



TWEED
NEW HAVEN
AIRPORT

TWEED NEW HAVEN AIRPORT AUTHORITY FAQ

Airport Business FAQs – This section has been developed to provide interested parties with information on how the airport operates.

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Administration

1 Federally Obligated Land

1.1.1 Q: What does "Federally Obligated Land" mean for Tweed New Haven Airport?

A: The two links below provide information regarding Federally Obligated Airport Property. The first link is to the FAA Airport Compliance Manual. The second link is to the Advisory Circular that was referenced by a member of the public in a recent Board meeting. This guidance is specific to exclusive rights at Federally Obligated Airports.

Source: [FAA Airport Compliance Manual - Order 5190.6B - Change 3 - Airports](#)

Source: [AC 150/5190-6, Exclusive Rights at Federally-Obligated Airports](#)

1.1.2 Q: How does federal obligation affect land use at HVN?

A: When accepting Federal funding, the Airport is required to comply with various Grant Assurances, Executive Orders and Regulations. One such requirement is that the airport must have what is known as Exhibit A that identifies all parcels of land making up the airport. Grant Assurance 2, 5, b. states:

“Subject to the FAA Act of 2018, Public Law 115-254, Section 163, it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary.”

Source: [Airport Improvement Program Grant Assurances for Airport Sponsors, May 2022](#)

2 TNHAA Board

2.1.1 Q: What is the current schedule for Board Meetings at Tweed New Haven Airport Authority?

A: In accordance with the survey results from board members, the Board Meetings are set to occur on the third Wednesday of each month at 4:00 PM.

2.1.2 Q: How is the Tweed New Haven Airport Authority structured?

A: The Tweed New Haven Airport is operated by an independent State Authority that leases the land from the City of New Haven. The Authority has two agreements for operation/maintenance and development of the airport with a private entity.

Source: [Airport Org Layout](#)

2.1.3 Q: What are the term lengths and limits on consecutive terms for Board Members of the Tweed New Haven Airport Authority?

A: Board members of the Tweed New Haven Airport Authority serve terms of four years each. They may serve a maximum of two consecutive terms, either completing the full eight years or continuing until a successor is appointed by the relevant appointing entity. Some exceptions may apply. For example, Board members serve until the appointing agency identifies a replacement representative.

Source: https://www.cga.ct.gov/current/pub/chap_046.htm

2.1.4 Q: How does the TNHAA Board plan to facilitate hybrid meetings and ensure public participation?

A: Hybrid meetings provide the public an opportunity to participate in-person, via zoom, or virtual participation via teleconference.

2.1.5 Q: What is the Tweed New Haven Airport Authority's meeting schedule?

A: The 2024 Board Meeting schedule can be found here: <https://flytweed.com/about-airport/airport-authority/>

2.1.6 Q: Who are the current board members of the Tweed New Haven Airport Authority, and how can they be contacted?

A: That information can be found here: <https://flytweed.com/about-airport/airport-authority/>

3 TNHAA Committees

3.1.1 Q: Who are the members of the Environmental Stewardship Committee (ESC)?

A: Minutes from every meeting can be found online. Each months minutes also includes the up to date membership roster. Link here: <https://flytweed.com/about-airport/airport-authority/>

3.1.2 Q: How were members appointed to the ESC?

A: From the City/Authority lease extension:

Section 2.6 Establishment of Public Environmental Stewardship Committee. The Authority shall establish an Environmental Stewardship Advisory Committee (the "ESAC") consisting of three (3) New Haven residents and three (3) East Haven Residents. The ESAC shall be staffed by the City's Engineering Department to assist the Authority in promoting and maintaining sustainability efforts. The ESAC shall be a public agency, subject to the Connecticut Freedom of Information Act.

3.1.3 Q: How can the public provide input or comments during ESC meetings?

A: Although the public is welcome to attend ESC Meetings virtually, there is no formal structure for public commentary in these meetings. The public can also reach out to a member of the committee with your comments or questions.

4 Public Private Partnership (PPP or P3)

4.1.1 Q: Why has the Tweed New Haven Airport Authority entered a P3 arrangement?

A: For many years that airport was operated at a financial deficit that required state and local subsidies. As competition for capital funding and air service grew nationally for small airports, the Authority received an unsolicited proposal from the private firm that had operated the airport for many years to enter a public private partnership that would enable development as well as operations to be funded privately as part of a long-term lease.

4.1.2 Q: What are the expected benefits of entering a P3 for HVN?

A: Some of the anticipated benefits of the P3 include assumption of all risk by the operator, ability to leverage capital funding sources, enhance air service development opportunities and expedite capital projects.

4.1.3 [Q: What is a P3?](#)

A: A P3, or Public-Private Partnership, is a cooperative arrangement between a government body and a private entity to develop, finance, build, and maintain and operate public projects, such as infrastructure, with shared responsibilities and risks.

4.1.4 [Q: Can you explain what a P3 partnership is and how it operates?](#)

A: A P3 partnership combines the resources of the public sector with the expertise of the private sector to deliver public projects. The private sector often invests capital and assumes financial, technical, and operational risks, while the public sector retains overall control of the land or use. The partnership is governed by an agreement that details each party's role and share in the benefits.

5 Air Service Development

5.1.1 [Q: Is there an ongoing effort to develop air service at Tweed New Haven Airport?](#)

A: Yes, Avports is in regular communication with various air carriers. Expansion efforts are currently limited by facility capacity, but there are plans for runway extension and terminal redesign to attract more services.

6 Community Engagement/Public Relations

6.1.1 [Q: Are there community engagement and partnership initiatives undertaken by the airport?](#)

A: Yes, the airport and Avports have several partnerships in the local community such as Connecticut Food Share, the East Haven Food Pantry, and hosts educational events for local school groups in collaboration with Avelo and the Boy Scouts of America. Members of the New Haven Chamber of Commerce and the East Haven Chamber of Commerce as well as engaged with the Rotary in each of these communities.

Airfield/Aeronautical Information

7 Aircraft Performance/Landing and Takeoff

7.1.1 [Q: What are the key factors that affect aircraft performance, especially during takeoff and landing?](#)

A: Aircraft performance is influenced by several factors including aircraft weight, temperature, wind, atmospheric pressure, and runway contamination (i.e. water, sleet, snow, ice, etc.). These factors determine the required runway length for safe operation.

Source: [Chapter 11 - Aircraft Performance](#)

7.1.2 [Q: What are the dispatch rules for aircraft landing at airports, and how do they affect preflight planning?](#)

A: Federal regulations dictate a "60% Dispatch Rule" for airline aircraft, meaning they can only be planned to use 60% of the available runway length at their destination. For wet or icy conditions, an

additional 15% regulatory additive is applied. This rule, which also applies to private and air taxi/charter flights, ensures safety margins and accounts for variations in pilot technique and aircraft performance.

Source: [Advisory Circular 91-79B](#)

8 Boeing 733-800 Use at HVN

8.1.1 Q: Is the Boeing 737-800 aircraft allowed to operate at Tweed New Haven Airport?

A: There are many factors that go into determining if an aircraft can operate safely to and from airports. The FAA Flight Standards District Offices in coordination with the airline determine if a specific type aircraft can operate in various environments.

9 Certification Inspection Results

9.1.1 Q: How can the public access the Certification Inspection Results for HVN?

A: FAA Certification results can be obtained through a request to the Airport Manager. (hvnadministration@avports.com, 203-466-8833)

9.1.2 Q: What do the Certification Inspection Results say about the safety and compliance of HVN?

A: The certification results demonstrate that HVN meets the operational and safety standards set forth by the FAA, as outlined in FAR 139, to the extent required to maintain its Airport Operating Certificate (AOC). Meeting those standards and maintaining the AOC is required for HVN to be able to serve air carrier aircraft.

10 Ground Power Unit (GPU) & Auxiliary Power Unit (APU)

10.1.1 Q: What are the functions of Auxiliary Power Units (APUs) and Ground Power Units (GPUs) at Tweed New Haven Airport?

A: APUs and GPUs are systems designed to provide power to aircraft systems (lights, avionics, air conditioning, etc.) while the aircraft are on the ground and the aircraft's engines are not running. The benefits to utilizing GPUs and APUs over engine power include noise reduction and increased fuel efficiency.

11 In-Flight Planning and Landing Calculations

11.1.1 Q: How do flight crews calculate landing distances and make decisions about landing during a flight?

A: In-flight, flight crews use Flight Management Systems to calculate the Required Landing Distance, which includes considerations such as planned landing weight, temperature, wind conditions, and runway surface. This calculation is compared with the available runway length to decide whether to land, ensuring safety margins are maintained.

12 Landing Distance and Safety Margins

12.1.1 Q: What is the difference between Required Landing Distance and Actual Landing Distance, and how does it impact flight operations?

A: Required Landing Distance is the calculated distance an aircraft needs to cross the beginning of the runway at 50 feet, touchdown, and then stop, factoring in safety margins. Actual Landing Distance is the actual amount of runway used to stop the aircraft. For safety and regulatory reasons, Required Landing Distance, which is always greater than Actual Landing Distance, is used for making in-flight decisions.

Source: [Advisory Circular 91-79A - Mitigating the Risks of a Runway Overrun Upon Landing](#)

13 Diversions

13.1.1 Q: Why might a flight, such as an Avelo 737, be diverted due to in-flight calculations?

A: Diversions can occur due to varying conditions that develop in-flight, such as snow, ice, or heavy rain, coupled with unfavorable wind or higher aircraft weights. These diversions are not indicative of a mismatch between the aircraft and airport but rather demonstrate the impact of regulations and weather on variable aircraft landing performance.

14 Runway Infrastructure

14.1.1 Q: How is the runway pavement classified at an airport? What is a PCN number?

A: Runway pavement is classified by the load-bearing capacity of the pavement. The load-bearing capacity is expressed as a five-part code (57/F/C/X/T) that describes the piece of pavement. The “57” in the code is the PCN numerical value, which represents the load-carrying capacity. The “F” indicates that the pavement is made from a flexible material (asphalt). The “C” represents that the pavement has a California Bearing Ratio (CBR) between 4 and 8 percent. The “X” indicates that the pavement can withstand high tire pressures. The final letter, “T”, signifies that the PCN was determined through a technical evaluation.

Each aircraft is assigned an aircraft classification number (ACN). If the aircraft’s ACN is lower than the PCN of the pavement, the pavement is capable of sustaining the use of that aircraft regularly.

14.1.2 Q: How is runway pavement maintained at an airport? What is a PCI number?

A: The airport inspects the airport operations area (AOA) pavement on a daily basis. The pavement is swept on a regular basis to prevent the buildup of dirt and other foreign object debris (FOD). The pavement is cracked-sealed and patched, as necessary, and pavement markings are re-painted annually. The FAA performs an annual safety certification inspection, which includes a thorough inspection of all paved areas, to ensure all recommended maintenance is being performed, and that the pavement meets the necessary standards to support safe air carrier operations.

14.1.3 Q: How is the maintenance and upkeep of the runway managed, especially in light of its lifecycle?

A: The airport conducts daily self-inspections and annual assessments using the Pavement Condition Index (PCI). Plans for rehabilitation are initiated based on FAA advice and industry standards.

14.1.4 Q: What are the steps involved in ensuring the runway's longevity and what is the current status of the runway's Pavement Condition Index (PCI)?

A: The runway's longevity is maintained through regular maintenance, guided by the FAA's life cycle approach. The current PCI status reflects a 'fair' condition of each pavement segment.

14.1.5 Q: How does runway length affect aircraft operation and performance?

A: The length of the runway is crucial for aircraft operation. A longer runway allows for a wider range of operational conditions, whereas a shorter runway limits these conditions. Pilots can adapt to runway lengths by adjusting takeoff thrust settings, flap settings, and, if necessary, reducing aircraft weight.

15 Aircraft Performance/Specific Aircraft Operation

15.1.1 Q: Is a Boeing 737 suitable for operation on a 5,600' runway?

A: A 5,600' runway does not inherently limit the operation of a Boeing 737. However, aircraft performance can be affected by various atmospheric and operational conditions. Different flap and thrust settings can optimize performance but are not a solution for all conditions. The Boeing 737's operation on this runway length is reflective of its operational limitations under specific conditions.

Terminal/Landside Operations

16 Transportation Network Companies (TNCs) – Uber/Lyft

16.1.1 Q: How do TNCs like Uber and Lyft operate at Tweed New Haven Airport?

A: TNC and Rideshare companies at all airports around the country are governed by commercial agreements with the airport or the airport operator. Any company picking up and dropping off at HVN must have an agreement in place with The New HVN LLC.

16.1.2 Q: Are there specific pick-up and drop-off locations for TNCs at HVN?

A: At HVN, the departures area in front of the accommodates all drop offs for TNCs which would be in front of the Avelo ticketing trailer. Taxis for pickups at Arrivals line up on the curb while Rideshare is in the general queue for all other pickups.

17 Parking

17.1.1 Q: What are the latest developments in terms of parking facilities and services at Tweed New Haven Airport?

A: The airport has introduced a new digital parking sign displaying real-time space availability and launched HVN Reserve, a parking reservation system, to enhance customer convenience.

18 Weather

18.1.1 Q: What measures are being taken to address flooding concerns at the airport?

A: The airport works in close coordination with the City of New Haven Emergency Operations Department and Engineering Department, receiving regular weather updates and alerts for flood watches / warnings. The airport operations department also monitors a variety of weather service resources, some of which have direct access to meteorologists that are available 24/7 to provide real-time weather forecast updates specific to HVN. Various factors are considered, including the amount of precipitation, event duration, and tides, when making decisions related to the timing of opening and closing the tide gates, as well as the deployment of the airport's new flood mitigation barrier system. To date, the airport has successfully avoided flooding of the departures terminal following the procedures that have been developed from studying the flooding tendencies that impact the communities throughout New Haven and East Haven.

Maintenance & Engineering

19 Capital Improvement and Development

19.1.1 Q: What is the Capital Improvement Program (CIP) for FAA FY24 funding, and what are its key projects?

A: The CIP for FAA FY24 includes projects like glide slope relocation, runway extension, terminal area taxiway design, perimeter fencing relocation, EA Phase II, and updating the Noise Exposure Map and Noise Compatibility Plan.

Environmental

20 Deicing

20.1.1 Q: Does HVN Airport directly discharge Deice and Anti-Ice fluid into any body of water?

A: No, HVN Airport does not directly discharge Deice and Anti-Ice fluid into any body of water. The airport has a dedicated underground tank system for collecting and recirculating Sodium Bicarbonate to adjust PH levels before directing it to the New Haven Harbor Water Treatment Facility.

20.1.2 Q: What are the components of Type 1 de-icing fluid and Type 4 anti-icing fluid?

A: Type 1 de-icing fluid is 50% water, and Type 4 anti-icing fluid is also a concentrate of water and fluid.

20.1.3 Q: Where can we find the legal permits related to these operations?

A: The legal permits can be found on the following links:

Source: [DEEP Public Notices for Proposed Individual Permits](#)

Source: [Tweed - Fact Sheet Draft](#)

Source: [Tweed - Permit Draft](#)

20.1.4 Q: How does the deicing system at HVN operate?

A: The deicing system operates by directing aircraft to a specific location for deicing. At that location, any deicing fluid runoff is collected and directed to an underground storage tank. The underground storage tank fills up with a mixture of deicing fluid and rainwater. The mixture is then pumped to an above-ground storage tank and treated, if needed, to raise the pH of the mixture. During the overnight hours, the treated fluid is pumped out to the Greater New Haven Pollution Control Authority.

20.1.5 Q: What substances are used in HVN's deicing process?

A: There are 2 substances currently used for aircraft deicing at HVN. Type I and Type IV deicing fluid. Both fluids are glycol-based. Information on the product specifications are available through the air carrier.

20.1.6 Q: How does the airport handle aircraft deicing and what are the environmental considerations?

A: The airport holds a permit from the Connecticut DEEP, allowing the discharge of up to 36,000 gallons per day of collected deicing fluid into the sanitary sewer system. The actual discharge is significantly lower than the permitted amount and is diluted by rainwater and melted snow.

21 Noise Program

21.1.1 Q: What is the Noise Program at Tweed New Haven Airport?

A: Information on the airport's noise abatement program can be found at www.flytweed.com.

21.1.2 Q: How can residents report noise complaints regarding HVN operations?

A: Residents can report noise complaints directly to Airport Administration via HVN's electronic community complaint and concern form. The form can be accessed from About the Airport Section of the airport's website: flytweed.com/about-airport

22 Wildlife

22.1.1 Q: What measures are in place at HVN to manage wildlife and bird attractions?

A: As a Certificated Commercial Service Airport, HVN has an approved Wildlife Hazard Management Plan in accordance with Federal Aviation Regulation Part 139.337.

22.1.2 Q: What are the implications of wildlife attractions on airport operations at HVN?

A: Aircraft/wildlife strikes can cause catastrophic damage to aircraft and the people on board. While efforts are made to balance the natural environment for wildlife, the top priority at an airport is the safety of the flying public.

23 PFAS

23.1.1 Q: What is PFAS, and how does it relate to Tweed New Haven Airport operations?

A: Per- and polyfluoroalkyl substances (PFAS) are a large, complex group of synthetic chemicals that have been used in consumer products around the world since about the 1950s. They are ingredients in

various everyday products. For example, PFAS are used to keep food from sticking to packaging or cookware, make clothes and carpets resistant to stains, and create firefighting foam that is more effective.

An unknown yet potentially significant number of airports have site soils, groundwater, and/or wastewater that contain elevated concentrations of one or more per- and polyfluoroalkyl substances (PFAS). Airports (and military bases) widely used fire-suppressing aqueous film-forming foams (AFFFs) that contained PFAS and acted as a source of PFAS releases into the environment.

Source: [NIEHS.gov: Perfluoroalkyl and Polyfluoroalkyl Substances \(PFAS\)](https://www.niehs.nih.gov/health/topics/agents/pfas/)

Source: [Guidebook for Environmental Management of PFAS at Airports](https://www.epa.gov/air-pollution/guidebook-environmental-management-pfas-airports)

23.1.2 Q: What steps is HVN taking to manage PFAS concerns?

A: HVN does not discharge AFFF (PFAS containing foam) unless required for immediate life safety. Testing of the foam system as required by FAA is now done using an ecologic cart that circulates the foam back through the fire truck and not into the environment.

HVN is also working to obtain a new Aircraft Rescue Firefighting (ARFF) vehicle that would dispense recently approved Fluorine Free Foam. HVN is also working with FAA to transition to Fluorine Free Foam in the existing ARFF vehicles.

23.1.3 Q: What are the ongoing efforts regarding PFAS studies and the switch to fluorine-free firefighting foam at the airport?

A: A study is underway to assess PFAS in marine life, with preliminary results expected by April 2024. The airport is also transitioning to fluorine-free firefighting foam, a complex process involving equipment decontamination and potential financial and operational adjustments.

24 Environmental Assessment (EA)

24.1.1 Q: What is the status of the Environmental Assessment (EA) for the airport expansion project?

A: The Federal Aviation Administration (FAA) submitted the Finding of No Significant Impact (FONSI) on December 22, 2023.

25 Vegetation Control

25.1.1 Q: What are the methods of vegetation control at the airport?

A. HVN uses multiple methods of vegetation control, including mowers, weed eaters and chemical vegetation control. The airport is also exploring the use of goats to reduce noise and fossil fuel consumption.

25.1.2 What does HVN use for chemical vegetation control?

A. CT DEEP's [Pesticide Management Program](#) is responsible for administration of pesticide certifications, state registration of pesticides and enforcing pesticide laws in Connecticut. As such, all pesticides used at the airport are done so through a licensed professional in accordance with Connecticut regulations.

The airport currently uses All Habitat Services, LLC, a licensed professional (CT DEEP #PMBR.02020) to apply [Imazamox](#).

It was first EPA-registered in 1997 for terrestrial use, and then for aquatic use in 2008.

[Linked are:](#)

[- The product label for Alligare IMOX, the product proposed by All Habitat](#)

[- An EPA fact sheet from its initial registration in 1997](#)

[- An EPA updated risk assessment from when it was first registered for aquatic use in 2008](#)

[- A brief fact sheet from Wisconsin](#)

[- An extensive fact sheet from Massachusetts](#)

[- A New York Environmental Impact Statement from 2009 when it was newly available for aquatic use](#)

25.1.3 Where and how often is Imazamox applied?

A: Imazamox is applied up to twice a year along the entire parameter fence covering three feet on both sides of the fence. The next application date is April 30, 2024.

Finance

26 Authority Conduit Bond Issuance

26.1.1 Has the Authority discussed financing alternatives?

A: The New HVN, our lessee, is undertaking this development project and is securing the capital for its completion. The Lease and Development Agreement was structured to provide flexibility on a range of financing options. The Lessee is evaluating a range of financing alternatives, in addition to its equity capital contributions, including the issuance of tax-exempt municipal bonds which are a very common means of financing eligible projects. In the event of such an issuance, the Authority could act as the conduit. This conduit arrangement would not change the commercial arrangements already established via the LDA. The Authority will be the issuer, but bond proceeds and the obligation to service the debt will be passed through to the New HVN with no recourse to the TNHAA.

26.1.2 What is the amount of debt to be issued?

A: In the event of a debt issuance to fund the East Terminal and Runway expansion project, the exact amount of debt to be issued will be dependent on the cost of the project and financial market conditions, among other factors, that will not be finalized until such time.

26.1.3 What are the repayment sources for this debt?

A: There are two main repayment sources contemplated under the Lease and Development Agreement. The first is Lessee Revenues. This includes car parking revenues, rental car company payments, food and beverage concessions, airline payments, etc. received by the Lessee. In addition, grants and PFCs that the Authority receives for FAA approved projects can be used to reimburse the Lessee for its expenditure on those approved projects. Any financing arrangement under the Lease and Development Agreement is "without recourse to the Authority". Therefore, no revenues derived by the Authority, such as landing fees for the airfield or rental payments received from the Lessee will be used to repay the debt. As such,

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this debt would not be considered a General Airport Revenue Bond (GARB), as only certain Airport revenues will be pledged to the debt.

26.1.4 Will the bonds be issued before all approvals (FAA, EA Appeal, permits, etc.) are received?

A: A potential bond issuance is unlikely to be completed before all major preconstruction permits and approvals are received, including CT DEEP and USACE. The FAA has already issued a FONSI with regard to the proposed project and the appeals process does not have an impact on the ability to proceed with the projects. However, the process to issue bonds (particularly for a first-time issuer) could range from 9-18 months, and the Authority believes it is prudent to retain Issuer's Counsel at this time to guide it through the initial steps of this critical task.