussions with the CEO about outlining project milestones and confirmed that, to his knowledge, all project loans had been paid off, as clarified by Mr. Simon.

With no further business from the attendees, Mr. Hoey proceeded to open the floor for public comments.

PUBLIC COMMENT

TONI LORENTI – MERIDEN, CT

Captain Toni Lorenti, representing an undisclosed airline, expressed their appreciation during the public comment period. They extended thanks to Avports, the City of New Haven, Tom Rafter, Jeremy Nielson, Andrew King, and their teams for ensuring well-lit runways, clear tarmacs, accurate navigational aids, and overall airport security, benefiting pilots and passengers. Captain Lorenti commended the efforts in keeping the community informed about the complexities of the aviation industry.

They anticipated that some board members might soon face criticism, condescension, and unfounded accusations, pressured to provide answers for issues beyond their complete control. Captain Lorenti offered to address concerns related to aviation operations that fall outside the Board's direct responsibility, highlighting the multifaceted nature of airline operation which includes factors like fuel supply, weather conditions, aircraft maintenance, and safety measures.

Emphasizing the paramount importance of passenger and crew safety, Captain Lorenti argued that operational decisions made by flight crews are not subject to public debate or votes, and the Board should not be held accountable for these professional judgments. They urged Avports and the Board to remain firm in their commitment to safety above all, particularly dismissing rumors and misinformation about the use of 737-800 aircraft at the airport, asserting that such decisions are strictly regulated by aviation authorities and not influenced by baseless speculation.

Captain Lorenti concluded by urging the end of unfounded rumors concerning aircraft operations, emphasizing the need for trust in the expertise and regulatory compliance of aviation professionals and authorities.

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JEAN EDWARDS-CHIEPPEO – EAST HAVEN, CT

Ms. Edwards-Chieppeo

raised concerns regarding the operation of 737-800 aircraft at Tweed New Haven Airport, referencing a letter from McFarland Johnson to Sean Scanlan dated March 9th, 2022. She quoted the letter, which stated that Avelo Airlines plans to introduce the B737/800W aircraft, which are not currently flying into Tweed due to the limited runway length. According to the letter, both the FAA and Avelo's reviews concluded that a runway length of 6635 feet or more is necessary for such operations. Ms. Edwards Chieppeo questioned why these aircraft are being flown into Tweed if both Avelo and the FAA deem the runway too short.

Ms. Edwards Chieppeo also inquired about Mr. Hoey's continued presence on the Board despite her belief that his term expired in June. Mr. Hoey clarified that Connecticut State statutes allow Board members to serve beyond the expiration of their terms until they are replaced. He emphasized that the Board itself does not make or remove appointments and that this practice is common across various state boards, including significant regulatory agencies like the Public Utility Regulatory Authority, where all members continue to serve past their term expirations. Mr. Hoey firmly stated that this would be his final comment on the matter, with no further discussion on the topic.

REV CINDY VAPORIAS – EAST HAVEN, CT

Ms. Vaporis received an additional 3 minutes from another community member, allowing her a total of 6 minutes for her comments instead of the standard 3 minutes.

Reverend Vaporis shared her personal experiences living near the airport, emphasizing the impact of noise pollution on her life, the environment, and local wildlife. She highlighted her involvement in environmental and animal welfare causes through platforms like the Save Simon Facebook page, and her work with the homeless and domestic animals.

Reverend Vaporis shared the distress caused to their rescue dog, who suffers from high anxiety exacerbated by airplane noise, and the challenges faced by her husband, a terminal cancer patient, particularly during his rest periods on weekends. Reverend Vaporis expressed frustration with the early morning flights, emphasizing the search for a quiet living space only to be disrupted by increasing flight activity. She recounted the fear and confusion experienced by her grandchildren due to the loud noise of airplanes passing over her home. While affirming her right to voice opinions without ridicule, Reverend Vaporis called for empathy and consideration of the broader community's well-being beyond the direct vicinity of the airport.

Acknowledging the airport's success, Reverend Vaporis questioned the moral implications of expansion at the expense of residents' quality of life. She shared her search for a peaceful home and the limitations now faced due to her husband's health condition, highlighting the significant negative impact the increased air traffic has had on their life. Reverend Vaporis concluded by calling for humanity and understanding in the discussion around airport operations and their effects on the surrounding community, thanking Mr. Hoey for clarifying his Board tenure and expressing a hope for respectful dialogue moving forward.

GLORIA BELLACICCO – NEW HAVEN, CT

Ms. Bellacicco expressed gratitude for Andrew King's response to her previous inquiry about the use of pesticides at Tweed Airport. She suggested the airport could improve community relations by notifying residents in advance of pesticide application, like alerts for late plane arrivals. This would allow residents to take precautions for their

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pets and themselves. Ms. Bellacicco inquired about the progress of the goat project, suggesting it as a preferable alternative to pesticide use, given goats' resilience to such chemicals.

She also shared an interesting wildlife observation near the airport, where a bald eagle was seen catching a muskrat.

Ms. Bellacicco mentioned a conversation with Alderman Sal DiCola regarding a potential community meeting with Mr. Rafter and asked if a date had been set.

She acknowledged improvements in the audio quality of Board meetings but pointed out that visual enhancements were still needed for better identification of speakers. Ms. Bellacicco questioned the best method to receive answers to her questions, noting that previous submissions through complaint forms went unanswered. Mr. Hoey directed her to continue using the FAQ section and confirmed that she could directly email Mr. Rafter or Andrew King for specific inquiries.

MELISSA RANALLI – EAST HAVEN, CT

Ms. Ranalli addressed the Board, emphasizing the importance of balancing passenger safety with community concerns, asserting that both priorities can coexist. She voiced her ongoing frustration with the communication breakdown between Tweed New Haven Airport/Avports and the public, highlighting that this issue affects everyone, regardless of their stance on the airport's expansion. Ms. Ranalli stressed the need for transparent communication, including community meetings and acknowledgment of public concerns, to foster effective community engagement.

She referenced a statement by Jorge Roberts, CEO of Avports, about being committed to active dialogue with neighbors, which she found to be unfulfilled based on her experience. Ms. Ranalli recounted her attempts to get answers from Mr. Rafter regarding her concerns, noting that her questions, documented in the previous meeting minutes, remained unanswered. After a follow-up, she was informed that her inquiries were forwarded to Andrew King, yet she had not received a response to an earlier email sent to him.

Ms. Ranalli reiterated her call for improved responsiveness to public inquiries, requesting that her concerns be fully addressed. She thanked the Board for their time, underscoring the critical need for enhanced communication between the airport authorities and the community.

KATHERINE BENNETT – EAST HAVEN, CT

Ms. Bennett voiced her concerns, specifically focusing on an issue previously raised but, to her knowledge, not addressed. She referred to the withdrawn application to the East Haven Board of Appeals regarding the expansion of the fuel farm at Robinson Aviation. Ms. Bennett inquired about any new plans, claiming that the temporary storage of jet fuel in tanker trucks poses safety risks, especially given the ongoing expansion at Tweed Airport. She requested any updates or new information related to this matter.

MAUREEN MOORE – BRANFORD, CT

Ms. Moore expressed gratitude for being acknowledged. She respectfully communicated the significant impact the expansion of Tweed Airport and Avelo's increasing flights have on her community. Ms. Moore also addressed the issue of Board members remaining in their positions beyond their terms. While acknowledging that this practice occurs on other Boards, she argued that it does not justify its continuation on this Board. She advocated for the

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appointment of a representative from East Haven to the Board, urging those responsible for such decisions to consider this change.

JOE GIORDANO – EAST HAVEN, CT

Mr. Giordano shared a positive experience participating in the annual Tweed Clean-Up event. He appreciated the opportunity to meet dedicated airport employees and fellow volunteers, highlighting the significant amount of trash collected, which he attributed to irresponsible neighbors and area residents. Mr. Giordano was disappointed by the absence of environmental advocates and airport critics at the cleanup, noting the irony of their absence given their vocal concerns about the airport's environmental impact.

He also addressed the ongoing misinformation about the 737-800 aircraft, reiterating that these jets are equipped with short field packages, and called for an end to the spread of incorrect information. Mr. Giordano corrected a previous claim about Avelo flights disrupting early morning peace, stating that Avelo does not schedule flights before 6:30 am. He concluded by commending the Board, Airport Authority, and Avports employees for their communication efforts with the public and urged everyone to refrain from littering.

LORI FOSTER – NEW HAVEN, CT

Ms. Foster, residing at 24 Uriah St. in New Haven, shared her concerns, starting with a recent experience reported by a passenger on a flight from Tweed New Haven to Sarasota on Saturday the 16th. The passenger, seated in window seat 7F, experienced intense vibration from the aircraft's wall and noticed what appeared to be a hole allowing draft to enter. Ms. Foster highlighted the difficulty in reporting this to the FAA and suggested that the airport authority should investigate this potential safety issue.

Additionally, Ms. Foster discussed the maintenance of a vacant lot at 32 Uriah Street, near her residence, which Tweed Airport is known to upkeep. She recently observed a significant growth of poison ivy on the fence bordering this lot, posing a personal health risk due to her allergy to the plant. Ms. Foster requested assistance in addressing this issue and offered to cooperate with any spraying efforts by allowing airport maintenance access to her yard to effectively treat the area adjacent to the vacant lot. She expressed appreciation for any help with this matter.

LORENA VENEGAS – EAST HAVEN, CT

Ms. Venegas expressed concern over what she perceives as a significant decline in communication and representation by the Tweed Airport Authority Board since 2019. She reminisced about the more engaging discussions in the past with board members like Peter Leonardi and highlighted the changes she's observed over the years. Ms. Venegas criticized the Board for not holding effective community meetings under Tom Rafter's leadership, and the community meetings we did have did not address the noise insulation program and a noise study as she had hoped.

She also raised issues related to the Finding of No Significant Impact (FONSI) that negatively affect the East Haven community, especially the use of Thompson Ave. as an alternative route during flooding, which she argues is unsuitable due to its inability to handle high traffic volumes as indicated in the airport's traffic study.

Ms. Venegas pointed out inconsistencies in the use of 737-800 aircraft at Tweed, referencing letters from Avelo Airlines included in a FONSI that suggest these planes won't be used until the runway is extended. She questioned the FAA's authorization of these planes based on manufacturer specifications that may not align with the airport's actual conditions.

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She called for greater public inclusion, particularly in meetings with the Connecticut Department of Energy and Environmental Protection (DEEP) regarding wetlands mitigation, emphasizing the need for resident involvement. Ms. Venegas criticized the airport's committees for becoming politicized rather than including scientific experts and environmental groups as initially intended.

In conclusion, Ms. Venegas urged the Board and Jorge Roberts, CEO of Avports, to improve their communication with the community and act as responsible corporate citizens to address the growing communication crisis and leadership concerns.

PETRINA YOXALL – X, X

We were not able to hear audio from Ms. Yoxall. She was given the option to submit her comments via email for inclusion in the record. As of this posting, we have not received any comments from her.

SUSAN BRYSON – X, X

We were not able to hear audio from Ms. Bryson. She was given the option to submit her comments via email for inclusion in the record. Below are her comments, presented in full and exactly as she provided them.

As you know, I participated by zoom in today's Board meeting. I "raised my hand" and was called upon. I pressed the "unmute" button. You did not hear me speak -- just as you did not hear the woman called upon ahead of me. I tested my system - it was working. I don't know what happened, but this is an ineffective way to have meetings. We can't really see; we don't know who is talking. There is no exchange at all. And sometimes (as at the April public hearing) the sound system just doesn't work.

I wanted to support Lorena's comments on the poor communication between the Board and the people who try very hard to participate in Board meetings to raise concerns and get information about the airport, its plans, its activities, its financial risks. This is no easy task. There is no simple way to have a dialogue; a conversation. We don't even hear significant discussion which seems to happen elsewhere.

It is time for these meetings to be open to the public with question and answer periods available in real time..

There is a large community of people who are without question significantly and daily disrupted by the Avelo flights and who are truly concerned about what comes next as they see their world being dismantled;. These community people are told to be civil, but are they being uncivil under the circumstances? They are told to "get used to it". They are told it's a "done deal" (it's not). They are told to follow a set of civility rules as if they are unruly children. They are not. It is insulting. They are people who are behaving just as you would if someone blew smog into your house, rained fumes down on your children, blasted noise at dawn awakening your family with low-flying dawn jets, knowingly gave asthma to your school kids, or poisoned the wildlife you so love -- you too would object, you would try to be heard and you would be upset. This is not whining.

Many of you probably haven't ventured into the community life of East Haven, you may not love it, but they do -- and they should; it's a real community and its shoreline (being literally strafed by Avelo flights flying so low) is beautiful. Yes, it is not a wealthy town. I keep wondering why are these people and this Town being offered by other Towns and other people as sacrificial lambs to the desires of people elsewhere - in other towns and other states - to have (or, in the case of Goldman/Avports to invest in) a bigger airport in the middle of their community, their neighborhood? That doesn't seem very civil.

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A big airport is not a necessity; it is a desire. It is not the only option. But - there is a lot of money and a lot of power behind that desire. This is something this community does not have. Few environmental justice communities do.

And, no, living by a small airport does not mean you should have expected a big airport. Do you feel that way about living on a residential street? That you should expect it to become a highway? Of course not. This is just one more way of marginalizing these voices.

And all of the rest of us for miles around are also impacted and we, too, deserve to fully understand the daily environmental risks (including the use of pesticides, the emission of particulates, the increase in carbon, the quality of air., the runoff to the Sound, the flooding and what it carries with it...the elimination of wildlife) all of which should be an open book to the public.

So, again, open the book. Have real public meetings, in person.

Thank you

MICHAEL GIORDANO – JUNO BEACH, FL

Mr. Michael Giordano, a former air traffic controller and former FAA employee, addressed concerns surrounding the Boeing 737-800 operations at New Haven. He reassured the community and attendees that Avelo Airlines, along with Tweed Airport and Avports management, adhere to stringent FAA regulations to ensure safe operations. Mr. Giordano emphasized that if the 737-800 were not permitted to operate legally and safely in New Haven, it would not be in service. He informed the listeners of upcoming plans to increase the use of 737-800 aircraft at New Haven, advising everyone to adjust to this change. He concluded his remarks by wishing everyone a great day.

ADJOURNMENT

With no further business to discuss, Mr. Hoey called for a motion to adjourn the meeting. Mr. Reed proposed the motion, and Mr. Scussel seconded it. The Board members unanimously agreed, and the meeting was adjourned at approximately 5:14 PM.

ACTION ITEM SUMMARY

- ***ACTION ITEM – Mr. Suriel to provide documentation related to the recent tabletop exercise for Board Members upon request.***
- ***ACTION ITEM – Mr. Suriel to follow up on the status of the mutual aid agreement with East Haven and provide updates as necessary.***

TWEED-NEW HAVEN AIRPORT AUTHORITY
AIRFIELD ACCOUNT
Income Statement February 29, 2024

	February		Year to Date		Budget
	Actual	Budget	Actual	Budget	Board Approved (Annual)
Revenues					
AIR CARRIER FUEL FLOWAGE FEES	22,092.81	16,549.09	175,001.49	132,392.75	198,589.12
FBO FUEL FLOWAGE FEES	1,859.88	2,139.54	17,100.96	17,116.33	25,674.50
GA LANDNG FEES	13,952.95	13,782.28	104,236.42	110,258.21	165,387.31
OTHER REVENUES	4,905.06	-	43,343.73	-	-
LESSEE AIRFIELD REIMBURSEMENT	136,213.68	307,008.14	1,503,120.87	2,456,065.05	3,684,097.59
Total Revenues	179,024.38	339,479.05	1,842,803.47	2,715,832.34	4,073,748.52
Expenses					
AIRFIELD PERSONNAL COSTS	138,782.39	226,194.88	1,241,614.26	1,809,559.01	2,714,338.52
ADMINISTRATION	16,353.32	35,830.00	181,811.55	286,640.00	429,960.00
FACILITY	20,664.66	45,704.17	313,458.26	365,633.33	548,450.00
MAINTENANCE	3,224.01	31,750.00	105,919.40	254,000.00	381,000.00
CONTINGENCY	-	-	-	-	-
Total Expenses	179,024.38	339,479.05	1,842,803.47	2,715,832.34	4,073,748.52
Net Income(Loss)	-	-	-	-	-

TWEED-NEW HAVEN AIRPORT AUTHORITY
AUTHORITY ADMIN ACCOUNT
Income Statement February 29, 2024

	February		Year to Date		Budget
	Actual	Budget	Actual	Budget	Board Approved (Annual)
Revenues					
BASE RENT - LESSEE	45,833.33	45,833.33	366,666.64	366,666.65	550,000.00
REVENUE SHARE - LESSEE	7,221.75	5,000.00	53,869.83	40,000.00	60,000.00
REIMBURSABLE EXPENSES & OTHER	-	-	515.50	-	105,660.00
Total Revenues	53,055.08	50,833.33	421,051.97	406,666.65	715,660.00
Expenses					
EXECUTIVE DIRECTOR SALARY	26,538.45	18,153.85	159,230.70	163,384.86	236,000.00
EXECUTIVE DIRECTOR TAXES AND BENEFITS	3,900.88	1,815.38	19,850.46	16,338.37	23,600.00
ADMINISTRATIVE STAFF	5,739.40	4,333.33	31,873.36	34,666.32	52,000.00
RECRUITMENT COSTS	-	-	-	10,000.00	10,000.00
LEGAL, AUDIT, ACCOUNTING & OTHER SERVICES	14,923.31	13,200.00	176,384.35	138,220.00	191,020.00
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	21,523.85	9,750.00	31,933.74	84,040.00	123,040.00
OTHER ADMIN COSTS	811.80	-	7,948.41	2,500.00	5,000.00
CONTINGENCY	-	6,250.00	-	50,000.00	75,000.00
Total Expenses	73,437.69	53,502.56	427,221.02	499,149.55	715,660.00
Net Income(Loss)	(20,382.61)	(2,669.23)	(6,169.05)	(92,482.90)	-

TWEED-NEW HAVEN AIRPORT AUTHORITY
Income Statement February 29, 2024

	February		Year to Date		
	Airfield Account	Auth. Admin Acc.	Airfield Account	Auth. Admin Acc.	Authority Total
Revenues					
AIRPORT REVENUE	37,905.64	-	296,338.87	-	296,338.87
TRANSACTION COST REIMBURSEMENT	4,905.06	-	43,343.73	-	43,343.73
BASE RENT LESSEE	-	45,833.33	-	366,666.64	366,666.64
REVENUE SHARE LESSEE	-	7,221.75	-	53,869.83	53,869.83
LESSEE AIRFIELD REIMBURSEMENT	136,213.68	-	1,503,120.87	-	1,503,120.87
OTHER	-	-	-	515.50	515.50
Total Revenues	179,024.38	53,055.08	1,842,803.47	421,051.97	2,263,855.44
Expenses					
AIRPORT EXPENSES	28,575.32	811.80	507,855.85	7,948.41	515,804.26
AIRPORT PAYROLL & BENEFITS	138,782.39	-	1,241,614.26	-	1,241,614.26
AUTHORITY MANAGEMENT	-	36,178.73	-	210,954.52	210,954.52
LEGAL, AUDIT & ACCOUNTING	-	14,923.31	-	176,384.35	176,384.35
REIMBURSABLE LEGAL, AUDIT & OTHER COSTS	-	21,523.85	-	31,933.74	31,933.74
Avports - MGT FEES	11,666.67	-	93,333.36	-	93,333.36
Total Expenses	179,024.38	73,437.69	1,842,803.47	427,221.02	2,270,024.49
Net Income(Loss)	-	(20,382.61)	-	(6,169.05)	(6,169.05)

TWEED-NEW HAVEN AIRPORT AUTHORITY

Balance Sheet-Governmental Fund Type and Account Groups

February 29, 2024
DRAFT - UNAUDITED

	General Fund
<i>Assets</i>	
Cash and equivalents	\$ 355,758
Account receivable, net	712,677
Due from (to) Capital Fund	33,779
Prepaid expenses and other assets	<u>2,932</u>
Total assets	<u><u>\$ 1,105,146</u></u>
 <i>Liabilities and Fund Balances</i>	
Accounts payable	\$ 159,307
Accrued Expenses and other current liabilities	732,963
Fund Balance	<u>212,876</u>
Total liabilities and fund balances	<u><u>\$ 1,105,146</u></u>

Authority Administration Fund	FY23 Budget(a)	FY23 Actual	FY24 Budget	FY24 Through Jan	FY24 Estimate	FY25 Budget
Authority Lease Revenue						
Base Rent (Incl. GASB Int. Income)	\$ 477,554	\$ 477,554	\$ 550,000	\$ 320,833	\$ 550,000	\$ 573,000
Percentage Rent	\$ 65,121	\$ 59,755	\$ 60,000	\$ 46,648	\$ 80,000	\$ 78,000
Reimbursable Expenses - Bond Issuance (b)						\$ 150,000
Reimbursable Expenses - Other (c)		\$ 51,205	\$ 105,660	\$ 516	\$ 1,000	\$ 91,489
Total Authority Lease Revenue	\$ 542,675	\$ 588,514	\$ 715,660	\$ 367,997	\$ 631,000	\$ 892,489
Authority Administration Expenses						
Executive Director Salary	\$ 95,233	\$ 148,193	\$ 236,000	\$ 132,692	\$ 227,000	\$ 241,750
Executive Director Payroll Taxes & Benefits	\$ 10,031		\$ 23,600	\$ 15,949	\$ 27,000	\$ 29,010
Administrative Staff	\$ 69,260		\$ 52,000	\$ 26,134	\$ 45,000	\$ 46,904
Recruiting Costs	\$ 30,000	\$ 23,600	\$ 10,000		\$ -	\$ -
Legal, Audit, Accounting & Other Services	\$ 151,507	\$ 418,822	\$ 191,020	\$ 161,461	\$ 277,000	\$ 208,025
Reimbursable Legal, Audit, & Other Services		\$ 51,205	\$ 48,040	\$ 10,410	\$ 18,000	\$ 58,800
Consultant for Capital Projects	\$ -		\$ 75,000		\$ -	\$ 75,000
Bond Issuance Costs					\$ -	\$ 150,000
Other Admin Costs	\$ -	\$ 14,177	\$ 5,000	\$ 7,137	\$ 12,000	\$ 8,000
Contingency	\$ 64,932		\$ 75,000			\$ 75,000
Subtotal Authority Administration	\$ 420,963	\$ 655,997	\$ 715,660	\$ 353,783	\$ 606,000	\$ 892,489
NET Revenue less Expenses	\$ 121,712	\$ (67,483)	\$ -	\$ 14,214	\$ 25,000	\$ 0

Notes:

(a) from August 19th 2022

(b) The Authority has agreed with Avports that Authority costs relating to an anticipated Conduit Bond Financing would be reimbursed by Avports or the Lessee.

(c) As per 4.1.2 (c) of the Lease, the Authority may include certain administrative, planning, engineering, compliance, and oversight costs, in any AIP Grant, PFC application, or other application from any Governmental Authority. These costs can be reimbursed following approval of the required applications, which may occur in a future period. The Authority has estimated the costs which could be reimbursable in the future. As per 4.12 of the Lease, the Authority will be reimbursed by Lessee for up to \$200k for consultants, outside experts, and counsel in connection with the terminal and runway projects. This only applies for such expenses incurred above the Authority's Lease Revenue for the fiscal year, and this reimbursement may not occur until the following fiscal year.

Totals may not add due to rounding

Comments:

- Base Rent increase to be based on actual CPI increase through May as per the Lease. Estimated at ~4.25%
- % Rent based on rolling 12 months average through December 2023 of \$6,500 per month.
- Estimated pending further discussion with Avports on scope and timing. Will be the recovery of actual bond related expenses.
- Executive Director salary based on current expense with 2.5% added for inflation - subject to Board approval
- Admin staff cost based on 20 hours per week with 2.5% added for inflation - subject to Board approval
- Professional Services includes increases for compliance audit and an increase for accounting costs due to additional disclosures
- Consultant for Capital Projects and other Reimbursable items estimated based on possible scope and timing of planned projects.

	2023 Budget (from close)	2024 Approved Budget	Avports 2024 Revised	2025 Draft Budget	% Change from Revised 2024
Authority Airfield Fund					
Fuel Flowage	\$ 297,100	\$ 224,264	\$ 224,264	\$ 292,561	30%
Landing Fees	\$ 120,000	\$ 165,387	\$ 165,387	\$ 158,491	-4%
Lessee Funding	\$ 2,662,442	\$ 3,684,098	\$ 2,756,907	\$ 3,227,659	17%
Lessee Funding - Contingency				\$ 367,871	
Subtotal Revenue	\$ 3,079,542	\$ 4,073,749	\$ 3,146,558	\$ 4,046,582	29%
Avports Airfield Operating Expenses					
Avports Personnel					
Airport Operations Payroll	\$ 1,194,744	\$ 2,153,642	\$ 1,524,915	\$ 1,570,552	3%
9 Payroll Taxes, Insurances & Other Benefits	\$ 291,938	\$ 508,542	\$ 441,005	\$ 515,706	17%
10 Fidelity 401K Plan	\$ 21,582	\$ 44,475	\$ 47,983	\$ 62,822	31%
11 Payroll Processing Charge	\$ 3,759	\$ 5,760	\$ -	\$ -	
12 Employee Health Insurance Contribution	\$ (30,803)	\$ -	\$ (24,375)	\$ (23,912)	-2%
14 Employment Drug Testing	\$ 3,402	\$ 1,920	\$ 1,920	\$ 2,400	25%
15 Subtotal Personnel	\$ 1,484,622	\$ 2,714,339	\$ 1,991,448	\$ 2,127,568	7%
Non-Personnel Expenses: Administration, Facilities, Maintenance					
Administration					
17 Uniforms	\$ 24,299	\$ 25,200	\$ 14,400	\$ 15,900	10%
18 Insurance	\$ 187,993	\$ 96,360	\$ 67,240	\$ 75,240	12%
19 Equipment Lease / Rental	\$ -	\$ 15,600	\$ 15,600	\$ 6,550	-58%
20 Office Equipment / Supplies	\$ 6,138	\$ -	\$ -	\$ -	
21 Miscellaneous Expenses	\$ 13,564	\$ -	\$ -	\$ -	
23 Airport Ops Contracts, Supplies & Equipment	\$ 137,900	\$ 78,000	\$ 124,320	\$ 374,293	201%
24 Dues/Subscriptions/Licenses/Permits	\$ 11,490	\$ -	\$ -	\$ -	
25 Travel & Transportation	\$ 10,500	\$ 14,800	\$ 14,800	\$ 30,000	103%
26 Training & Workshops	\$ 26,291	\$ 60,000	\$ 47,000	\$ 97,000	106%
26 Management Fee	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	0%
Subtotal Administration	\$ 558,176	\$ 429,960	\$ 423,360	\$ 738,984	75%
Facility					
29 Utilities - Other	\$ 58,111	\$ 73,200	\$ 16,000	\$ 25,300	58%
30 Electric	\$ 105,962	\$ 132,000	\$ 82,000	\$ 54,000	-34%
31 Gasoline / Diesel / Heating Oil	\$ 54,485	\$ 86,000	\$ 142,000	\$ 174,000	23%
32 MX & Service Agreements	\$ -	\$ 5,000	\$ 18,500	\$ 23,260	26%
33 Building Maintenance	\$ 45,000	\$ 136,250	\$ 14,250	\$ 26,600	87%
34 Landside Support Services	\$ 145,000	\$ -	\$ -	\$ -	
36 Security System Maintenance & Service	\$ 55,243	\$ 56,000	\$ 135,000	\$ 19,300	-86%
37 Environmental Services	\$ 53,514	\$ 58,000	\$ 58,000	\$ 64,000	10%
38 Glycol System / Tide Gate Maintenance	\$ 20,679	\$ 2,000	\$ 6,000	\$ 73,700	1128%
Subtotal Facility	\$ 537,994	\$ 548,450	\$ 471,750	\$ 460,160	-2%
Maintenance					
39 Vehicle Maintenance	\$ 82,749	\$ 119,000	\$ 76,000	\$ 66,000	-13%
40 Airfield / General Maintenance	\$ 276,023	\$ 262,000	\$ 184,000	\$ 286,000	55%
Subtotal Maintenance	\$ 358,772	\$ 381,000	\$ 260,000	\$ 352,000	35%
42 Total Operations	\$ 2,939,564	\$ 4,073,749	\$ 3,146,558	\$ 3,678,711	17%
Contingency	\$ 139,978	\$ -	\$ -	\$ 367,871	
Authority Expenses					
43 TOTAL Airport/Airfield	\$ 3,079,542	\$ 4,073,749	\$ 3,146,558	\$ 4,046,582	
TOTAL Revenues	\$ 3,079,542	\$ 4,073,749	\$ 3,146,558	\$ 4,046,582	29%
NET REVENUE LESS EXPENSES	-	\$ -	\$ -	\$ -	

Comments:

Increases >10% and \$10,000

Line 9: Due to increased number employees and health insurance market increases.

Line 10: Due to increased number employees and greater participation in 401K benefit.

Line 23: Due to (1) administrative cost sharing agreement with TNHAA (2) expenses associated with transition from AFFF to F3 fire fighting foam (truck cleaning, disposal of AFFF, and purchase of replacement F3 foam).

Line 25: Due to travel/hotel expenses associated with off-site training for ARFF personnel

Line 26: Due to expanded training opportunities for ARFF personnel

Line 31: Due to increased fuel consumption related to more active airport operations and fluctuating fuel costs.

Line 32: Due to more frequent service intervals of airport support systems.

Line 37: Due to anticipated cost increases to USDA wildlife contract services.

Line 38: Due to increased aircraft deicing and anticipated costs of tide gate maintenance.

Line 40: Due to anticipated repairs of pavement and increase maintenance of airfield markings.



Resolution #605

APPROVAL OF THE AIRPORT ENVIRONMENTAL POLICY

April 17, 2024

WHEREAS the Tweed New Haven Airport Authority (the "Authority") has recognized the critical importance of environmental sustainability and stewardship within its operations at Tweed New Haven Airport;

WHEREAS the establishment of the Environmental Stewardship Committee (ESC) represents a significant step towards integrating sustainable practices, reducing environmental footprints, and ensuring compliance with environmental regulations;

WHEREAS the ESC has prepared a comprehensive Airport Environmental Policy Statement, which articulates the Authority's environmental commitments and outlines specific measures to achieve these commitments;

AIRPORT ENVIRONMENTAL POLICY STATEMENT:

- *Applicability: This policy applies to all employees of the Tweed New Haven Airport Authority (TNHAA) working at the Tweed New Haven Airport.*
- *Purpose: The purpose of this policy is to outline the environmental commitments for the Tweed New Haven Airport.*
- *Policy: In an effort to improve the natural environment in and around the airport, and to reduce impacts on our communities, the TNHAA will make every effort to:*
 - *Prevent and reduce environmental impacts, pollution, and waste from airport operations.*
 - *To proactively identify and mitigate all potential impacts to the environment from airport operations.*
 - *Consider Climate resiliency, reduction of resource consumption, promotion of energy efficiency and sustainable principles into operations and planning.*
 - *Maximize sustainability efforts by ensuring that airport infrastructure costs do not impede airlines' ability to invest in new technology to benefit the environment.*
 - *Comply with all environmental regulatory and legal obligations.*
 - *Through the Environmental Stewardship Committee (ESC), continue to explore and promote sustainability efforts at the airport.*



WHEREAS the Authority acknowledges the significance of this policy in guiding the environmental initiatives at Tweed New Haven Airport, ensuring a responsible and sustainable approach to airport operations;

NOW, THEREFORE, BE IT RESOLVED that the Authority hereby approves the Airport Environmental Policy Statement as developed by the Environmental Stewardship Committee.

HVN Enplanement Report

Destination	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Total (12-months)
MCO	6,916	7,727	11,143	8,777	6,609	7,319	9,342	8,652	5,938	6,631	7,378	8,418	6,412	94,346
FLL	5,181	5,043	6,191	4,734	3,901	3,913	4,379	4,045	3,579	3,679	4,843	5,017	4,112	53,436
PBI	4,532	4,482	6,191	5,020	4,252	4,118	4,018	3,715	2,563	3,171	4,813	4,854	4,103	51,300
TPA	4,322	4,505	6,066	4,951	3,696	3,632	3,141	2,826	3,028	3,565	4,127	3,953	3,652	47,142
RSW	4,322	5,054	6,578	5,412	3,430	3,702	3,864	3,690	3,011	3,112	3,914	4,516	3,619	49,902
SRQ	2,757	3,194	4,680	3,520	2,578	3,075	2,413	2,317	1,403	1,849	3,237	2,697	2,124	33,087
RDU	1,479	1,509	2,392	2,054	2,279	3,020	3,684	3,712	3,916	4,403	3,694	3,650	2,525	36,838
BNA	930	1,087	2,064	2,316	2,375	1,872	1,290	1,051	1,875	2,178	0	0	0	16,108
MYR	1,220	984	1,236	1,274	1,210	1,898	3,241	2,896	2,330	2,143	1,476	1,521	1,077	21,286
MDW	218	0	1	0	506	1,249	1,271	1,063	1,437	1,681	597	540	232	8,577
CHS	806	821	1,085	1,158	976	1,311	1,708	1,659	1,071	1,190	900	561	205	12,645
ILM	1,041	895	1,180	935	1,055	1,618	2,487	2,190	2,021	2,231	1,579	1,517	1,226	18,934
BWI	724	680	1,022	955	1,109	1,170	1,207	992	1,350	1,571	517	463	257	11,293
SAV	0	0	1,114	925	1,092	1,105	1,860	1,472	291	0	475	0	0	8,334
DAB	0	0	0	0	0	436	1,288	1,244	1,023	1,159	1,281	1,540	898	8,869
MLB	0	0	0	0	0	434	1,240	1,103	214	0	939	418	308	4,656
GSP	0	0	0	0	0	432	1,285	1,210	1,133	1,218	1,030	1,097	420	7,825
SJU	0	0	0	0	0	0	0	0	0	0	710	1,283	1,071	3,064
Total EPAX	34,448	35,981	50,943	42,031	35,068	40,304	47,718	43,837	36,183	39,781	41,510	42,045	32,241	487,642

January 2023 - January 2024 DOWN 6%
FY 2023 - FY 2024 UP 8%

	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Total (12-months)
FY 23 / 24	34,448	35,981	50,943	42,031	35,068	40,304	47,718	43,837	36,183	39,781	41,510	42,045	32,241	487,642
FY 22 / 23	14,147	15,855	18,643	18,521	23,953	33,887	43,261	39,743	32,065	36,905	37,626	37,163	34,448	372,070
% Change	144%	127%	173%	127%	46%	19%	10%	10%	13%	8%	10%	13%	-6%	31%

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